

San Mateo County Harbor District
Water Quality and Public Safety Committee Meeting Report

Date: Thursday, May 14, 2015

Time: Start 7:00 pm, End 8:30 pm

Commissioner Co-Chairs: Nicole David, Tom Mattusch,
Public Safety Focus

The meeting was attended by:

Kelly Pike, HMBYC Foundation

Susan Pike

Rick Andrews

Brittani Bohlke, San Mateo County Resources Conservation District (RCD)

Announcements:

Nicole announced that Cynthia Knowles from San Mateo County is working with the CA Coastal Commission to organize Clean Boating outreach through the Marina Dockwalker program, formerly in San Francisco and now in San Mateo County with the Pollution Prevention team at Environmental Health Services.

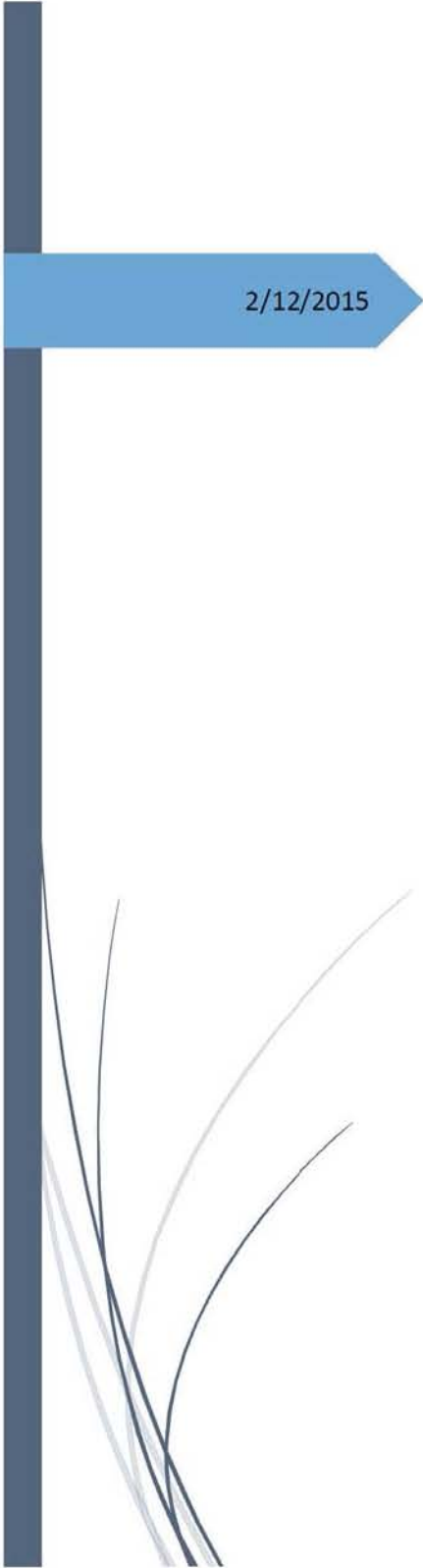
Dockwalkers are trained volunteers that walk marina docks engaging boaters in dialogue about safe and clean boating. They collaborate with CalBoating to recruit volunteers and to provide Clean Boating kits that are distributed to boaters. Kits contain a bilge pillow, hazardous waste disposal information, fueling and sewage pollution prevention guidelines, safer cleaning product tips, among other P2 information.

In June there will be two Dockwalker Training events planned at the Half Moon Bay and Sequoia Yacht Clubs. Dockwalking Days will begin in July, in collaboration with Save Our Shores of Santa Cruz. The tentative training dates are June 23 or 30 at HMBYC.

Please contact Cynthia Knowles with questions.

cknowles@smcgov.org

Item 2: Kelly Pike gave a presentation to the group on public access improvement for the beach and bay. A concept for ADA beach and bay access in Princeton by the sea.



2/12/2015

Public Access Improvement for the Beach and Bay

Concept for ADA Beach and Bay Access in Princeton by the Sea

Kelly Pike
HMBYC FOUNDATION
214 Princeton Avenue
Princeton by the Sea, Ca.
hmbycfoundation@hmbyc.org

Introduction

Half Moon Bay Yacht Club, a 501(c)7 entity, has operated land and marine activities at the corner of Vassar Avenue and the Princeton beach since 1983. It has title to the property adjacent to Vassar Avenue and the beach fronting the yacht club. Between the yacht club property and beach property is Ocean Blvd, a county easement paper road. Based upon the HMBYC's unique property position and the growing area foot traffic, the HMBYC has adopted a proactive policy to provide safe public beach access across its property¹. In addition, the yacht club proposes to create a unique floating platform available to the community for recreational and marine activities. The HMBYC Foundation, a 501(c)3 entity, is overseeing this proposal's funding and execution.

There are two specific goals behind this proposal; 1) provide safe ADA and general public passage over the shoreline rip-rap, and 2) create unprecedented ADA compliant public beach and water access in the west end of Pillar Point Harbor.

Background

The 1964 Pillar Point Harbor breakwater changed the previous path and force of waves on the Princeton by the Sea beaches². Over time degraded sand dunes were covered with concrete rip-rap to inhibit the unintended beach erosion. Beach access was not provided during the coastline protection activities therefore requiring climbing over the clumsy rip-rap. Plans were put forth to restore safe public access on to the Princeton beach. However, these efforts have not secured a solution.

The rising popularity of the west end of Pillar Point Harbor has created an increase in beach access frequency and recreation diversity for the area. The access popularity is due to adult and youth sailing classes, beachcombing, kayaking, kayaking classes and rentals, stand up paddling, hiking, water recreation events, adult and youth regattas, ocean and surf kayaking, and the Mavericks surf site.

The California State Coastal Conservancy³ sponsored a 2003 plan for shoreline restoration. The HMBYC Foundation proposal adopts the Vassar Ave beach access from the 2003 plan and enhances it to expand the existing working waterfront i.e. marine recreational footprint adjacent to the Princeton shoreline. These elements include a public access pier, disabled access extending from Vassar Avenue to: the pier, the adjacent beach, a floating youth sailing regatta center, disabled water craft use and instruction, educational facility, yacht club boat storage, and transit dock/breakwater.

Following the recommendations of the Plan Princeton program⁴, the HMBYC Foundation presents a local proposal to create safe ADA and general public access to the beach and bay adjacent to Vassar Avenue.

1. Plan Princeton Community workshop_2_summary_121114, Coastal Access and Shoreline Management, pg 3, Plan Princeton.com

2. Princeton Area Study, Revised background report – August 1986, Dept. of Environmental Management Planning and development, San Mateo County, California

3. Coastal Access Improvement Plan/Five Coastal Sites, Callander Associates Landscape Architecture Inc 00049FinalReport 10-21-02.doc

4. Planprinceton.com

1. Public access pier
A 10' x 103' x 12' pier which extends from the west corner of the yacht club property pier adjacent to Vassar Avenue and crosses the beach with a minimum of 10' of clearance.
2. ADA access onto the pier
A 30' x 6' ADA ramp from the end of Vassar road up and onto the pier
3. ADA access onto the beach
A 4' x 90' ADA ramp from the pier down to the beach
4. Public water walk
The public pier and the adjacent dock create a public space to view the bay and have a walkway on the water. An area between the foot of the gangway and the YC dock space will provide shallow water access, viewing, sitting, ADA craft launching.
5. Regatta center
Youth, adult, and disable sailing center which provides 2 pavilions (P) for instruction space and storing equipment (S).
6. Yacht club boat water storage
The current Half Moon Bay Yacht Club dock will be incorporated into the outboard section of the dock. It would accommodate two meeting pavilions and a maintenance/storage building.
7. Transit dock/floating breakwater
The transit dock will provide transitory tie-up for vessels greater than 30' is installed at the outboard end of the floating dock. The inner dock areas require protection from storm waves generated by southern storm winds. A robust floating transit dock provides the necessary protection from these waves.



Figure 1. Overlay of pier and floating dock adjacent to Vassar Avenue



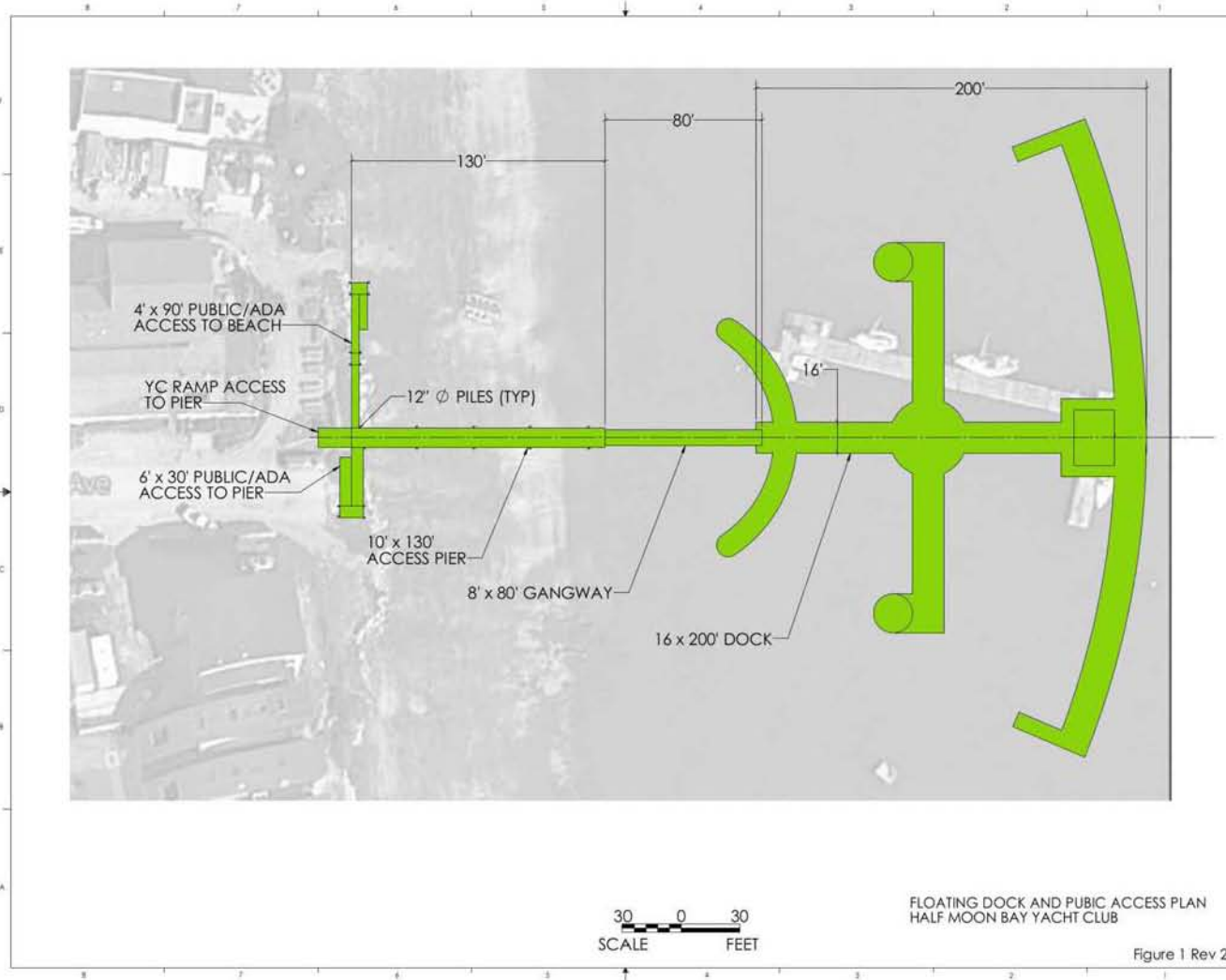
Figure 2. Pier and floating dock compared to Romeo Pier

The location of the proposed pier and floating dock would facilitate the existing waterfront activities in Princeton and add valuable public access to the beach as well as a water walk. The outer dock section would provide small recreational boat launch and recovery. The low height of a floating structure provides ease of access for disabled watercraft activities and classes. The floating docks have a low profile and will not block visual sight lines from the land into the bay. This design will be approximately 14,000 square feet.

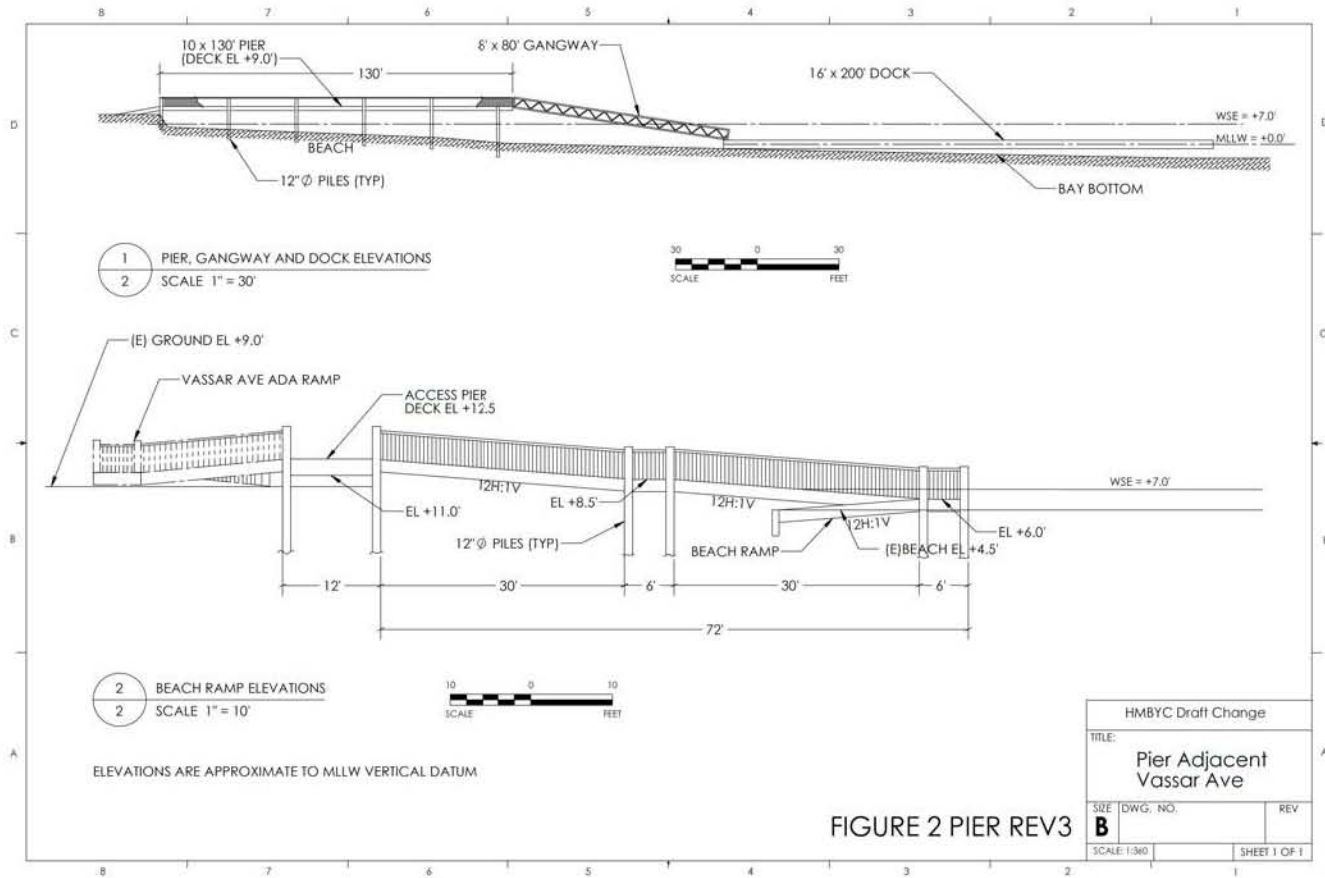
HMBYC is currently engaged with Nobel Consultants, a marine engineering firm, to provide proposal drawings. They are included in the attachments. Two options are presented which show the pier connecting to the HMBYC property at its west end (Option A) or the east end (Option B). We currently prefer Option A.

1. Option A. Plan View location of pier at the west side of the HMBYC property
2. Option A. Elevation View of the pier
3. Option B. Plan View location of Pier at the east side of the HMBYC property
4. Option B. Elevation View of the pier

Option A. Plan View location of pier at the west side of the HMBYC property



Option A. Elevation View of pier



Option B. Plan View of location of pier at the east side of the HMBYC property

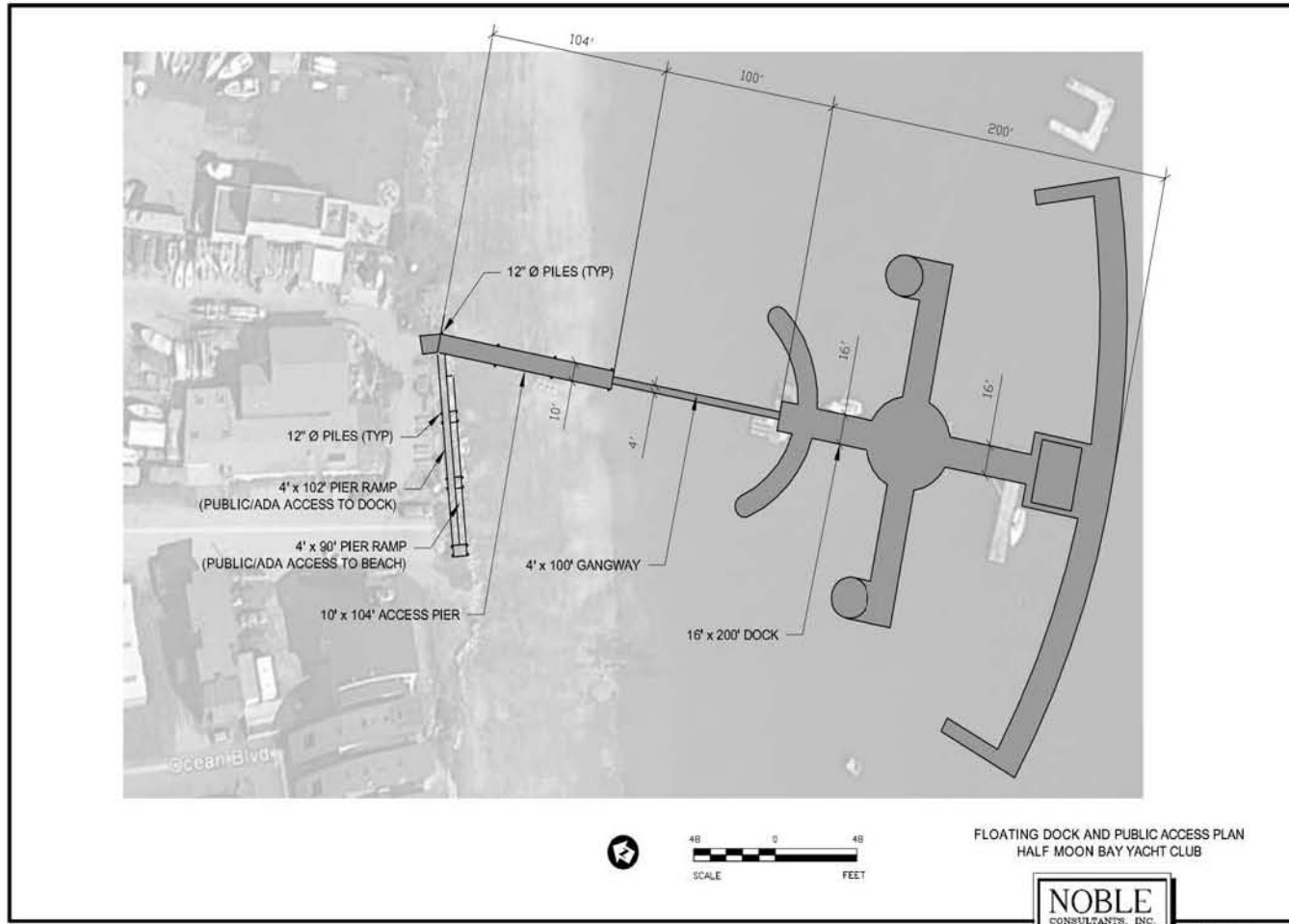


Figure 1

Option B. Elevation view of pier

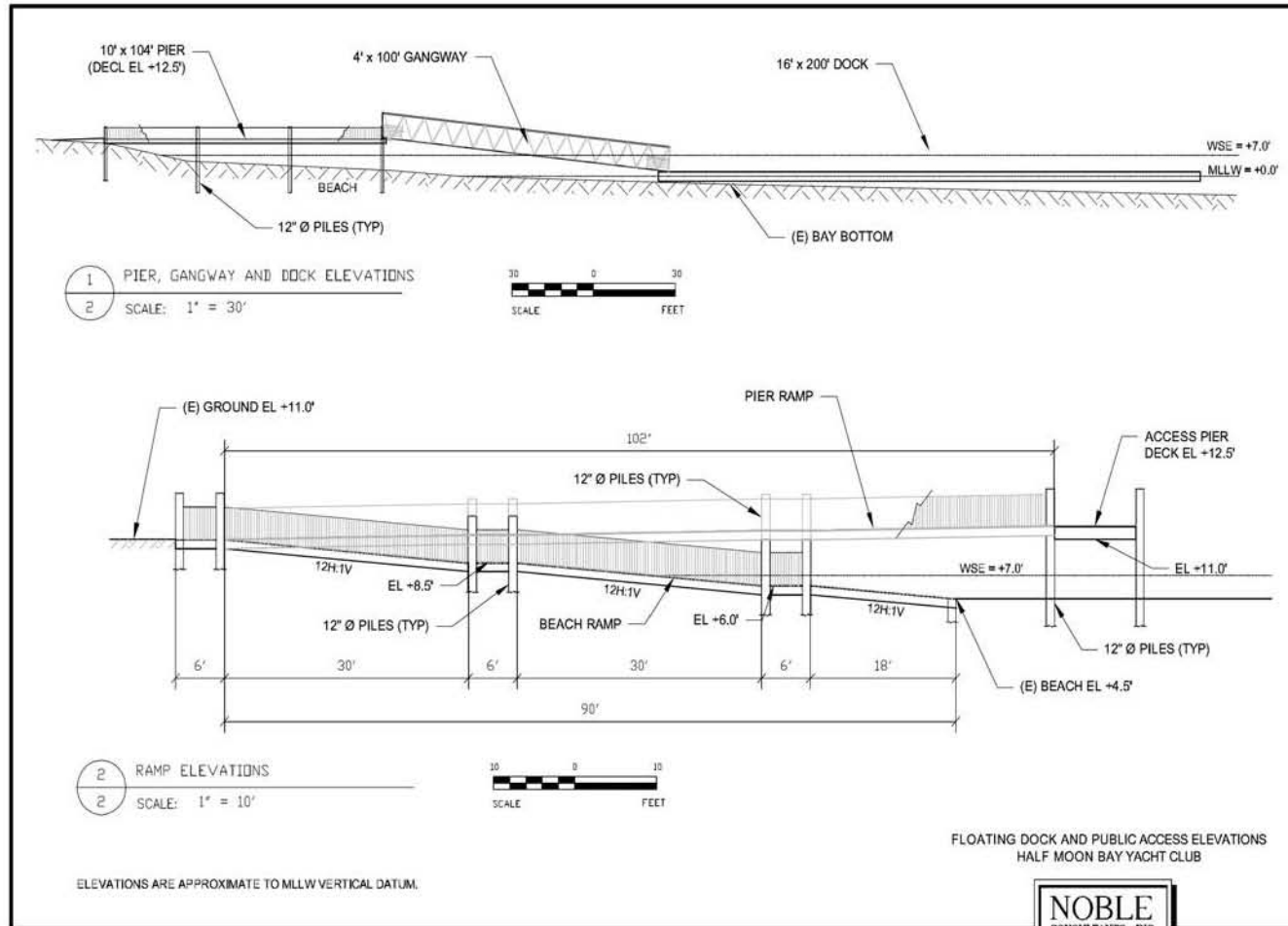


Figure 2

Item 3: Discussed California boater licensing mandate

A recently approved law in California aims to address boater safety for recreational boaters navigating California waterways. Phased in starting in January 2018, SB 941 will require all boaters in California to be in possession of a vessel operator card and pass a safety course.

This bill specifically requires recreational boaters to pass a sanctioned boating education course and obtain a vessel operator card in order to operate a motorized boat.

The Harbor District could provide information at the Harbormaster's office and at launch ramps within the harbors alerting boaters to this new law and provide additional information.

Item 4: Discussed vessel owner safety equipment and inspections

Recreational vessels are required to carry specified safety equipment, which may vary according to type of propulsion, type of construction, area and time of use, and number of people aboard.

Discussed were:

- Flares and flare expiration and disposal
- Coast Guard Auxiliary inspections
- Life jacket inspections and life vest exchange

Item 5: Discussed security enforcement in the harbors

Gates to docks and facilities are sometimes propped open and access to non-tenants is available.

Recommendation: Tenants and harbor staff could assure gates and facility doors are shut at all times unless staff is present.

The June meeting will be held on Thursday, June 11, 2015 at 7 pm at the RCD in Half Moon Bay.