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STAFF REPORT: COASTAL DEVELOPMENT PERMIT

Application Number: 2-13-0318

Applicant: San Mateo County Harbor District

Project Location: One Johnson Pier, Pillar Point Harbor, between the communities of Princeton-by-the-Sea and El Granada, San Mateo County.

Project Description: Dredge 5,600 cubic yards of sediment at an existing boat launch ramp and de-water and dispose of the sediment at a grassy upland area (known as Perch Beach) within the Pillar Point Harbor.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The San Mateo County Harbor District proposes to dredge and dispose of 5,600 cubic yards (cy) of harbor sediments to allow for continued use of the Pillar Point public boat launch, which is currently severely constrained by sediment buildup. Currently, one of the six launch points are available at low tide, and two of them are available at high tide. The Pillar Point boat launch is very popular with recreational fisherman and boaters, and is the only public boat launch between Santa Cruz Harbor and San Francisco, a distance of over 75 miles. The loss of boat launching ability due to sediment buildup there has thus led to significant public access, public recreation, commercial fishing, and boating impacts, including because salmon season is now underway on the Central Coast, and the Pillar Point launch is a significant embarkation point for salmon fishermen.

The Coastal Act allows for the dredging of harbor waters in order to maintain depths necessary for navigation where there is no feasible less environmentally damaging alternative and where

feasible mitigation measures have been provided to minimize adverse environmental effects. The Coastal Act also encourages use of dredged sediment for beach nourishment where appropriate. The proposed project will support Coastal Act priority coastal-dependent commercial fishing and recreational boating uses, consistent with these Coastal Act objectives.

However, although the proposed dredging would re-open lost boating access, the materials would be placed at the upland area at Perch Beach, an area within the harbor and above the sandy shoreline and harbor waters that is currently used by the public for recreational and park purposes. As proposed, the sediment would occupy nearly two-thirds of an acre of open grassy area at this upland area. The sediment would be placed over a 25-day period, after which it would be de-watered for approximately 30 days. After that time, the sediment would be spread evenly and hydroseeded to return it to a grassy lawn area, similar to its current condition. Thus, although the sandy shoreline area at Perch Beach would be unaffected, the upland grassy area would be occupied for several months by materials disposal activities. Due to the immediate need to dredge the boat launches, these impacts would occur during the peak summer season of 2013.

The Applicant and staff have evaluated several alternatives to the proposed disposal to avoid these temporary public access impacts. However, disposal of the sediment on the sand at Surfer's Beach (south of project), on the sand at Princeton Shoreline (north of project), along the shoreline at the West Shoreline Trail (northwest of project) and any other potential shoreline or aquatic disposal points are not feasible at this time due to the need for additional extensive U.S. Army Corps of Engineer (ACOE) and San Francisco Regional Water Quality Control Board (RWQCB) review, in addition to federal and state agency consultation related to aquatic and/or intertidal disposal. Currently, ACOE and RWQCB have only authorized the disposal of the sediment at an upland site. In this respect, staff also evaluated the option of disposing the material at the Ox Mountain Landfill, six miles inland of the project, with dewatering at the Harbor District's boat parking lot just inland of the Perch Beach site. However, de-watering the sediment in the parking lot would cause adverse impacts to public access by displacing at least 10 boat trailer spaces, and disposal of the material at Ox Mountain Landfill would prevent reuse of the sediment, which is 62 to 79% sand, contrary to the requirements of 30233(b) of the Coastal Act .

Finally, the Applicant and staff have also evaluated a reduced scale alternative. According to the Applicant, the quantity of sediment could be reduced from 5,600 cy to 3,500 cy, while still allowing for all six launch points to be opened at most tide levels. Although this reduced quantity will result in the need for additional maintenance dredging in the near future, it will address the immediate boat launch issues while reducing public access impacts, and it will allow for additional time for the District to explore alternatives more fully for future episodes, including beach nourishment alternatives at Surfer's Beach and along the Princeton Shoreline.

Accordingly, staff is recommending approval of a reduced scale project that limits disposal activities to roughly half of the upland area at Perch Beach. Staff is also recommending that construction BMPs be required to limit coastal resource impacts otherwise during the project. In short, the District's proposed dredging is necessary and appropriate to protect and provide for recreational boating and commercial and recreational fishing activities, priority Coastal Act uses; it will avoid and otherwise limit adverse impacts to coastal marine resources and water quality;

and it will protect and enhance public access and recreation to the maximum extent feasible. Staff recommends that the **Commission approve a CDP with conditions**. The motions and resolutions to act on this recommendation follow below on page 4.

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Appendix A – Substantive File Documents

EXHIBITS

- Exhibit 1 - Location Map
- Exhibit 2 - Project Area Photos
- Exhibit 3 - Project Plans
- Exhibit 4 - Modified Project
- Exhibit 5 - Applicable Coastal Act Policies

I. MOTIONS AND RESOLUTIONS

Staff recommends that the Commission, after public hearing, **approve** a coastal development permit for the proposed development. To implement this recommendation, staff recommends a **YES** vote on the following motion. Passage of this motion will result in approval of the CDP as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

***Motion:** I move that the Commission approve Coastal Development Permit Number 2-13-0318 pursuant to the staff recommendation, and I recommend a yes vote.*

***Resolution to Approve a CDP:** The Commission hereby approves Coastal Development Permit Number 2-13-0318 and adopts the findings set forth below on grounds that the development, as conditioned, is consistent, with Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.*

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

- 1. Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the Permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
- 2. Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
- 3. Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
- 4. Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
- 5. Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the Permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Revised Project Plans.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit two full-size sets of Revised Project Plans to the Executive Director for review and approval. The Revised Project Plans shall be in substantial conformance with the plans submitted to the Coastal Commission (dated March 2012 and titled Location Plan, attached as Exhibit 3) except that they shall be revised and supplemented to comply with the following requirements:
 - a) **Dredging Quantity.** The total quantity of sediment to be dredged and disposed of shall be limited to 3,500 cubic yards.
 - b) **Disposal Location.** The dredged material shall be disposed of at the upland area of Perch Beach in the area extending approximately 80 feet from the public access trail and approximately 250 feet along the upland area (see Exhibit 4).

Minor adjustments to the above parameters may be allowed by the Executive Director if such adjustments: (1) are deemed reasonable and necessary; (2) do not adversely impact coastal resources; and (3) are consistent with all other conditions of the coastal development permit. All requirements above and all requirements of the approved Revised Project Plans shall be enforceable components of this coastal development permit. The Permittees shall undertake development in accordance with this condition and the approved Revised Project Plans.

2. **Construction Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit two copies of a Construction Plan to the Executive Director for review and approval. The Construction Plan shall, at a minimum, include the following:
 - a) **Construction Areas.** The Construction Plan shall identify the specific location of all construction areas, all staging areas, and all construction access corridors in site plan view. All such areas within which construction activities and/or staging are to take place shall be minimized to the maximum extent feasible in order to have the least impact on coastal resources, including public access. Construction (including but not limited to construction activities, and materials and/or equipment storage) is prohibited outside of the defined construction, staging, and storage areas.
 - b) **Construction Methods and Timing.** The plan shall specify the construction methods to be used, including all methods to be used to keep the construction areas separated from public recreational use areas (including using unobtrusive fencing or equivalent measures to delineate construction areas). All work shall take place during daylight hours.
 - c) **General BMPs.** The plan shall identify the type and location of all erosion control/water quality best management practices that will be implemented during construction to protect coastal water quality, including the following: (1) silt fences, straw wattles, or equivalent apparatus shall be installed at the perimeter of the construction site to prevent construction-related runoff and/or sediment from discharging to coastal waters or to areas that would eventually transport such discharge to coastal waters; (2) equipment washing, refueling, and/or servicing shall take place at least 50 feet from the water's edge; (3) all construction equipment shall be inspected and maintained at an off-site location to

prevent leaks and spills of hazardous materials at the project site; (4) the contractor shall ensure that good construction housekeeping controls and procedures are maintained at all times (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain (including covering exposed piles of soil and wastes); dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the site); and (e) all erosion and sediment controls shall be in place prior to the commencement of construction as well as at the end of each work day.

- d) **Material Containment BMPs.** Particular care shall be exercised to prevent foreign materials (e.g., construction scraps, wood preservatives, other chemicals, etc.) from entering the beach or coastal waters.
- e) **Other BMPs.**
 - The plan shall incorporate the recommendations identified in the August 13, 2012 Biological Resources Analysis report by Sandra Etchell, including that BMPs designed to avoid impacts to water quality and fish species during dredging and disposal including, but not limited to, silt curtains and time restrictions, shall be applied.
 - Dredging activities shall be limited to low tide periods.
 - Dredging activities shall be executed as quickly as possible and practicable.
- f) **Construction Site Documents.** The plan shall provide that copies of the signed coastal development permit and the approved Construction Plan be maintained in a conspicuous location at the construction job site at all times, and that such copies are available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of the coastal development permit and the approved Construction Plan, and the public review requirements applicable to them, prior to commencement of construction.
- g) **Construction Coordinator.** The plan shall provide that a construction coordinator be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and that their contact information (i.e., address, phone numbers, etc.) including, at a minimum, a telephone number that will be made available 24 hours a day for the duration of construction, is conspicuously posted at the job site where such contact information is readily visible from public viewing areas, along with indication that the construction coordinator should be contacted in the case of questions regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the name, phone number, and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.

- h) **Notification.** The Permittee shall notify planning staff of the Coastal Commission's North Central Coast District Office at least 3 working days in advance of commencement of construction, and immediately upon completion of construction.

Minor adjustments to the above construction requirements may be allowed by the Executive Director in the approved Construction Plan if such adjustments: (1) are deemed reasonable and necessary; (2) do not adversely impact coastal resources; and (3) are consistent with all other conditions of the coastal development permit.. All requirements above and all requirements of the approved Construction Plan shall be enforceable components of this coastal development permit. The Permittee shall undertake construction in accordance with this condition and the approved Construction Plan.

- 3. Liability for Costs and Attorney Fees.** The Permittee shall reimburse the Coastal Commission in full for all Coastal Commission costs and attorney fees (including but not limited to such costs/fees that are: (1) charged by the Office of the Attorney General; and (2) required by a court) that the Coastal Commission incurs in connection with the defense of any action brought by a party other than the Permittee against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval or issuance of this permit. The Permittee shall reimburse the Coastal Commission within 60 days of being informed by the Executive Director of the amount of such costs/fees. The Coastal Commission retains complete authority to conduct and direct the defense of any such action against the Coastal Commission.

IV. FINDINGS AND DECLARATIONS

The Commission finds and declares as follows:

A. PROJECT LOCATION AND DESCRIPTION

Project Location

The proposed project is located within Pillar Point Harbor and the proposed activities will involve the outer harbor boat launch ramp and a site known as Perch Beach within the inner harbor (see **Exhibits 1 and 2**). The Applicant, the San Mateo County Harbor District, maintains approximately 369 berths within the Harbor, which are used by a variety of recreational and commercial boats. Pillar Point Harbor is situated on the southwest end of the San Francisco Peninsula in San Mateo County. The Harbor is located north of Half Moon Bay in the unincorporated community of Princeton-by-the-Sea, just west of the community of El Granada. Pillar Point Air Force Station, a military radar tracking station sits atop the ocean bluffs above the western edge of the Harbor. The Pacific Ocean is to the west and south. Ocean bluffs and beach habitat are found to the west of the nearby (inland to the north east) Half Moon Bay Airport. These beaches and bluffs are accessible via hiking trails in the Harbor uplands.

The Harbor is protected by two breakwaters constructed of rock. The outer breakwater encompasses an area of approximately 375 acres. The inner breakwater contains approximately

55 aquatic acres. Immediately south of the eastern inner breakwater is the public boat launch with three concrete ramps (see **page 1 of Exhibit 2**). Water depths in the public boat launch area range from 5 feet and descend gradually to 13 feet during normal conditions when sediments have not built up. The Pillar Point Harbor boat launch ramps have been available for sport fishing and recreational boaters since the early 1990's and constitute a major recreational port in San Mateo County. The boat launch area is constrained by material carried to the shoreline by a nearby outfall and requires maintenance dredging about every 6 to 8 years. The Harbor provides boat slips and boat launch permits for recreational and fishing boats. The California Coastal Trail segment runs northwest of the Harbor and continues south through the Harbor, along the bulkhead sidewalk. The trail then meanders above the Perch Beach area (**Exhibit 2**) and then heads further south to Surfer's Beach.

The Perch Beach area is approximately 1.3 acres. The majority of Perch Beach is an elevated, vegetated uplands area, but it also contains a sandy beach along the inner harbor shoreline. This area is located approximately 1,000 feet from the boat launch ramp dredge site. In its current condition, the upland area where the proposed disposal would take place is a relatively flat, grassy platform. The Harbor District has placed dredged materials at this location many times, dating back to the early 1980s, and these materials have formed the upland grassy area above the sandy shoreline (inside the Harbor) over the course of that time. There is an approximately 200 square-foot kayak rental structure on the north side of Perch Beach. Perch Beach is typically used for small get-togethers related to launching kayaks and serves as a place for walkers and others to enjoy the view of the harbor.

Project Description

The proposed project involves clamshell bucket dredging of 5,600 cubic yards of sediment (consisting of 62% to 79% sand) that has accumulated at the Pillar Point Harbor boat launch ramp area. The Applicant proposes to dispose of this dredge material at the upland area at Perch Beach (see **Exhibit 3** for project plans). Specifically, the dredged material is proposed to be placed into dump trucks and transported via an existing roadway to the upland area, which is located approximately 1,000 feet north of the dredge site. Dredging is expected to take approximately 25 days to complete, and the District proposes to do the dredging as soon as possible during the early summer 2013 months. During dredging, one launch ramp would be kept open, and as dredging progresses and other slips are freed of accretion, those slips would then be made available for emergency and general boating use to the extent feasible. To allow for dewatering, the dredged material would be placed up to four feet high over approximately two-thirds of an acre of the upland area. To allow for dewatering without allowing sediments to enter the harbor waters, the dredge material will be bordered with containment K-rails along the two water-fronting sides of the disposal location (harbor waters to the west and a stream outlet to the south) and silt buffers along three sides of the disposal location. These measures will remain for approximately 30 days to prevent migration of materials into adjacent water until it is ready to spread over the site.

B. COASTAL DEVELOPMENT PERMIT DETERMINATION

1. Dredging Component

The proposed dredging area is at the existing boat launch ramps in the Harbor. The proposed dredging is necessary because sediment deposition has reduced the water depths at the launch points. The boat launch contains three ramps and a total of six launch points during normal conditions. Currently, two of the six launch points are available at high tide, and one launch point is available at low tide. Sediment will continue to build up and reduce launch availability further if dredging does not occur. The Pillar Point boat launch is very popular with recreational fisherman and boaters, and is the only public boat launch between Santa Cruz Harbor and San Francisco, a distance of more than 75 miles. The loss of boat launching ability due to sediment buildup there has thus led to significant public access impacts, including because salmon season is now underway on the Central Coast, and the Pillar Point launch is a significant embarkation point for salmon fishermen.

Section 30224 of the Coastal Act states that increased recreational boating use of coastal waters shall be encouraged by increasing public launching facilities. Section 30234 of the Coastal Act provides that facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Section 30234.5 states that the economic, commercial, and recreational importance of fishing activities shall be recognized and protected. Commercial and recreational fishing and recreational boating are coastal-dependent priority uses that cannot function without sufficient Harbor depths. Hence, the maintenance of adequate launching and navigational depths is considered a high priority under the Coastal Act.

Section 30233 of the Coastal Act allows for the dredging of harbor waters in order to maintain depths necessary for navigation, for new or expanded commercial fishing facilities, and for new or expanded boating facilities. Dredge and fill for these uses is permissible where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. It also specifies that dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems, and also requires that dredge spoils be disposed of in a manner that avoids significant disruption to habitats and water circulation.

The proposed dredging activities support high-priority, coastal-dependent uses. The proposed project is necessary to maintain and improve boat launch accessibility, and to ensure the continuation of recreational boating and commercial fishing. The proposed dredging is therefore an allowable use under Coastal Act Section 30233(a)(1), (a)(2), and (a)(3).

Water Quality and Biological Resources

Anticipated water quality impacts of dredging and disposal occur through variables such as dissolved oxygen (DO), pH, salinity, total suspended solids (TSS), and turbidity. Turbidity near the dredging and disposal sites would increase because of additional TSS in the water column. DO levels in the water column would decrease during dredge events due to increased turbidity. Long-term changes in turbidity can have an adverse effect on fish due to clogged gills and potential suffocation. Although increased turbidity and decreased dissolved oxygen levels are expected to occur as a result of the dredging, the pre-dredge-operation ambient water quality condition should return shortly after each dredging episode, the dredging amount is relatively small, and the dredging will be completed relatively quickly (i.e., over the course of a maximum

of 25 days).

The Applicant has already received authorizations from the ACOE and RWQCB for the proposed dredging activities. The Applicant submitted reports that review the potential adverse impacts caused by the dredging activities and is proposing the following measures be taken to minimize impacts: 1) dredge during low tide to avoid changes in water current and circulation patterns, 2) time dredging to avoid spawning or migration seasons (which occur from November through April), and 3) utilize a silt curtain to prevent sediment from migrating outside of dredge area. The RWQCB permit requires work be limited to low tide. ACOE requires the same and that the work be executed as quickly as possible and practicable. These measures will limit impacts from the dredging. In addition, the Applicant submitted a report with recommendations for best management practices (August 13, 2012 Biological Resources Analysis report by Sandra Etchell). To ensure that the proposed dredging avoids impacts to water quality and fish species, and is undertaken in the least environmentally damaging feasible manner, **Special Condition 2** requires such BMPs, as well as others to address potential impacts, be implemented. Therefore, as conditioned, the project will include measures to ensure protection of water quality and marine resources in the Pillar Point Harbor and thus the proposed project is consistent with Sections 30231, 30232 and 30233 of the Coastal Act.

Coastal Act Sections 30230, 30231 and 30233 require the maintenance, enhancement, and where feasible, the restoration of marine resources and the biological productivity and quality of coastal waters, streams, wetlands and estuaries. Based upon evaluation of habitats present within the dredging study area,¹ the project would not have any direct impacts on federal or state special-status plants occur; However, based upon a February 16, 2012 site survey, five special-status wildlife species could occur within the project area. Green Sturgeon, Chinook salmon, steelhead and coho salmon could occur in the ocean outside of the Harbor and potentially inside the Harbor on occasion. The primary impact to biological resources resulting from dredging occurs through the disturbance, transport, and destruction of benthic organisms on and in the material to be dredged. However, re-colonization by these organisms would occur over time. While, dredged material disposal may induce turbidity and cause stress on planktonic larvae and filter feeder organisms (e.g., worms and shellfish), such stress would be temporary. The removal of sediment from dredge areas also could have short-term, adverse impacts on fish and fish habitats by temporarily increasing the total suspended sediments in the water column and possibly decreasing dissolved oxygen levels during dredge operations. However, as proposed, and conditioned through **Special Condition 2**, dredging will incorporate a silt curtain to prevent sediment from migrating outside of dredge area, will be conducted at low tide to avoid changes in water current and circulation patterns and will be timed to avoid spawning or migration seasons. This will minimize adverse environmental impacts to marine and wildlife habitats and water circulation during dredging, ensuring that dredging is undertaken in the least environmentally damaging feasible manner, consistent with Coastal Act requirements.

In summary, impacts to biological resources are anticipated to be minor and temporary. **Special Conditions 2 and 3** place timing limitations on dredge activities in the inner harbor and impose BMPs to avoid impacts to fish species. Thus, the proposed project, as

¹ Biological Resources Analysis, by Sandra Etchell, dated August 13, 2012.

conditioned, is consistent with Sections 30230, 30231 and 30233 of the Coastal Act regarding protection of species of special importance, maintenance of the biological productivity of coastal waters, and protection of wetlands.

Public Access

Coastal Act Section 30604(c) requires that every coastal development permit issued for new development between the nearest public road and the sea “shall include a specific finding that the development is in conformity with the public access and recreation policies of [Coastal Act] Chapter 3.” The proposed project is located seaward of the first through public road.

Commercial and recreational fishing and recreational boating are coastal-dependent priority uses that cannot function without sufficient Harbor depths. Hence, the maintenance of adequate launching and navigational depths is considered a high priority under the Coastal Act.

During dredging activities, five of the six launch points will be closed for no more than 25 days, while one would remain open. This one launch ramp could be used for emergency operations as well as by the general boating public during the dredge event as safety allows. As dredging progresses and other slips are freed of accretion, those slips would then be made available for emergency and general boating use to the extent feasible. The District would also avoid the weekend, as it would be a period of peak usage. The RWQCB permit requires work be limited to low tide. The Corps requires the same and that the work be executed as quickly as possible and practicable.

The 25-day dredging and transport for disposal is temporary and will serve to restore the access capacity at the boat launch ramps, consistent with Coastal Act Public Access policies. Therefore, although there will be impacts to public access, recreation and fishing and boating, these impacts are insignificant because they are temporary and of limited duration. Further, these temporary impacts will significantly benefit these coastal priority uses by restoring boat launching capacity.

Dredging Conclusion

Therefore, the Commission finds that the proposed dredging component of the project, as conditioned, supports high priority coastal uses, and protects water quality, marine resources and public access, consistent with the Coastal Act.

2. Disposal Component

The proposed disposal entails placing 5,600 cubic yards of dredged material on the majority of the upland area at Perch Beach’s open area (see **Exhibit 3**). Specifically, the proposed configuration would cover approximately two-thirds of an acre and would get as close as a few feet from the sandy shoreline area. The material would be placed at a maximum height of four feet. The proposal includes the placement of k-rail barriers along the south and west sides of the material and the placement of silt buffers along the north, west and south sides of the material, for 30 days while the material dewater. Once dewatered, the material will be spread in its same footprint to level it out down to 2-3 feet high and then hydroseeded to establish the same vegetated character it has currently. This activity is similar to the manner in which the Harbor District has disposed of materials at this location many times since the

1980s.

From a biological resources standpoint, the greatest potential for adverse environmental effects from dredged material discharge generally lies in impacts to the benthic environment. In this case, the subject benthic environment includes ocean bottom flora and fauna of the inner and outer harbor areas. However, under the proposed project, the dredged material would be disposed of onto the upland at Perch Beach, and therefore impacts to the benthic community would be avoided.

Section 30251 requires minimization of visual resource impacts to preserve the natural coastal shoreline and to minimize alteration of natural landforms. The 5,600 cubic yards of material would be no more than four feet high, surrounded by concrete K-rails and silt buffers for a minimum of 30 days. After it is de-watered, the material would be spread around on the upland area to achieve a level ground similar to the current conditions, albeit slightly higher. At present, the site consists of upland grasses and sandy patches indicative of prior dredge material disposals. The upland area is set down approximately 6 feet from the adjacent access road and approximately 15 feet from Highway 1. Accordingly, the material will be visible, but it will be mostly sand placed within the inner Harbor area along the Perch Beach shoreline area. Therefore, the proposed project will have some temporary impacts on the viewshed, but these impacts are insignificant.

Proposed Disposal Alternative

However, there is potential for public access impacts as a result of the disposal at Perch Beach. The Coastal Act requires public recreational access opportunities to be maximized, including lower cost visitor facilities and water-oriented activities (like recreational boating), and protects areas near and at the shoreline for this purpose. The Harbor provides public access and recreational opportunities of regional and statewide significance. The proposed placement of the dredge material at the upland Perch Beach site will result in impacts to public access during the 25-day disposal activities, the 30-day dewatering process, and the time it takes to recover as a grassy area over time. The District estimates the site will be back to a level surface after the 30 days of dewatering and once the material is spread around the Perch Beach site. However, there will still be significantly more material at the site compared to existing conditions, which will likely impede public access. While the hydroseeding is proposed to take place immediately after the 30-day de-watering period, the vegetation will take some time to grow following de-watering. The upland area at Perch Beach is commonly used by recreational visitors and kayak enthusiasts to gain entry to the inner harbor waters. Although nearly half an acre of lawn area surrounding the existing kayak company hut will remain available for the launching of kayaks, public access over the majority of the upland area at Perch Beach will be significantly impeded by the proposed project because material would be placed up to four feet high with silt buffers and k-rails, making access as it exists today nearly impossible until the material is smoothed out and the grass vegetation takes hold. Thus, this impact on public access to the upland area at Perch Beach would likely last for at least two months, and longer depending on how long it takes for the reseeded to take hold.

Coastal Act Section 30221 requires that oceanfront land suitable for recreational use be protected for recreational use and development unless present and foreseeable future demand for public or

commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

The upland Perch Beach site provides direct access to inner harbor waters and there is no other flat open area located within the Pillar Point inner harbor that is available for kayak launchings by groups (that leave together from Perch Beach or show up from other areas, have lunch and congregate and then leave) and other larger group gathering opportunities. Accordingly, the proposed disposal would lead to significant adverse public recreational access impacts at the Perch Beach site. Therefore, the proposed disposal alternative is not a feasible less environmentally damaging alternative to the proposed project, as conditioned further below.

Other Alternative Disposal Locations

The District has evaluated a range of alternative locations for disposal of the dredge material including disposal at the upland area at Perch Beach or the parking lot immediately east of Perch Beach (Lot C) and disposal at either an inland disposal site (e.g., Ox Mountain Landfill) or at the upland area at Perch Beach. Finally, additional alternatives are evaluated, as discussed below, but are also determined to be infeasible at this time. Instead, as discussed further below, the Commission finds that the Reduced Scale alternative that limits disposal to half of the upland area at Perch Beach is the least environmentally damaging feasible alternative.

West Shoreline Trail Alternative

Pillar Point Harbor's West Shoreline Trail extends from the parking lot at Pillar Point Marsh out to the west breakwater and Mavericks Beach. It is a very popular recreational trail and important emergency vehicle access point. Several sections of the trail are being eroded by wave action and in places the erosion encroaches directly into the trail (**Exhibit 4**). Since 2011 a bench and surrounding section of trail have been closed off with yellow caution tape, and ongoing erosion threatens to further disrupt or entirely prevent shoreline pedestrian access to this trail.

The District has evaluated the potential for disposing the dredge material along the eroded portion of the Harbor's West Shoreline Trail, which is located approximately 1 mile northwest of the boat launch ramps. According to the District, there are conceptual plans for improvements to this stretch of the West Shoreline Trail and the planning process is scheduled to begin in late 2013 or early 2014. Based upon the Applicant's information, this option would require rental of a dredging barge to transport and dispose of the dredge material along a 300 to 400-foot stretch of the trail. This alternative presents a partial solution to the District's need to strengthen the trail in the future. Instead of potentially using riprap or other hard structures to protect the trail, the dredge material could potentially be incorporated into the trail as a vegetated slope to address the ongoing erosion, or could be used to nourish the beach/shoreline in front of the eroded trail.

However, ACOE and RWQCB have stated that aquatic (rather than upland) disposal will require a new permitting processes and the federal/state consultation requirements. Accordingly, if pursued, the West Shoreline Trail and any other aquatic disposal options would not be feasible for at least a year due to state and federal reviews. Therefore, the West Shoreline Trail and other aquatic disposal options are not less environmentally damaging feasible alternatives to the proposed project as conditioned because they would not timely resolve boat launching issues..

Inland Disposal Alternative

The District has evaluated the potential for disposing the dredged material at an inland location, such as the Ox Mountain Landfill in Half Moon Bay along Highway 92 (approximately 6 miles south of project). However, prior to disposal, the material would still need to be stored at either the upland area at Perch Beach, or at another location, for de-watering. As an alternative to the upland area at Perch Beach (specifically for purposes of de-watering), the parking lot east of Perch Beach could be utilized. The ACOE and RWQCB indicated a few weeks to two months would likely be needed to review and authorize a de-watering disposal at the parking lot. However, disposal at the parking lot (for 25 days during disposal and 30-days for de-watering), would take up 10 or more boat trailer parking spaces, presenting additional impacts to the boating public. Additionally, once dewatered, additional truck trips would be needed (each covering a 12 mile roundtrip), to dispose of materials – predominantly sand –at the landfill.. Therefore, the inland disposal alternative is not a less environmentally damaging feasible alternative to the proposed project as conditioned.

Surfer's Beach Alternative

The District evaluated the potential for disposal of the material for beach nourishment at the Surfer's Beach site, which is located approximately .25 miles downcoast from the boat launch ramp. While this may be a feasible option in the future, and could also serve to help address erosion problems associated with Highway One at this location, this beach is not presently available to receive the subject material. In order for material to be placed along the Surfer's Beach shoreline, the ACOE and the Monterey Bay National Marine Sanctuary would need to approve of such disposal, and such approvals cannot occur until additional studies are completed. The District is the local sponsor for the Corps' project to address beach erosion problems that may be generated by the Pillar Point federal breakwater. The District signed a Federal Cost Share Agreement on September 30, 2010. The District contributed a local sponsor share of approximately \$243,000 toward the project to date. The Corps is currently processing an economic feasibility study, following a Section 216 initial assessment that established federal interest, to determine whether end effects of the outer (federal) breakwater have not only caused damage to the shoreline but also whether the federal government has an economic interest in addressing the impacts. These studies relate to the Corps' ability to fund a project. Alternatively, the District could potentially fund the disposal of material at Surfer's Beach but additional Corps and Sanctuary approvals would be needed, potentially delaying the project another year or potentially much further. Accordingly, while this may be an appropriate disposal site for future District dredging projects, it is not feasible for this project as the Applicant cannot currently gain federal authorization to place the dredge material at Surfer's Beach. Therefore, the Surfer's Beach alternative is not a less environmentally damaging feasible alternative to the proposed project, as conditioned.

Princeton Shoreline Alternative

The District evaluated the potential for disposal as beach nourishment along the Princeton shoreline approximately one-half mile north of the boat launch ramp. This alternative is presently infeasible due to the County's land ownership, private ownership and various unpermitted riprap structures that remain unresolved. Additionally, ACOE and RWQCB approvals would be required, potentially delaying this project for at least a year. The San Mateo County Planning Department has begun a comprehensive planning process for the Princeton community, which will include a shoreline area plan. The shoreline area plan will likely address enhancements to

public access in the Harbor area, as well as propose solutions to shoreline erosion. Once the shoreline area plan is completed, it is possible that material from future dredging projects may be used to nourish the Princeton shoreline. However, until the necessary studies and the shoreline area plan are completed, it is premature to use the Princeton shoreline as a disposal alternative. Therefore, the Princeton Shoreline alternative is not a less environmentally damaging feasible alternative to the proposed project, as conditioned.

No Project Alternative

This alternative would not allow any dredging to occur in order to avoid public access impacts at the upland area at Perch Beach. However, the proposed development is a priority use to maintain the public's access to the boat launch ramps. Five of the six available launch points are silted in and therefore unusable at low tide. On peak recreational weekends this year, such as Memorial Day weekend, there was a line of waiting launch ramp users extending nearly to Highway One. It is likely that as additional sediment accretion occurs, the congestion during peak times will worsen and result in further impacts to boaters' access to the Harbor waters. Therefore, the no project alternative is not a less environmentally damaging feasible alternative to the proposed project, as conditioned. .

Reduced Scale Alternative

There is a reduced scale alternative available to meet all needs in a timely manner while maintaining and protecting public access to the maximum extent under the circumstances. Specifically, this alternative would reduce the amount of dredging from 5,600 cubic yards to 3,500 cubic yards (the District identified this amount as the minimum necessary to open up the ramps for fishing). Disposal would still occur at the upland area at Perch Beach, but in a significantly reduced configuration. The material would be placed along the berm on the east side of Perch Beach, thus leaving much of the upland area (and all of the upland area along the sandy shoreline area) free for ongoing public recreational use. The material would be contained either with K-rails or a larger structure to allow placement taller than 4 feet, if necessary to limit the area of disturbance, along the berm. The material would be placed at least 100 feet from the water's edge and would be reduced from the proposed two thirds of an acre coverage to less than a fifth of an acre. During the 30-day dewatering period the material must be contained in a fashion similar to that proposed, with silt buffers and k-rails. And once dewatered, the material would be spread within this footprint and along the berm, in order to retain much of the existing square footage of the upland area of Perch Beach in its current configuration while not imposing a large step down, but rather a slope, from the access road and sidewalk east of Perch Beach.

During disposal, de-watering and after the completion of the project, the public will be able to access the majority of Perch Beach, thus maintaining the area for uses as much as feasible. Once the project is complete and the disturbed area landscaped, the whole area will again be available to the public. Therefore, the reduced scale alternative is the least environmentally damaging feasible alternative.

Disposal Conclusion

Unlike the above-identified alternatives, including the Applicant's proposed alternative, the Reduced Scale alternative is the least environmentally damaging feasible alternative to protect the site's high priority coastal dependent uses. The Commission imposes Special Condition 1

requiring revised project plans conforming to the Reduced Scale alternative, and Special Condition 2 imposing construction requirements to avoid impacts to coastal resources. As modified and conditioned, the Commission finds this project consistent with the Coastal Act, including Coastal Act policies protecting coastal dependent uses..

Liability for Costs and Attorney Fees

Coastal Act Section 30620(c)(1) authorizes the Commission to require applicants to reimburse the Commission for expenses incurred in processing CDP applications. Thus, the Commission is authorized to require reimbursement for expenses incurred in defending its action on the pending CDP application in the event that the Commission's action is challenged by a party other than the Applicant. Therefore, consistent with Section 30620(c), the Commission imposes Special Condition 3 requiring reimbursement for any costs and attorneys fees that the Commission incurs in connection with the defense of any action brought by a party other than the Applicant challenging the approval or issuance of this permit.

C. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096 of the California Code of Regulations requires that a specific finding be made in conjunction with coastal development permit applications showing the application to be consistent with any applicable requirements of CEQA. Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The San Mateo County Harbor District, acting as lead CEQA agency, found the proposed project to be categorically exempt per CEQA Section 15304(g). The Coastal Commission's review and analysis of land use proposals has been certified by the Secretary of Resources as being the functional equivalent of environmental review under CEQA. The Commission has reviewed the relevant coastal resource issues with the proposed project, and has identified appropriate and necessary modifications to address adverse impacts to such coastal resources. All public comments received to date have been addressed in the findings above. All above findings are incorporated herein in their entirety by reference.

The Commission finds that only as modified and conditioned by this permit will the proposed project avoid significant adverse effects on the environment within the meaning of CEQA. As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects that approval of the proposed project, as conditioned, would have on the environment within the meaning of CEQA. If so conditioned, the proposed project will not result in any significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA Section 21080.5(d)(2)(A).

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

1. Administrative record for CDP Application Number 2-12-012/2-13-0318



PROJECT LOCATION MAP



PROJECT VICINITY MAP

 PROJECT LIMITS
 


SAN MATEO COUNTY HARBOR DISTRICT
 PILLAR POINT
 PERCH BEACH
 PROJECT LOCATION MAPS

Job Number | 1044810X
 Revision |
 Date | JAN 2015

417 Montgomery Street, Suite 700 San Francisco, California 94104 USA T 415 365 8200 F 415 365 8200 W www.ghd.com

Figure 1

Perch Beach Disposal Site

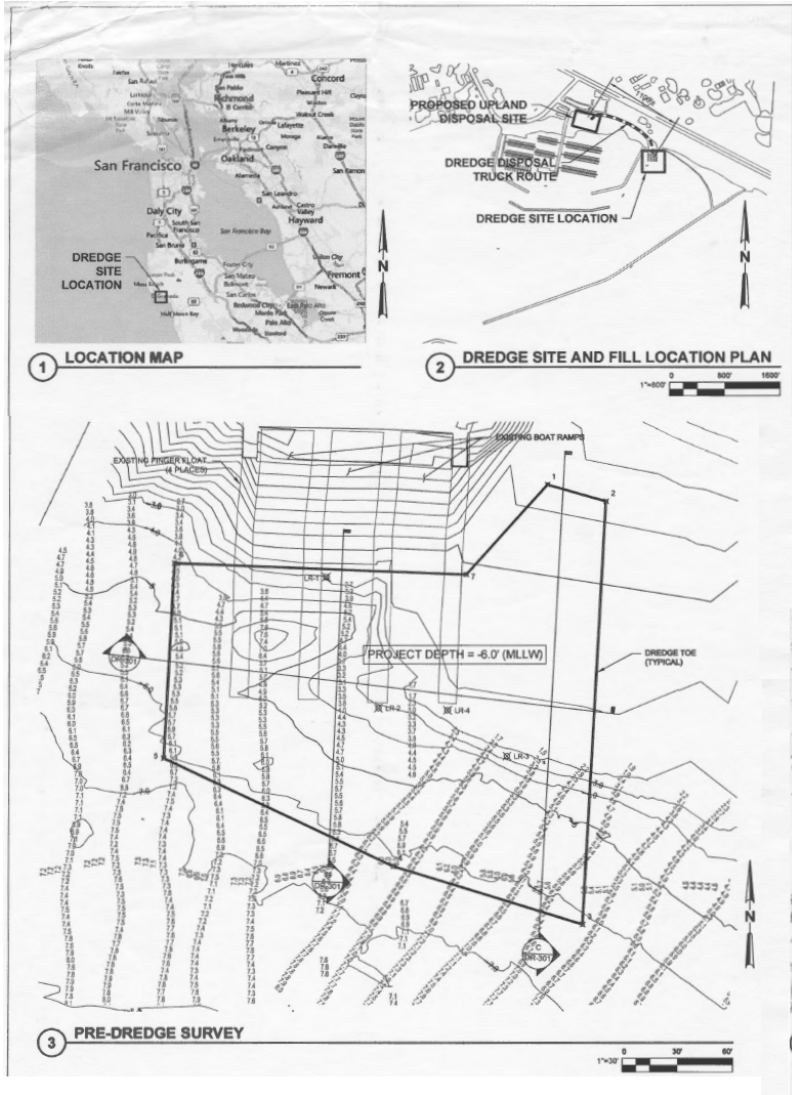


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2-13-0318 Project Plans



DREDGING TOE COORDINATES

Point #	Raw Description	Elevation	Northing	Easting
1	DREDGING TOE	-8.000	2011380.7920	5988104.5281
2	DREDGING TOE	-8.000	2011380.5416	5988108.3645
3	DREDGING TOE	-8.000	2011147.3454	5988104.1920
4	DREDGING TOE	-8.000	2011179.4155	5988081.3040
5	DREDGING TOE	-8.000	2011238.9625	5987956.2422
6	DREDGING TOE	-8.000	2011348.6487	5987961.8623
7	DREDGING TOE	-8.000	2011340.2252	5988120.4872

DREDGE FILL AREA COORDINATES

Point #	Raw Description	Elevation	Northing	Easting
8	DREDGE FILL	0.000	2011945.8647	5987117.1799
9	DREDGE FILL	0.000	2011929.0906	5987220.4546
10	DREDGE FILL	0.000	2011904.6721	5987313.2159
11	DREDGE FILL	0.000	2011903.8546	5987353.7086
12	DREDGE FILL	0.000	2011824.5866	5987352.2558
13	DREDGE FILL	0.000	2011824.7851	5987292.8396
14	DREDGE FILL	0.000	2011804.9700	5987237.5725
15	DREDGE FILL	0.000	2011828.1177	5987188.1110
16	DREDGE FILL	0.000	2011851.0463	5987095.8907

ESTIMATED DREDGING QUANTITIES

DREDGING ELEVATION (MLLV)	DREDGING VOLUME (CY)
PROJECT GRADE: MUDLINE TO -6'	4,116
OVERDEPTH: -6' TO -7'	1,409
TOTAL:	5,525

SURVEY NOTES

BATHYMETRIC SURVEY

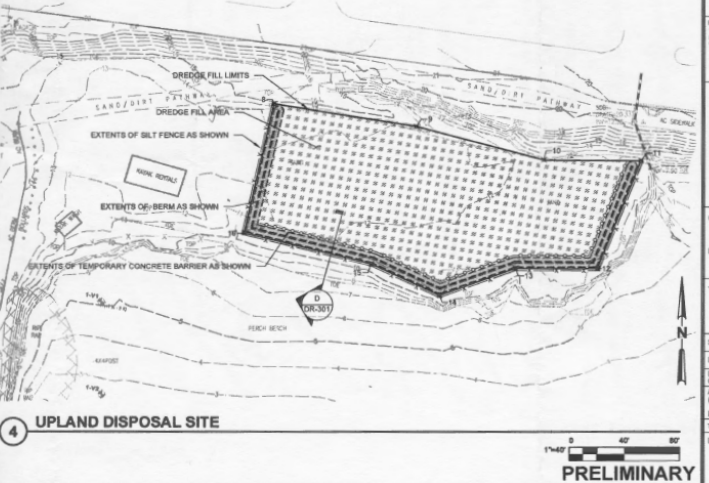
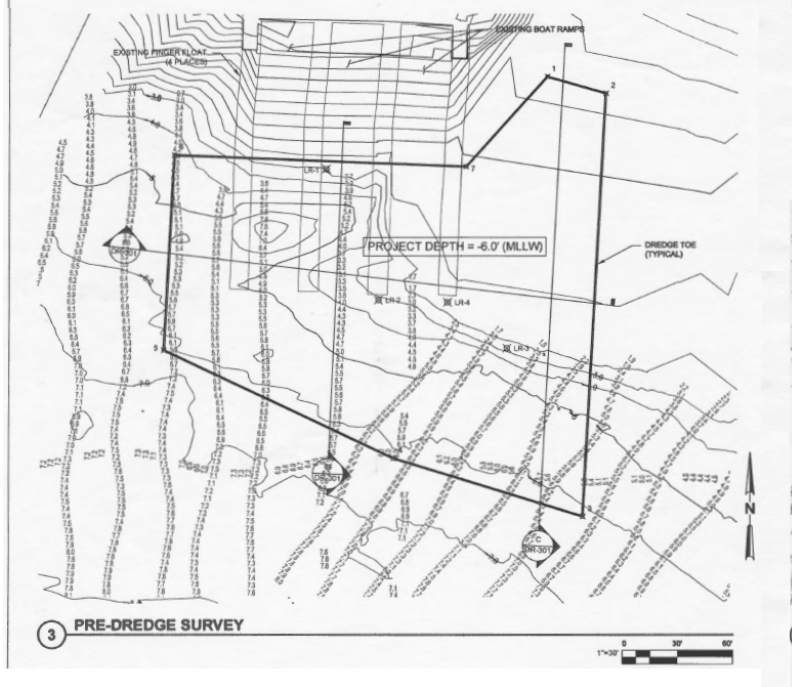
- MULTI-BEAM BATHYMETRIC SURVEY PREPARED BY ETRAC ENGINEERING, LLC. SURVEY PERFORMED FEBRUARY 17, 2012.
- VERTICAL DATUM IS MEAN LOW LOWER WATER REFERENCED TO USC & GS DISK "TIDAL 5-1929" LOCATED ON CAPISTRANO ROAD. ELEVATION + 14.21' MLLW (1983-2001 EPOCH).
- HORIZONTAL CONTROL US COASTGUARD BEACON (LINCOLN, CA - 314 MHz).
- HORIZONTAL DATUM IS NAD 83 PROJECTION TO STATE PLANE COORDINATE SYSTEM CALIFORNIA, ZONE 3 (8493).
- GRID UNITS - U.S. FEET.
- SOUNDINGS REPRESENTED IN U.S. SURVEY FEET.
- BATHYMETRIC DATA IS VALID ONLY WITHIN THE TIME IN WHICH IT WAS COLLECTED.
- STANDARD FIELD CALIBRATION PROCEDURES WERE PERFORMED.
- EQUIPMENT: SURVEY VESSEL - "EKKO29"; TRIMBLE 5700 - POSITION - US COASTGUARD BEACON (LINCOLN, CA - 314 MHz); ODOM CV300 - SINGLE BEAM ECHO SOUNDER (200 kHz); ODOM DOBBAR - VELOCITY PROFILER; HYDRACK V.2011 - ACQUISITION SOFTWARE.
- SUPPLEMENTAL BATHYMETRY PREPARED BY GHD INC. PERFORMED APRIL 5, 2012.

TOPOGRAPHIC SURVEY

- TOPOGRAPHIC SURVEY PREPARED BY WENZLER & KELLY PERFORMED FEBRUARY 2007.
- THE BASIS OF BEARING OF THIS SURVEY IS GRID BEARING OF N87°43'37"N BETWEEN CONTROL POINTS 204 AND 205 BASED UPON A TIE TO CORS STATION D0886 PPTS PIGEON POINT 5 GRID BEARING PER CCS 83 ZONE 3 EPOCH 2002
- AVERAGE COMBINED SCALE FOR THIS PROJECT IS 0.9994207787. TO OBTAIN GROUND LEVEL DISTANCE DIVIDE PROJECT DISTANCE BY AVERAGE COMBINED SCALE FACTOR
- ELEVATIONS ARE BASED ON THE USC&GS DISK "TIDAL 5-1929" LOCATED ON CAPISTRANO ROAD PER NOAA (2006) ELEV +14.21' MLLW (1983-2001 EPOCH).

LEGEND

UR-1 VIBRACORE SAMPLES TAKEN ON JANUARY 18 2012. REFER TO KINETIC LABORATORIES INCORPORATED REPORT DATED FEBRUARY 24, 2012.



Revision

No.	Revision	Drawn	Check	Project Director

Drawing Revisions
Note: * indicates signatures on original issue of drawing or test revision of

Issue of Documents
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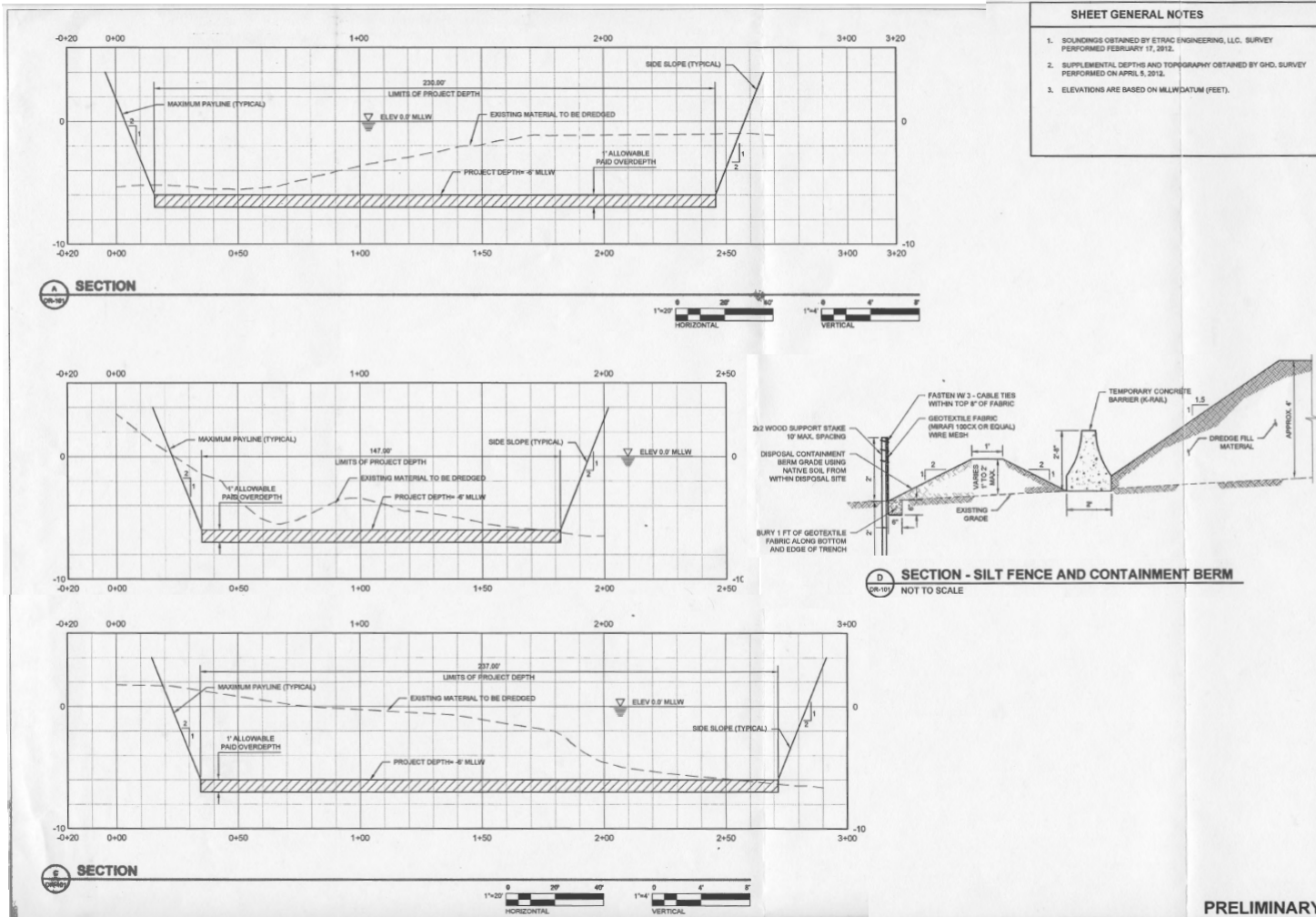
GHD
GHD Inc.
417 Montgomery Street Suite 700 San Francisco California 94104 USA
T 415 203 4970 F 415 253 4980
W www.ghd.com

Client SAN MATEO COUNTY
Harbor District
Project PILLAR POINT HARBOR BOAT RAMP MAINTENANCE DREDGING
Title LOCATION PLAN PRE-DREDGE SURVEY UPLAND DISPOSAL SITE

Scale AS SHOWN **Project No.** 104491002.33
Drawn PS **Designer** CL
Drafting **Design**
Check **Check**
Approved (Project Director)
Date MARCH 2012

This Drawing must not be used for Construction unless signed and sealed as
Drawing No. **DR-101** **Original**
Rev. 1 of 2

2-13-0318 Project Plans



- SHEET GENERAL NOTES**
1. SOUNDINGS OBTAINED BY STRAC ENGINEERING, LLC, SURVEY PERFORMED FEBRUARY 17, 2012.
 2. SUPPLEMENTAL DEPTHS AND TOPOGRAPHY OBTAINED BY GHD, SURVEY PERFORMED ON APRIL 5, 2012.
 3. ELEVATIONS ARE BASED ON MLLWDATUM (FEET).

No.	Revision	Drawn	By	Project Director	Date
-	-	-	-	-	-
-	-	-	-	-	-

Drawing Revisions
 Note: * Indicates signatures on original issue of drawing or last revision of drawing

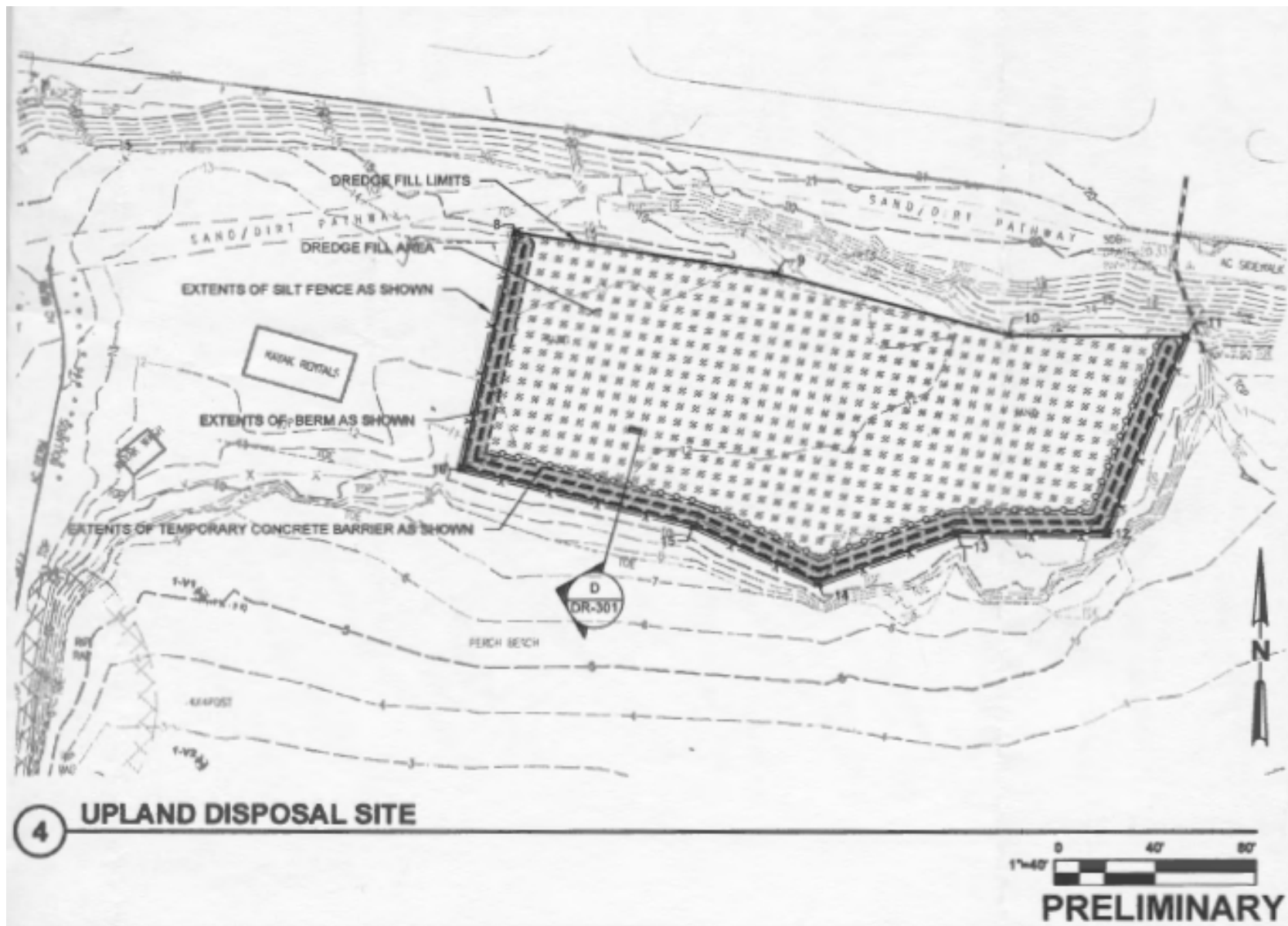
GHD
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 www.ghd.com

Client **SAN MATEO COUNTY HARBOR DISTRICT**
 Project **PILLAR POINT HARBOR BOAT RAMP MAINTENANCE DREDGING**
 Title **PRE-DREDGE CROSS-SECTIONS**

Scale	AS SHOWN	Project No.	104491002.33050
Drawn	PS	Designer	CL
Checking		Design	
Check		Check	
Approved (Project Director)		Date	MARCH 2012
This Drawing must not be used for Construction unless Signed and Sealed as Approved			
Drawing No.	DR-301	Original Size	Ansi D
	Rev. 2 of 2		

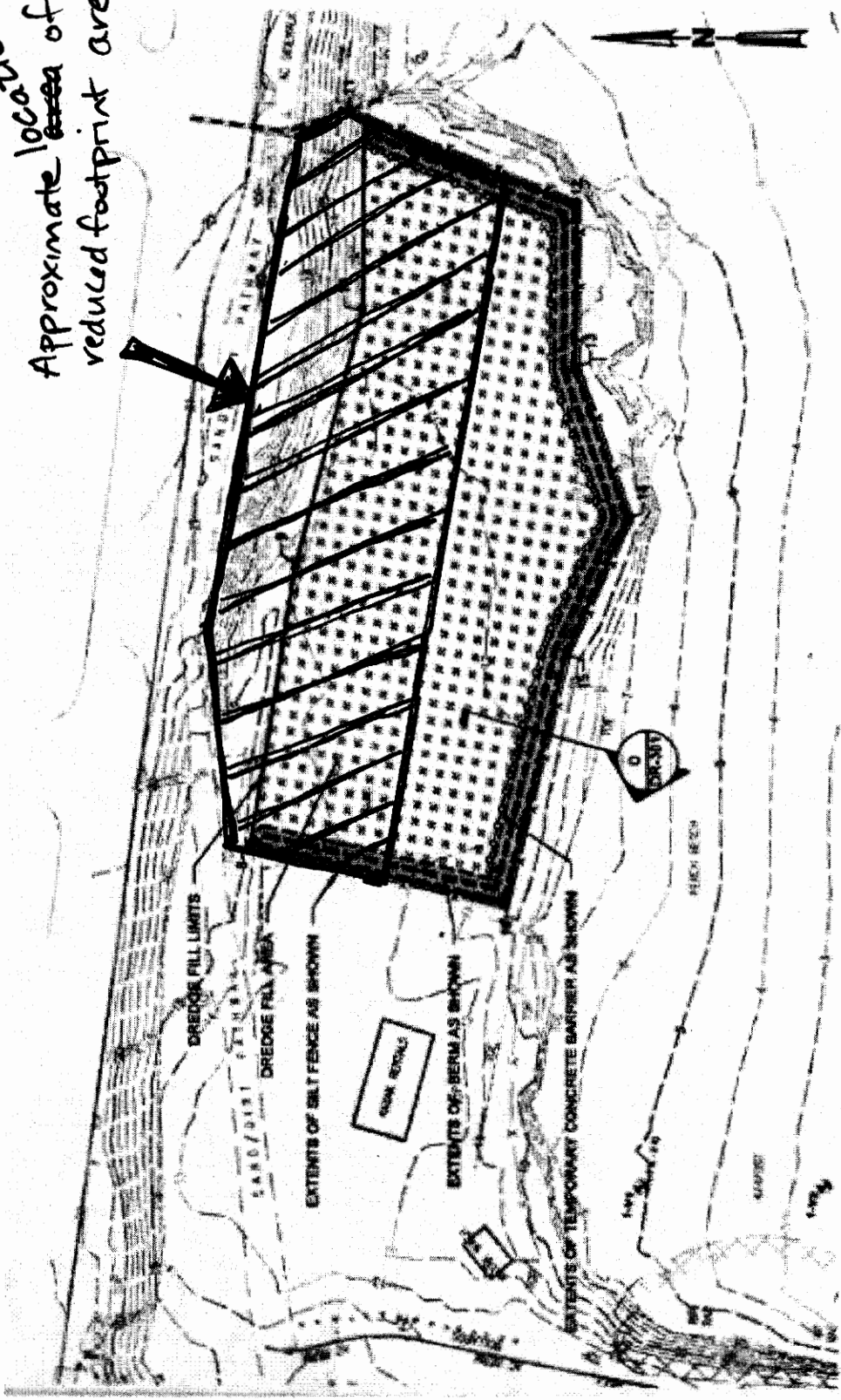
PRELIMINARY

2-13-0318 Project Plans



2-13-0318 – Modified Project

Approximate location of reduced footprint area



4 UPLAND DISPOSAL SITE

PRELIMINARY

Applicable Coastal Act Policies

The Coastal Act defines coastal-dependent and coastal-related as follows:

Section 30101: *"Coastal-dependent development or use" means any development or use which requires a site on, or adjacent to, the sea to be able to function at all.*

Section 30101.3: *"Coastal-related development" means any use that is dependent on a coastal-dependent development or use.*

Coastal Act Section 30001.5 states, in relevant part:

30001.5: *The Legislature further finds and declares that the basic goals of the state for the coastal zone are to:*

(a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources....

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast...

Coastal Act Sections 30234, 30234.5 and 30255 also provide:

30234: *Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.*

30234.5: *The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.*

30255: *Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.*

Coastal Act Sections 30210 through 30214, as well as Sections 30221 and 30224, specifically protect public access and recreation. In particular:

30210: *In carrying out the requirement of Section 4 of Article X of the California*

Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211: *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

30212 (a): *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects....*

30213: *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.*

30214 (a): *The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case....*

30221: *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

30224: *Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, [...] providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.*

In addition, Coastal Act Section 30240(b) requires that development not interfere with recreational areas:

30240(b): *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Coastal Act Section 30233 details the conditions under which dredging may be permitted and states:

*(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. (2) **Maintaining existing, or restoring***

previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps [emphasis added]. (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas. (6) Restoration purposes. (7) Nature study, aquaculture, or similar resource dependent activities.

*(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. **Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems. [emphasis added]**...*

*(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. **To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects [emphasis added]**. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.*

Coastal Act Sections 30231 and 30232 of the Coastal Act protect water quality and state:

30231: *The biological productivity and the quality of coastal waters, [...] appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment,...*

30232: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Sections 30230 and 30231 of the Coastal Act protect biological resources and state:

30230: *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine*

organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231: *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Coastal Act Section 30251 sets forth scenic and visual qualities protections for new development as follows:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

F96

From: Neil & Jennifer Merrilees [<mailto:mermade4@yahoo.com>]
Sent: Tuesday, June 04, 2013 10:04 PM
To: Dreher, Nicholas@Coastal
Subject: Pillar Point Harbor Dredging letter

Nick

Here are my comments regarding your staff report. Good job, your report is beautifully written, and well thought out. I just have two small proposed additional items:

1. Add language about the Harbor District getting started on a permit for another disposal site.
2. Require a small amount of beach restoration after the dewatering is completed.

Thank you

Neil Merrilees
215 Mirada Road
Half Moon Bay, CA 94019
(650) 728-3813

F96

June 4, 2013

Chair Mary Shallenberger, and Commissioners
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Re: Coastal Development Permit (CDP) Waiver 2-13-0318

Dear Chair Shallenberger and Commissioners,

I am writing to support the revised dredging proposal and CCC Staff recommendations. I also propose 2 additional conditions, which are the following:

- 1. To avoid last minute pressure in the future, the Coastal Commission should advise the Harbor District that within 30 days of receipt of this Permit, it should identify and evaluate the most environmentally suitable alternative sites, and within one year it should make a formal application to the appropriate permitting agencies.** Because the current permit was applied for 6 years into a 6-7 year cycle, the Coastal Commission was subject to time pressure unnecessarily. To avoid last minute pressure in the future, it would seem reasonable that the Coastal Commission direct the Harbor District to identify one or more of the other proposed disposal sites, and make formal application to the appropriate permitting agencies within a year.
- 2. After dewatering of the dredge materials, restore Perched Beach to its recreational use.** Restore the grade to a gentle slope from the coastal trail to the water. Remove any berms or impediments to water access, and cover the dredge material with appropriate clean sand to enhance recreational use and prevent runoff. Import sand from the excess of clean white sand building up against the breakwater at the south end of the harbor, or at the Harbor District's discretion, sand could be trucked in from another location. Before dredge spoils placement, Perched beach was a white fluffy usable beach.

Perched beach has long been a recreational asset to the public. The current staff report is well thought out and consistent with the Coastal act, and I especially support staff's inclusion of section 30213 which states:

"Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred."

Respectfully,

Neil Merrilees



Perched Beach in the 1970's, with the old launch ramp in the background.



Perched Beach in the 1980's

F9b

From: Wes Dong [<mailto:wbdong@comcast.net>]
Sent: Wednesday, June 05, 2013 11:42 AM
To: Dreher, Nicholas@Coastal
Cc: Marquez, Maria Elena@Coastal
Subject: Memo in support of Agenda item F9b, Permit 2-13-0318

Dear Mr. Dreher,

Attached is my letter in support of the dredging project at Pillar Point. I spoke to your Santa Cruz office, and was told for small documents (this is a single page pdf), it would be appropriate to email them, rather than mailing them. If you have any questions, please email me.

Best regards,

Wes Dong

From: "Nicholas@Coastal Dreher" <Nicholas.Dreher@coastal.ca.gov>
To: "Wes Dong" <wbdong@comcast.net>
Sent: Wednesday, May 29, 2013 3:07:30 PM
Subject: RE: Support for Dredging at Pillar Point

Hello,

Can you tell me your mailing address so I may send you notice of the hearing?

Sincerely,

Nicholas B. Dreher
Coastal Program Analyst
California Coastal Commission
(415) 904-5251
nicholas.dreher@coastal.ca.gov

From: Wes Dong [<mailto:wbdong@comcast.net>]
Sent: Wednesday, April 24, 2013 1:51 PM
To: Dreher, Nicholas@Coastal
Subject: Support for Dredging at Pillar Point

Dear Mr. Dreher,

You have doubtless received other emails supporting the dredging of the Pillar Point boat ramps. This email shows my support for the granting of the waiver that was previously granted and then withdrawn. Even if the dredging is limited to restoring functionality of all six boat launch lanes, and not the entire 5600 cubic yard dredging

project that would be a huge benefit. We have had a good salmon season so far, and I have experienced lengthy waits at the ramp. Tuna fishing typically starts in late summer, and then the crowding and safety issues will worsen, as many tuna fisherman launch in the dark, which makes launching slower and more difficult.

Thank you,

Wes Dong
Belmont, CA

Date: June 5, 2013

To: Nicholas Dreher (Nicholas.dreher@coastal.ca.gov)

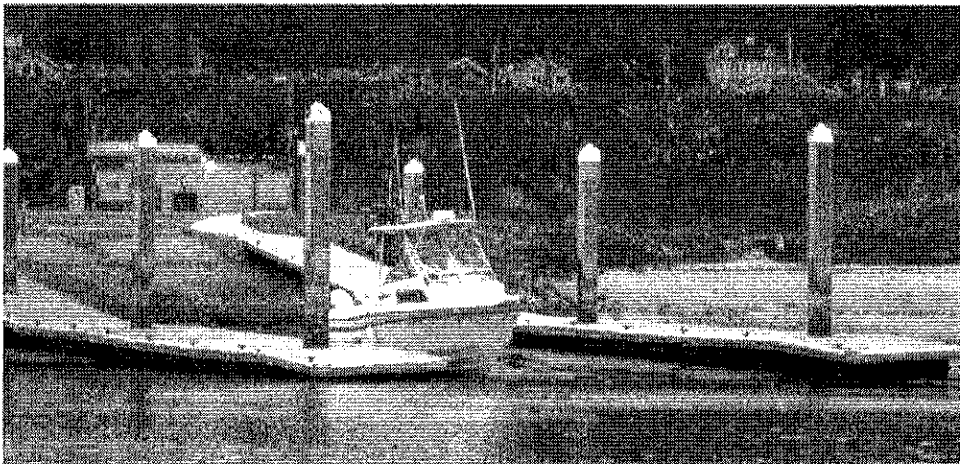
Cc: Mariaelana Marquez (mariaelena.marquez@coastal.ca.gov)

From: Wes Dong, Belmont CA (wbdong@comcast.net)

Re: In Support of Agenda item F9b (Pillar Point boat ramp dredging)

Dear Mr. Dreher and Coastal Commission,

This letter is in support of agenda item F9b for Permit Number 2-13-0318 (dredging of Pillar Point boat ramps). I am an active user of the ramp and launch my boat from there about 15 times per year. Due to the lack of available launch points at the ramp, I have experienced issues with long lines of boats waiting to launch (sometimes extending nearly to Highway 1), and have seen the deleterious effects of the sand accumulation. Below is a photo taken from my boat on April 27, 2013 at approximately 7 am, showing a grounded boat at one of the launch points.



Please allow the dredging to be performed to restore full function to the Pillar Point ramps. These ramps are the best ocean access for many boaters in the Bay Area.

Thank you,

Wes Dong

F96

From: James LeCuyer [jameslecuyer@yahoo.com]
Sent: Saturday, June 08, 2013 9:05 PM
To: Dreher, Nicholas@Coastal; Marquez, Maria Elena@Coastal
Cc: wbdong@comcast.net
Subject: Plea to dredge the three boat ramps in Pillar Point

Dear Nicholas and Mariaelena:

Please have pity on us fishermen in Pillar Point. How much could it cost to dredge the boat ramps? In the mornings on busy fishing days, there can be up to a two hour wait to launch. Many people refuse to go there any more because there are often only half the ramps available. The crowds can be dangerous. Most of the fishermen there are local residents, and working men and women, and their weekends are precious. They add an enormous revenue to local communities, with purchases of supplies and food, and bait. They are a boon to business in Pillar Point and Half Moon Bay. They buy much fuel. Fishing is an old-fashioned love, that fathers pass on to their sons and daughters, something that takes us right back to our primitive hunting and fishing days. How little you might spend to bring joy and income to so many. Fishermen, as you may not know, spend thousands of dollars a year to maintain their boats and to buy equipment. All of Coastside Fishing Club would certainly be sympathetic to those who helped get that ramp working at full capacity, and not only votes would be gained, but money for the community. Please dredge the ramps before they close off entirely. Why have those ramps if they are not going to be maintained? Cities and counties maintain streets, don't they? The ramps are the streets that lead to the ocean. You will gain the support of thousands of fishermen who come or try to come to launch their boats there. Sincerely, James M. LeCuyer, teacher, fisherman, community organizer.

June 6, 2013

California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Re: CDP Application 2-13-0318 San Mateo Co. Harbor District Dredging at Pillar Point Harbor

Commissioners:

I support the dredging permit as modified and conditioned by staff. I suggest adding two additional conditions, closing Perched Beach for future dredge disposal, and restoring the grade to a gentle slope from the Coastal Trail to the shoreline.

The Perched Beach dredge disposal site used to be part of the sweep of natural sandy beach that made up the shoreline before Pillar Point Harbor was built. So much dredge material has been placed there since the 80's that its function as a beach has been compromised. Most of the former sandy sloped beach is now a flat vegetated raised area with a steep drop-off to the remaining narrow sandy shore. Its use as dredge disposal site should be discontinued after this event and the Harbor District should immediately begin the process of identifying and permitting an alternate site or sites for future dredging episodes. With nearby beaches starved for sand, beach nourishment opportunities should be a top priority. The District's erosion-endangered West Shoreline Trail, as detailed in the staff report, is the most obvious near-term prospect.

Sincerely,

Lisa Ketcham
172 Culebra Lane
Moss Beach, CA 94038

F96

From: Peter Grenell [pgrenell@smharbor.com]

Sent: Wednesday, June 12, 2013 11:56 AM

To: Cavalieri, Madeline@Coastal; Dreher, Nicholas@Coastal

Cc: Scott Grindy

Subject: Concurrence with Staff Recommendation with Conditions for Pillar Point Harbor Dredging and Disposal Permit

Madeline and Nick,

As requested, this email states the Harbor District's concurrence with your staff recommendation with Conditions for our Pillar Point Harbor boat launch ramp maintenance dredging project. In particular, we accept the conditions in your recommendation, and now request that the item be placed on the Coastal Commission's Consent Calendar for action on June 14th. Thank you for your consideration.

Peter Grenell
General Manager
SMCHD

DON HORSLEY

Board of Supervisors, Third District
County of San Mateo

June 10, 2013

Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suit 2000
San Francisco, CA 94105

Re: Coastal Development Permit (CDP) Waiver 2-13-0318

Dear Chair Shallenberger,

As the supervisor representing the San Mateo County Coastside, I submit this letter of support for the staff recommendation to approve a CDP to allow the San Mateo County Harbor District to dredge the Pillar Point Harbor. With only one of the six launching ramps available during low tide and two of the six launching ramps available during high tide, the importance of this project is growing exponentially. Until all six launching ramps are opened, San Mateo County residents and visitors to the coastside lose recreational opportunities at the harbor.

I ask that the commission consider an additional condition beyond those currently proposed:

The applicant shall locate alternative disposal sites and determine the feasibility of depositing the spoils at the selected site. Once an alternative site has been located, the applicant shall apply for the necessary permits for future dredging projects. Within the current project area there are multiple locations that would benefit, both environmentally and recreationally, from the deposit of the spoils dredged from the harbor. The current disposal site, Perched Beach, has been used for the dredged spoils twice in the past. This has increased the slope of the sand, making recreational activities difficult. As this site is used for a third time, it will become more difficult to use recreationally. Disposal of the spoils at another site would not only prevent further damage to Perched Beach, but the dredged spoils could be beneficial to other sites.

If you have any questions, please contact my office at 650-363-4569. Thank you for your consideration.

Sincerely,

Signature on file

Don Horsley
Supervisor, District 3
County of San Mateo



F9b

Pillar Point Harbor -- Proposed locations for placement of harbor dredge material.



6/12/13 MCC presentation

West Shoreline Trail

- Popular public coastal access
- Critical emergency vehicle access
- 700-ft section threatened by wave-action erosion

- Trail owned by Harbor District
- \$365,000 repair already budgeted
- Waters not in Marine Sanctuary
- Aquatic disposal permit required



Princeton Shoreline



- Eroded by storm wind waves; starved for sand replenishment due to breakwater.
- Harbor District has jurisdiction only up to mean-high-tide line.
- Waters not in Marine Sanctuary.

County's Princeton Planning Update, 2013-2015, will include a Princeton Shoreline Management Plan.

- Preliminary studies (2001) recommend a combination of revetment, stabilized beach nourishment, and public access improvements.
- Final plan will include details such as location of a uniform string line, consistent design section requirements, and maintenance obligations.



Surfers' Beach

Erosion greatly accelerated after breakwater construction in late 50's by Army Corps.

Northern Half Moon Bay Shoreline Improvement Project:

- Army Corps of Engineers is lead agency; Harbor District is local sponsor.
- Studies began in 2009 -- still in feasibility phase.
- Project could consider range of solutions including dredging harbor sand, and creating openings in the jetty for sand outflow.
- Permission for beach nourishment would have to be obtained from Monterey Bay National Marine Sanctuary.

Inner Harbor Beach at Kayak Stand, aka “Perched” Beach,
upland dredge disposal site since 1980’s



Beach access has been impaired by incremental “pre-development dredge disposal” leaving raised flat vegetated area with steep drop off to narrow remaining sandy beach. Harbor District plans for the area include bulkhead/pave/develop.



Inner Harbor Wetlands/Mudflat habitat was partial mitigation for habitat lost during launch ramp construction in 1990. This area is not eroding. Harbor District General Manager suggests burying this wetland habitat with dredge material.

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*

F9b

Laura Stein
Chair

Lisa Ketcham
Vice-Chair

Bob Kline
Secretary

Len Erickson
Treasurer

Dan Haggerty

Bill Kehoe

June 12, 2013

The Honorable Jackie Speier
US House of Representatives
(via email)

Subject: Pillar Point Harbor dredging and your 5/24/13 letter to Coastal Commission

Dear Representative Speier:

We take this opportunity to try to present a more complete picture of the Pillar Point Harbor dredging issue. While the Midcoast Community Council did not comment on the dredging permit application, many members of the community, as well as councilmembers, are closely following this and other harbor issues. Everyone is in agreement that the boat launch ramps should be maintained and operable for the many recreational users who trailer their boats to Pillar Point Harbor. Fortunately, Coastal Commission staff has proposed a scaled back and conditioned project that seems acceptable to all parties.

Regarding Homeland Security concerns expressed in your letter, it should be pointed out that the Coast Guard does not have a presence at Pillar Point Harbor (due to budgeting constraints even before the recent sequester), and if they did, their vessel would be maintained in a berth or along the dock, ready to go, as are the Pillar Point Harbor Patrol vessels.

The most urgent public concern about this particular dredging event was not so much to promote any particular alternate disposal site, but about the overuse of the inner harbor beach (aka "Perched" Beach) for this purpose, and the desire to save it from being completely destroyed as a beach. This area used to be part of the sweep of natural sandy beach that made up the shoreline before Pillar Point Harbor was built. Even after construction of the outer breakwater, the public enjoyed this natural beach in the 60's and 70's. Incrementally, since the 80's, so much dredge material has been placed there that its function as a beach has been compromised. Most of the former sandy sloped beach is now a flat vegetated raised area with a steep drop-off to the remaining narrow sandy shore. With each dredging event the former beach evolves closer to the filled, paved and developed area that the Harbor District envisions for it, without any public input regarding that result.

At many public meetings the community has expressed clear opposition to development of the inner harbor beach and loss of its current use for outdoor gatherings and quiet-water beach-launching activities such as kayaks and paddleboards. It is an idyllic setting and ideally located near parking, Coastal Trail, and highway crossing signal. This important public beach access location can still be saved if the current reduced-scale dredging episode includes final grading to restore the gentle slope from the Coastal Trail down to the shoreline, and if the area is then closed to future dredge disposal.

Most people have been unaware there is a potential alternative dredge disposal site within the harbor that can be funded entirely by the Harbor District, and would not involve the Marine Sanctuary. The West Shoreline Trail is a popular recreational trail and provides critical emergency vehicle access to the west breakwater and Mavericks beach. Ongoing erosion threatens a 700-ft

section of the trail. The Harbor District owns this land, has given the repair top priority, done an engineering study with cost estimates, and budgeted \$365,000 to armor the shoreline. It is frustrating to learn that this project has been inexplicably on hold, with no discussion of alternatives and no permitting efforts, during the entire time of the current dredging permit application.

A useful information resource to help keep in touch with community concerns is the MCC website, www.MidcoastCommunityCouncil.org. In addition to journal posts that can be subscribed to, it contains Issues Pages, including one on "Harbor/Shoreline".

Thank you for your consideration of our concerns.

Sincerely,

s/Laura Stein, Chair
Midcoast Community Council

Enc. 5/24/13 letter from Jackie Speier to CCC

Cc: Brian Perkins, Senior Advisor to Congresswoman Speier
San Mateo County Harbor Commission
Supervisor Don Horsley
Coastal Commission staff Nick Dreher and Madeleine Cavalieri

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June 12, 2013

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

Subject: Pillar Point Harbor dredging and shoreline erosion

The Midcoast Community Council (MCC) agendized a special meeting in order to attend and participate in the 5/29/13 Pillar Point Harbor Shoreline Erosion meeting organized by Commissioner Brennan. Report of this well-attended community meeting is attached. We fully support this kind of outreach. There is clearly much interest in the community about harbor issues and a desire for public participation.

The MCC requests that the Harbor District act on the following two items which were agreed to by the participants of the 5/29 meeting:

- Bring the 2012 West Shoreline Access Trail erosion study forward for discussion of alternatives and a plan for action.
- Identify and gain approvals of new dredge disposal sites with priority given to beach nourishment where it is urgently needed.

To avoid unnecessary future inconvenience and urgency, either from sediment intrusion or shoreline erosion, we urge you to start this process immediately. It is a given that permitting is complex and time consuming, so best to begin the process now.

The West Shoreline Trail is already partially roped off, and may be only one big storm away from total closure, yet the project has been put on hold for over a year. Now that Coastal Commission staff has finally been made aware of it, they agree this project may be a good match for disposal of harbor dredging. A proactive dredge disposal and beach nourishment plan would be environmentally friendly, aesthetically pleasing, and well received by the public. Let's start active planning for repurposing this sediment resource and for better managing our shoreline.

Thank you for your consideration.

Sincerely,

s/Laura Stein, Chair
Midcoast Community Council

Enc. 5/29/13 meeting report

Cc: Coastal Commission staff Nick Dreher and Madeleine Cavalieri