

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Lisa Ketcham **Dave Olson** **Chris Johnson** **Laura Stein** **Erin Deinzer** **Dan Haggerty** **Joel Janoe**
Chair Vice-Chair Secretary Treasurer

July 9, 2014

President Parravano and Members
San Mateo County Harbor District Board of Commissioners
(via email)

Subject: **Pillar Point Harbor Community Priorities for District Strategic Business Plan**

Thank you for the opportunity to provide community input on Pillar Point Harbor priorities for the District's Strategic Business Plan. In the surrounding Midcoast communities, there is clearly much interest in harbor issues and a desire for meaningful public participation in decisions on development, activities, and conditions at Pillar Point Harbor.

The Midcoast Community Council (MCC) would like to reiterate our 3/26/14 request for a place on the proposed Strategic Business Plan Advisory Committee that will help to build consensus and community ownership of the project. We have the following initial comments, and include as examples, issues we have previously brought to your attention.

1. Establish a consistent realistic vision and follow through.

Over the last 15-20 years the District record of permits and consulting contracts reveals harbor development projects repeatedly started and stalled that may not be supported by the community and/or that the District can't afford. Scarce resources are spent on planning, design, and permitting for projects that are not (and likely should not be) built.

District Admin Office – Follow through on the 2004 Board decision to return within 5 years to permanent office space to be purchased or built on the coast. The office location does not require shoreline access and should not impact public coastal access or ocean views in any way.

2. Focus on timely and efficient maintenance of existing harbor facilities.

Anticipate maintenance needs and lengthy permitting processes. Plan ahead to timely and efficiently address them, thus avoiding reactive emergency repair operations.

West Shoreline Trail – This critical and popular coastal access has been partially closed since 2011, risking the unacceptable loss of emergency vehicle access. During this inexplicable delay, the opportunity was missed in 2013 to use launch ramp dredged material for beach nourishment. More pro-active planning and public input could possibly have avoided the emergency armoring approach.

Romeo Pier – The deteriorated, unstable condition of the pier has long been known. This is a public safety and environmental protection issue. We risk a marine debris disaster in the next big storm, which volunteers will no doubt have to do their best to clean up, as occurred after the 2012 boat wreck at Ross' Cove.

3. Prioritize public coastal access/views, environmental protection, and responsiveness and cooperation with the surrounding community. Consider the public fund of property taxes which is the source of over half of District revenues in weighing priorities and project cost effectiveness.

Beach nourishment with harbor dredging – There is strong community consensus and urgency for beach nourishment to address coastal erosion that has been greatly exacerbated by the construction of the outer harbor breakwater. The District priority of fill or mitigate for development with dredged material is at odds with the public priority of sand nourishment for eroding beaches.

Harbor Parking Fees – Do not charge for public access day-use parking. Paid harbor parking will result in the same parking overflow into the surrounding area that is caused by paid parking at Surfers' Beach day-use lot. The lot remains mostly empty while beachgoers park along the highway, adding to traffic congestion and safety concerns.

RV Park Restroom – Reopen to public use or discontinue day-use parking fee.

1998 RV Park lease terms require:

- Vehicle parking area for day-use visitor parking only (4.1.1).
- Repair & extension of existing restrooms to acceptable health & safety standards (8.2.1).
- Construction of barbeques, water fountains, trash receptacles for day-use area (8.26).

If the lease requirement for those amenities is not enforced, then the \$10 day-use parking fee is not justified.

Thank you for your consideration.

Sincerely,
s/Lisa Ketcham, Chair
Midcoast Community Council

cc: SMC Supervisor Don Horsley