

Midcoast Community Council

An Elected Municipal Advisory Council to the San Mateo County Board of Supervisors

P.O. Box 248, Moss Beach, CA 94038 www.MidcoastCommunityCouncil.org

Lisa Ketcham . Dave Olson . Chris Johnson . Laura Stein . Erin Deinzer . Dan Haggerty . Joel Janoe

Approved Minutes: Meeting on Wednesday, October 22, 2014, at Granada Community Services District Offices, El Granada, CA

Call to Order — 7:00 p.m.

Present: Councilmembers Ketcham, Olson, Johnson, Stein, Deinzer, and Haggerty.

Absent: Janoe.

- Aide Nicholas Calderón
- County Transportation Planner James Hinkamp
- Projects Consultants (4)
- 10 members of the public

1. Board of Supervisors' (BoS) Report — Nicholas Calderón

- Seventh Street Fence
 - The County is applying for a Coastal Development Permit (CDP) to remove the fence. The Planning Commission will hear this matter at the December 17, 2014, Planning Commission meeting.
- Parks Meeting
 - The San Mateo County Parks Department is organizing a parks meeting for November. An announcement about this meeting will be coming soon.
- Green Valley Trail
 - The San Mateo County Parks Department is bringing a recommendation to the Board of Supervisors at their December 9, 2014, meeting to hire a consultant for plans, permitting, and design of the Green Valley Trail.
 - Dave Olson, MCC vice chair—Has an easement been negotiated?
A: Nicholas Calderón—The easement negotiation is being done in parallel with the trail development.
 - There is no updated map for this trail yet, but County will provide as soon as it is available.
- Coastal Commission Reception
 - The County is hosting a reception for the California Coastal Commission (CCC) on Wednesday, November 12, 2014, at 6:00 p.m. at the Half Moon Bay Yacht Club.
- Len Erickson, El Granada—When will the updated Highway One Congestion & Safety Improvement Project designs be made available for public review?
-A: Nicholas Calderón—The updated designs will be available in late November or early December with a community engagement event expected to be held in January 2015.

2. Public Comment

- Leonard Woren, El Granada—Had the following comments.
 - The Granada Community Services District (GCSD) quarterly recycle event is on Saturday, October 26, 2014. The drop-off point is at the end of Portola Avenue in the Burnham Strip in El Granada.
 - Noted that the Coastside Fire Protection District (CFPD) has put out a request for proposal (RFP) to design a 10,000-square foot fire station in El Granada. Feels that the CFPD is trying to force this project on El Granada. Angry that there have been no public meetings or community involvement in this project, and wants the MCC to step in and get involved.
- Dan Haggerty, MCC—Speaking as a member of the community. Noted that more than 300 signatures have been gathered for the community petition requesting the

Harbor District sell their "Post Office" lot in El Granada to the Granada Community Services District.

3. Consent Agenda *Approved 5-0*

- a. Approved Minutes for October 8, 2014.

4. Regular Agenda

a. **(7:15) Surfer's Beach Shoreline Protection Device.** James Hinkamp, County project manager for this project; Grant Wilcox, project manager for project consultant WRECO; and Alvin [last name] project engineer, answered questions and provided an overview presentation. See <http://www.midcoastcommunitycouncil.org/storage/issues/hwy1/2014-10-22-SurferBeachProtection-ppt.pdf>.

—Laura Stein, MCC treasurer—Can you use case studies done by other organizations? Are you working with the Harbor District?

A: Grant Wilcox—Integral consultants have access to the Army Corps of Engineers sand supply study and will be adding on to it. This project is also referencing a previous cultural resources study of the area.

—Laura Stein, MCC treasurer—Do we know the impact of these designs on erosion further south of the project site. Is there one option that is clearly better than the other?

A: Grant Wilcox—The CCC asked the project team to look at how to place armament to reduce erosion. The RSP wall (option #1) is better at preventing erosion; the CCC prefers the option that takes away less beach (option #2).

—Laura Stein, MCC treasurer—How long will this take to complete?

A: Grant Wilcox—The design will be complete in April. The construction could then begin in July and will take eight weeks.

A: James Hinkamp—We have established an aggressive schedule because of the narrow Caltrans funding window. The funding request must be made by June.

—Laura Stein, MCC treasurer—Can you provide a realistic rendering of the project options?

A: Grant Wilcox—Yes, we have some nice photoshopped images we can provide.

—Lisa Ketcham, MCC chair—What does sheet pile wall look like from the beach?

A: Grant Wilcox—Six to ten feet high rusty steel face.

—Laura Stein, MCC treasurer—What visual options are there, like a sculpted concrete tied back wall?

A: Grant Wilcox—The problem with using it for this project is that shotcrete requires a top-down construction process. At the project site, there is no lower support on which to build, so we would have to build a wall and then cover it with shotcrete. Precast panels have not been proven in a coastal environment. Costs go way up to create a shotcrete wall and since this is supposed to be a temporary project, there would be no point in spending the considerable extra money.

A: Nicholas Calderón—This project is just to buy time while the long-term highway solution is being developed. There is no intention to reinforce the entire stretch of bluffs.

—Laura Stein, MCC treasurer—Why does the funding window expire in June?

A: Nicholas Calderón—The 2014-2015 Caltrans shop budget has been specifically amended for this project, so the money has to be used before the last meeting of the fiscal year. But, the funds are not available until the County has the necessary permits.

—Dan Haggerty, MCC—There were only two alternatives presented. Are there other options?

A: Grant Wilcox—Shotcrete, which as explained, is problematic; an MSE-type wall (concrete facing), which is unproven. There are two types of sheet pile walls:

- gravity (Type 1), which has a massive footprint and foundation and creates a large scar upon removal; and jack systems (interlocking concrete jacks), but these make building stairs and public recreation difficult.
- Dan Haggerty, MCC—Any thoughts on engineered fill with sand replenishment?
- A: Grant Wilcox—That’s part of the Army Corps project and is beyond the scope of this project, which is not looking at beach replenishment. In the short term, there must be some kind of armoring because of the heavy wave action.
- A: Nicholas Calderón—It was clear that the Army Corps project wouldn’t be ready in time, so that’s why this interim project is critical.
- Dan Haggerty, MCC—Have any projections been done on sand replenishment?
- A: Dave Olson, MCC vice chair—It would take one to three years to wash away any deposited sand per the Army Corps presentation from January 2014.
- Dave Olson, MCC vice chair—How much fill will be needed?
- A: Grant Wilcox—Six to 12 feet of fill with a 2:1 slope.
- Dave Olson, MCC vice chair—Concrete pile is harder to remove?
- A: Grant Wilcox—Yes. It does not have as much tensile strength either, whereas we know how steel pile will work.
- Dave Olson, MCC vice chair—How much of a tradeoff are you making between appearance and durability?
- A: Grant Wilcox—We are trying hard for both.
- Dave Olson, MCC vice chair—How will the staircase be kept intact without it eroding out at the bottom?
- A: Grant Wilcox—It’s tricky but the key is how the bottom is treated. We can take the stairs below grade and bury a portion, but that involves many different agencies. We can’t take the stairs too deep or too far out into the water.
- Laura Stein, MCC treasurer—Can you compare and contrast the two options? Which is the better option?
- A: Grant Wilcox—Probably option #2; option #1 involves more beach take.
- Chris Johnson, MCC secretary—Will the vegetation removed up on the bluff be replaced?
- A: Grant Wilcox—Some mitigation will be done with native plants.
- Chris Johnson, MCC secretary—In the same area of the vegetation removal, I’ve noticed some erosion and water build up. Have you studied this area to see if this water drainage will undermine whatever structure is put in place there?
- A: Grant Wilcox—We have looked at this and determined it to be natural erosion. Whatever we build will allow for a drainage layer behind the wall, which will collect groundwater and disperse it through weep holes in the wall.
- Chris Johnson, MCC secretary—What is the anticipated traffic impact? Will this be a night project or a daytime project?
- A: Grant Wilcox—We want to minimize impact to Highway 1 traffic flow. A crane and a large truck. There is probably enough shoulder to create a slight detour and still have two lanes of traffic. We haven’t determined what time of day the work will be done but mostly likely it will take place at night.
- Neil Merrilees, Moss Beach—Made the following comments.
- The Army Corps determined that erosion is not a natural process at the project site but has been caused by the outer breakwater. This has to be done or erosion will keep happening and Highway 1 would have to be moved east.
 - Something has to be done. Wants something that looks most natural. The best option would be to match the new revetment with the existing rip-rap. A steel wall might induce reflective scooping and make the problem worse.
 - Whatever is put in place should be covered up with sand. We need to get the sand out of the harbor and onto the beach where it belongs. Wants a footnote placed in the project report calling for sand to be placed over the installation.
- Mike Wallace, Surfrider Foundation—Made the following comments.

- The existing rip-rap moves out into the surf. How can the new rip-rap be secured so it won't move into the surf?
- A: Grant Wilcox—Rip-rap in the surf is from the original breakwater construction and poor rip-rap application in earlier applications. For this project, the rocks will be sized large enough so that they won't move; there will also be a yearly monitoring program and any rocks that have moved will be retrieved.
- Signage is needed for a pedestrian crossing at Surfer's Beach.
- At Surfer's Beach, there is not much beach left, it's mostly clay with fissures and cracks. Thinks that the erosion south of Surfer's Beach is much greater than project calculations.
- What would happen if a huge storm did massive damage to the site before the project was completed?
- A: Grant Wilcox—It would become a massive Caltrans project that would include closure and rerouting of Highway 1.
- Leonard Woren, El Granada—Made the following comments.
 - The new Harbor District commissioners should be part of the solution.
 - Rip-rap always fails.
 - Armoring increases erosion at either end of the armoring section.
 - The solution is to remove the outer breakwater, which is the source of the problem.
 - How high is the sheet pile wall? Will it impact the view of the ocean?
- A: Grant Wilcox—The top of the wall will not be above the crown of the highway, so it will not have a view impact.
- Len Erickson, El Granada—Made the following comments.
 - Asked for an update on the Highway 1 crossing at Surfer's Beach. Noted that he did not see a plan for a Highway 1 crossing at Surfer's Beach in the Highway One Congestion & Safety Improvement Plan.
 - If the CCC could, would they move Highway 1 inland?
- A: Grant Wilcox—The CCC wants natural erosion and a dynamic coastline. In Pescadero, the CCC has asked Caltrans to move Highway 1 a mile inland, but Caltrans is fine with the highway where it is.
- Ellen Koland, El Granada—How far into the current beach will this project extend?
- A: Grant Wilcox—Referred to the project alternatives. Approximately 20 feet from the edge of the road; about 13 feet of beach will be impacted.
- Ed Larenas, Moss Beach/Surfrider Foundation—With a vertical sheet pile wall, how long until the beach is gone?
- A: Grant Wilcox—That won't come into play until the water actually hits the wall. An RSP buried in front of the wall would limit the erosion. Maybe two to three years; until the wall is exposed, the site wouldn't be losing any beach, but it would be losing bluff south of the project. Neither alternative will affect sand on the beach. Alternative 1 absorbs more energy and transfers less erosion to the bluffs. The loss of sand will be the same whether it's rip-rap or a sheet pile wall. The loss of sand is because no natural sediment is being redeposited.
- Len Erickson, El Granada—Concerned about trail congestion where the new section of trail meets the existing sections.
- Dan Haggerty, MCC—What will the fill material be?
- A: Grant Wilcox—Standard embankment (AS4) with topsoil with jute mesh netting.
- Laura Stein, MCC treasurer—Wants the community to be able to have input on the type of trail material.
- Lisa Ketcham, MCC chair—The willows on the embankment near the road really hold the soil and are salt tolerant. Suggested pruning rather than removing them.
- Dan Haggerty, MCC—When will the next meeting be for this project?

A: Nicholas Calderón—Additional studies and designs will be needed. The next meeting will probably be in early 2015.

- b. (8:45) Connect the Coastsides (Comprehensive Transportation Management Plan)** James Hinkamp, County project manager; Bill Loudon, DKS; and Peter Winch, Dyett & Bhattia, presented a summary of the Connect the Coastsides project and the Buildout Analysis and Traffic Projections draft report, including an electronic presentation, and led discussion about project and draft report. See <http://www.midcoastcommunitycouncil.org/storage/issues/hwy1/2014-09-25-Buildout-Analysis-Traffic-Projections-Draft.pdf> and http://www.connectthecoastsides.com/uploads/8/1/1/9/8119166/mcc_presentation_october_22_-_final.pdf.

—The purpose of the project is to generate strategies and alternatives to preserve coastal amenities and determine what the future will look like on the Coastsides.

—On December 17, 2014, the Buildout Analysis and Traffic Projections report will be presented to the Planning Commission. That will initiate development of alternatives and ultimately a recommended transportation program to the Board of Supervisors.

—Dave Olson, MCC vice chair—Will development be limited by the results/findings from the transportation studies?

A: Bill Loudon—We can't say that yet, but it's possible. Most of the issues involve stop-controlled intersections.

—Dan Haggerty, MCC—Has the visitor element been considered in the studies?

A: Bill Loudon—The data is taken from counts from peak recreational periods plus forecasts of how recreational use will grow separate from residential growth. We haven't really evaluated against peak-period recreation travel.

—Chris Johnson, MCC secretary—Made the following comments.

-Peak period for weekends is listed on page 29 of the draft report at 10:00 a.m. to noon, but a more accurate peak period for weekends on the Coastsides is 1:00 p.m. to 5:00 p.m.

-There is no mention of school bussing in this draft report. Please consider working with the Cabrillo Unified School District to develop a comprehensive bussing program, which would improve the traffic situation immediately.

-On page 46 of the draft report, it states, "Land with current or planned development was considered separately" yet there was no explanation for how that was done. It is not clear how or if the Big Wave project and its responsibility for 1,479 new vehicle trips per day and mitigation of the intersection of Highway 1 and Cypress Avenue in Moss Beach was considered as part of this draft report.

—Laura Stein, MCC treasurer—SamTrans service needs to be expanded. Trip times from the College of San Mateo (CSM) are too long and convoluted for non-Half Moon Bay residents of the Coastsides. School dropoffs are also a problem; buses would help.

—Dan Haggerty, MCC—Is there a way to evaluate losses to the business community as a result of congestion from projected build out?

A: Bill Loudon—There are ways to quantify loss to business caused by congestion, but that is not within the scope of this project.

A: Lisa Ketcham, MCC chair—This study is required by the CCC. Their focus is the impact of development on coastal visitors, not residents and businesses.

A: James Hinkamp—We do look at non-residential build-out; specific numbers may require additional study.

—Laura Stein, MCC treasurer—What is the end goal of this study?

A: Bill Loudon—Our recommendation to the Planning Commission and the Board of Supervisors will be for a transportation program to mitigate a certain level of

development. Part of this is to determine an acceptable level of build-out. We are also looking at what could be generated by a development fee and how it could contribute to funding transportation improvements. This project will be generating an estimate of what the fee program would be. This project will generate recommendations for a set of transportation improvements and a corresponding financial package; a defined development review process; and a land use program.

—Lisa Ketcham, MCC chair—What are the public comments you’ve received so far focused on?

A: Bill Loudon—Mostly on transportation improvements.

—Lisa Ketcham, MCC chair—What other methods are available for making comments besides the online survey?

A: James Hinkamp—Commenters can contact me directly by letter, email, or phone. My contact info is on the project website.

—Dan Haggerty, MCC—Do you believe that below-grade crossings would help the congestion issue?

A: Bill Loudon—Yes. It has been recommended and we will look at them and consider them.

—Leonard Woren, El Granada—Made the following comments.

-Too many are living here already. The fix is to limit new population by reducing the maximum house size on every parcel of land — down zoning.

-Doesn’t want Highway 1 widened.

-Feels that water is not a limiting factor until the County prohibits private wells.

-Feels that the Coastside carrying capacity has been exceeded.

-Wants a total ban on new signals on Highway 1 until storage lanes are installed at Ruisseau Francais and Coronado.

-Supports roundabouts.

—Len Erickson, El Granada—Will you bring new tools to help people evaluate the alternatives?

A: Bill Loudon—Yes.

—Len Erickson, El Granada—The Steering Committee seems to have limited Midcoast membership.

A: James Hinkamp—We have a Technical Advisory Committee (TAC) comprising numerous experts and agencies. Because of the technical issues involved, we felt it was most important to have subject-matter experts.

—Len Erickson, El Granada—Feels that the TAC membership is out of balance given that the focus of the project is the Midcoast.

A: Nicholas Calderón—The Midcoast is well represented on the TAC, including the MCC, SAM, MWSD, GCSD, and Supervisor Horsley. The TAC exists to solicit technical feedback rather than community input.

—Len Erickson, El Granada—Doesn’t think the project team has anybody on it who was involved with previous transportation studies.

—Bill Kehoe, Moss Beach—Since the tunnel has opened, northbound Highway 1 traffic has gotten much worse. Concerned about the impact on emergency response. How will roundabouts affect this? Has the project team spoken with first responders?

A: James Hinkamp—Yes, Coastside Fire Protection District (CPFD), CHP, and other first responders are represented on the TAC.

—Gael Erickson, El Granada—Who from SamTrans is on the TAC? Is there any public outreach to improve and increase ridership?

A: James Hinkamp—Barrow Emerson from SamTrans is on the TAC. We will look to SamTrans for extensive input.

A: Dave Olson, MCC vice chair—SamTrans did have two recent outreach events, but the problem there is funding.

—Laura Stein, MCC treasurer—Local schools need to coordinate dropoff and pickup times. Requests County to please study traffic related to and around local schools.

—Dan Haggerty, MCC—Feels that more buildout equals more local congestion equals decreased quality of life for residents and visitors.

Adjournment — 10:05 p.m.