

PILLAR POINT HARBOR MASTER PLAN & Urban Waterfront Restoration Plan

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prepared for the
San Mateo County Harbor District
and the
State Coastal Conservancy

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1. INTRODUCTION AND SETTING

Pillar Point Harbor is a very active facility and the only protected ocean harbor between Bodega Bay and Santa Cruz. The priorities of the San Mateo County Harbor District for Pillar Point Harbor are commercial fishing, recreational boating, and visitor-serving recreation.

The Harbor lies at the northern end of Half Moon Bay in San Mateo County (Figure 1). The Inner Harbor occupies approximately 15 acres, including both shoreside and berthing facilities. It is bordered by public beaches to the immediate east and west. The unincorporated community of Princeton-by-the-Sea lies to the northwest, and the community of El Granada lies to the northeast and east, across Highway 1. Half Moon Bay and the Pacific Ocean lie to the south and west. Half Moon Bay State Beach begins outside of the east outer breakwater at Pillar Point Harbor and extends several miles southward down the coast.

The project area for the Pillar Point Harbor Master Plan primarily lies between the inner breakwater on the west and the outer breakwater on the east. Existing land uses in the Harbor include marine related commercial/retail facilities, restaurant establishments, a boat launch ramp, public restrooms, District administration and harbormaster's offices, and parking.

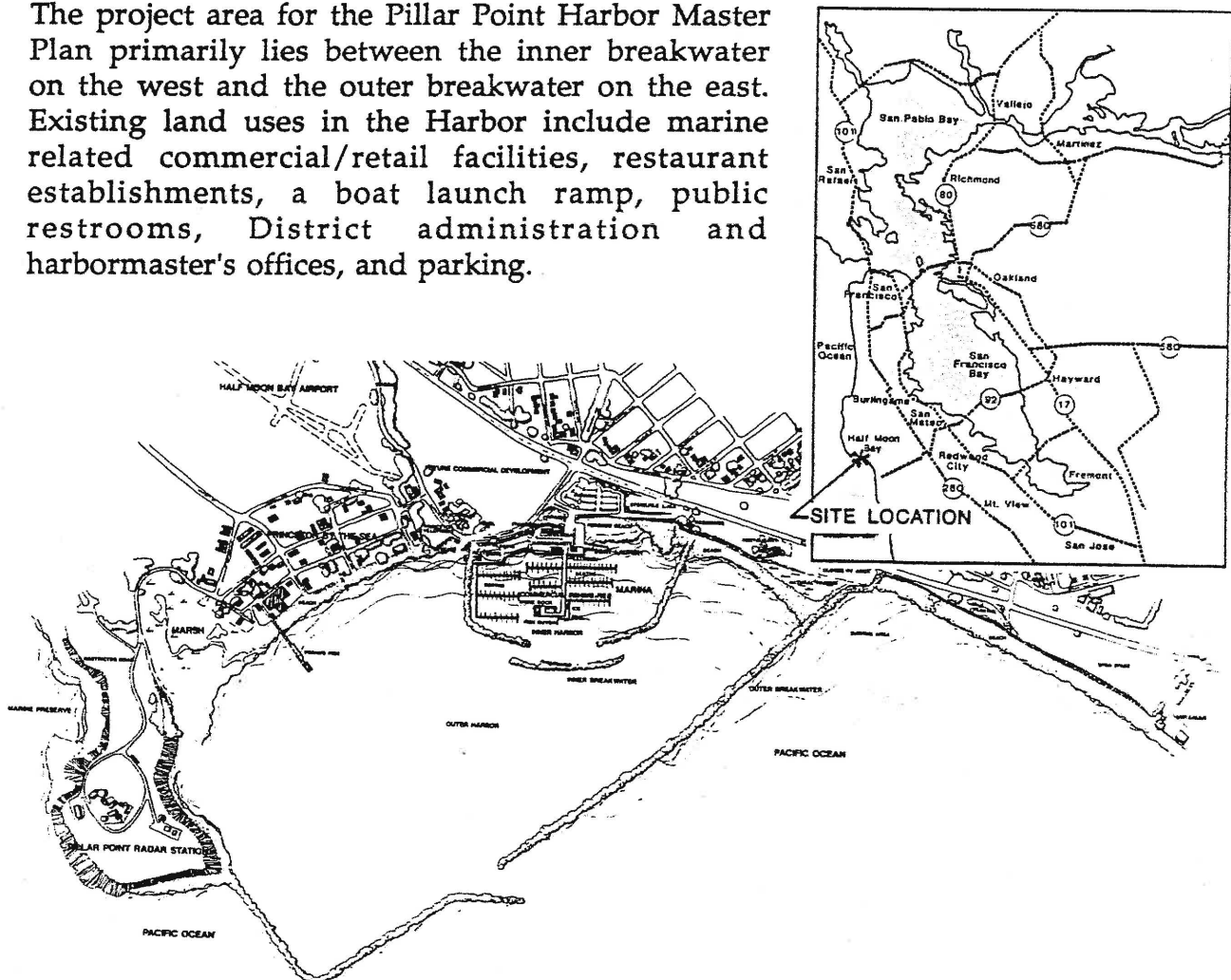


FIGURE 1: Site vicinity and location maps

2. HISTORY OF HARBOR DEVELOPMENT

In 1948, Pillar Point was selected by Congress as the site for a major harbor. As a condition of approval, the San Mateo County Harbor District was charged with responsibility for developing harbor facilities. Federal funds were appropriated for breakwater construction in 1958 and construction by the Army Corps of Engineers began in 1959.

Between 1948 and 1960, the Harbor District acquired lands necessary for breakwater construction and for harbor development. In 1960, by statutory grant, the State conveyed 1,235 acres of tidelands and submerged lands to the District upon condition that the Harbor be developed.

In December 1960, the District adopted a master plan for harbor development prepared by Earl and Wright, Consulting Engineers. The District expended over one million dollars between 1961 and 1970 for construction in compliance with the adopted master plan that included Johnson Pier, the boat launch ramp, administration building, commercial shops, parking, and seaward bulkhead. Because of the wide expanse of water within the breakwaters, tidal action, and wave and surge conditions, installation of floating docks for boat berths proved infeasible. Completion of harbor facilities in accordance with the adopted 1960 plan was suspended.

In 1966-67, the United States Army Corps of Engineers constructed an additional section on the west breakwater, thereby altering the entrance to the Harbor. This did not completely solve the surge problems and as a result of other studies it became obvious that secondary protection was needed within the breakwaters before safe berthing of small commercial fishing and recreational boats would be possible.

Between 1966 and 1969, activities of the Harbor District were suspended due to institution of dissolution proceedings under the District Reorganization Act of 1965. The proposed dissolution of the District was declared invalid in 1969.

In 1969 after the proposed dissolution was declared invalid, the District commissioned Koebig & Koebig to conduct a detailed development feasibility study of the Harbor. The Koebig study proposed the use of earthen moles to provide the necessary secondary protection to allow floating docks. This feasibility study also proposed two major basins, east and west. Due to environmental constraints, that portion of the original master plan, including the west basin development, was abandoned.

Between 1975 and 1982, shoreside improvements including additional parking and restrooms were implemented. The inner breakwaters were completed in 1982, which allowed the construction of floating berths in 1985.

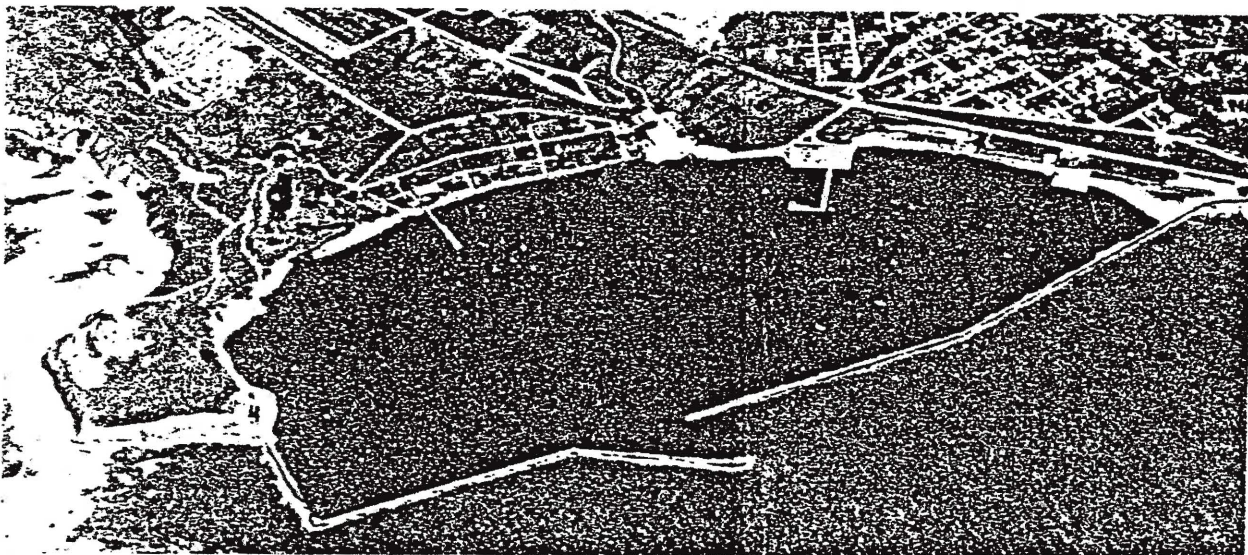
During the fiscal year 1989-1990, a new fishing pier was constructed on the west inner breakwater. The pier provides public access and is designed to eliminate the use of Johnson Pier for recreational fishing, and the accompanying congestion and conflicts with commercial and charter fishing boat users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

Beginning in 1979, numerous efforts were made to plan for a new boat launch ramp to alleviate the excessive demand for use of the original ramp. A feasibility study for a ramp in the east basin, immediately inside of the inner breakwater, was prepared by Cecil Wells and Associates in 1979, and updated by the State Department of Boating and Waterways (Cal-Boating) in 1980. A feasibility study for a ramp located at the west end of the Harbor was conducted in 1984 as part of the West Shoreline Park plan by Callander Associates and Winzler and Kelly. The west ramp location proved infeasible due to environmental and access problems.

A 1987 study by C-REM examined a location immediately outside of the east inner breakwater, adjacent to the location inside the inner breakwater proposed in 1979. The location inside the inner breakwater had proven infeasible due to the large amount of ocean fill involved and associated disfavor by regulatory agencies.

The launch ramp configuration in this Master Plan is based on the 1987 C-REM location. The current ramp design was reviewed and approved by the California Coastal Commission, Army Corps of Engineers, E.P.A., U.S. Fish and Wildlife Service, California Department of Fish and Game, National Oceanic and Atmospheric Administration, State Lands Commission, State and Regional Water Quality Control Boards, Cal-Boating, State Coastal Conservancy, County of San Mateo, and City of Half Moon Bay.

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



Pillar Point Harbor in 1972

3. PURPOSE OF THE MASTER PLAN

This Master Plan document is intended to serve as a comprehensive plan to guide the future development of land and water under jurisdiction of the San Mateo County Harbor District at Pillar Point Harbor. The Plan is further intended to resolve existing land use conflicts and identify future, physical improvements. The Master Plan is a product of extensive input and review by the Pillar Point Planning Committee, public agencies, general public, and planning team. The Plan also serves as a basis to obtain agency approvals and permits, to estimate costs, to pursue funding for the specific phases of the overall plan, and to serve as the Urban Waterfronts Restoration Plan for submittal to the State Coastal Conservancy. IT MUST BE EMPHASIZED THAT ANY DEVELOPMENT WILL REQUIRE PUBLIC PARTICIPATION THROUGHOUT THE PLANNING PROCESS.

URBAN WATERFRONT RESTORATION PLAN

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

MASTER PLAN OBJECTIVES

Pillar Point Harbor currently has potential for higher and better public usage, as evidenced by inadequate facilities, conflicting uses, and unrealized opportunities for public enjoyment. The objectives proposed for improvement of land and water areas at the Harbor are as follows:

Johnson Pier

Existing uses of the Pier conflict and create congestion and unsafe conditions at the shoreside area of the Inner Harbor. Fishing has been prohibited on the Pier to relieve congestion, and a fishing pier constructed at the east inner breakwater; however, further measures are still needed. Pedestrian visitors often enter commercial berths since access gates are unrestricted, thereby causing conflict with commercial fishermen. Parking on the Pier, by commercial fishermen accessing

berths, constricts traffic to one lane and limits truck access to the pierhead to one truck at a time. The configuration of the existing pierhead poses limitations for fish buying located there. Overcrowded building space, inadequate exterior work area, and inadequate boat and truck docking space, cause operational delays for fish buying operations since all buyers cannot operate simultaneously. Turning and back-up space for large trucks is inadequate, resulting in the awkward and somewhat dangerous activity of backing each truck the length of the pier to reach the pierhead. Trucks, waiting in the parking lot to access the pier, block access to the existing boat launch ramp and create a potential liability problem.

OBJECTIVE: Improve pier utilization and safety. Provide two way traffic on the Pier, widen the end of the Pier to accommodate truck turn around and expansion of fish buying space. Provide locking gates at commercial berth access to restrict pedestrian sightseers from berths, reduce conflicts with fishermen, and decrease the possibility of theft of costly equipment.

Berthing Facilities

The District's 1976 amendment to the operating permit from the Coastal Commission allows a total of 440 berths in the Harbor, half of which must be for commercial craft. Presently there are 369 berths.

OBJECTIVE: Provide maximum allowable berthing facilities by constructing 71 additional berths for recreational vessels.

Commercial Fishing Facilities

Limited shoreside facilities restrict the District's ability to accommodate the commercial fishing industry.

OBJECTIVE: Provide support for increased commercial fishing activities. Expand existing shoreside facilities and/or provide new additional facilities, including work/storage space, dry boat storage, laundry, storage lockers, and private restrooms with showers for commercial fishermen.

Parking

An insufficient number of parking spaces are available for existing uses in summer when peak capacity for all uses occurs simultaneously. At that time, the majority of existing parking spaces in the Inner Harbor are monopolized by charter boat customers who arrive early in the morning and whose numbers double when two charters are offered per day.

OBJECTIVE: Meet prevailing parking standards and demands for existing and proposed uses, and implement parking restrictions. Provide additional vehicular and boat trailer parking to fully accommodate existing uses as well as expansion for future uses. Provide a day use parking area outside the Inner Harbor for long term parking and control parking in the Inner Harbor to relieve congestion.

Marine Commercial Facilities

Revenue from existing commercial facilities is not sufficient for maintenance and improvement of the Harbor, and existing development lacks a strong, overall identity.

OBJECTIVE: Create additional lease space for ancillary fishing facilities and marine-related recreational and visitor-serving facilities. Provide facilities that will support existing uses and will increase the purpose and economic viability of the Harbor. Create architectural and development guidelines to ensure cohesive expansion of existing facilities.

Public Access

The east and west beaches lack continuous public access from the Inner Harbor.

OBJECTIVE: Provide increased public access per State requirements. Maintain continuous public access along the harbor waterfront, and provide a public access path from the Inner Harbor to the east outer breakwater and to the beach area immediately west of the Inner Harbor.

Perched Beach

The perched beach has not achieved the goals envisioned at the time it was created. Swimming is unsafe due to a steep drop-off and close proximity to marina boat traffic. Maintenance is difficult because the beach is sited at an elevation above highest tides which results in substantial weed growth.

OBJECTIVE: Utilize the existing perched beach area to develop needed marine commercial facilities and mitigate the loss with new public access areas throughout the Harbor that are more compatible with harbor uses and that equal or exceed the area of the Perched Beach.

Boat Launch Ramp

Construction is nearing completion on the new six lane ramp with approach road, stacking lanes, additional parking, street lighting, restroom and public access improvements. Mitigation for ocean fill that resulted from construction of the ramp has been completed in compliance with State and Federal law. The existing one-lane ramp was replaced because it proved inadequate during peak use periods when a waiting time of several hours typically occurred. Long lines of vehicles formed in the Inner Harbor and overflowed onto Highway 1, causing unsafe conflicts with automobile circulation in the parking areas and on the public roadways. The increased efficiency of the new ramp facility with six lanes operating

simultaneously will also greatly alleviate air pollution from the traffic congestion that occurred at the existing ramp.

Recreational Vehicle Park

The existing R.V. park is currently in a marginally developed condition, primarily serves a small number of recreational fishermen and general public, and occupies a coastal site that is suitable for a higher and better use.

OBJECTIVE: Develop the site for a higher and better use and provide facilities for recreational vehicles in the Inner Harbor, or at a site adjacent to the Harbor.

Undeveloped Property along Highway One and Obispo Road

No revenue is currently generated from District owned land along Highway 1 and Obispo Road, in El Granada at the east end of the Harbor, because this property is undeveloped. The parcels between Highway 1 and Obispo Road could be developed for long-term parking outside the Inner Harbor. Existing zoning for the parcels on the north side of Obispo Road allows development of revenue-generating facilities without the need for a use permit, variance, or rezoning. As apparent from the Community Meeting of March 27, 1991, the community of El Granada is opposed to commercial visitor-serving development of this area.

OBJECTIVE: Abstain from commercial visitor-serving development of District property north of Obispo Road until the community of El Granada can be included in further planning efforts. Utilize property between Highway 1 and Obispo Road to provide parking required at Inner Harbor.

West Shoreline

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

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

long term leasing of the Marsh for inclusion in the management program for the West Shoreline.

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



Freshly caught fish being sold at Pillar Point Harbor by a commercial fisherman

4. THE PLANNING PROCESS

RECENT PLANNING EFFORTS

Conceptual Plan

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

The Conceptual Plans included a supporting commercial/retail area, extensive public open space, yacht club, dry boat storage, boat ramp, additional berths, new restaurant, additional vehicular/boat trailer parking, R.V. park, vehicular parking for public beach access, picnic areas, and beach access stairs. The plans addressed all of the identified land use concerns, provided all of the desired physical facilities, and have served as a basis for further planning efforts including this Master Plan. However, the plans were somewhat unconstrained in proposing unmitigated ocean fill, private property acquisition, and relocation of Highway 1. The present Master Plan reduces the maximum possible development in the Inner Harbor to eliminate unmitigated ocean fill, and does not propose realignment of the Highway. Copies of the conceptual plans were published in a draft master plan document discussed under the following "CURRENT PLANNING PROCESS".

Urban Waterfront Restoration Plan

The Harbor District approached the State Coastal Conservancy in 1986 for assistance in developing the Master Plan. An Urban Waterfront Restoration Planning Grant for \$50,000 was made to the District in 1987 to be used for selective elements of the Master Plan. These elements specifically consist of Johnson Pier, the bulkhead, the recreational vehicle lot, and public access through the Inner Harbor. The completed Master Plan will qualify as an Urban Waterfront Restoration Plan for the purpose of obtaining implementation funding from the Coastal Conservancy.

Needs Assessment Survey

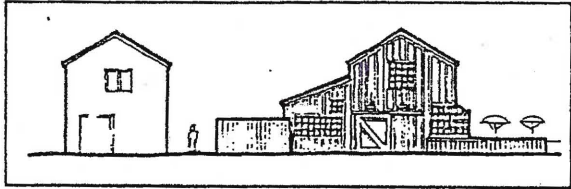
A survey of commercial fishermen and fish buyers was conducted by the Coastal Conservancy and the Harbor District in an effort to identify the major concerns of commercial fishermen and fish buyers and establish priorities for expansion or

improvement of supporting facilities. The survey clearly documented the inadequacy of existing facilities and the need for more commercial pier area and capacity. The Needs Assessment Survey is included in the Appendix, which is bound separate from this master plan document.

Architectural Design Guidelines

Design guidelines were developed in March 1987, by Sinclair Associates, to encourage harmonious development of future structures at the harbor. Citing the uniqueness of Pillar Point as a commercial, north-coast harbor, the guidelines discuss appropriate scale, form, textures, materials, height, and details for future buildings, and give direction for circulation patterns, site detailing, and signage. The Architectural Guidelines are included in the Appendix, which is bound separate from this master plan document.

Element	Application
<p>Texture</p> <p>THE SKIN OF A BUILDING OR THE IMPLIED SURFACE OF A GROUP OF BUILDINGS.</p> <p>WINDOWS, OPENINGS, FIXTURES, EQUIPMENT, VARIATION IN MATERIALS ADD TEXTURE TO A BUILDING. LANDSCAPING AND SITE CONSTRUCTION ALSO INCREASE TEXTURE.</p> <p>LARGE BLANK WALLS CAN UNNECESSARILY INCREASE THE SCALE OF A BUILDING. WALLS WITH A LOT OF VISUAL ACTIVITY CAN OFFER CLUES TO SIZE, SCALE.</p>	<p>TYPICAL HARBOR BUILDINGS OFTEN HAVE ATTACHMENTS, EQUIPMENT, RIGGING, FENCES, ENCLOSURES, OPENINGS ETC. THAT ADD TO THE VISUAL ACTIVITY OF A GIVEN VIEW OF A BUILDING.</p>



Excerpt from Architectural Design Guidelines

CURRENT PLANNING PROCESS

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

The Harbor District staff and Board have scrutinized the plan closely throughout this process. Many alternative plan components have been generated during the

planning efforts. These components have been evaluated and some selectively incorporated into this Master Plan document. Graphic depictions of alternative plan components are included in the Appendix, including alternative components originally published in the conceptual plan document entitled "Draft East Harbor Master Plan". The conceptual plan document formed the basis for the Environmental Impact Report, and was published December 9, 1988, and approved by the Harbor District Board on December 21, 1988.

Environmental Impact Report

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

Highway Area Master Plan

The area of property that is owned by the Harbor District and located east of the east outer breakwater, between Highway One and Obispo Road, and north of Obispo Road is referred to as the "Highway Area". An interim study of alternatives for this area entitled "Highway Area Master Plan" was produced by Callander Associates in 1990, and Alternative B was approved by the Harbor District's Pillar-Point Planning Committee. The report contains background data, development goals, design program, evaluation of alternatives, cost estimates, and a proposed implementation program, and is included in the Appendix, which is bound separate from this master plan document.

While the relocation of Highway 1 has been studied as a way to obtain additional space for public access and R.V. parking, the long range nature of such a proposal is recognized and the present highway location is reflected in the final Master Plan for the Harbor instead of realignment. In addition, acquisition of private property is not recommended and development of property along Obispo Road has been suspended, pending further further planning study with the community of El Granada. The discussion of the Highway Area portion of the Master Plan can be found in Chapter 5.

Pillar Point Public Access

A report dated February 28, 1990 by Callander Associates examined the narrow strip of land owned by the Harbor District which connects the Inner Harbor/boat ramp

area with the Highway Area/R.V. park location. This study proposed alternatives for a bicycle/pedestrian pathway to provide continuous public access along the shoreline of the east beach area. The report serves as the basis for the design of public access in this area of the Master Plan and is included in the Appendix, which is bound separate from this master plan document.

5. MASTER PLAN SUMMARY

The Master Plan is organized into three distinct portions. The "Inner Harbor Area" (Figure 3) refers to the main working harbor located within the inner breakwaters. The "Highway Area" (Figure 4) covers District-owned lands located east of the Inner Harbor along Highway 1. The "West Shoreline Area" (Figure 5) includes District land which extends from the Air Force Station Road to the outer breakwater at the northernmost end of Half Moon Bay.

The Master Plan is a long-range plan which includes many diverse features and components. Implementation of the plan will occur in phases as funding becomes available and needs arise. In the description that follows, each of the three Master Plan areas are broken down into several elements, each of which could logically be developed as a separate project or phase.

INNER HARBOR AREA (See Figure 5)

Existing Conditions

The Inner Harbor is the most active and intensively developed portion of District lands. At Johnson Pier, an average of 6,000,000 pounds of fish are brought on shore every year. Three fish buyers operate from leased facilities located on the pierhead and distribute the catch to local, regional and national markets. Approximately 200 commercial fishing boats berth in the harbor, as well as 20 commercial sport-fishing and 141 recreational boats. A single-lane launching ramp is heavily used by sport fishermen. Shoreside facilities include the District administration offices, Harbormaster's office, public restrooms, recreational boaters' restrooms, several small restaurants, bait shop, party boat businesses, general store, and parking for 541 vehicles and 80 vehicles with boat trailers.

Johnson Pier Expansion

The master plan objective for the Pier is the improvement of overall utilization and safety. In order to accomplish this objective, the Master Plan is designed to meet the following criteria: (a) control pedestrian visitors in order to reduce conflicts with fishermen accessing their craft; (b) provide adequate turning space at the pierhead so that trucks do not have to back off the pier; (c) increase the size of the fish-buying facilities and operating work space on the pierhead; and d) maintain the existing support facilities such as the ice machine dock and fuel dock.

Walks and Bulkhead Improvements: Marginal walks are planned from the pier bulkhead to the existing commercial berths in order to eliminate parking on the Pier

by commercial fishermen, which blocks travel lanes to the pierhead. Construction at the bulkhead to facilitate access to the commercial berths includes locked gates to restrict non-fishermen and a loading zone for fishermen.

Pierhead: The pierhead is planned for expansion to a total of 15,200 square feet. Expansion of the pierhead will add area for boat docking and increase the width of the pierhead to 110 feet, the minimum width needed for truck turning and back-up. Raising the 4,750 square feet of lower area to the same level as the remainder of the existing pierhead is needed to achieve the 110 foot width, and will also expand the work area for fish buying. The existing building on the pierhead will be expanded to 7,800 square feet, which will triple existing square footage of enclosed space for fish buying. Relocation of the work dock will further increase boat tie-up space. Restricting dock access to commercial craft, and creation of work space for commercial fisherman as part of expansion at the Inner Harbor, will further facilitate usage of dock space.

Additional Berths

Construction of the remaining 71 berths to obtain harbor berthing capacity will fulfill another master plan objective. Construction is planned between the existing berths and the east inner breakwater, an area which has been previously dredged to an elevation of minus ten feet (Mean Lower Low Water scale).

Boat Launch Ramp and Boat Trailer Parking

The master plan objective to provide a six-lane launch ramp is being achieved as construction on a new facility nears completion. Construction of a six-lane ramp with 1,300-linear-feet of access road for trailer stacking prior to launching, and expansion of the trailer parking area are being funded by the State Department of Boating and Waterways.

Boat and trailer parking spaces (180 total) are being added in the second phase of construction to solve major traffic congestion associated with the existing undersized and poorly located ramp. A public restroom, fish cleaning station, boat wash area, and planting are also being provided in the second phase of construction. The ramp facility is scheduled for completion by January, 1992, and will be opened for use upon completion. Rationale for the chosen location and discussion of alternatives is presented in the "Alternatives Analysis" included in the Appendix of this document.

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

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

Inner Harbor Renovation

The Master Plan calls for the existing shoreside facilities to be upgraded, parking demands to be met, and parking restrictions to be implemented. In addition, the District will annually review harbor maintenance with tenants and will continue marketing efforts in order to maximize commercial use.

Parking: The existing parking lot north of the commercial building is planned for expansion, and all existing parking areas in the inner harbor are planned for re-striping. As a result, auto parking in this area will increase by approximately 24 spaces. Parking meters will be located in the inner harbor renovation area in order to generate revenue for the Harbor District, and to establish short-term parking at locations where vehicles parked on a long-term basis have become a problem. Long-term parking is planned at District owned land at the Highway Area, between Highway 1 and Obispo Road, and at a proposed, future parking structure in the Upper Parking Area.

Building Renovation and Expansion: The existing administration and harbormaster's office building, is planned for administration use only so that existing staff and additional staff can be accommodated. The harbormaster's office will be relocated to a new structure in the Inner Harbor Expansion area, construction of which must precede expansion of the administrative office.

The existing commercial building, located north across the parking area from the Administration Building, will remain and will be renovated to meet the architectural guidelines established for the Harbor. The Harbor maintenance building located west of the commercial building will be enlarged, from 1,150 to 1,650 square feet, to provide for increased maintenance required by harbor expansion. The maintenance yard will also be enlarged from 1200 square feet to 3800 square feet. Maintenance personnel are projected to increase in order to handle an increased workload resulting from harbor expansion.

Existing Commercial Fishing Facilities: The existing bulkhead and rip rap shoreline west of the pier will remain in the present configuration. The existing hoist, as well as skiff and mast-up storage, will be relocated to the Inner Harbor Expansion area. Skiff and mast-up storage will be increased to a capacity of 48 boats and included in the dry boat storage facility. The hoist for loading and unloading of smaller commercial support craft will be relocated on the bulkhead east of Johnson Pier.

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

Inner Harbor Expansion

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

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

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

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

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

The Master Plan will also provide 0.5 acres of public access pathway between the boat ramp and existing R.V. park, as discussed under "Highway Area". Public access at the West Shoreline Area consisting of 0.6 acres has recently been improved as part of the mitigation for construction of the boat launch ramp. Construction of a fishing pier at the west inner breakwater was completed in 1989 to provide an alternative fishing location to compensate for the loss of fishing access at Johnson Pier.

Upper Parking Area

The Master Plan proposes a parking structure in the Upper Parking Area in order to meet prevailing parking ordinances and demands for existing and proposed uses. Previous alternatives suggested the construction of outlying parking lots in the Highway Area and the creation of a shuttle bus system to transport visitors to the Inner Harbor.

The parking structure is proposed in order to maximize expansion of facilities within the Inner Harbor and locate long term parking within walking distance of facilities. Existing topography allows construction of an aesthetically pleasing structure with two levels that will not block views of the Harbor and Ocean beyond. Design, color and materials of the structure should be reviewed for consistency with existing coastal development and minimal visual impact as part of the preparation of construction plans. Although construction costs will be greater than those associated with parking on-grade, the costs associated with purchasing and operating a shuttle bus will be avoided, as well as higher maintenance costs, and parking inconvenience. Parking restrictions should also be implemented to relegate long term parking in the Inner Harbor to the parking structure.

Parking Requirements: Figure 2 on the following page outlines the parking requirements for the Inner Harbor area. County of San Mateo requirements are taken from Section 6119 of the County Zoning Code. Where no County requirement exists, criteria are governed by professional judgment or other sources as noted. Currently, a total of 821 auto parking spaces are required for existing harbor uses, including 200 spaces for party boat customers.

The Master Plan will require a total of 1170 auto parking spaces and 180 auto/trailer parking spaces. The Master Plan provides the total number of required spaces through the addition of a parking structure and a long-term parking area in the Highway Area. All of the required auto/trailer parking spaces and a total of 990 auto parking spaces will be provided within the Inner Harbor. The remaining 180 required parking spaces will be provided in the Highway Area for charter boat customers. Charter boat operators will be required to shuttle customers from the parking area to the Inner Harbor.

40 additional spaces

**FIGURE 2:
Pillar Point Harbor Parking Requirements**

PARKING SPACES REQUIRED FOR INNER HARBOR (AUTOMOBILES)

<u>USE</u>	<u>COUNTY REQUIREMENT</u>	<u>EXISTING UNITS</u>	<u>EXISTING PARKING</u>	<u>MASTER PLAN UNITS</u>	<u>MASTER PLAN PARKING</u>
Berths (Recreational)	-	141 berths	85	213 berths	128
Berths (Commercial)	-	228 berths	456	228 berths	456
Transient Boats (at anchor)	-	150 boats	50	150 boats	50
Restaurant/Bar	1 per 3 seats	100 seats	33	350 seats	117
	1 per 2 employees	25 employees	13	88 employees	44
Commercial/Retail*	1 per 160 sq.ft.	-0-		10,700 sq.ft.	67
	1 per 2 employees			85 employees	43
Party Boat	-	400 passengers	200	400 passengers	200
	1 per 2 employees	25 employees	13	25 employees	13
Administrative Offices	1 per 2 employees	8 employees	4	10 employees	5
Harbormaster/ Maintenance	1 per 2 employees	10 employees	5	14 employees	7
Dry Boat Storage	1 per 2 employees	-0-	-0-	4 employees	2
Fish Buyers/Misc.	1 per 2 employees	25 employees	13	25 employees	13
Public Access	20% of required parking	Not applicable	-0-	325 spaces	65
TOTAL PARKING SPACES REQUIRED			871		1210
EXISTING PARKING SPACES			541		541
ADDITIONAL PARKING SPACES REQUIRED			330		669
PARKING SPACES IN MASTER PLAN					1210

* Existing commercial/retail use consists entirely of Party Boat operations.

PARKING SPACES REQUIRED FOR BOAT RAMP (AUTOMOBILES & BOAT TRAILERS)

Boat Ramp	30 per lane* (minimum)	1 lane	30	6 lanes	180
TOTAL PARKING SPACES REQUIRED			30		180
EXISTING PARKING SPACES			78		78
ADDITIONAL PARKING SPACES REQUIRED			-0-		102
PARKING SPACES IN MASTER PLAN					180

* Denotes parking criteria per California Department of Boating and Waterways.

PARKING SPACES REQUIRED FOR RESTAURANT AT HIGHWAY AREA (AUTOMOBILES)

Restaurant	1 per 45 sq. ft.* (160 seats)	2560 sf	57
	1 per employee*	40 employees	40
Public access	20% of total required parking	97 total spaces	19

TOTAL PARKING SPACES REQUIRED **116**

PARKING SPACES IN MASTER PLAN **117**

* Denotes parking criteria per City of Half Moon Bay. Restaurant square footage unit is for serving area only.

HIGHWAY AREA (See Figure 4)

Existing Conditions

The Harbor District is responsible for approximately 14.25 acres of land east of the inner breakwaters which is largely undeveloped. This land includes a narrow strip stretching along the waterline from the east inner to east outer breakwater, a parcel on Highway 1 at the east outer breakwater currently used as a recreational vehicle overnight park, and several vacant parcels in El Granada located along Highway 1 and along Obispo Road.

The narrow strip mentioned above occurs between the high water line and the base of the coastal bluff. It connects the inner and outer breakwaters and most logically serves as a pedestrian connection between the Inner Harbor area and Highway Area. Several privately held parcels lie between this strip and Highway 1.

The R.V. park is within Half Moon Bay city limits and is currently operated under an agreement with the City. The R.V. park is unpaved and a public restroom and fencing are the only improvements. The undeveloped parcels consist of open land vegetated with native grasses, trees, and some riparian species.

Previous Study

As mentioned in Chapter 4, the Master Plan for the Highway Area is based upon the alternatives presented in the "Highway Area Master Plan" by Callander Associates, which were reviewed by the Harbor District's Pillar Point Planning Committee. The "Highway Area Master Plan" is included in the Appendix, which is bound separate from this master plan document.

Public Access

A pedestrian and bicycle path will connect the Inner Harbor area to the existing R.V. site located in the Highway Area, southwest of Highway 1. The path will be a hard surface, 10 feet wide, and will be located at the base of the coastal bluff above the elevation of highest estimated tide or H.E.T. (elevation 8.18 MLLW). An existing dune and wildlife habitat area, located just inside the eastern outer breakwater, will be protected from human intrusion with a barrier and interpretive signage. The path will ascend to the top of the coastal bluff, at the existing R.V. park location, to connect with the coastside trail on the southwest side of Highway 1 that is planned under the Half Moon Bay Local Coastal Program. Beach access stairways are proposed at two locations at Surfers' Beach. Nineteen designated public access parking spaces will be provided as part of redevelopment of the existing R.V. site. Picnic tables and a public restroom will be located at a grassy area overlooking the beach.

Restaurant Lease Parcel

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

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

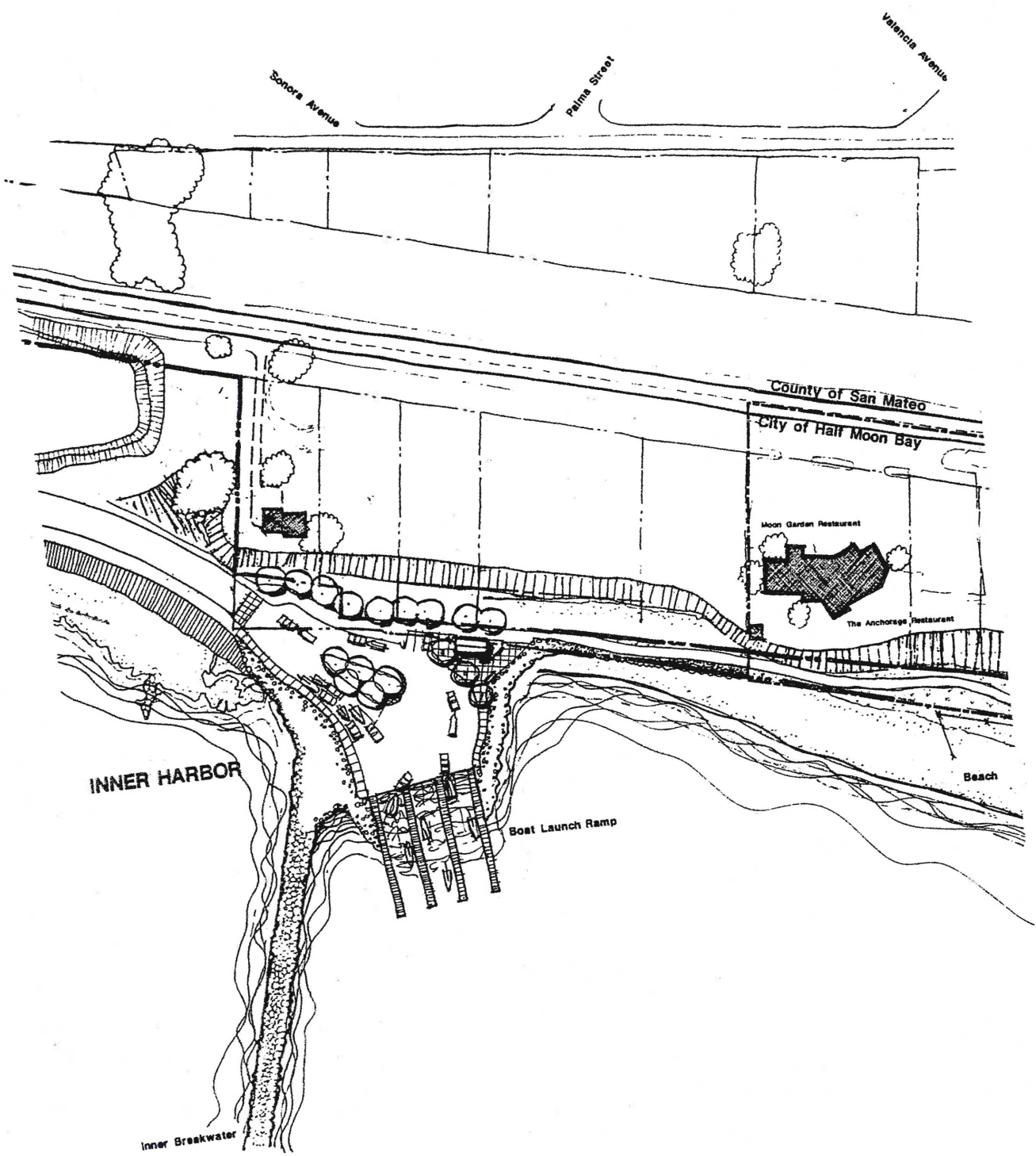
Day Use Parking , Open Space, and Pedestrian Crossing at Highway 1

The unimproved, long-term parking area proposed between Highway 1 and Obispo Road, will also satisfy the demand for safe parking for public shoreline access at the east end of Pillar Point Harbor. Day use parking is shown in two areas adjacent to an open space area at the intersection of Portola Avenue and Obispo Road. A total of 380 auto spaces are provided, 88 of which can be used as 44 auto & trailer parking spaces.

The open space area, or "Village Green", located in the middle of the long-term parking area, will break the expanse of parking and provide community greenspace. A small neighborhood park to serve El Granada can be developed at this location in conjunction with the County of San Mateo. Although a long term project, the parking areas can be safely connected to the beach through a pedestrian tunnel beneath the Highway.

Riparian Vegetation

Existing riparian vegetation that provides significant habitat occurs in several locations in the Highway Area. This vegetation will remain and is maintained by the Master Plan for its visual and habitat value, and to avoid the necessity to obtain State and Federal agency permits which will be required if any development is proposed for these areas.



INNER HARBOR

Boat Launch Ramp

Inner Breakwater

OUTER HARBOR

County of San Mateo

City of Half Moon Bay

Moon Garden Restaurant

The Anchorage Restaurant

Beach

WEST SHORELINE (Figure 5)

Existing Conditions

The District owns 4.1 acres of land which historically provided access from the paved Air Force Station Road to the west outer breakwater. This long, narrow, strip of land is not maintained and is unimproved, except for a dirt road which was used for access during construction of the outer breakwater by the U.S. Army Corps of Engineers. The area is currently used by pedestrians for access to the outer breakwater and to the scenic, sandy beach.

The West Shoreline was at one time considered as a site for construction of a new boat launching ramp. This location was unacceptable due to environmental and regulatory constraints. The Master Plan allows the use of the West Shoreline for mitigation and public access purposes, but otherwise preserves it as a natural area.

Mitigation

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

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

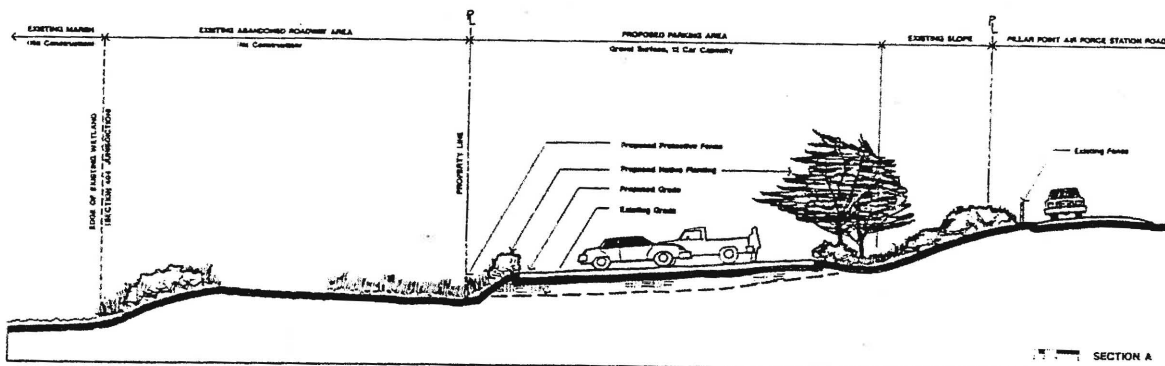
Public Access

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

Habitat Protection

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

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



Preliminary design for the parking area at the West Shoreline

WEST SHORELINE (Figure 5)

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6. IMPLEMENTATION

RECOMMENDED PLANNING PROCESS

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

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

ESTIMATED CONSTRUCTION COSTS AND PHASING PRIORITIES

Total estimated construction costs for all items discussed in this Master Plan, including design and engineering fees, are estimated in 1991 costs at \$39,252,000. Actual costs will vary and will depend upon inflation and upon the final design. A detailed summary of costs is provided in the following list of master plan components with phasing priorities indicated for each component. Priorities are categorized as high (within 5 years), medium (5-10 years), and low (more than 10 years).

Major land use conflicts and high-priority facilities can be addressed in early phases of implementation, with lower priority components completed upon availability of funding. Projects that have been completed or are nearing completion are also included in the list of master plan components.

MASTER PLAN COMPONENTS

<u>Projects Completed or Nearing Completion</u>	<u>Estimated Cost</u>
1. Fishing Pier (completed 1989)	\$ 330,000
2. Boat Launch Ramp and Auto/Trailer Parking (to be completed by January 1992)	\$ 2,000,000
3. Mitigation and Public Access at West End (completed November 1991)	\$ 231,000
4. Public Access Pathway at Highway Area (scheduled to complete agency processing and bid by April 1992)	\$ 443,000
5. <u>Parking Restriping at Inner Harbor</u>	<u>\$ 80,000</u>
Total	\$ 3,084,000

<u>Inner Harbor Renovation</u>	<u>Phasing Priority</u>	<u>Estimated Cost</u>
1. Parking Improvements	High	\$ 550,000
2. Renovation of Existing Commercial Space	Low	\$ 130,000
3. Improvements to Existing Maintenance Building and Maintenance Yard	Low	\$ 104,000
4. Public Access Improvements	High	\$ 166,000
Total		\$ 950,000

Additional Berths	High	\$ 1,910,000
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<u>Upper Parking Area</u>		
1. Parking Structure	High	\$ 5,361,000
2. Auto & Trailer Parking Renovation	High	\$ 1,749,000
Total		\$ 7,110,000

<u>Johnson Pier Expansion</u>		
1. Pierhead Expansion	High	\$ 6,653,000
2. Expansion of Fish Buyers Station	High	\$ 949,000
3. Marginal Walks and Gates	Low	\$ 1,086,000
Total		\$ 8,688,000

<u>Inner Harbor Expansion</u>		
1. Dry Boat Storage (including relocation of skiff storage and hoist)	Medium	\$ 3,062,000
2. Restaurant	Medium	\$ 1,225,000
3. Other Buildings and Parking	Medium	\$ 6,285,000
4. Administration Office Renovation	Low	\$ 220,000
5. Public Access Deck	Medium	2,535,000
Total		\$13,327,000

<u>Highway Area</u>		
1. Restaurant Lease Parcel and Public Access (at existing R.V. site)	High	\$ 2,229,000
2. Public Access Improvements	High	\$ 293,000
3. Pedestrian Crossing under Highway 1	Low	\$ 1,260,000
4. Day Use Parking	High	\$ 951,000
Total		\$ 4,733,000

TOTAL FOR ALL IMPROVEMENTS		\$39,802,000
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FUNDING

Potential funding sources include many agencies whose interests are compatible and support the development goals established by the Harbor District. Due to limited revenues of its own, the District will need to obtain funding from outside sources. The Coastal Conservancy will be a prominent funding source, due to its status as a primary State agency for funding of coastal projects. Private developers must be attracted to invest in capital improvements for the lease parcels and commercial facilities.

The following outlines various potential funding sources:

1. **GRANT FUNDING:** Many Federal and State grant funds are available to local public agencies. Possible sources for direct, matching, and challenging grants include the State Coastal Conservancy, state bond grants, State Department of Parks and Recreation, Federal Land and Water Conservation Fund, and Wildlife Conservation Board. The District staff may obtain information and assistance on available programs from the State Department of Parks and Recreation, the California Park and Recreation Society, and the National Park Service. In addition, the State Employment Development Department operates a computer service, known as the Federal Assistance Program Retrieval System, to identify potential federal grant and loan programs. Some of these sources for funding are currently being pursued by the Harbor District staff.
2. **STATE PARK BOND FUNDS:** State Bond funds are allocated to local agencies for park use during a given year when new bonds are authorized.
3. **PRIVATE SPONSORSHIP:** Approximately 22,000 of the 30,000 private foundations in the country actively make grants, with 2.5 billion dollars distributed each year. The Foundation Center in San Francisco (415/397-0902) maintains a nationwide library network which provides free access to all materials needed to research and prepare a proposal. Corporate sponsors are another potential source of money.
4. **BOND AND TAX MEASURES:** Specific improvements may be financed through the use of bonds voted on by San Mateo County residents.
5. **MELLO-ROOS COMMUNITY FACILITIES DISTRICT:** The Mello-Roos Act of 1982 permits any city or county, special district, school district, joint powers authority or any other municipal corporation or district to establish a community facilities district to finance facilities, specific services, issuing bonds or levying special taxes with the approval of a two-thirds majority of voters.
6. **USER FEES:** The District can set and collect direct user fees from parking meters. Rental fees can be charged to groups or individuals for the use of an area such as the meadow/overflow parking area.

7. CAPITAL IMPROVEMENT PROGRAM: Much of the development will be funded directly by the Harbor District as part of the yearly Capital Improvements budget.
8. PRIVATE SECTOR INVESTMENT: Improvements which have potential for revenue generation will be likely candidates for private-public partnerships.
10. MISCELLANEOUS: Other potential means of financing the various components of the Master Plan are currently being investigated by the Harbor District staff. These include: packaging small business administration 504 loans, State direct loans for business expansion, and direct loans.

INNER HARBOR EXPANSION

- Commercial / Retail Space (10,700 square feet)
- Laundromat (800 square feet)
- Public Restrooms (800 square feet)
- Truck Scale
- Harbormaster's Office (relocated above Commercial Boaters' Restrooms from Administration Office) - 1500 square feet
- Commercial Boaters' Restrooms (renovation of existing structure)
- Hoist (relocated)
- Restaurant Lease Space (6000 square feet)
- Commercial Boaters' Storage (3200 square feet)
- Boat Hoist, Boarding Float & Dry Boat Storage (17,600 square feet, includes Skiff Storage)
- Public Access Paving and Deck (over rip rap slope)
- Parking - 68 spaces (51 standard and 17 compact)

INNER HARBOR RENOVATION

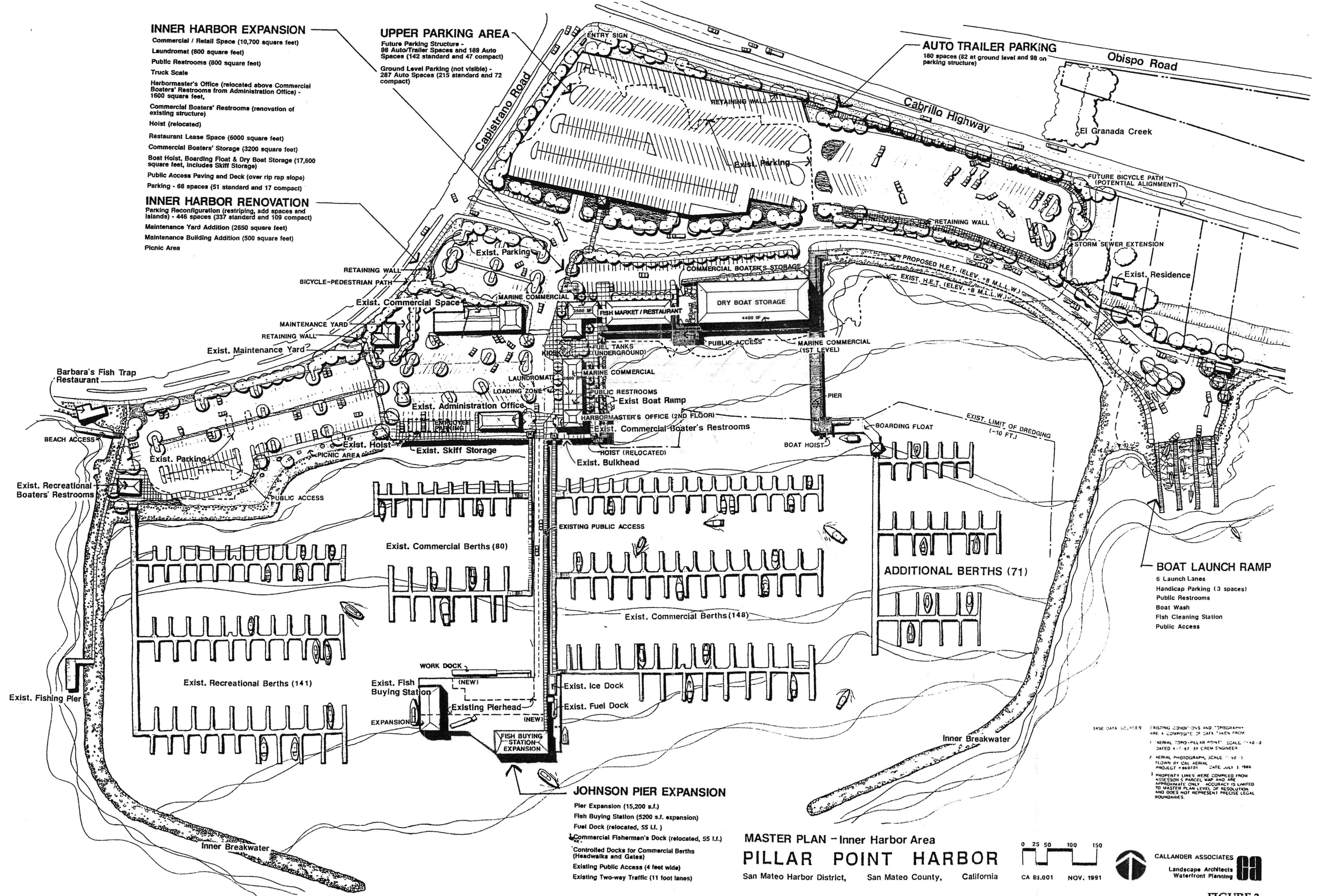
- Parking Reconfiguration (restriping, add spaces and islands) - 446 spaces (337 standard and 109 compact)
- Maintenance Yard Addition (2650 square feet)
- Maintenance Building Addition (500 square feet)
- Picnic Area

UPPER PARKING AREA

- Future Parking Structure - 98 Auto/Trailer Spaces and 189 Auto Spaces (142 standard and 47 compact)
- Ground Level Parking (not visible) - 287 Auto Spaces (215 standard and 72 compact)

AUTO TRAILER PARKING

- 180 spaces (82 at ground level and 98 on parking structure)



JOHNSON PIER EXPANSION

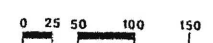
- Pier Expansion (15,200 s.f.)
- Fish Buying Station (5200 s.f. expansion)
- Fuel Dock (relocated, 55 l.f.)
- Commercial Fisherman's Dock (relocated, 55 l.f.)
- Controlled Docks for Commercial Berths (Headwalks and Gates)
- Existing Public Access (4 feet wide)
- Existing Two-way Traffic (11 foot lanes)

BOAT LAUNCH RAMP

- 6 Launch Lanes
- Handicap Parking (3 spaces)
- Public Restrooms
- Boat Wash
- Fish Cleaning Station
- Public Access

**MASTER PLAN - Inner Harbor Area
PILLAR POINT HARBOR**

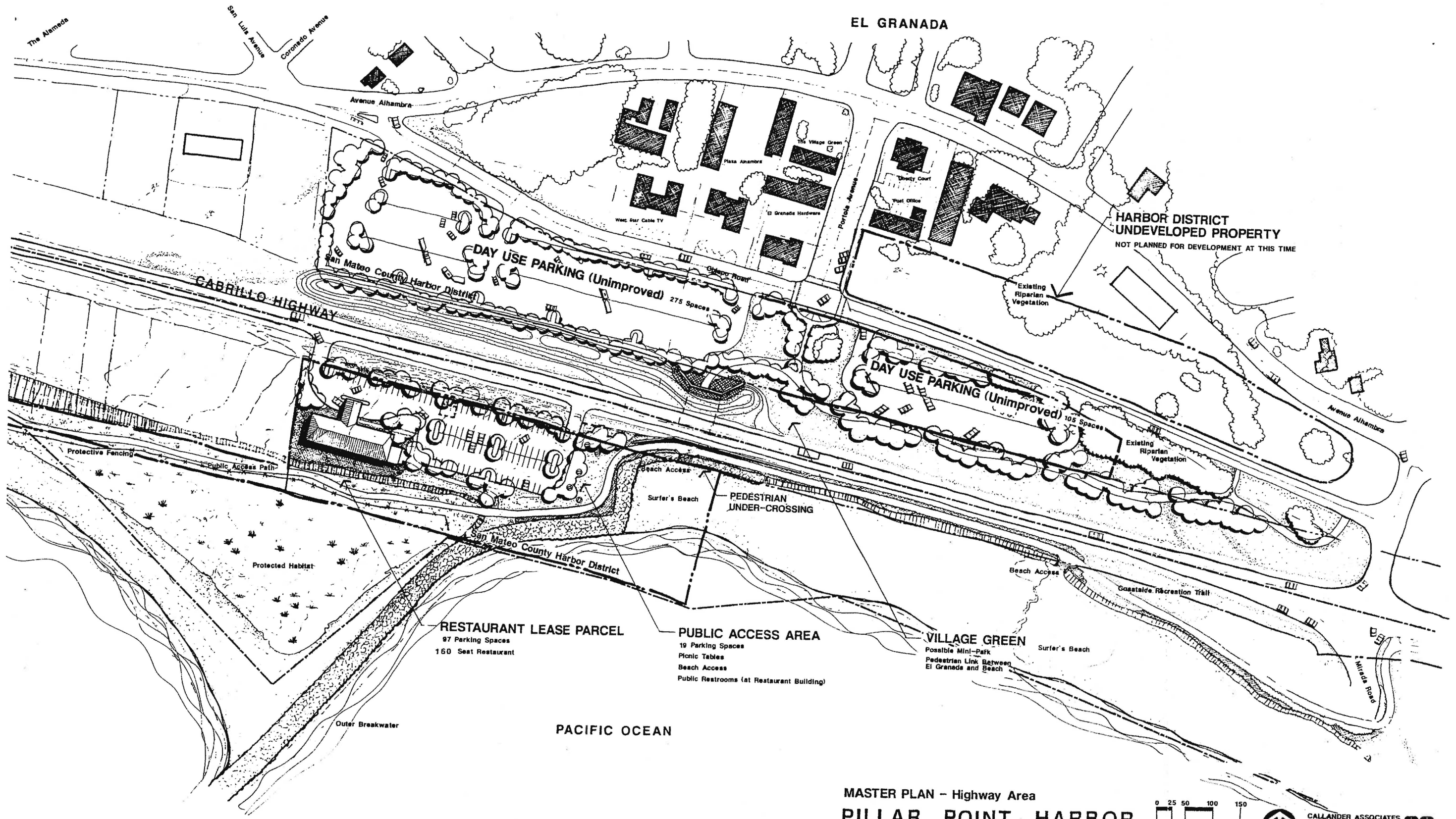
San Mateo Harbor District, San Mateo County, California



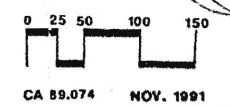
CALLANDER ASSOCIATES
Landscape Architects
Waterfront Planning

CA 83.001 NOV. 1991

BASE DATA SOURCES:
1. EXISTING CONDITIONS AND TOPOGRAPHY ARE A COMPOSITE OF DATA TAKEN FROM:
AERIAL PHOTOGRAPHIC SCALE 1:10,000 DATED 4-7-87 BY CREM ENGINEER
2. AERIAL PHOTOGRAPH, SCALE 1:10,000 FLOWN BY CAL AERIAL PROJECT # 88708 DATE JULY 3, 1986
3. PROPERTY LINES WERE COMPILED FROM ASSESSOR'S PARCEL MAP AND ARE APPROXIMATE ONLY. ACCURACY IS LIMITED TO MASTER PLAN LEVEL OF RESOLUTION AND DOES NOT REPRESENT PRECISE LEGAL BOUNDARIES.



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



CALLANDER ASSOCIATES
 Landscape Architects
 Waterfront Planning

FIGURE 4

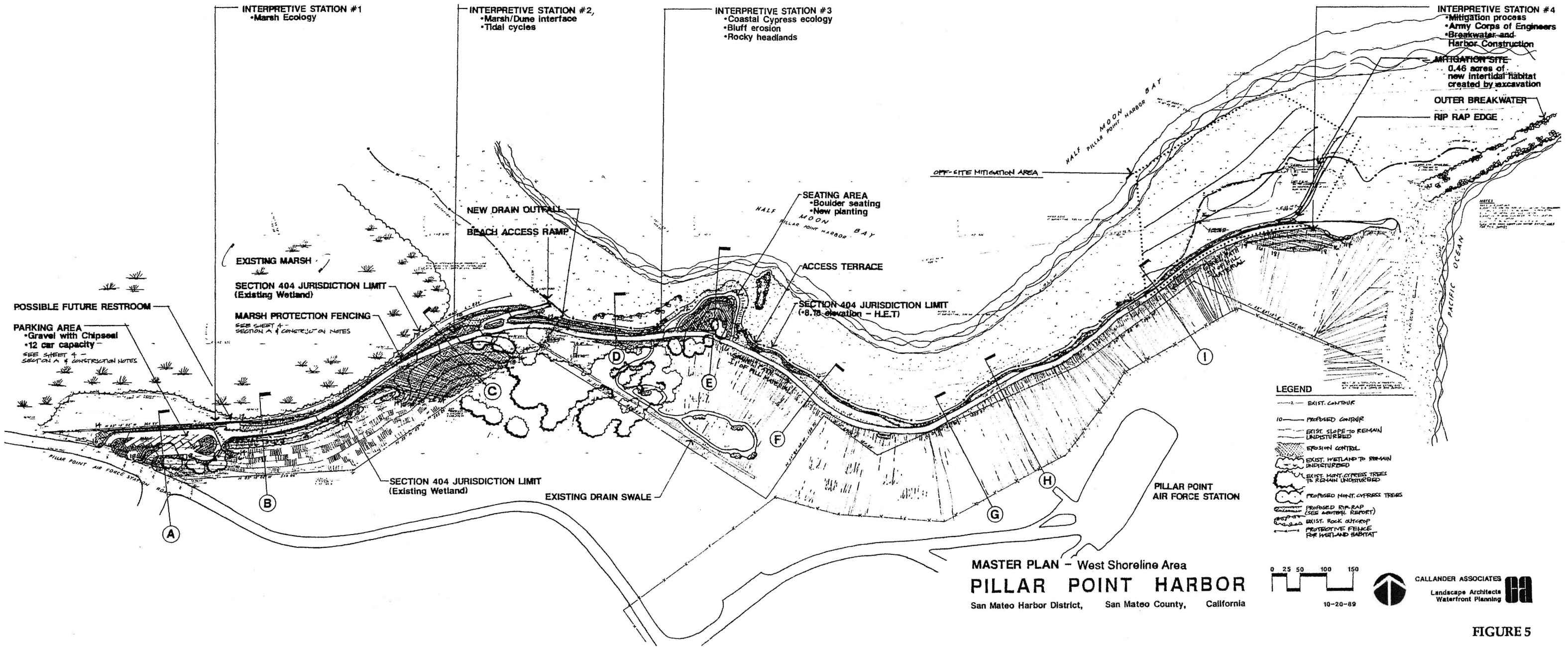


FIGURE 5