

February 18, 2025      via email

Members of the San Mateo County Harbor District Board of Harbor Commissioners

Re: Comment on Agenda Item G4 “Overflow Parking for Pillar Point Harbor”

Dear Harbor Commissioners Slater-Carter, Domurat, Mattusch, Zemke, and Chang Kiraly:

I appreciate the opportunity to comment on Agenda Item G4 (Overflow Parking for Pillar Point Harbor). The Harbor District staff report recommends the following motion (underline added):

“Authorize the General Manager to issue a Request for Proposal for design, engineering, and permitting of a project to construct a parking lot and greenspace on the Burnham Strip to include parcels owned by the Harbor District, privately owned parcels, areas owned by *Caltrans* and San Mateo County.”

My comment is that the staff report contains no information for the benefit of the public about what type of permitting is likely to be required for this project and which agencies are likely to be involved in the permitting process.

On November 14, 2024, the California Coastal Commission imposed the following special approval condition on the *Caltrans* bike lane project: “WITHIN ONE YEAR OF CDP APPROVAL (i.e., by November 14, 2025), the Permittee shall submit a plan, for the review and written approval of the Executive Director, that will provide public access improvements supporting at least 75 free public parking spaces in the area near Highway 1 at Surfer’s Beach.”

From the above condition, it seems that the Coastal Commission would have jurisdiction over the coastal development permit (CDP) to provide the 75 free public parking spaces. However, there are many potentially significant environmental effects from any new parking project that would trigger the need for an Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA). Would the Harbor District serve as lead agency for the parking project and bear the costs of preparing and circulating the EIR? Or would *Caltrans* be expected to bear that cost? Similar questions apply to other needed permits.

To summarize, the current staff report does not provide sufficient information for the public to understand the potentially complex, time-consuming, and expensive permitting process that would likely be needed for Agenda Item G4. To better serve the public, I would therefore ask the Harbor Commission to provide clear disclosures about the likely permitting process before authorizing the General Manager to embark on a Request for Proposal.

Sincerely,

/s/

Kevin J. Lansing

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