

PILLAR POINT HARBOR MASTER PLAN & Urban Waterfront Restoration Plan

ADOPTED DECEMBER 4, 1991

22 Year Old Plan

Updating the Pillar Point Master Plan or developing a current PPH Strategic Plan will require background studies, input from key stakeholders, public outreach, and a public visioning process that evaluates needs and results in a strategic plan for phased implementation.

Public workshops aimed at defining current and future needs and project prioritization should include permitting agencies. A cooperative approach to coastal zone planning helps streamline the permitting process.

This presentation was prepared by San Mateo County Harbor Commissioner Sabrina Brennan for discussion purposes only and does not represent the position of the Harbor District at this time.

March 3, 2013

*Aerial images courtesy of California Coastal Records Project
A few pages from the 9/25/12 Midcoast Community Council
Presentation by Lisa Ketcham have been included.*

Why update PPH Master Plan?

The 1991 Pillar Point Harbor Master Plan is the only strategic planning document available for Pillar Point Harbor and it's obsolete. Going without a current comprehensive strategic plan results in a piecemeal approach to planning and risks wasting public funds.

The County will begin work on the Princeton Planing Update soon. It would be good timing to begin a PPH Master Plan update or develop a new PPH strategic plan now because this is a well timed opportunity to work constructively with the public, the County and the permitting agencies in a cooperative environment.

Encourage Water-Dependent Activities

Strategic plans should encourage consideration of water-dependent activities (and supporting businesses) as the highest and best use of the harbor and surround area. The longevity and health of the Harbor depend upon it.

Local economic development as well as Harbor development should be encouraged to focus on retaining existing water-dependent activities and adding new ones.

Water Quality & Wildlife

Strengthening environmental performance by undertaking concrete and measurable actions through a process of continuous improvement should be prioritized.

Best environmental practices, such as improving water quality and oil spill prevention are crucial to public safety.

The Harbor District has an important role to play educating the public/boaters about oil spill prevention, oil spill containment, improving water quality, protecting the marine environment and protecting wildlife and sea birds.

Coastal Access

Strategic plans should encourage improved public access to the Harbor facilities including: improved walkways, restroom facilities and flexible outdoor space.

Pedestrian and bicycle access improvements will reduce the strain on Harbor parking lots and improve air quality. This goal could be met by developing a plan to complete the California Coastal Trail segment through the Harbor, and include additional bike racks and a bike rental station.

Encourage water-dependent recreational uses such as small boats, SUP, and kayaks.

Improve management of the mooring fields and anchorage.

Encourage marine related infrastructure; boatyard, marine chandlery, and marine-related vendors, located in close proximity to the Harbor.

Encourage a well planned dredging and beach nourishment/shoreline protection program. The Harbor District should not continue to miss beach nourishment opportunities along the Princeton Shoreline and Surfer's Beach.

Sea Level Rise

In 1991 sea-level rise was not a concern. Based on current scientific understanding the Harbor District has an obligation to address sea-level rise in a current strategic plan.

Tsunami Preparedness

Tsunami inundation preparedness should be addressed.

Tsunami evacuation plans and ongoing public safety workshops should be referenced in a current strategic plan.

1991 MASTER PLAN

PURPOSE OF THE MASTER PLAN

URBAN WATERFRONT RESTORATION PLAN

The State Coastal Conservancy's Urban Waterfront Program was initiated under the Urban Waterfronts Act of 1981 (Public Resources Code Section 31300 et seq.). The Program assists in planning and providing new public and private investment in waterfront areas, encourages the development of high priority uses under the Coastal Act (such as public access and public and commercial recreation), and encourages the retention of coastal-dependent industry (such as commercial fishing). The Pillar Point Harbor Master Plan will qualify as an Urban Waterfront Restoration Plan when approved by the Conservancy. An approved plan is a prerequisite for obtaining implementation funding from the Conservancy.

Costly project plans, engineering studies, and a multi-agency approval and permitting process are jeopardized when project concepts lack public support, and are out of touch with current needs.

Strategic planning is needed to adequately support commercial fishing, recreational boating, and eco-tourism opportunities at Pillar Point Harbor.

IT MUST BE EMPHASIZED
THAT ANY DEVELOPMENT
WILL REQUIRE PUBLIC
PARTICIPATION THROUGHOUT
THE PLANNING PROCESS.

The planning process must include public input. A one day per year Harbor District “planning workshop” held at 9:00am on a weekday, without adequate public outreach, and very limited time for public comment, does not qualify as a meaningful or useful planning workshop.

Assessing Current Needs

Strategic planing is needed to adequately support commercial fishing, recreational boating, and eco-tourism opportunities at Pillar Point Harbor.

A steering committee should form, organize, and promote a series of Pillar Point Harbor visioning workshops. Participation and input from commercial fisherman, recreational boaters, county residents, visitors, and permitting agencies is needed.

It should be noted that a needs assessment will be conducted during 2013 as first step in Princeton Planning effort.

1986

THE PLANNING PROCESS

RECENT PLANNING EFFORTS

Conceptual Plan

In 1986 the District organized a Pillar Point Harbor planning team, including Callander Associates, Landscape Architects and Waterfront Planners; C-REM Engineers; Kerry Burke, Planner; and Sinclair Associates, Architects, to undertake the inventory, program development, site analysis, and conceptual planning of the harbor. A Comprehensive Conceptual Plan for the overall harbor and a Conceptual Plan for the Inner Harbor were developed and presented to the public in October 1986, and are included in the Appendix of this document. The conceptual plans were well-received by the County, City of Half Moon Bay, Coastal Commission, Harbor District, CalTrans, and harbor users.

The Comprehensive Conceptual Plan is not currently available online.

IMPLEMENTATION

RECOMMENDED PLANNING PROCESS

It is recommended that development of the overall Master Plan be pursued on a component-by-component basis. This will allow both an orderly review by concerned regulatory agencies, and the targeting of individual projects to funding sources. Each individual project will require preparation of a precise plan for agency review and funding submittal. Private developers or lessees will also be involved in plan preparation and review for such components as the restaurant or commercial developments.

Once the agency and funding submittals have been processed, construction documents will be prepared. IT MUST BE EMPHASIZED THAT ANY DEVELOPMENT WILL REQUIRE PUBLIC PARTICIPATION THROUGHOUT THE PLANNING PROCESS.

Has the Harbor District approved and implemented any precise plans?
If so, were they based on projects outlined in the PPH Master Plan?

Please publish all precise plans on the Harbor District website.

DECEMBER 4, 1991

CURRENT PLANNING PROCESS

This Master Plan document is the result of a four-year intensive planning and design process which has included considerable public, agency, and Harbor District staff and Board review. The State and Federal regulatory agencies have reviewed the plan for environmental impacts at interagency meetings held in 1987 and 1988, and most recently on March 13, 1991. Several public meetings were held which involved both commercial and recreational users, local residents and other interested and concerned citizens, the most recent of which was a community meeting held on March 27, 1991. Copies of memos that summarize the two most recent meetings are included in the Appendix, which is bound separate from this master plan document.

Appendix and EIR are not currently available online.

1979 Beachfront inside the outer breakwater



Surfer's Beach Restroom

1989 EIR

1989

Environmental Impact Report

A full E.I.R. was prepared by Earthmetrics, Inc. to evaluate potential impacts associated with the Draft Master Plan. The Draft E.I.R. was approved in February 1989 and the Final E.I.R. adopted in April 1989 by the Harbor District Board. The E.I.R. identified potential impacts associated with development of facilities proposed in the draft master plan and provided corresponding mitigation measures for each impact. Potential impacts identified included issues related to public access, parking, traffic, visual aesthetics, biology, water quality, public services, and noise. This Master Plan has addressed each of the potential environmental impacts identified and has incorporated the mitigation measures recommended by the Final E.I.R.

[Appendix and EIR are not currently available online.](#)

COMMERCIAL FISHING FEET

Commercial Fishing Needs Assessment Survey

1987

Needs Assessment Survey

A survey of commercial fishermen and fish buyers was conducted by the Coastal Conservancy and the Harbor District in an effort to identify the major concerns of commercial fishermen and fish buyers and establish priorities for expansion or improvement of supporting facilities. The survey clearly documented the inadequacy of existing facilities and the need for more commercial pier area and capacity. The Needs Assessment Survey is included in the Appendix, which is bound separate from this master plan document.

A dramatic reduction in the size of the commercial fishing fleet indicates an obvious change in needs from 1987 to 2013.

PILLAR POINT HARBOR NEEDS ASSESSMENT SURVEY RESPONSE SUMMARY

November 3, 1987

Introduction

This report summarizes the responses to a survey of commercial fishermen and fish buyers at Pillar Point harbor. It was jointly designed by State Coastal Conservancy and Harbor District staff, and it was mailed between late August and early September, 1987.

There are between 200 and 300 commercial fishermen based in Pillar Point harbor, and three commercial fish buyers. All of the fish buyers responded to the survey. The fishermen were sampled as follows: 14 names were provided by the Half Moon Bay Fishermen's Marketing Association, and 25 names were provided by the harbormaster, who randomly selected 5 names from each of the 5 docks. A total of 40 surveys were mailed and 14 responses were sent back. Those 14 responses represent approximately 5.6% of the total population of fishermen homeported at Pillar Point; however, the harbormaster estimates there are only 50 fishermen active year-round in the harbor. If that estimate is accurate, our survey represents 28% of the heaviest users. In either case, the survey results provide useful information to incorporate into the preliminary design of harbor improvements.

From “50 active year-round” commercial fishermen in 1987 to approximately 12 active year-round in 2013.

From the Appendix

Why the fishing fleet matters in 2013

We are fortunate to operate one of the few remaining working harbors on the west coast of California. Pillar Point Harbor offers an opportunity to experience an open ocean port with a commercial fishing fleet. Residents of San Mateo County and beyond pack the Harbor on weekends to immerse themselves in fishing culture.

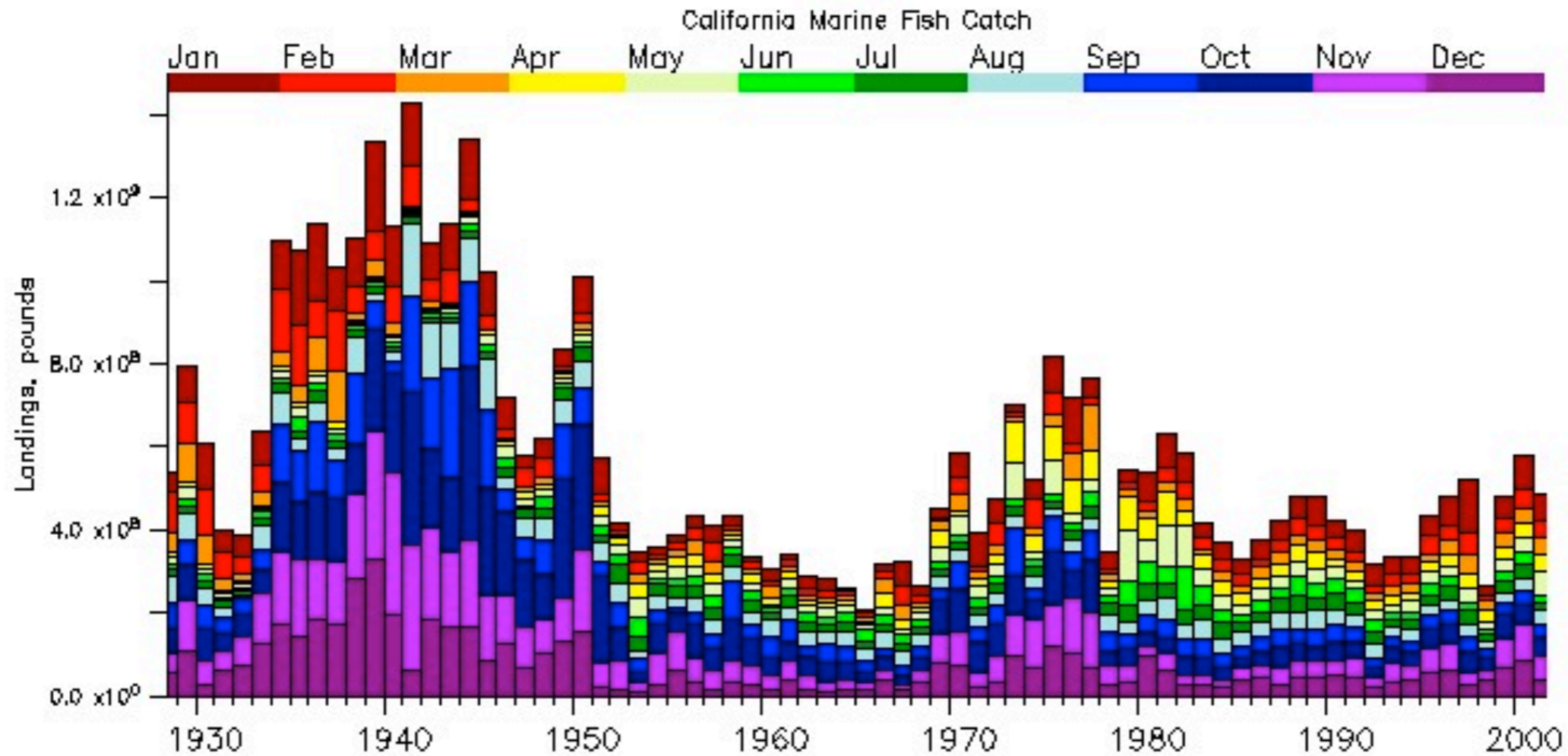
PPH strategic planning efforts should reflect the valuable contributions commercial fishing brings to the Harbor District and the economy. It doesn't require a degree in economics to appreciate the benefits commercial fishing brings to small businesses and the positive impacts on local tourism. If a current economic analysis were available it would help inform and validate future Harbor District planning efforts. A chart that outlines annual fish buyer and fishing vessel statistics would be useful. Commercial fish landing receipt data (species/gear combinations) should be available. Statistical information about coastal tourism and eco-tourism would also be useful.

PPH has a tremendous opportunity to educate families about the sustainable seafood industry and the importance of environmental stewardship on the marine environment.

A key initiative in support of the commercial fishing fleet is the future dredging required to provide deepwater access within the Harbor. Future dredging projects offer an opportunity to nourish beaches that have been compromised by erosion as well as improve coastal access.

California Marine Fish Catch

NOAA/PFEL  FERRET Ver 5.40



Total Marine Catch, Landings at All Ports

Sum to total of all marine catch

Notes about Fish Sales

Fish sales off the dock were not permitted at Pillar Point Harbor in 1991. This important revenue generating activity is not addressed in the 1991 Master Plan.

Princeton is zoned for Marine Use and storage sheds are currently available in Princeton.

Each of the three Fish Buyers have 40' portable freezers/shipping containers located at the end of Johnson Peir. The portable freezers take up limited pier space. The freezers could be relocated to make room on the pier for a forth hoist.

Cold storage for fishermen was mentioned as a Princeton use in the consultant interviews for the County Princeton Planning Update.

March 26, 1986



**Before Commercial
Fishing Fleet Arrived**



Arrival of the Commercial Fishing Fleet - June 1987



June 1987

RECREATIONAL BOATING & FISHING

Improvements that pre-date the 1991 PPH Master Plan

FISHING PIER

During the fiscal year 1989-1990, a new fishing pier was constructed on the west inner breakwater. The pier provides public access and is designed to eliminate the use of Johnson Pier for recreational fishing, and the accompanying congestion and conflicts with commercial and charter fishing boat users in the past.

BOAT LAUNCH RAMP

Construction of the six lane boat launch ramp is nearing completion, and the facility will be open for public use in early 1992. The 2.4 million dollar grant was the largest ever approved by Cal-Boating for a northern California harbor.

The boat launch ramp was near completion when the PPH Master Plan was approved.

It doesn't appear that many Strategic Plans have been accomplished at PPH since the 1991 PPH Master Plan was approved?

Princeton Boatyard - only ocean haul-out facility from Santa Cruz to Bodega Bay. 1972 - 1996 private operation. 1997 - 2003 lease operation by Harbor District. 2003 Lease expired. District voted 3-2 not to buy property and permanently closed boatyard.

2004 Sally Campbell: "The Board did not act in the best interest of the public when they twice failed to acquire a facility that is so vital to the commercial fishermen and recreational boaters at Pillar Point Harbor."



PERCHED BEACH

Boat Launch Ramp and Boat Trailer Parking

Mitigation: Construction of the new launch ramp involved ocean fill which requires permitting by the Army Corps of Engineers under the Clean Water Act. The permit process was completed with the Corps and permits received from the County and State Coastal Commission for construction of the ramp facility. Mitigation for the ocean fill by provision of like ocean habitat on a 1:1 basis is a condition of the construction permit from the State Coastal Commission.

The ramp facility produced 1.22 acres of new "ocean fill", defined as areas presently at elevations below the Highest Estimated Tide Line (+8.18 MLLW scale). The habitat types that are being filled consist of sandy beach and mudflat. The loss of habitat was mitigated by creation (through excavation) of 0.76 acres of new mudflat habitat on site, adjacent to the launch ramp access road, and 0.46 acres of new sandy beach habitat off site at the West Shoreline Area inside the outer breakwater. A complete discussion of the West Shoreline Area is found in the following text.

Plans for dredging and sand replenishment are not noted or included in the 1991 PPH Master Plan.

Inner Harbor Renovation

Public Access: Continuous public access along the shoreline is provided by the Master Plan in accordance with Coastal Commission requirements. The Commission requires that the loss of the perched beach due to harbor expansion be properly mitigated. The 0.3 acre perched beach was created to compensate for the loss of sandy beach area when the parking area west of the administration building was constructed; however, the "perched" nature of the beach has precluded establishment of a successful, usable beach area. A total of 0.9 acres of public access area will be provided within the Inner Harbor. The paved walkways, boardwalk, and rip rap areas are appropriate to the harbor experience with intensive levels of activity and high volume of boat traffic.

Today, Perched Beach is a successful, revenue producing, area for launching kayaks, standup paddle boards and other human powered boats.

Unfortunately so much dredge sediment has been deposited on Perched Beach that it has become compromised as a beach.

Picnic tables are located on Perched Beach.

Perched Beach Development Projects – ebb & flow

1991 Master Plan recommended developing Perched Beach since its steep drop off made it unsuitable for swimming. (kayak? paddleboard? picnic?)

2000 – 2-story, 5200 sq ft building, restroom/laundry first floor, rental space on second floor. CDP approved 2001, permit expired, never built.

2004 – 1-story, 2300 sq ft building, restroom/showers/laundry. Approved 2005. Building permit issued. Too expensive -- never built.

2005 – 40-berth and haul-out project -- consulting services obtained.

2008 – Haul-out facility not feasible – thus bulkhead could be extended further. Discussion of 2-story development – same location as 2000 & 2004 plan.

2010 – Perched Beach Committee (Tucker/Parravano) agreed to reactivate consultant contract to plan bulkhead, possibility for admin office and other development. Vision to get bulkhead done in next 12-18 months.

2011 – Authorize detail bulkhead design; public meetings: public prefers recreational area, not building.

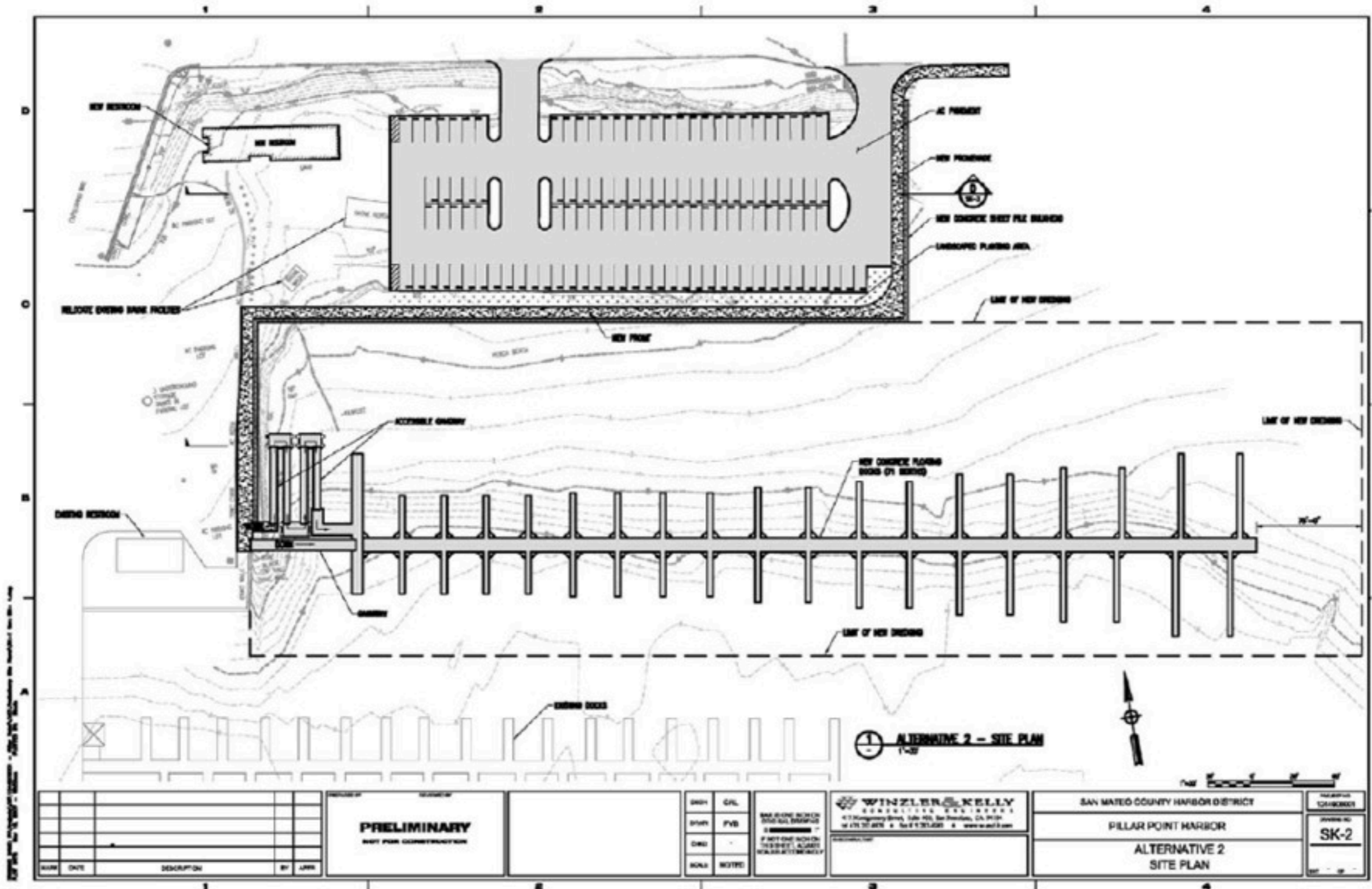
1993



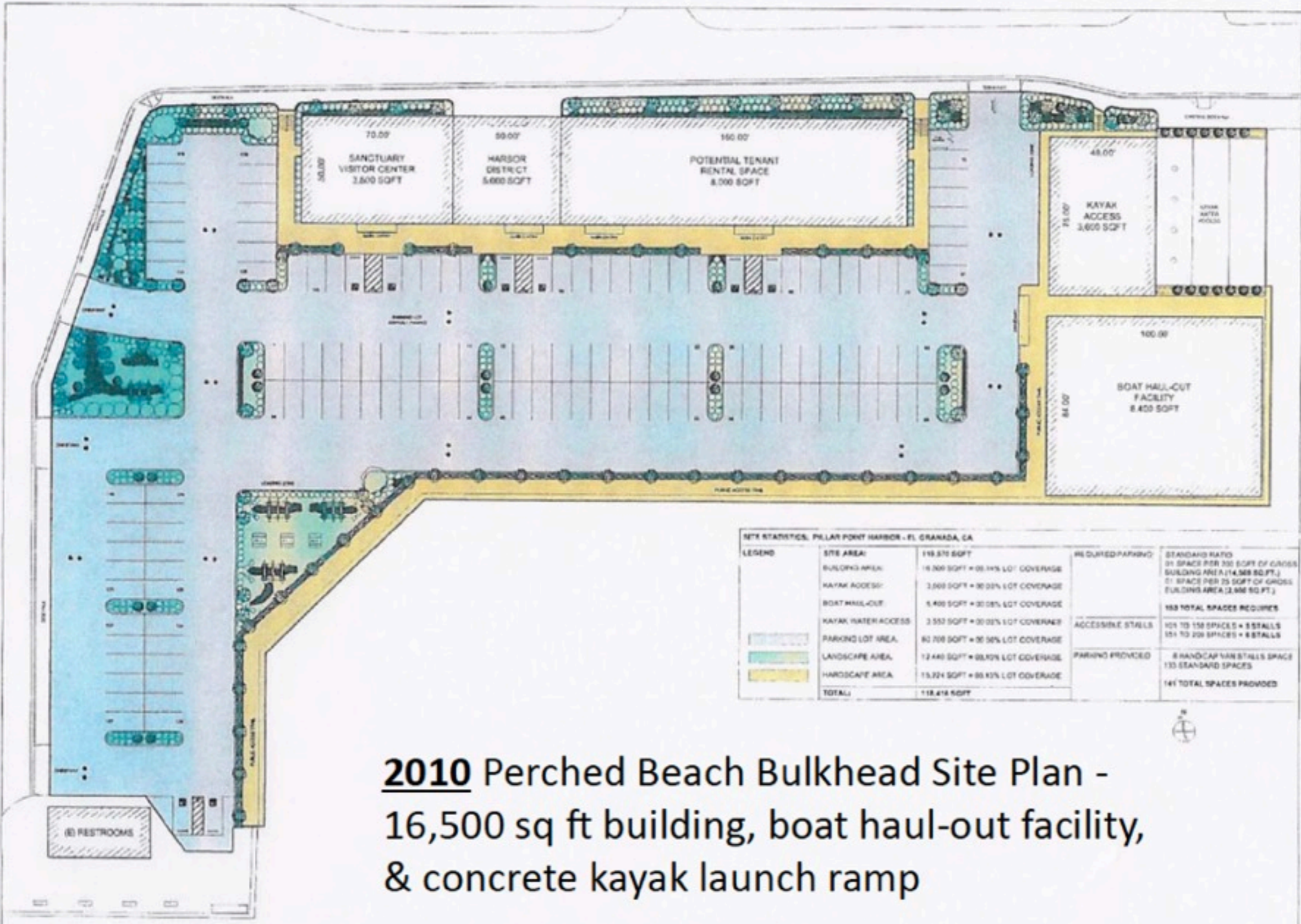
Perched Beach



2007 Perched Beach Bulkhead site plan - New parking lot, restroom & offshore pier



**PERCHED BEACH
PILLAR POINT HARBOR
EL GRANADA, CA**



date	issues
06.25.10	Issued for Client Review
07.02.10	Issued for Client Review
date	revisions

SITE STATISTICS, PILLAR POINT HARBOR - EL GRANADA, CA			
LEGEND	SITE AREA:	119,870 SQ FT	REQUIRED PARKING:
	BUILDING AREA:	16,500 SQ FT = 13.8% LOT COVERAGE	STANDARD RATIO 01 SPACE PER 300 SQ FT OF GROSS BUILDING AREA (14,500 SQ FT.) 01 SPACE PER 25 SQ FT OF GROSS BUILDING AREA (3,600 SQ FT.)
	KAYAK ACCESS:	3,600 SQ FT = 3% LOT COVERAGE	163 TOTAL SPACES REQUIRED
	BOAT HAUL-OUT:	8,400 SQ FT = 7% LOT COVERAGE	ACCESSIBLE STALLS
	KAYAK WATER ACCESS:	3,552 SQ FT = 3% LOT COVERAGE	101 TO 150 SPACES = 8 STALLS 151 TO 200 SPACES = 8 STALLS
	PARKING LOT AREA:	62,708 SQ FT = 52.4% LOT COVERAGE	PARKING PROVIDED
	LANDSCAPE AREA:	12,440 SQ FT = 10.4% LOT COVERAGE	8 HANDICAP VAN STALLS SPACE 133 STANDARD SPACES
	HARDCAPE AREA:	15,224 SQ FT = 12.7% LOT COVERAGE	141 TOTAL SPACES PROVIDED
	TOTAL:	119,870 SQ FT	



2010 Perched Beach Bulkhead Site Plan -
16,500 sq ft building, boat haul-out facility,
& concrete kayak launch ramp

project designer
abd | alex bautista design
221 MONTEREY BOULEVARD
SAN FRANCISCO, CA 94101
direct 415 334 6748
mobile 415 613 0434
www.abdbautistadesign.com

date 06.25.10

**PROPOSED SITE PLAN
AND PARKING LAYOUT**

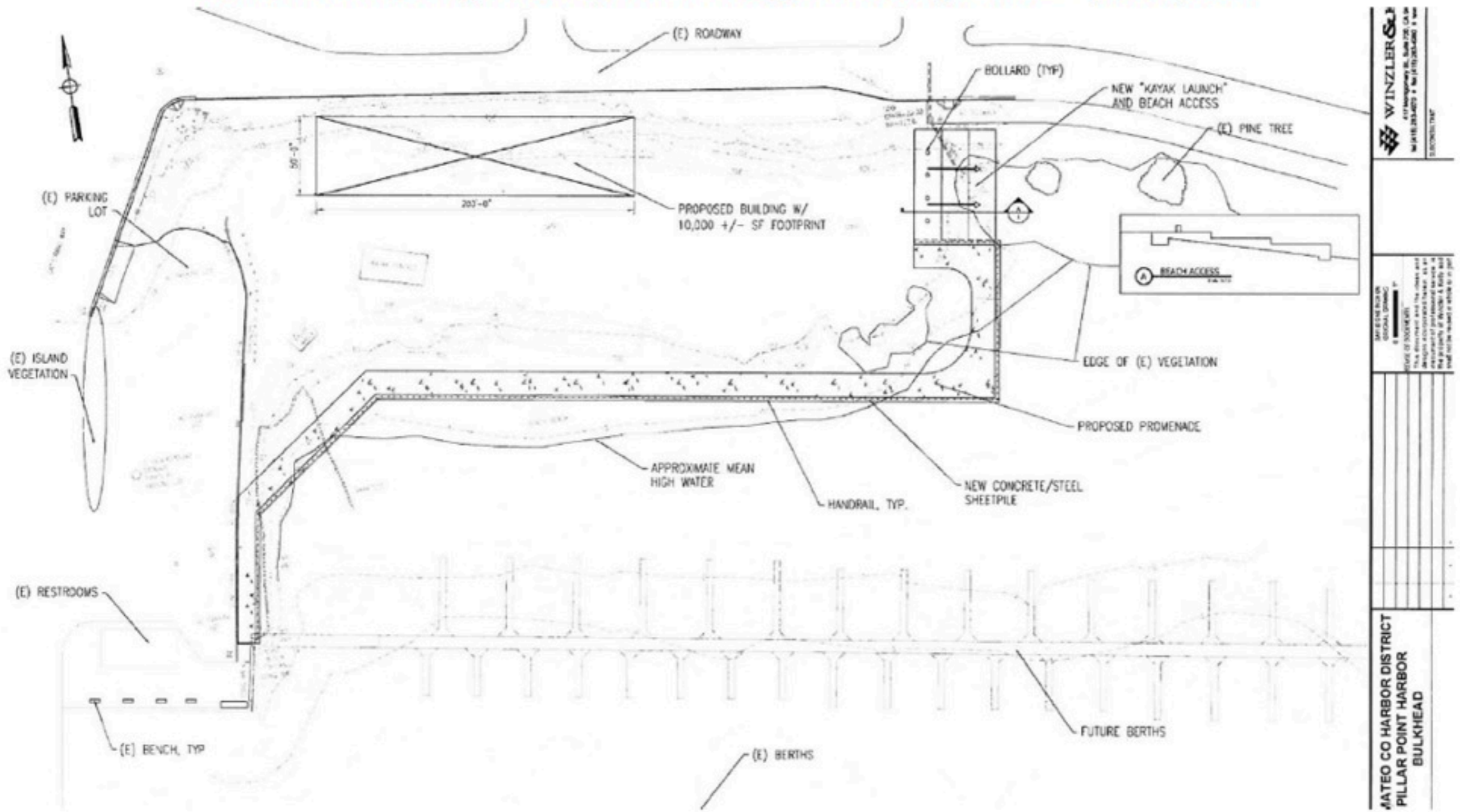
scale 1" = 20'-0" 1/8" dia

drawn by AEB

checked by AEB

sheet number **A-1.00**

2011 cost estimate for Perched Beach bulkhead and 6,850 cy offsite fill to 15 ft elevation = \$3.1 million.
 Consultant design fees paid through January 2012 = \$309,000.



WINZLER & ASSOCIATES
 411 Montgomery BL, Suite 202, CA 94941
 Tel: (415) 253-4025 • Fax: (415) 253-4080 • www.winzler.com

DATE: 08/10/11
 SHEET: 01 OF 01
 PROJECT: MATEO CO HARBOR DISTRICT PILLAR POINT HARBOR BULKHEAD

Despite moving planned multi-use building to Parking Lot B site, Harbor District still plans to build new bulkhead, fill & pave Perched Beach.



Pillar Point Harbor Bulkhead

WEST SHORELINE ACCESS

1991

WEST SHORELINE

Mitigation

Approximately one-half acre of new intertidal habitat was required by regulatory agencies to compensate for the loss of sandy intertidal habitat at the new boat launch ramp, constructed in the Inner Harbor. The new habitat was required to be constructed at an elevation ranging from +2.5 to +6 feet, Mean Lower Low Water scale (MLLW).

Construction of the new habitat for mitigation and the accompanying public access improvements was completed in November 1991. Construction complies with all required permits and conditions of approval set forth by the permitting agencies. New habitat was created by excavation of a sandy and rocky inner harbor area adjacent to the outer breakwater. An existing sandy beach area nearby, that provides habitat for the snowy plover and numerous other shorebirds, has been carefully preserved and the newly excavated shoreline protected with rip-rap.

The West Shoreline section of the PPH Master Plan pre-dates the protected status of Fitzgerald Marine Reserve Pillar Point Marsh area, the ASBS and the Critical Coastal Area program. Strategic plans should note the protected status of Harbor District property and surrounding tidal areas.



Pillar Point Marsh is located near the West Shoreline multi-use trail. This unique marsh is considered an Area of Special Biological Significance within the Fitzgerald Marine Reserve and is included in the Critical Coastal Area program.





Rancho Corral de Tierra / GGNRA

FMR

Pillar Point Bluff

HMB Airport

West Shoreline Access

FMR / Pillar Point Marsh
Area of Special Biological Significance
Critical Coastal Area 29

West Shoreline Improvements Needed

The West Shoreline restroom facility/portalet gets allot of use and is nicknamed “The Nastiest Head on the Coast”. Isn’t it time to provide a better public facility at this world famous surf spot?

The parking lot is in disrepair and should be surfaced with pervious paving. Improved drainage with pollution reduction features will help protect the FMR salt marsh and coastal waters.

Hopefully grant funding will be found for these needed improvement projects.



WEST SHORELINE ACCESS
PILLAR POINT HARBOR
SAN MATEO COUNTY HARBOR DISTRICT
SHOULD REMAIN TO REMAIN

**VEHICLES PROHIBITED
BETWEEN 8:00 AM & 5:00 PM**
PARKING LOT WILL BE CLOSED AND
VEHICLES WILL BE TOWED AT
OWNER'S EXPENSE. ADVISE IN WRITING
IF YOU HAVE A SPECIAL NEED FOR
PARKING. THANK YOU.

**NO
PARKING
ANYTIME**

**DOG OWNERS
MUST LEASH AND
CLEAN UP AFTER
THEIR PETS**
SHOULD STAY
ON LEASH

**NO
PARKING
ANYTIME**

DOG LEASH
ALL DOGS MUST BE ON
LEASH

**ALL DOGS
MUST BE ON
LEASH**
IT IS ILLEGAL
TO OWN A
DOG

“The Nastiest Head on the Coast” is used by those in dire need.



Harbor District staff does the best they can to maintain this facility and the dirt/gravel parking lot.





West Shoreline

The west shoreline is an undeveloped, natural area in the western portion of the Outer Harbor adjacent to Pillar Point bluff and marsh. A management program for public access of the area has been implemented to "mitigate" or assist in offsetting construction of the boat launch ramp in the Inner Harbor. The management program for the west shoreline was a requirement of the Coastal Development Permit that allowed construction of the boat launch ramp. The purpose of the program is to maintain the west shoreline in as natural a state as possible to offset development in the Inner Harbor.

The beach in this area once received considerable abuse from vehicular traffic until the access road to the west outer breakwater was fenced. Horseback riders and dogs running free in the area have threatened the existence of the snowy plover, a shorebird that winters on the beach near the breakwater. The adjacent marsh has also suffered depredation. Out of concern for future preservation of Pillar Point Marsh, the District is currently reviewing alternatives for possible acquisition or long term leasing of the Marsh for inclusion in the management program for the West Shoreline.

OBJECTIVE: Maintain the West Shoreline as a natural area, and actively pursue preservation of Pillar Point Marsh and inclusion of the Marsh in the West Shoreline management area.

Critical Coastal Area 29

Fitzgerald Marine Reserve

This watershed flows into the ‘James V. Fitzgerald’ Area of Special Biological Significance (ASBS) in San Mateo County, which has 5.5 miles of coastline. Offshore of this CCA is the James V. Fitzgerald State Marine Park. San Mateo County manages the Marine Park, which was preserved for its unique underwater habitat and extensive tide pools. This ASBS lies entirely within the Monterey Bay National Marine Sanctuary.

This watershed encompasses an array of land uses such as residential, rural residential (including horse properties), and agricultural. The beaches are well visited by the public. Half Moon Bay Airport is directly east of the ASBS, and Pillar Point Harbor marina is located immediately south of the ASBS. This CCA includes San Vicente Creek, which drains a developed watershed and is chronically contaminated with coliform bacteria. There are 28 direct discharges by which urban runoff flows into the ocean, primarily from the residential area along the bluffs adjacent to the northern portion of the ASBS.

1991

WEST SHORELINE

Public Access

Material excavated from the new habitat area was placed on the existing dirt road to improve its eroded condition for public safety. The road was surfaced with baserock, and access maintained for pedestrians, bicyclists, emergency vehicles and service vehicles needing to access the breakwater for repairs. An eleven-car parking lot was provided at the Air Force Station Road, and a small public restroom located adjacent to parking.

The West Shoreline Access Trail is an eroding public safety hazard. Rip-rap is failing and exposed pipes are visible along the trail. The trail surface should pervious DG or hard packed dirt.

Over time the West Shoreline Access Trail will continue to be impacted by landslides from Pillar Point and ongoing maintenance will be required to keep the trail safe and open to the

WEST SHORELINE

Habitat Protection

A marsh of significant size is located adjacent to the West Shoreline Area, between the Outer Harbor and the Air Force Station Road, and a small seasonal wetland is located nearby on the site. Prior to construction for mitigation and public access improvements, a wetlands delineation was performed by Dr. Ted Winfield of Entrix, Inc. in accordance with U.S. Army Corps of Engineers methodology. This document mapped all wetlands in the vicinity and identified no existing wetlands that would be affected by the mitigation or public access projects. The delineation document has been filed with the Corps of Engineers.

Improvements at the West Shoreline have been completed and include bollards at the parking area, and a split rail fence along the path adjacent to the marsh, to control human intrusion into the marsh. Habitat protection signs have been posted along the fence and an interpretive sign has been located overlooking the marsh. A habitat protection sign has been posted for the snowy plover habitat in the beach area where the path terminates at the outer breakwater. A regulation sign has also been posted at the restroom, and where the path adjoins the Outer Harbor. Regulations require that all dogs must be on leash and prohibit motor vehicles, littering, horses, firearms, camping, campfires, and collection of plants, seeds, marine life and shells. The regulations have been adopted by the Harbor District as part of the District's ordinance code for enforcement by the harbormaster.

PPH MP page 30

What is the District doing to protect the sensitive habitat? Do we have adequate signs posted about regulations? What's with all the bollards, why not have a gate like the one in Seal Cove/Pillar Point Bluff? Do we have adequate signage reminding pet owners that dogs are only allowed on leash to protect birds?

HARBOR DEVELOPMENT

Over the past 20 years (1993-2013) the following three Harbor District developments stand out:

Leasing of the Pillar Point RV Park and discontinuing public access to the Surfer's Beach restroom.

Sale of all east-of-hwy 1 properties, excluding the El Granada lot next to the post office.

The purchase of Romeo pier within a couple years of foregoing the purchase of the Boatyard property, both in the same comparable price range. What are those two properties worth today?

Time Marches On

There's been one long succession of studies, planning, permitting of projects that were never built.

The lot next to the El Granada Post Office was leased out long-term, then the Harbor District paid to buy out the lease, what did that cost?

The Harbor District currently plans to sell the El Granada lot and build an administrative building in Parking Lot B.

Why hasn't the Harbor District moved the administrative office to more modest quarters? It appears this move is long overdue.

Why wait when lower cost commercial space is currently available on the Coastsides? Moving now would save the District money.

Harbor District Administration Building

1960's – 2004 (40 yrs) shared 2,400 sq ft with Harbormaster.

2004 -- Board approved 150% increase in office space via temporary move to SSF rented quarters (3,600 sq ft) for up to 5 yrs, followed by return to permanent office space on coast to be purchased or built.

2009 – 5-yr non-cancelable office lease extension at \$90,000/yr.

2011 – 13,500 sq ft building added to Perched Beach plans.

2012 – District approves Parking Lot B site, begins architectural planning for multi-purpose building although there are no confirmed tenants. Lost parking spaces can be moved to Perched Beach.

District reserves include \$1,250,000 earmarked for District Office from sale of El Granada parcels: Firehouse to Fire District (\$450,000 in 2006) and Burnham Strip to Granada Sanitary District.

Inner Harbor Renovation

Proposed Structures: A total of 11,000 square feet of new marine-related commercial space will be provided for facilities that will include storage lockers, private restroom/showers for commercial fishermen, public restrooms, and a laundry facility. Part of the marine-related commercial space will occur at ground level in the dry boat storage structure, adjacent to the boardwalk that provides public access along the waterfront. A fish market with an adjoining restaurant will be located adjacent to the marine-related commercial space to allow visitors to sample and purchase the fresh "catch of the day".

The harbormaster's office will be relocated from the existing building to the second floor of a new commercial/retail space. The new space is planned to be built around the existing public restrooms, if determined feasible for refurbishment during preparation of construction plans. If not determined feasible, the existing restrooms should be demolished and restrooms incorporated into the new structure.

An enclosed dry boat storage structure (15,000 square feet) will accommodate increased recreational boats within the harbor, and storage of 48 skiffs and mast-up craft relocated as part of the existing Inner Harbor renovation. A new pier with boat hoist is provided for launching smaller crafts stored in the dry boat structure. Larger boats can be launched at the boat launch ramp after being transferred to boat trailers.

These plans were never realized and should be updated or removed based on current needs.

PPH MP page 18

Inner Harbor Renovation

Public Access: Existing public access walkways and picnic areas will remain unchanged. Additional picnic area will be created by realignment of parking. A ramped walkway designed to float above water at high tide will be located near Barbara's Fish Trap Restaurant to allow public access from the Inner Harbor to the sandy public beach immediately west of the inner breakwater.

Inner Harbor Expansion

Expansion of Pillar Point Harbor is planned to better accommodate the needs of commercial fishermen, recreational boaters, and visitors. Expansion for marine-related commercial facilities will occur on the perched beach, and at the existing boat ramp and boat trailer parking areas, both of which will be relocated.

Examples of two projects that lack public support.

Capistrano Beach has well documented levels of fecal pollution and is often closed for public access.

A “commercial facility” on Perched Beach blocks beach access.

These projects were never built.

1991 Master Plan

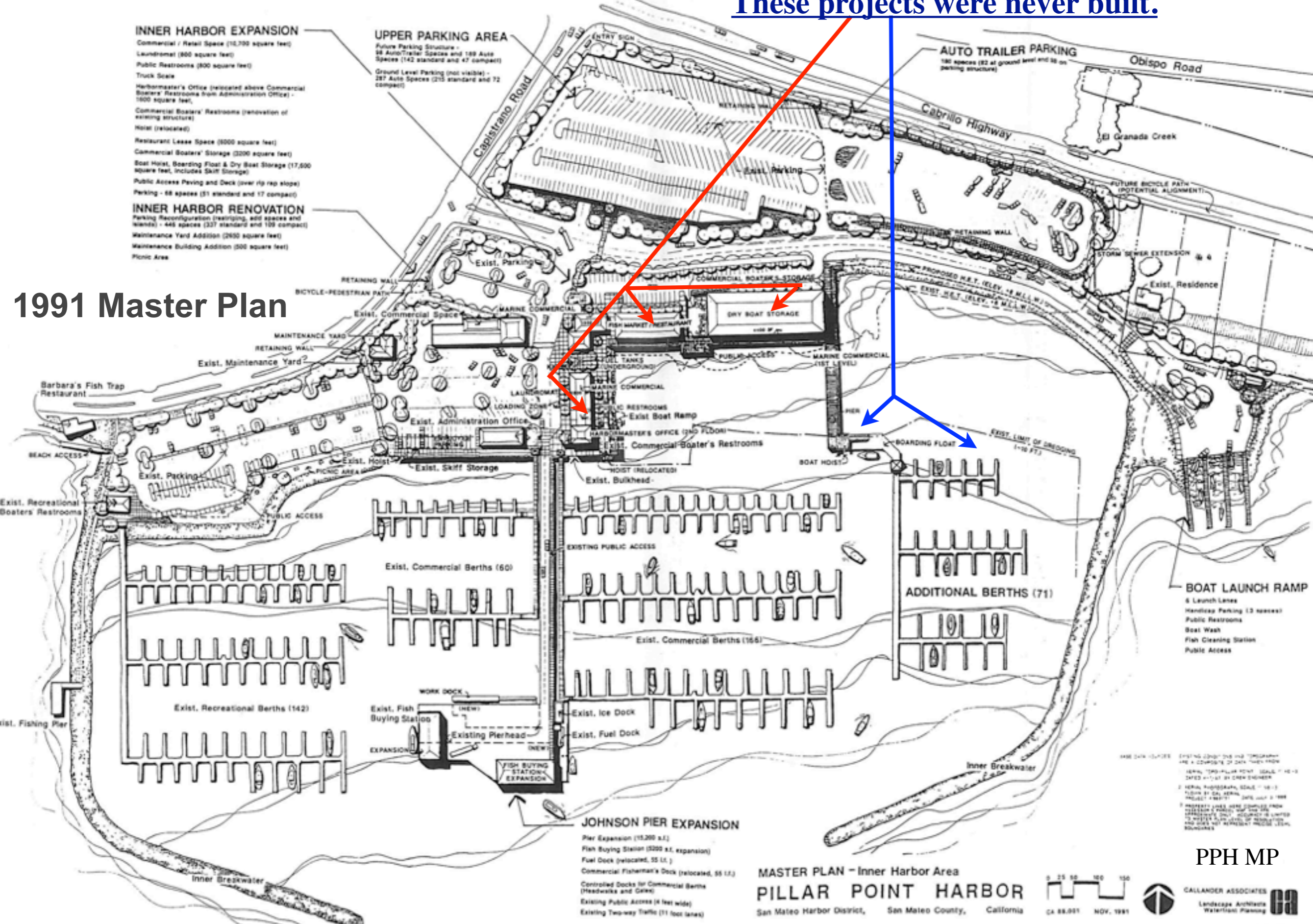


FIGURE 3

2007 Harbor Building Sidewalk Expansion Project


What happened to the plan to upgrade Harbor District property by expanding the sidewalk? Room for more outdoor cafe tables, and improve ADA access would help increase revenue and better serve the public.

This is an example of a project where time and money was spent in planning/permitting and then the project was dropped.



Memo

To: Promotion and Marketing Committee -
(Commissioners Campbell and Parravano)
Mary and Marty Botham, Princeton Seafood
Peggy Beckett, Huck Finn Sportfishing
Joanne Franklin, Albert Dunne, Heidi Franklin, Ketch Joanne
Sherry and Bob Ingles, Half Moon Bay Sportfishing
Dan Temko, Harbormaster, Pillar Point

From: Peter Grenell 
General Manager

Date: July 18, 2007

Cc: Donald Sibbett, RRM Design Group

Re: Draft Concept Design Alternatives for PPH Lessees' Bldg.

Attached for your review and comment are draft concept design alternatives prepared by Donald Sibbett, based on information received at our recent meeting with you at the Harbor Office. We will try to arrange a second meeting after Commissioner Campbell returns the week of August 27th. If that proves too complicated, we'll get your comments individually.

Note that your several comments about items not specifically on the building itself were noted and will be part of the final work product for Harbor Commission consideration. These include dealing with the trees on Capistrano that block the view, the harbor entrance sign, an information kiosk, relocating the line of parking directly in front of the building, etc.

Meanwhile, please contact Dan Temko or me if you have any questions or immediate comments.

In 1979, prior to Inner breakwater construction or new boat launch ramp, the entire east harbor shoreline was a natural sandy beach backed by bluffs.

“X” is house where inner breakwater will be located.

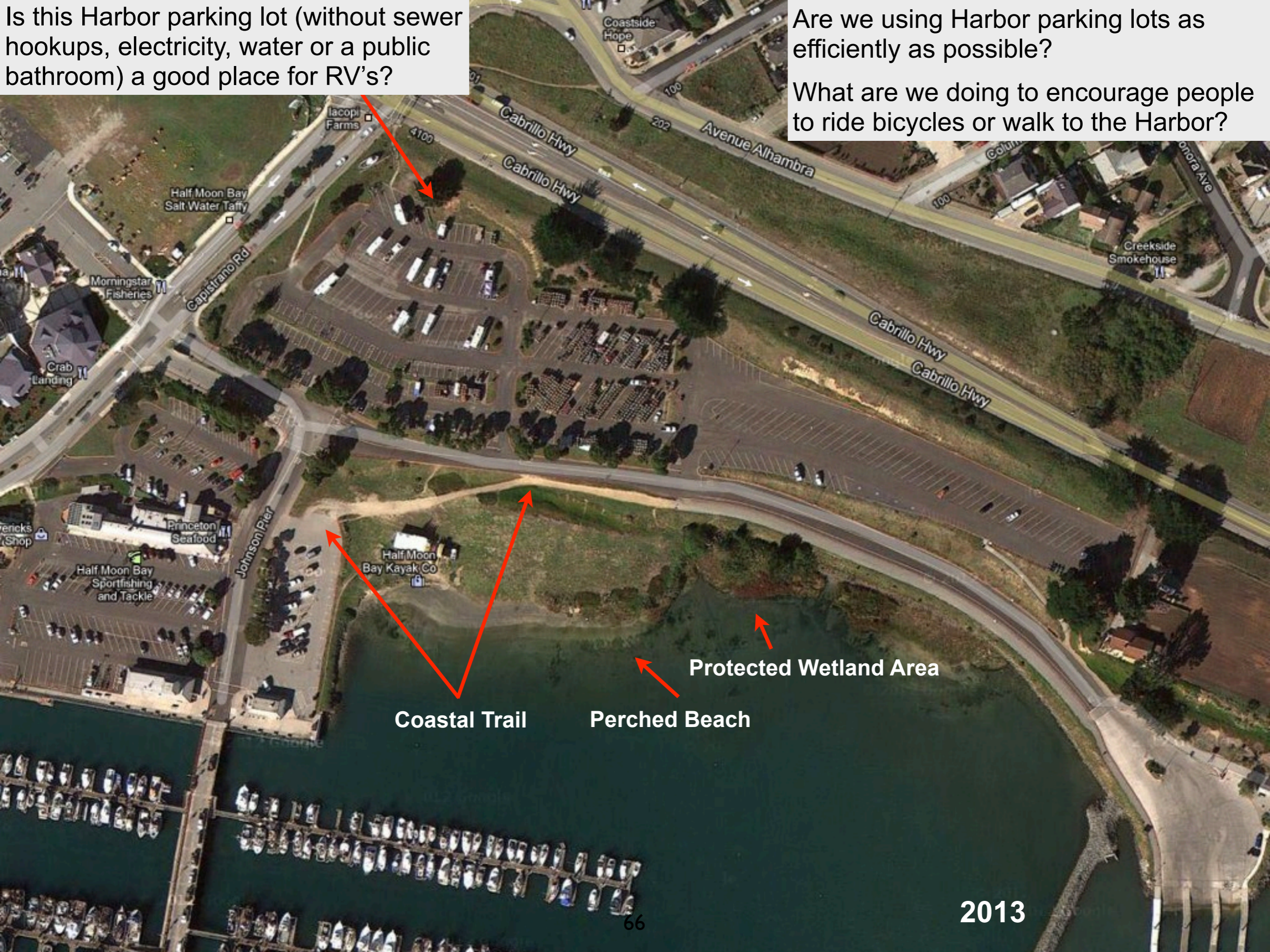




Is this Harbor parking lot (without sewer hookups, electricity, water or a public bathroom) a good place for RV's?

Are we using Harbor parking lots as efficiently as possible?

What are we doing to encourage people to ride bicycles or walk to the Harbor?



Coastal Trail

Perched Beach

Protected Wetland Area

2013



The Pillar Point RV Park “includes sewer hookups, electricity, water, cable & WI-FI”. Why are RV’s camping in the Harbor parking lot without any basic services?

**SURFER'S BEACH
PILLAR POINT RV PARK**

Pillar Point Harbor RV Lot / Surfers Beach

Restaurant Lease Parcel

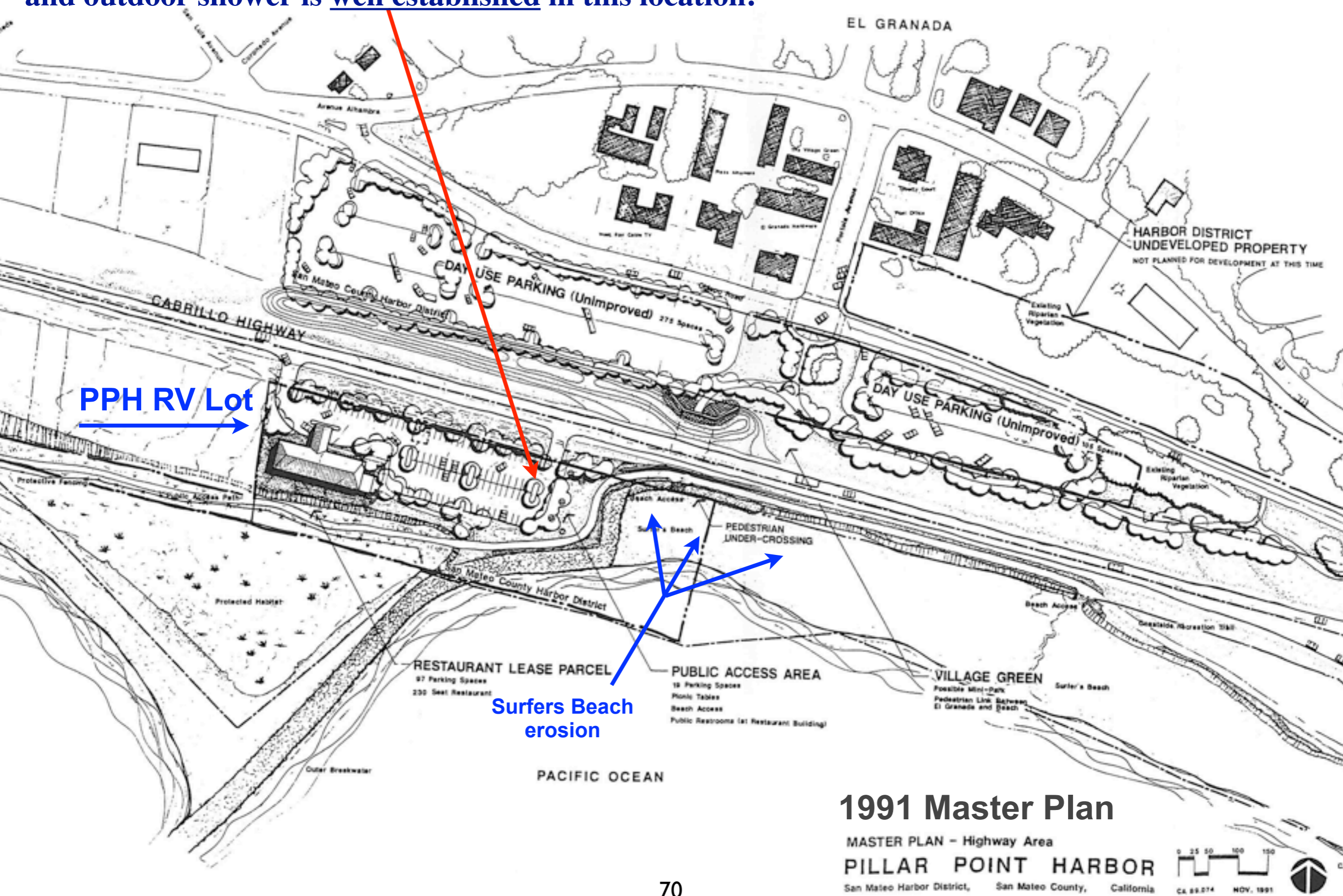
Provision for recreational vehicles is not a requirement or condition for approval of the Master Plan by the Coastal Commission or any other federal or state agency. The existing R.V. site is a premium location overlooking the harbor and beach. This location can be developed to a higher and better use of the land. If properly designed, a restaurant lease arrangement on this site can provide the District with needed revenue while maintaining the public's right to shoreline access and enjoyment of the area.

The lessee will also potentially benefit the District by funding not only the restaurant construction, but the public access amenities as well. A restaurant of approximately 7500 square feet that will seat approximately 160 people is proposed in this Master Plan. Ninety seven parking spaces will be required for the restaurant, and an additional nineteen spaces for public shoreline access. No variance or rezoning of this parcel will be required, since restaurants are an allowable use under the current C-3 zoning (City of Half Moon Bay).

The need for a public restroom facility is well established in this location.

PPH MP page 26

The need for an ADA compliant public restroom facility and outdoor shower is well established in this location.

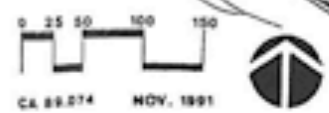


PPH RV Lot

Surfers Beach erosion

1991 Master Plan

MASTER PLAN - Highway Area
PILLAR POINT HARBOR
San Mateo Harbor District, San Mateo County, California



PILLAR POINT R.V. PARK

Please register & deposit fees in drop box.
no loud noise - no tents - fires - or generators.
only one R.V. per site plus one additional vehicle.
R.V.'s must be self-contained & dogs leashed
daily, weekly, monthly, rates available.
Mgr. has right to refuse service. *manager*
SPEED LIMIT 5 M.P.H. 650-712-9277

Thank You. Enjoy your stay





Surfer's Beach Restroom locked 2009



July 15, 2011 "No Restrooms"

Most RV lots offer a restroom facility that does not require obtaining a key from the camp host to gain access.



Public Frustration Over Lack of Restroom Access

The Harbor District lessee responsible for managing the Pillar Point RV Park is charging the public a \$10.00 fee for parking and not providing reasonable access to what has historically been a public restroom facility.

Families with small children should not be required to jump through unnecessary hoops to access a toilet.

Access to the bathroom currently requires reading small print instructions on a sign, walking to the camp host RV, knocking on camp host RV door, and asking for a key *if* the camp host is home. Imagine how frustrating this process might be if you have two kids that both need to pee and the camp host is not home.

Nothing about this reflects well on the Harbor District.

July 19, 2011

**\$10.00 Public Parking Fee
and
"No Restrooms"**



July 19, 2011
\$10.00 Public Parking Fee
"No Restrooms"





Surfer's Beach public restroom and public parking 1972

SEA LEVEL RISE PLANNING

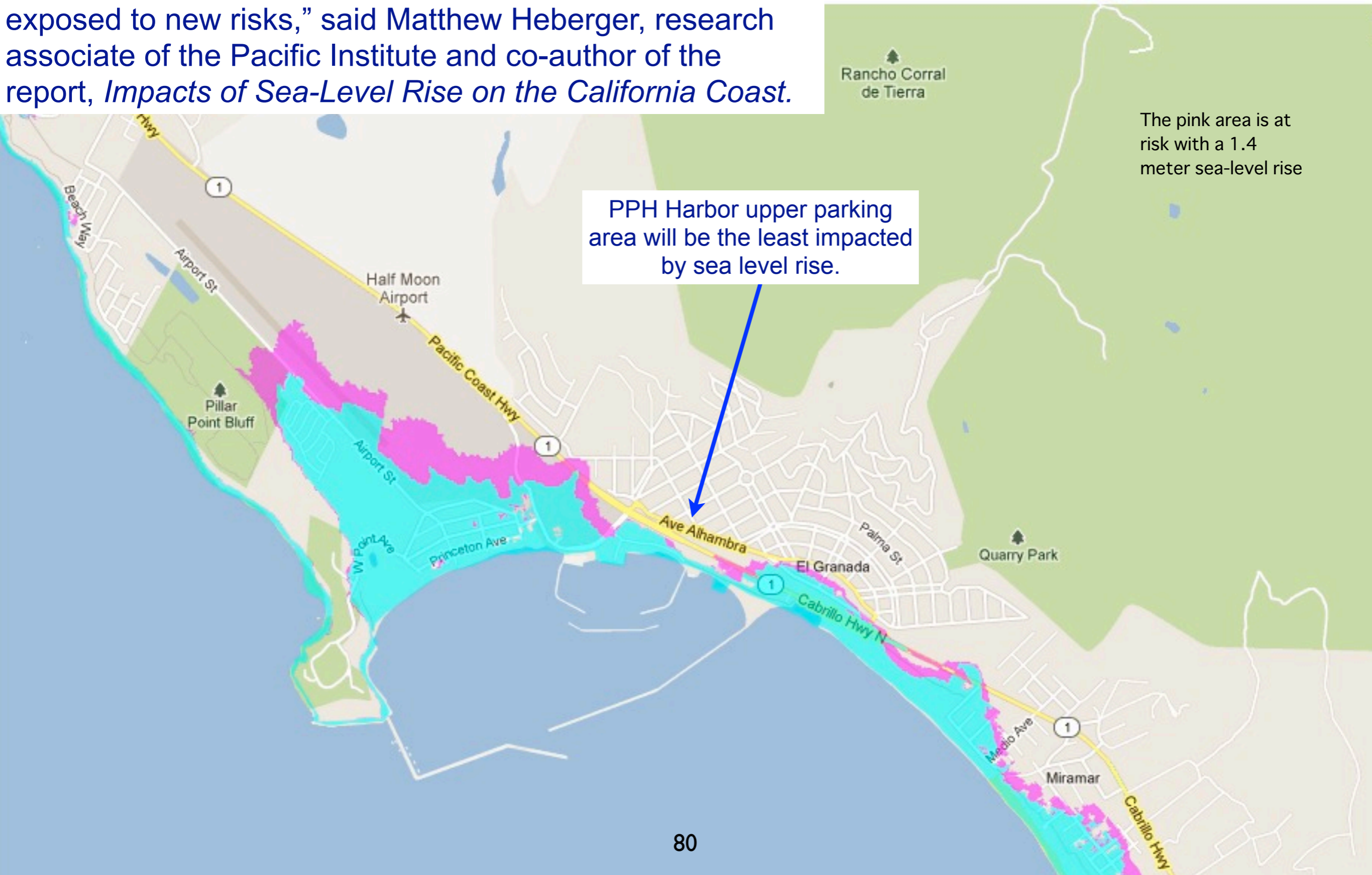
Sea Level Rise

Pillar Point Harbor is within the sea-level rise inundation zone.

In 1991 sea-level rise was not a concern.

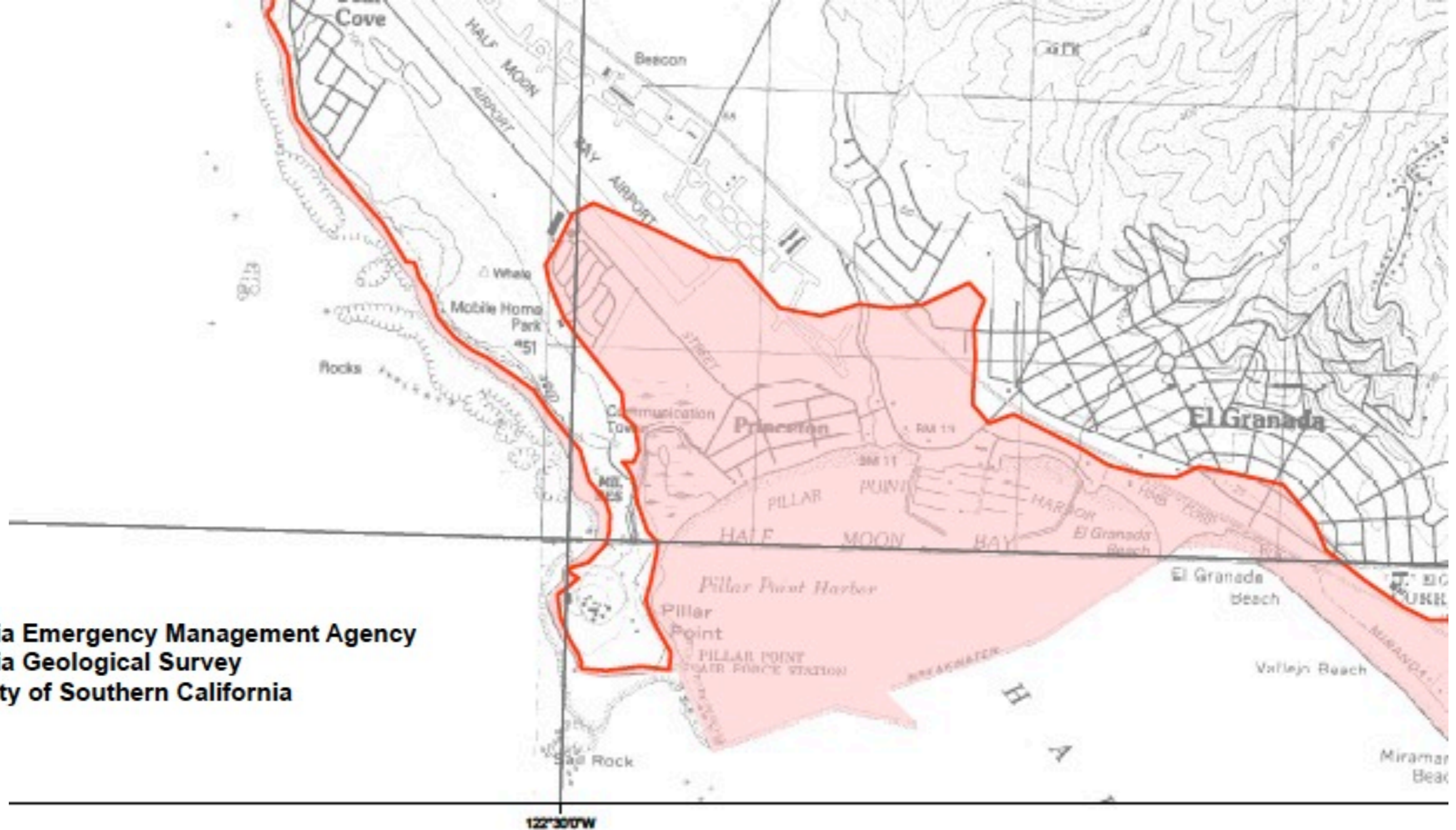
Based on current scientific understanding the Harbor District has an obligation to address sea-level rise in a current strategic plan.

“People who are already in the coastal flood plain are going to see an increased risk in coming decades, and a number of communities, industries, and vital infrastructure will be exposed to new risks,” said Matthew Heberger, research associate of the Pacific Institute and co-author of the report, *Impacts of Sea-Level Rise on the California Coast*.



TSUNAMI INUNDATION EMERGENCY PLANNING

California Emergency Management Agency
California Geological Survey
University of Southern California



TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of San Mateo

MONTARA MOUNTAIN QUADRANGLE

Emergency Planning Workshop

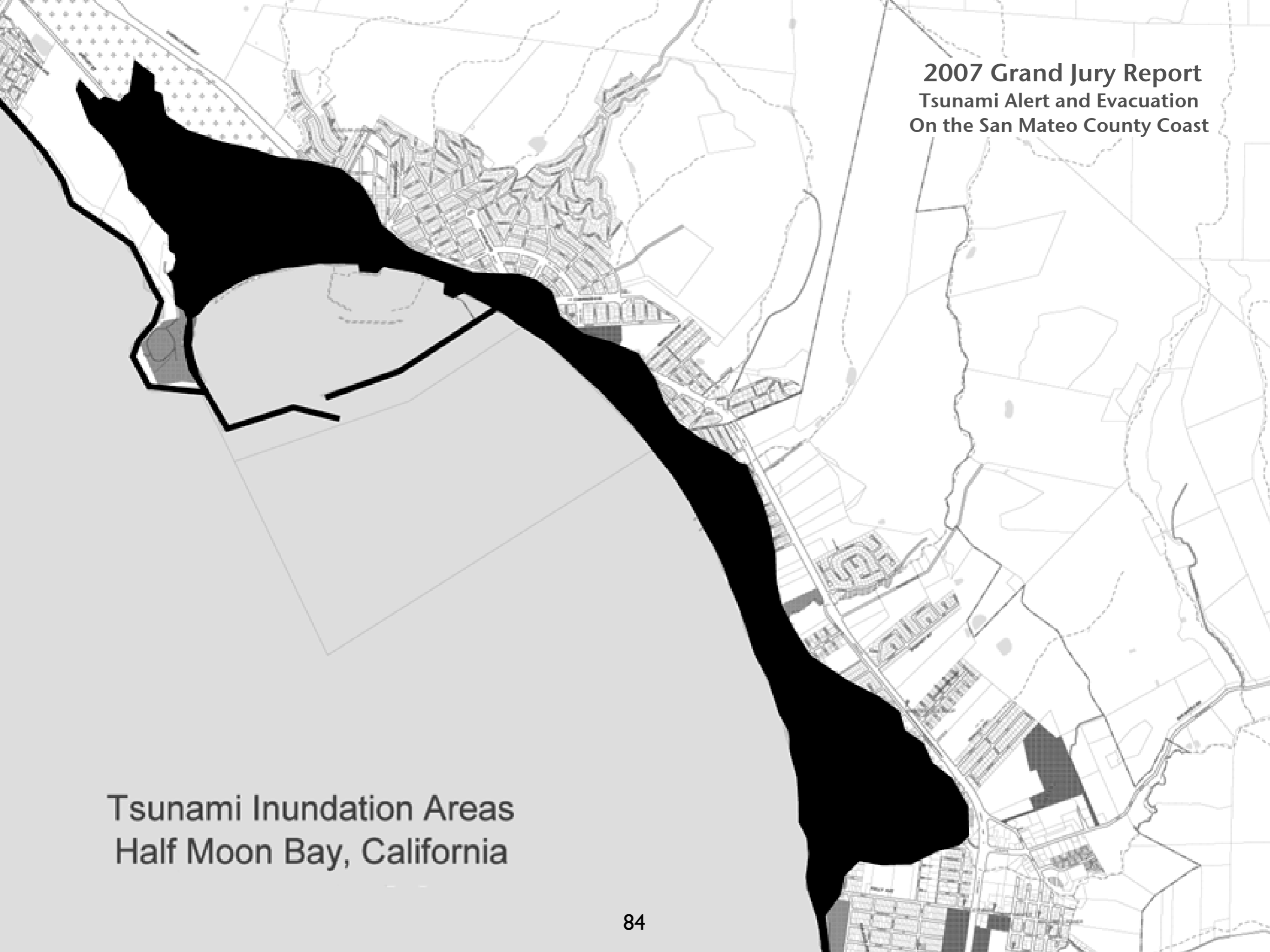
Based on the Tsunami inundation maps, Pillar Point Harbor could be wiped out by a tsunami. This safety concern impacts people who work at PPH, live aboard a boat, and visit the Harbor.

The Harbor District should hold a bi-annual workshop to educate the public and beach visitors about appropriate response to a major earthquake, followed by a tsunami warning. Safety and evacuation questions and concerns should be addressed at the workshop and information about the closest evacuation site should be provided.

San Mateo County Sheriff's Office Emergency Services and Homeland Security (OES) is the disaster planning and response coordinator for the County. Other relevant agencies include Coastside Fire Protection District, California Highway Patrol, Coast Guard, Harbor Patrol, the County and Seton Coastside.

A Harbor District should have a disaster-preparedness plan in place to address a tsunami warning and educational information available on the District website.

**2007 Grand Jury Report
Tsunami Alert and Evacuation
On the San Mateo County Coast**



**Tsunami Inundation Areas
Half Moon Bay, California**

On Friday, March 11, 2011 a massive 8.9 earthquake triggered a tsunami off the coast of Japan that killed thousands and devastated coastal cities and villages, transforming them into debris piles.



failed seawall

The Cascadia subduction zone off the west coast of the United States is capable of producing a massive quake and tsunami that would rival Japan.



April 1, 1946
Tsunami Debris

Half Moon Bay 4-1-46 (About 10:30 A.M.) Photos by Howard Anderson. Miscellaneous pictures of tidal wave receding.



In April 1946 the tsunami that hit Hawaii had a fifteen-minute interval between wave fronts. The natural resonant period of Hilo Bay is about thirty minutes. That meant that every second wave was in phase with the motion of Hilo Bay, creating a seiche wave in the bay. As a result, Hilo suffered worse damage than any other place in Hawaii, with the tsunami/seiche reaching a height of 26 feet along the Hilo Bayfront, killing 96 people in the city alone. Seiche waves may continue for several days after a tsunami.

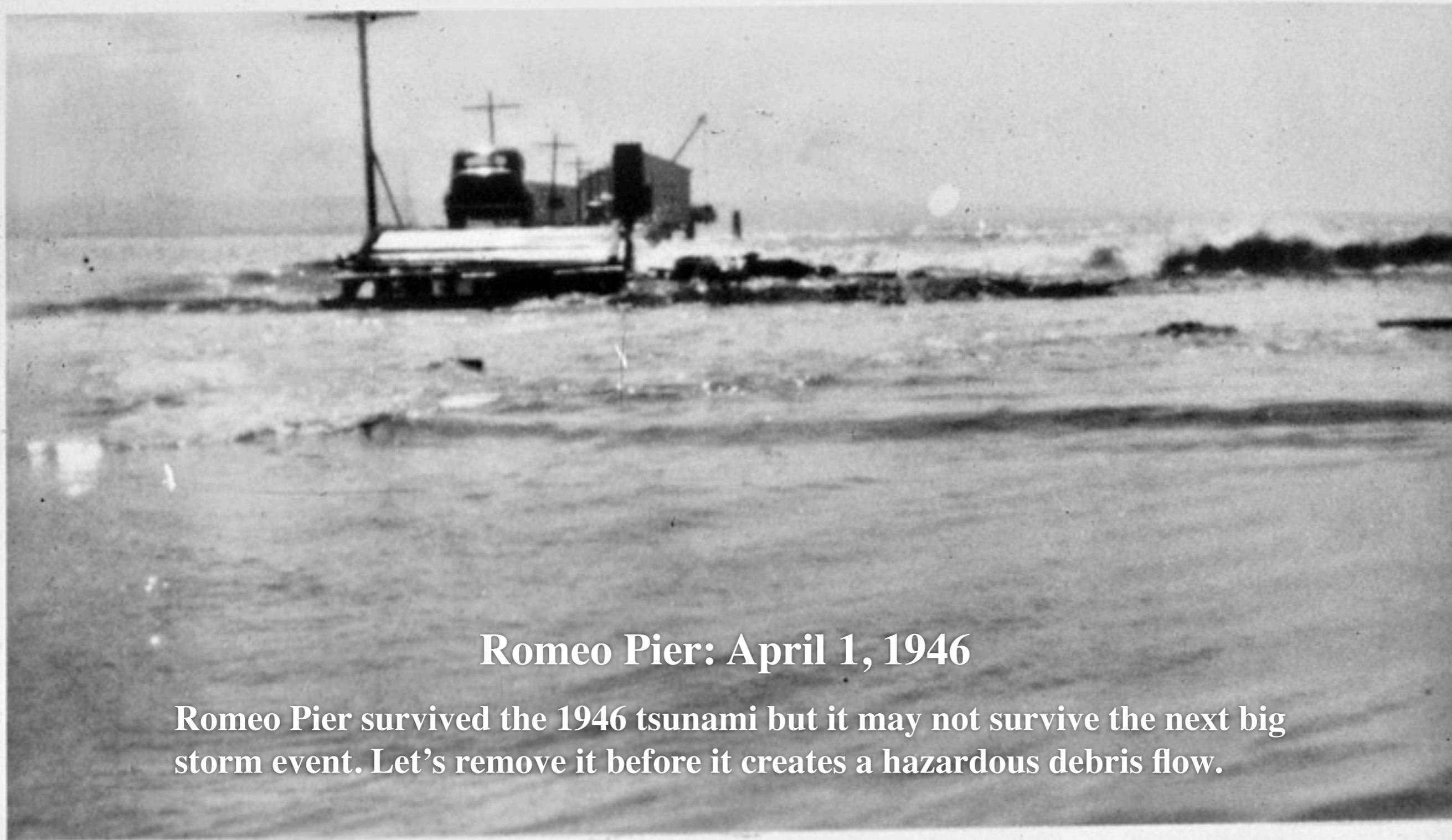
The same tsunami hit Princeton and the wave height reached the top of Romeo Pier. In 1946 the breakwater did not exist.

April 1, 1946
Princeton



Half Moon Bay 4-1-46 About 10:30 A.M. Photo by Howard Anderson. Tidal Wave receding, level of water is said to have come to the window-sills of the house. 87 (Tide of 14.8)

ROMEO PIER

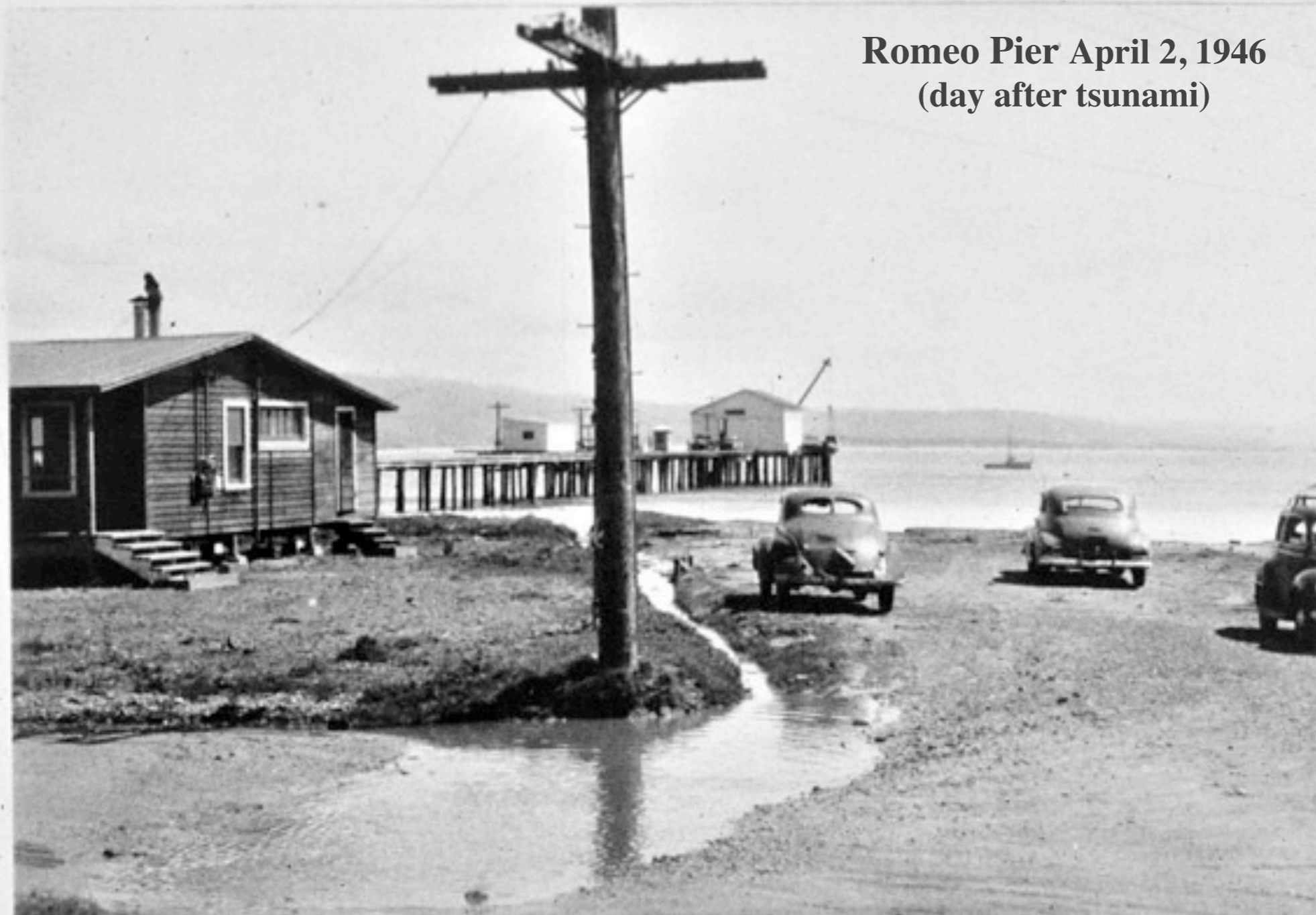


Romeo Pier: April 1, 1946

Romeo Pier survived the 1946 tsunami but it may not survive the next big storm event. Let's remove it before it creates a hazardous debris flow.

Half Moon Bay 4-1-46 (About 10:30 A.M.) Photo by Howard Anderson. Coast Guard pier and Romeo Fish Company. Tidal wave receding, highest level of water lifted boat in davits (at end of pier) and came to deck stringers. Highest tide reached 14.8 stage.

11623 Below: April 2, 1946, tide at 3.7 stage showing normal appearance of pier. Water came level with porch deck of Coast Guard shack at left.



Romeo Pier April 2, 1946
(day after tsunami)

It's sad to say but Romeo Pier is a structural hazard. It should be dismantled and removed.
We will all miss Romeo Pier.

Romeo Pier

1996 - Harbor District purchased pier (\$185,000) while at the same time deciding not to buy Princeton Boatyard property (\$200,000).

2005 – Final payment to Romeo on pier purchase

2006 – District priority: new pier & channel, Romeo Pier disposition

2010 - Terminate Romeo Pier License Agreement for land access to pier.

Today – Pier closed and decaying.



Access to Harbor District Planning Documents

The 1991 Pillar Point Harbor Master Plan was first posted on the Harbor District website February 2013.

Harbor District planning documents should be available online for public review.

This is a working document and will be updated overtime. It's available on the Midcoast Community Council website.

<http://www.midcoastcommunitycouncil.org>

Thank you for your time and consideration.

Sabrina Brennan
March 3, 2013