

Memorandum

Date: January 25, 2021

To: San Mateo County Department of Public Works

From: Denise Duffy & Associates, Inc.

Subject: Response to Comments on the Draft Initial Study/Mitigated Negative Declaration for the Mirada Road Pedestrian Bridge Replacement/Bank Stabilization Project

1. INTRODUCTION

Denise Duffy & Associates, Inc. (DD&A) has prepared this memorandum to respond to comments received by San Mateo County (County) on the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) for the Mirada Road Pedestrian Bridge Replacement/Bank Stabilization Project (proposed project), dated December 2020. An IS/MND is an informational document prepared by a Lead Agency, in this case, the County, that provides environmental analysis for public review and for the agency decision-makers to consider before taking discretionary actions related to any project that could have a significant effect on the environment.

The Draft IS/MND provided analysis of the impacts stemming from the proposed project. Mitigation measures were identified, as applicable, to minimize the impacts to less-than-significant level. The County Board of Supervisors is proceeding to adopt the 2020 IS/MND, as amended by this memorandum, for the proposed project.

The County Board of Supervisors must certify that the Draft IS/MND adequately discloses the environmental effects of the proposed project prior to approval. Additionally, the County Board of Supervisors must confirm that the IS/MND is the appropriate environmental document for the proposed project and that the IS/MND has been completed in conformance with the California Environmental Quality Act (CEQA).

This memorandum for the Mirada Rd. Pedestrian Bridge Replacement/Bank Stabilization Project Draft IS/MND presents:

- Names of persons and/or organizations commenting on the Draft IS/MND,
- Responses to the received comments, and
- Text revisions to the Draft IS/MND, dated December 2020.

Together with the Draft IS/MND, this memorandum constitutes the Final IS/MND for the Mirada Rd. Pedestrian Bridge Replacement/Bank Stabilization Project.

2. CEQA PROCESS AND SUMMARY OF COMMENTS RECEIVED

In accordance with Section 15073 of the CEQA Guidelines, the County uploaded the Draft IS/MND to the Office of Planning Research (OPR) State Clearinghouse using the “CEQASubmit”. The 30-day review period started on December 16th, 2020 and concluded on January 15th, 2021. The County circulated a Notice of Availability/Notice of Intent (NOA/NOI) to interested agencies and individuals. The NOA/NOI was also posted at the proposed project site. During the public review period, the

County received eleven comment letters on the Draft IS/MND. The following table contains a list of comments received on the Draft IS/MND during the 30-day public review period.

List of Comments Received on Draft IS/MND		
Letter No.	Name	Date Received
Public Comments		
1.	Len Erickson – Midcoast Community Council	12/16/2020
2.	Lisa Ketcham – SMC Planning Commission	12/17/2020
3.	Patrick and Robin Tierney	12/17/2020
4.	Irina Place	12/18/2020
5.	Michelle Weil – Midcoast Community Council (1)	12/20/2020
6.	Karyn Roark, Joseph Roark, and Connor Roark	1/2/2021
7.	Robert Lundgard	1/4/2021
8.	Bill Easterling and Darlene Castro-Easterling	1/12/2021
9.	Michelle Weil – Midcoast Community Council (2)	1/13/2021
10.	Deirdre Meola	1/14/2021
11.	Kevon Cottrell	1/14/2021

This document provides the responses to comments received on the IS/MND that address the contents of the environmental analysis. Numbered responses correspond to the comments in each letter. Copies of each comment letter are attached.

In summary, the comments received on the draft IS/MND did not raise any new issues about the proposed project's environmental impacts, or provide information indicating the proposed project would result in new environmental impacts or impacts substantially greater in severity than disclosed in the IS/MND. CEQA does not require formal responses to comments on an IS/MND, only that the lead agency consider the comments received [CEQA Guidelines §15074(b)]. Nevertheless, responses to the comments are included in this document to provide a complete environmental record.

This document contains a list of the agencies and persons that submitted comments on the IS/MND and the County's responses to comments received on the IS/MND. The specific comments have been excerpted from the letter and are presented as "Comment" with each response directly following as "Response." Copies of the comments submitted to the County of San Mateo have been inserted into this document.

From: [Len Erickson](#)
To: [Theresa Engle](#)
Cc: [Michelle Weil](#); [Midcoast Community Council](#)
Subject: FW: Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project
Date: Wednesday, December 16, 2020 7:16:37 PM
Attachments: [Mirada NOA-NOI 12-16-20_Final.pdf](#)

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Therese,

Thanks you for sending this information to the MCC.
The MCC has in the 2021 council in place. Michelle Weil is the chair.
I have forwarded this notice to the entire council.

1-1

Regards,

Len Erickson
Midcoast Community Council, Secretary
Mobile: (650) 400-3175
[midcoastcommunitycouncil](#)

From: Theresa Engle <tengle@smcgov.org>
Date: Wednesday, December 16, 2020 at 6:13 PM
To: Len Erickson <lenericksonmcc@gmail.com>
Cc: Wency Ng <wng@smcgov.org>, Alex Zhang <azhang@smcgov.org>, Krzysztof Lisaj <klisaj@smcgov.org>
Subject: Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project

To: Len Erickson

On behalf of San Mateo County Department of Public Works, I am emailing to provide you the attached Notice Of Availability-Notice of Intent to adopt an Initial Study/ Mitigated Negative Declaration (IS/MND) for the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project in Half Moon Bay, CA.

The 30-day public review and comment period is December 16, 2020 through January 15, 2021.

Kind regards,

Theresa Engle

Resource Conservation Specialist

San Mateo County Department of Public Works

555 County Center, 5th Floor

Redwood City, CA 94063

tengle@smcgov.org

Comment Letter 1: Len Erickson – Midcoast Community Council, email received December 16, 2020

Comment 1-1: Thank you for sending this information to the MCC. The MCC has in the 2021 council in place. Michelle Weil is the chair. I have forwarded this notice to the entire council.

Response 1-1: The commenter acknowledges receipt of the NOA/NOI for the proposed project. No response is required.

Letter 2

From: [Lisa Ketcham](#)
To: [Theresa Engle](#); [Krzysztof Lisaj](#)
Cc: [Martinez, Erik@Coastal](#)
Subject: Mirada Rd Ped Bridge Replacement/Bank Stabilization
Date: Thursday, December 17, 2020 6:35:28 PM
Attachments: [Mirada NOA-NOI 12-16-20 Final.pdf](#)

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello,

It is my understanding that the CDP for this project is under direct jurisdiction of the Coastal Commission (CDP App #2-20-0319). I don't understand why the Neg/Dec and CDP would go before the Board of Supervisors in any case. Why wouldn't it come to the Planning Commission?

2-1

Thanks for your help in understanding this,

Lisa Ketcham
SMC Planning Commissioner

Comment Letter 2: Lisa Ketcham – San Mateo County Planning Commissioner

Comment 2-1: It is my understanding that the CDP for this project is under direct jurisdiction of the Coastal Commission (CDP App #2-20-0319). I don't understand why the Neg/Dec and CDP would go before the Board of Supervisors in any case. Why wouldn't it come to the Planning Commission?

Response 2-1: The Coastal Development Permit (CDP) application was submitted directly to the California Coastal Commission (CCC) because of the jurisdictional location of the proposed project involving work or structures below Mean High Water (MHW). If the proposed project were to occur above MHW, the application would proceed to the County Planning Commission.

From: adrift650@comcast.net
To: [Theresa Engle](#)
Cc: ethanmiller31@yahoo.com; alec.hogg.jr@gmail.com; mitchellimagingstudio@yahoo.com; [dave krasowski](#); [Don Horsley](#)
Subject: Re: Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project
Date: Thursday, December 17, 2020 12:24:12 PM
Attachments: [Signed petition Medio Bridge 11-1-20- Final.pdf](#)

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello,

As residents of Miramar we wish to comment on the Notice Of Availability-Notice of Intent to adopt an Initial Study/ Mitigated Negative Declaration (IS/MND) for the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project in Half Moon Bay, CA. The majority Miramar residents strongly support replacement of the Medio Creek Coastal Trail Bridge in its current location, along with support for the bluff stabilization project proposed by San Mateo County. I have attached a petition, signed by 49 residents urging the County to replace the bridge at its current location as soon as possible. Appended below is a comprehensive list of the primary reasons to replace the bridge at its current location. There is overwhelming public and engineering support for getting the Medio Creek Coastal Trail Bridge replaced as soon as possible in its current location.


Sincerely,

Patrick and Robin Tierney
241 Mirada Road, Half Moon Bay, CA

3-1

SUMMARY OF REASONS TO REPLACE MEDIO CREEK COASTAL TRAIL BRIDGE AT CURRENT LOCATION

Prepared By Mirada Residents, as of 12/13/20

1. The Medio Creek Coastal Trail Bridge is an incredibly important asset of this community for transportation and area tourism and its closure has had negative impacts.
 2. Replacing Medio Creek Bridge at its current location (RMCB) is the quickest way to open the coastal trail and improve coastal access without the lengthy detour.
 3. RMCB is also the least expensive alternative, except for the current detour, to
- 

replace that section of the Coastal Trail in the short and long term.

4. All parties agree replacing Medio Creek bridge in its current location (RMCB) is feasible from an engineering perspective
5. Three different engineering studies (CSW Stuber Mirada Road Project Benefits and Alternatives Analysis (October 2019), PARIKH's Geotechnical Design Recommendations (January 2020) and the Count Department of Public Works submission (June 3, 2020)) state the bluff stabilization proposed at the mouth of Medio Creek will be effective.
6. RMCB is simply a maintenance issue, while building a bridge elsewhere is a significant new project requiring more analysis and starting of new regulatory applications.
7. Reliance for access to the Coastal Trail on the current detour route along Mirada and Miramar Roads, Highway 1 and Medio Ave. poses an increased public safety hazard.
8. The Miramar community is united to replace the bridge in its current location, as indicated by a petition, signed by 49 Miramar residents, supporting replacing the bridge at its current location as soon as possible.
9. An aluminum bridge will last 40 years, according to the October 2019 CSW Engineering Analysis. Even if a new Medio Creek bridge had to be replaced in 20-40 years it is still cost effective versus waiting 5-10 years for a bridge at another interior site.
10. Section 30235 of the Coastal Act includes language allowing improvements to protect coastal-dependent uses and existing structures. We believe that the Mirada Road pedestrian bridge meets this criterion.
11. The October 28 Midcoast Community Council (MCC) letter to the California Coastal Commission (CCC) was premature because they did not give

3-1 Cont'd

reasonable notice and seek feedback from those who would be most immediately and directly impacted by the contents of the letter, the residents of Miramar.

12. Medio Creek bridge affects all of Mirada Road and the County and City cannot try to piece-meal the issues. The County, City, State Parks, and the Harbor District need a plan, including safe beach access points, roads, parking, restrooms, trash collection, etc., for all of Mirada Road and the coastal trail that traverses it.
13. Sand erosion at the bridge foundation, to some extent, is man-caused due to harbor construction stopping sand replenishment, so a man-made bluff stabilization is appropriate
14. The bridge area is a relatively small space/pocket which is surrounded by large areas of rip rap. The proposed armoring and bluff stabilization would have very little or no impact on sand transfer to the south.

3-1 Cont'd

PETITION TO REBUILD MEDIO CREEK COASTAL TRAIL BRIDGE AT CURRENT SITE

Where As: The Coastal Trail near Half Moon Bay can be used by hundreds of persons per day for coastal access, and the Coastal Trail Bridge over Medio Creek in Miramar, between El Granada and Half Moon Bay (referred to as the "bridge") is closed due to deterioration.

Where As: The bridge closure has disrupted Coastal Trail user access and safety and safety and quality of life in our neighborhood where trail users now are sent on a detour.


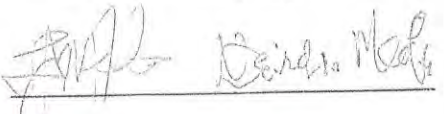

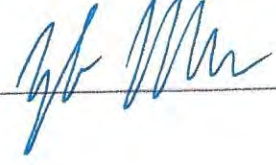
Where As: San Mateo County has proposed to replace the Medio Creek bridge and stabilize the bluffs near the bridge foundations, plans and applications to the state have been made, there is initial funding to start construction, and a new bridge could be completed within one year.

Where As: Replacing the bridge now at its current location would be the fastest and least costly way to improve trail user coastal access and safety, and would keep the Coastal Trail traffic and impacts where they have been and are better able to be accommodated, and away from residential areas.

Where As: There has been inadequate notice to all Miramar residents of planned long-term placement of the bridge and there has not been a thorough public discussion of long-term alternative trail routes and impacts.

We the undersigned, as residents in the vicinity of the bridge, petition the County of San Mateo to:

1. Replace the Medio Creek Coastal Trail bridge in its current location as soon as possible. This will most quickly provide improved coastal access and safety for at least the next twenty years.
2. Develop a comprehensive plan for the Mirada Road and Coastal Trail corridor, north, south and east of the bridge. This plan should include a thorough public discussion of alternative long-term trail alignments, access, managed retreat, parking, restrooms and impacts to residences and businesses.

	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Ken & Lori Wilson	455 1st St.	94019		11/6/20
2.	Salvatore DeRosa	151 Medio Ave	94019		11/6/20
3.	Philip Barnett	445 1st Ave	94019		11/10/20
4.	Zebulon Miller	438 Alameda Ave	94019		11/10/20
5.					

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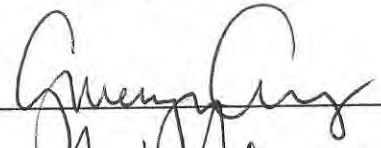

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Gwendolyn Andary	425 1st Ave.	HMB 94019		11/10/2020
2.	JOHN ANDARY	425 1st Ave	HMB 94019		11-10-2020
3.	_____	_____	_____	_____	_____
4.	_____	_____	_____	_____	_____
5.	_____	_____	_____	_____	_____

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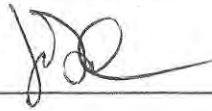
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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	SHERRIE BOTTALI	447 2 ND AVE	HALF MOON BAY 94019	Sherrie Bottali	Nov 6, 2020
2.	JOHN BOTTALI	447 2 ND AVE	1/2 MB 94019		NOV 6, 2020
3.					
4.					
5.					

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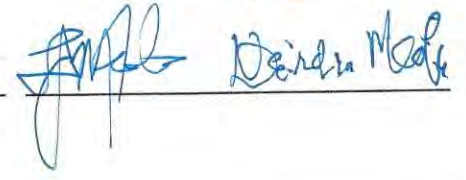
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1.	Ken & Lori Wilson	455 1st St.	94019		11/6/20
2.	Salvatore Ippolito	151 Medio Ave	94019	 Darden Med	11/6/20
3.					
4.					
5.					

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Diane Fennell	441 Alameda Ave	(physical address is Miramar/El Granada) 94019 Half Moon Bay CA	Diane Fennell	11/6/20
2.	Robert S. Tuckey	441 Alameda Ave	(physical Miramar El Granada) HMB, 94019	Robert S. Tuckey	11/6/20
3.					
4.					
5.					

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Carla Brooke	426 2nd Ave	Half Moon Bay 94019	Carla Brooke	11/4/20
2.	John Beeman	426 2nd Ave.	H.M.B 94019	John Beeman	11/5/20
3.					
4.					
5.					

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Thomas Manuel	435 1 st Ave	94019	Thomas B. Manuel	11/11/2020
2.					
3.					
4.					
5.					

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1.	KEN & Lori Wilson	455 1 st St.	94019	[Signature]	11/6/20
2.	SALVADOR I DEAN	(5) MEDIO AVE	94015	[Signature]	11/6/20
3.	Patricia Appel Pierre Patino	434 1 st Ave. HMB	94019	[Signature]	11/13/20
4.					
5.					

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Where As: San Mateo County has proposed to replace the Medio Creek bridge and stabilize the bluffs near the bridge foundations, plans and applications to the state have been made, there is initial funding to start construction, and a new bridge could be completed within one year.

Where As: Replacing the bridge now at its current location would be the fastest and least costly way to improve trail user coastal access and safety, and would keep the Coastal Trail traffic and impacts where they have been and are better able to be accommodated, and away from residential areas.

Where As: There has been inadequate notice to all Miramar residents of planned long-term placement of the bridge and there has not been a thorough public discussion of long-term alternative trail routes and impacts.

We the undersigned, as residents in the vicinity of the bridge, petition the County of San Mateo to:

1. Replace the Medio Creek Coastal Trail bridge in its current location as soon as possible. This will most quickly provide improved coastal access and safety for at least the next twenty years.
2. Develop a comprehensive plan for the Mirada Road and Coastal Trail corridor, north, south and east of the bridge. This plan should include a thorough public discussion of alternative long-term trail alignments, access, managed retreat, parking, restrooms and impacts to residences and businesses.

	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	JOE ROARK	265 ALAMEDA AVE HMB	94019		11-10-2020
2.	KARYN ROARK	↓	↓	Karyn Roark	11/10/2020
3.	CONNOR ROARK	↓	↓		11-10-2020
4.					
5.					

PETITION TO REBUILD MEDIO CREEK COASTAL TRAIL BRIDGE AT CURRENT SITE

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Rusty Martindale	171 Medio Ave	94019	Rusty Martindale	11-5-2020
2.	Allene Martindale	171 Medio Ave.	94019	Allene Martindale	11-6-2020
3.					
4.					
5.					

PETITION TO REBUILD MEDIO CREEK COASTAL TRAIL BRIDGE AT CURRENT SITE

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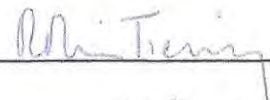
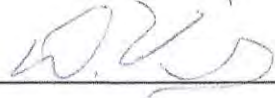

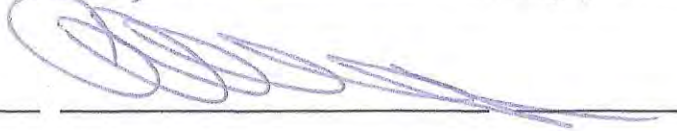

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Robin Tierney	241 Mirada Road	HMB 94019		11/1/2020
2.	Nani Venegas	1 Mirada Rd	HMB 94019		11/1/20
3.	Michael Powers	1 Mirada Rd	HMB 94019		11/1/20
4.	Ethan & Keri Miller	438 438 Alameda	"		
5.	Karen Belen	408 Alameda Ave	HMB 94019		11-1-20

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<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1. <u>THEA FAND FREEMAN</u>	<u>455 ALAMEDA AVE</u>	<u>HMB 94019</u>	<u>Thea Fand Freeman</u>	<u>11/1/2020</u>
2. <u>Lisa Fiore-Roth</u>	<u>2 Alameda Ave</u>	<u>HMB 94019</u>	<u>Lisa Fiore Roth</u>	<u>11/1/2020</u>
3. <u>DOUGLAS ROCHÉ</u>	<u>2 Alameda Ave</u>	<u>HMB 94019</u>	<u>Douglas Roche</u>	<u>11/1/2020</u>
4. <u>Cathy Walker</u>	<u>100 Mirada Road</u>	<u>HMB 94019</u>	<u>Cathy Walker</u>	<u>11/1/20</u>
5. <u>JAY WALKER</u>	<u>100 MIRADA RD</u>	<u>HMB 94019</u>	<u>Jay Walker</u>	<u>11/1/20</u>

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	Nannette Wilkinson	114 Mirada Rd	94019 HMB	N. Wilkinson	11/1/20
2.	MARY DYBALL	239 MIRADA RD,	HMB 94019	M. Dyball	11/1/20
3.	Michael Mitchell	480 Alameda Ave	" "	M. Mitchell	"
4.	DAVID KRANSOWSKI	468 ALAMEDA AVE	94019	D. Kransowski	11/1/20
5.	Alec Hogg	462 Alameda Ave	94019	A. Hogg	11/1/20

PETITION FOR MEDIO CREEK BRIDGE

<u>NAME</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>SIGNATURE</u>	<u>DATE</u>
Allan Bolding	200 Medio	AMB	Allan Bolding	4/1/20

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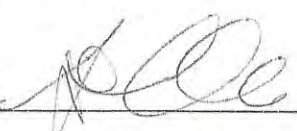
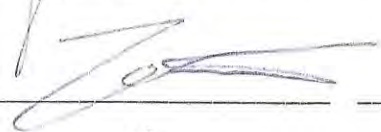
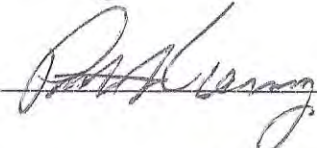


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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	JENNY SKOBLE	16 MIRADA RD	HMB 94019		10/31/20
2.	Lon Levinson	16 Mirada Rd	HMB 94019		11/1/20
3.	PATRICK TIERNEY	241 MIRADA Rd	HMB 94019		11/1/20
4.	KEVIN WILSON	225 MIRADA RD.	HMB 94019		11/1/20
5.	Lynn Wilson	225 Mirada Rd.	HMB 94019		11/1/20

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	<u>Print Name</u>	<u>Address</u>	<u>City/Zip Code</u>	<u>Signature</u>	<u>Date</u>
1.	JoAnn B. Kensker	440 2nd Ave	HMB, CA 94019	JoAnn B. Kensker	03 Nov. '20
2.	Nancy Seabrook	454 2nd Ave	HMB 94019	Nancy Seabrook	11/3/2020
3.	Joe Seabrook	454 2nd Ave	HMB 94019	Joe Seabrook	11/3/2020
4.	Jelena Vukobratovic	431 2nd Ave	HMB 94019	Jelena Vukobratovic	11-3-2020
5.	Nenad Vukobratovic	431 2nd Ave	HMB 94019	Nenad Vukobratovic	11-3-2020

Comment Letter 3: Patrick and Robin Tierney

Comment 3-1: As residents of Miramar we wish to comment on the Notice of Availability/Notice of Intent to adopt an Initial Study/ Mitigated Negative Declaration (IS/MND) for the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project in Half Moon Bay, CA. The majority Miramar residents strongly support replacement of the Medio Creek Coastal Trail Bridge in its current location, along with support for the bluff stabilization project proposed by San Mateo County. I have attached a petition, signed by 49 residents urging the County to replace the bridge at its current location as soon as possible. Appended below is a comprehensive list of the primary reasons to replace the bridge at its current location. There is overwhelming public and engineering support for getting the Medio Creek Coastal Trail Bridge replaced as soon as possible in its current location.

SUMMARY OF REASONS TO REPLACE MEDIO CREEK COASTAL TRAIL BRIDGE AT CURRENT LOCATION

Prepared By Mirada Residents, as of 12/13/20

1. The Medio Creek Coastal Trail Bridge is an incredibly important asset of this community for transportation and area tourism and its closure has had negative impacts.
2. Replacing Medio Creek Bridge at its current location (RMCB) is the quickest way to open the coastal trail and improve coastal access without the lengthy detour.
3. RMCB is also the least expensive alternative, except for the current detour, to replace that section of the Coastal Trail in the short and long term.
4. All parties agree replacing Medio Creek bridge in its current location (RMCB) is feasible from an engineering perspective.
5. Three different engineering studies (CSW Stuber Mirada Road Project Benefits and Alternatives Analysis (October 2019), PARIKH's Geotechnical Design Recommendations (January 2020) and the Count Department of Public Works submission (June 3, 2020)) state the bluff stabilization proposed at the mouth of Medio Creek will be effective.
6. RMCB is simply a maintenance issue, while building a bridge elsewhere is a significant new project requiring more analysis and starting of new regulatory applications.
7. Reliance for access to the Coastal Trail on the current detour route along Mirada and Miramar Roads, Highway 1 and Medio Ave. poses an increased public safety hazard.
8. The Miramar community is united to replace the bridge in its current location, as indicated by a petition, signed by 49 Miramar residents, supporting replacing the bride at its current location as soon as possible.
9. An aluminum bridge will last 40 years, according to the October 2019 CSW Engineering Analysis. Even if a new Medio Creek bridge had to be replaced in 20-40 years it is still cost effective versus waiting 5-10 years for a bridge at another interior site.
10. Section 30235 of the Coastal Act includes language allowing improvements to protect coastal-dependent uses and existing structures. We believe that the Mirada Road pedestrian bridge meets this criterion.
11. The October 28 Midcoast Community Council (MCC) letter to the California Coastal Commission (CCC) was premature because they did not give reasonable notice and seek feedback from those who would be most immediately and directly impacted by the contents of the letter, the residents of Miramar.
12. Medio Creek bridge affects all of Mirada Road and the County and City cannot try to piecemeal the issues. The County, City, State Parks, and the Harbor District need a plan, including safe beach assess points, roads, parking, restrooms, trash collection, etc., for all of Mirada Road and the coastal trail that traverses it.

13. Sand erosion at the bridge foundation, to some extent, is man-caused due to harbor construction stopping sand replenishment, so a man-made bluff stabilization is appropriate.
14. The bridge area is a relatively small space/pocket which is surrounded by large areas of rip rap. The proposed armoring and bluff stabilization would have very little or no impact on sand transfer to the south.

Response 3-1: The commenter states their support for replacement of the bridge in the previous location. A list of 14 reasons for replacing the bridge in its existing location is provided. Commenter highlights community support for the proposed project and has attached a petition with 49 signatures in support. No comments are provided on the contents of the Draft IS/MND, and, therefore, no further response is required.

From: [Irina Place](#)
To: [Krzysztof Lisaj](#); [Theresa Engle](#)
Subject: Support of Mirada Rd. bridge
Date: Friday, December 18, 2020 5:02:06 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Greetings, Mr. Lisaj and Ms Engle,

I am writing in support of the bridge project. It will greatly contribute to the public's safety and enjoyment of the coastal trail for many years to come. The proposed reinforcements will protect the utilities in the area (nobody wants to have the sewer line spilling into the ocean) as well as the aesthetics of the area around the bridge. The bridge and the foot traffic will also benefit the local businesses, keeping the character of the area.

4-1

Thank you for the opportunity to express my opinion on the matter.

IrinaPlace,
owner in 2 Mirada Rd. building

Comment Letter 4: Irina Place

Comment 4-1: I am writing in support of the bridge project. It will greatly contribute to the public's safety and enjoyment of the coastal trail for many years to come. The proposed reinforcements will protect the utilities in the area (nobody wants to have the sewer line spilling into the ocean) as well as the aesthetics of the area around the bridge. The bridge and the foot traffic will also benefit the local businesses, keeping the character of the area.

Thank you for the opportunity to express my opinion on the matter.

Response 4-1: The commenter expresses support for the proposed project. No comment is made regarding the contents of the Draft IS/MND, and therefore no further response is required.

From: [Michelle Weil](#)
To: [Theresa Engle](#)
Cc: [Len Erickson](#)
Subject: Re: Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project
Date: Sunday, December 20, 2020 9:32:05 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Theresa,

On behalf of the Midcoast Community Council, I'd like to request that the 30-day public review and comment period be extended through January 31st to allow us time to review the documents and comment. We received the notice of the comment period a few minutes after our last meeting of the year started on December 16th, and our next regular meeting is not scheduled until January 13th, which is not sufficient time to meet as a council and prepare an official statement prior to the comment deadline.

5-1

Because much of this review period is over the holidays, I think it would be appropriate to allow extra time to ensure the Council and the public has their voices heard.

Please let me know if you can accommodate this request.

Thanks,
Michelle

--

Michelle Weil
Chair, Midcoast Community Council
michelleweilmcc@gmail.com

On Thu, Dec 17, 2020 at 8:18 AM Theresa Engle <tengle@smcgov.org> wrote:

Good morning Len,

You are most welcome. I am a point of contact on the project for the County. The MCC can send comments on the IS/MND to me and I will ensure they are responded to.

Thank you,

Theresa Engle

Resource Conservation Specialist

San Mateo County Department of Public Works

555 County Center, 5th Floor

Redwood City, CA 94063

tengle@smcgov.org

From: Len Erickson <lenericksonmcc@gmail.com>

Sent: Wednesday, December 16, 2020 7:16 PM

To: Theresa Engle <tengle@smcgov.org>

Cc: Michelle Weil <michelleweilmcc@gmail.com>; Midcoast Community Council
<midcoastcommunitycouncil@gmail.com>

Subject: FW: Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Therese,

Thanks you for sending this information to the MCC.

The MCC has in the 2021 council in place. Michelle Weil is the chair.

I have forwarded this notice to the entire council.

Regards,

Len Erickson

Midcoast Community Council, Secretary

Mobile: (650) 400-3175

[midcoastcommunitycouncil](http://midcoastcommunitycouncil.org)

From: Theresa Engle <tengle@smcgov.org>
Date: Wednesday, December 16, 2020 at 6:13 PM
To: Len Erickson <lenericksonmcc@gmail.com>
Cc: Wency Ng <wng@smcgov.org>, Alex Zhang <azhang@smcgov.org>, Krzysztof Lisaj <klisaj@smcgov.org>
Subject: Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project

To: Len Erickson

On behalf of San Mateo County Department of Public Works, I am emailing to provide you the attached Notice Of Availability-Notice of Intent to adopt an Initial Study/ Mitigated Negative Declaration (IS/MND) for the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project in Half Moon Bay, CA.

The 30-day public review and comment period is December 16, 2020 through January 15, 2021.

Kind regards,

Theresa Engle

Resource Conservation Specialist

San Mateo County Department of Public Works

555 County Center, 5th Floor

Redwood City, CA 94063

tengle@smcgov.org

Comment Letter 5: Michelle Weil – Midcoast Community Council

Comment 5-1: On behalf of the Midcoast Community Council, I'd like to request that the 30-day public review and comment period be extended through January 31st to allow us time to review the documents and comment. We received the notice of the comment period a few minutes after our last meeting of the year started on December 16th, and our next regular meeting is not scheduled until January 13th, which is not sufficient time to meet as a council and prepare an official statement prior to the comment deadline.

Because much of this review period is over the holidays, I think it would be appropriate to allow extra time to ensure the Council and the public has their voices heard.

Please let me know if you can accommodate this request.

Response 5-1: In the interest of time, the San Mateo Public Works Department declined to extend the review period.

From: [Karyn Roark](#)
To: [Krzysztof Lisaj](#); [Theresa Engle](#)
Subject: Mirada foot bridge
Date: Saturday, January 2, 2021 12:57:26 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello,

I am writing to you express my opinion on the issue of the Mirada foot bridge over Medio Creek in Miramar, Half Moon Bay.

My family has lived on Alameda Ave for twenty years. We built our home and have been highly vested in our community. We have been the type of neighbors who know our neighbors and we take pride in, and care of, our neighborhood. We have taken the unrecognized burden of buying base rock and filling the pot holes that come about every winter. We pick up trash left by visitors and that which gets blown around on windy days. We remove graffiti and have provided trash cans along Mirada Road at our own expense. We have enjoyed the quiet that comes from living at the end of our road, though we do see misdirected traffic come through our dead-end streets. Being on the corner of Alameda and Cortez has been a wonderful quiet and safe place for us to live and for children to safely play. This has changed when the foot bridge over Medio Creek was closed.

People now pass by our house on foot and bike, with strollers and dogs, passing over our private parking area. Our privacy has vanished and we now have to deal with trash and dog poop. Our cars, which are parked there, are at risk of damage. More and more cars are coming down Alameda and degrading the dirt road. Since the county has never adopted our street into the roadway system, we residents have been forced to maintain what is really a private road. Now we have ten times the amount of foot, bicycle and car traffic coming down our street and past our house with no help from the county.

We have enjoyed the trail tremendously throughout the years. It is the reason we built our house here. We have watched, over the past twenty years, the impact (of the Army Corps of Engineers) breakwater has, through redirection of wave force, had on the shoreline. The erosion that is occurring on Mirada Road between Medio and Magellan, and around the Medio bridge, is due to the breakwater. There is a report that actually states that the breakwater, that the Army Corps of Engineer built, is responsible for the erosion problem. The county has a responsibility to protect this shoreline and the bridge from this **unnatural** erosion caused by the breakwater.

While some people are advocating for the Coastal Trail to be rerouted down Alameda Ave, the neighbors are greatly opposed. In county report there is discussion of armoring Mirada Road and converting the Medio to Magellan stretch to one-way for car traffic, and in the process, create a pedestrian/recreation path. Everyone I know in this neighborhood has spoken of such a solution for at least the past ten years.

Anything other than the current plan for a bridge replacement would take many years to bring about, with potential lawsuits being filed by neighbors who fear loss of their lands. Meanwhile, the rerouted path that puts people behind a barrier along highway 1, creates some real dangers for people on bicycles. I have nearly missed hitting people on bikes who have decided to continue north, passing over Medio Ave. When you stop at Medio Ave and Highway 1, waiting to turn south onto highway 1, you are watching for traffic heading south from the north and are looking to the left. A driver is looking left and not anticipating a bike coming from the right (south) crossing directly in front of as they attempt to turn into traffic going 45 miles an hour. It is only a matter of time before a serious injury occurs. Delaying the bridge replacement by many years, while the legal process takes place to reroute the trail and bridge through Alameda Ave, only leaves more time and chance for a serious accident to occur. This hazard needs to be eliminated as quickly as possible, and moving forward with the county plan to replace the bridge allows for that.

Our opinion is that the county should continue with it's current plans to replace the bridge and armor the base accordingly. It's the most expedient solution to the problem. We strongly oppose rerouting the trail down Alameda Ave.

↑ 6-1 Cont'd

Sincerely, Karyn Roark, Joseph Roark, Connor Roark
265 Alameda Ave, Half Moon Bay (Miramar)

Thy will be done this day! Today is a day of completion: I give thanks for this perfect day. Miracle shall follow miracle and wonders shall never cease.

Comment Letter 6: Karyn Roark, Joseph Roark, and Connor Roark

Comment 6-1: I am writing to you express my opinion on the issue of the Mirada foot bridge over Medio Creek in Miramar, Half Moon Bay.

My family has lived on Alameda Ave for twenty years. We built our home and have been highly vested in our community. We have been the type of neighbors who know our neighbors and we take pride in, and care of, our neighborhood. We have taken the unrecognized burden of buying base rock and filling the pot holes that come about every winter. We pick up trash left by visitors and that which gets blown around on windy days. We remove graffiti and have provided trash cans along Mirada Road at our own expense. We have enjoyed the quiet that comes from living at the end of our road, though we do see misdirected traffic come through our dead-end streets. Being on the corner of Alameda and Cortez has been a wonderful quiet and safe place for us to live and for children to safely play. This has changed when the foot bridge over Medio Creek was closed.

People now pass by our house on foot and bike, with strollers and dogs, passing over our private parking area. Our privacy has vanished and we now have to deal with trash and dog poop. Our cars, which are parked there, are at risk of damage. More and more cars are coming down Alameda and degrading the dirt road. Since the county has never adopted our street into the roadway system, we residents have been forced to maintain what is really a private road. Now we have ten times the amount of foot, bicycle and car traffic coming down our street and past our house with no help from the county.

We have enjoyed the trail tremendously throughout the years. It is the reason we built our house here. We have watched, over the past twenty years, the impact (of the Army Corps of Engineers) breakwater has, through redirection of wave force, had on the shoreline. The erosion that is occurring on Mirada Road between Medio and Magellan, and around the Medio bridge, is due to the breakwater. There is a report that actually states that the breakwater, that the Army Corps of Engineer built, is responsible for the erosion problem. The county has a responsibility to protect this shoreline and the bridge from this **unnatural** erosion caused by the breakwater.

While some people are advocating for the Coastal Trail to be rerouted down Alameda Ave, the neighbors are greatly opposed. In county report there is discussion of armoring Mirada Road and converting the Medio to Magellan stretch to one-way for car traffic, and in the process, create a pedestrian/recreation path. Everyone I know in this neighborhood has spoken of such a solution for at least the past ten years.

Anything other than the current plan for a bridge replacement would take many years to bring about, with potential lawsuits being filed by neighbors who fear loss of their lands. Meanwhile, the rerouted path that puts people behind a barrier along highway 1, creates some real dangers for people on bicycles. I have nearly missed hitting people on bikes who have decided to continue north, passing over Medio Ave. When you stop at Medio Ave and Highway 1, waiting to turn south onto highway 1, you are watching for traffic heading south from the north and are looking to the left. A driver is looking left and not anticipating a bike coming from the right (south) crossing directly in front of as they attempt to turn into traffic going 45 miles an hour. It is only a matter of time before a serious injury occurs. Delaying the bridge replacement by many years, while the legal process takes place to reroute the trail and bridge through Alameda Ave, only leaves more time and chance for a serious accident to occur. This hazard needs to be eliminated as quickly as possible, and moving forward with the county plan to replace the bridge allows for that.

Our opinion is that the county should continue with its current plans to replace the bridge and armor the base accordingly. It's the most expedient solution to the problem. We strongly oppose rerouting the trail down Alameda Ave.

Response 6-1: The commenter's support for the bridge replacement at its proposed location and opposition to relocation are acknowledged.

From: [Krzysztof Lisaj](#)
To: [Theresa Engle](#)
Subject: FW: Mirada Bridge- Miramar-Half Moon Bay
Date: Tuesday, January 5, 2021 9:37:18 AM

FYI, I believe you are the point person on receiving comments? Can you reply to Mr. Lundgard with acknowledgement.

Thanks
KL

From: Lundgard, Robert <rlundgard@Fibrogen.com>
Sent: Monday, January 4, 2021 3:05 PM
To: Krzysztof Lisaj <klisaj@smcgov.org>
Subject: Mirada Bridge- Miramar-Half Moon Bay

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Krzysztof

I am making a public comment on the Mirada Bridge replacement in Miramar.

I do not see a height for the bridge railings in the figures of the county website.
I strongly suggest not repeating the tall height of the existing bridge side rails at ~ 5-6 feet, that blocks the ocean-skyline view for pedestrians.

A height of ~4 feet seems adequate , and is present in other new bridges in the area.

Thank you.

Sincerely,

Robert Lundgard
404 Kelly Ave HMB

Comment Letter 7: Robert Lundgard

Comment 7-1: I am making a public comment on the Mirada Bridge replacement in Miramar.

I do not see a height for the bridge railings in the figures of the county website. I strongly suggest not repeating the tall height of the existing bridge side rails at ~ 5-6 feet, that blocks the ocean-skyline view for pedestrians.

A height of ~4 feet seems adequate, and is present in other new bridges in the area.

Response 7-1: Commenter suggests a height of four feet for railings on the replacement bridge. This comment will be taken into consideration during the final design of the bridge. No comment is made regarding the contents of the Draft IS/MND, and no further response is required.

From: [Theresa Engle](#)
To: billeasterling@hotmail.com
Cc: [Krzysztof Lisaj](#); [Wency Ng](#); [Mark Chow](#); [Ann Stillman](#); [Gilles Tourel](#); [Alex Zhang](#)
Bcc: [Matt Johnson](#)
Subject: RE: Support for the Medio Creek Bridge Replacement in Its Current Location
Date: Tuesday, January 12, 2021 12:28:00 PM

Hello Mr. Easterling,

Thank you for your email. The County will take your comments on the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project into consideration. Responses to all comments received will be distributed and published shortly after the close of the review period.

Kind regards,

Theresa Engle

Resource Conservation Specialist
San Mateo County Department of Public Works
555 County Center, 5th Floor
Redwood City, CA 94063
tengle@smcgov.org

From: Bill Easterling <billeasterling@hotmail.com>
Sent: Tuesday, January 12, 2021 10:06 AM
To: Krzysztof Lisaj <klisaj@smcgov.org>
Subject: Support for the Medio Creek Bridge Replacement in Its Current Location

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

My wife and I live at 2 Mirada Rd in Half Moon Bay in a three-unit oceanfront building. We are adjacent to the Medio Creek Coastal Trail bridge and have enjoyed the scenic access it gives locals and visitors alike to the beautiful ocean and beaches.

We were disappointed when the bridge was closed earlier this year but relieved to hear that a replacement bridge was a planned county project with a completion time of summer 2021.

Now we understand that there are alternative proposals to move the bridge inland away from the current location.

We wanted you to know of our total support of the bridge replacement in its same location. This will keep the trail "coastal" and also benefit the current and any future businesses on Mirada Rd north of the bridge. People don't come to the Coastal Trail to walk and bike

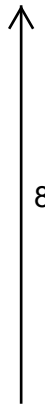
through housing developments where the ocean is not seen or heard.

Replacing the bridge at its current location is the least expensive, least environmentally disruptive and quickest replacement alternative. It is simply a maintenance issue, while building a bridge elsewhere is a significant new project requiring more analysis and starting of new regulatory applications.

We strongly support the Medio Creek Coastal Trail Bridge Replacement Project in the current location as the county has proposed.

Thank you,

Bill Easterling
Darlene Castro-Easterling
2 Mirada Rd Apt 3
Half Moon Bay
650-283-7778



8-1 Cont'd

Comment Letter 8: Bill Easterling & Darlene Castro-Easterling

Comment 8-1: My wife and I live at 2 Mirada Rd in Half Moon Bay in a three-unit oceanfront building. We are adjacent to the Medio Creek Coastal Trail bridge and have enjoyed the scenic access it gives locals and visitors alike to the beautiful ocean and beaches.

We were disappointed when the bridge was closed earlier this year but relieved to hear that a replacement bridge was a planned county project with a completion time of summer 2021.

Now we understand that there are alternative proposals to move the bridge inland away from the current location.

We wanted you to know of our total support of the bridge replacement in its same location. This will keep the trail "coastal" and also benefit the current and any future businesses on Mirada Rd north of the bridge. People don't come to the Coastal Trail to walk and bike through housing developments where the ocean is not seen or heard.

Replacing the bridge at its current location is the least expensive, least environmentally disruptive and quickest replacement alternative. It is simply a maintenance issue, while building a bridge elsewhere is a significant new project requiring more analysis and starting of new regulatory applications.

We strongly support the Medio Creek Coastal Trail Bridge Replacement Project in the current location as the county has proposed.

Response 8-1: The commenter's support for the proposed project at its proposed location and opposition to relocation are acknowledged.

Midcoast Community Council

An elected Advisory Council to the San Mateo County Board of Supervisors

representing Montara, Moss Beach, El Granada, Princeton, and Miramar

PO Box 248, Moss Beach, CA 94038-0248 | midcoastcommunitycouncil.org

Michelle Weil | Claire Toutant | Len Erickson | Dave Olson | Gregg Dieguez | Jill Grant | Dan Haggerty

Chair

Vice-Chair

Secretary

Treasurer

Date: January 13, 2021
To: Theresa Engle, SMC DPW Resource Specialist
Cc: Supervisor Don Horsley,
Jim Porter, Director, Department of Public Works
Erik Martinez, California Coastal Commission Staff
From: Midcoast Community Council
Subject: Comments: Initial Study / Mitigated Negative Declaration for Mirada Road
Pedestrian Bridge Replacement and Bank Stabilization Project (NegDec)

Overall Considerations

Following fast response actions in the Medio Creek area addressed with emergency CDPs, San Mateo County (SMC), in June, 2020, submitted to the California Coastal Commission (CCC) a CDP request for the Medio Bridge Replacement project ("the Project"). As stated in the background section of the NegDec, the Project is only the initial step in a larger framework:

The County has evaluated its portion of Mirada Road immediately north of the proposed project area and it appears that a long-term project will be necessary to address coastal erosion along Mirada Road. County funding has not been allocated to address these improvements, which have been identified as sheet pile walls from Magellan Avenue to Medio Avenue to protect the roadway. ... The County anticipates that a long-term project to address coastal erosion along Mirada Road will not be constructed before 2021/2022.

With this larger framework in mind, these comments on the NegDec for the CDP recognize that the "sheet pile wall" referred to in the above paragraph is an approach to coastal protection that is consistent with the armoring proposed for this Project. It is important to understand the fuller plans for this stretch of coast in order to conduct a thorough assessment of the impact of the armoring proposed for this bridge replacement Project over the next 20 years.

While climate change and coastal erosion are important factors currently impacting this area, the impact of the Harbor Jetty, first deployed in Pillar Point Harbor in 1959, has been a key factor driving coastal erosion in this part of Half Moon Bay.

The proposed Project has strong support from many in the Miramar community, protects road access to several properties and provides an efficient and scenic California Coastal Trail route by the bay that has been extremely popular with visitors as well as residents.

The NegDec provides a static description of the armoring proposed, a composite of shotcrete and RSP on the shoreline cliff and creek walls, but it does not provide an assessment of coastal erosion and sand patterns over the next 20 years and beyond. (Note: There is a 2018 study for Mirada Road armoring.) On January 20, the MCC expects to receive a draft of Connect the Coastside with a plan framework to address coastal trails and roads impacted by the shoreline for the communities of El Granada and Miramar for the next 20 years. The MCC would like to work with both San Mateo County and support from the CCC to bring further information on these factors to a meeting in early February.

The MCC comments on the NegDec document are below.

9-1
Cont'd

Environment Evaluation Comments

A. Aesthetics

The combination of Shotcrete and RSP creates a view that will vary considerably by season which is acknowledged. There are simulations which show the appearance when the sand is at a high level (2 feet visible), **but no simulations show the appearance when the full RSP is visible which is a concern to assess the aesthetics of the view** and the actual extent of the RSP base. Further, it can be expected that over time RSP will spread out from their initial position below the shotcrete, and will be moved away from the wall by storm waves.

9-2

We therefore think that A.1.a,b, and c should be Significant impact, rather than Insignificant.

G. Geology and Soils

The Project cannot be approved without an agreed analysis of the sand movement attendant to the project site. The statement on page 48, item b) that: "The County and City of Half Moon Bay will work with the CCC to determine if a net sand loss may be balanced by the overall benefits of the project to existing coastal resources and retain and restore the connectivity of the coastal trail over Medio de Arroyo" cannot be left as an item to be determined. It must be evaluated and finalized in this document or in attachment from an expert party in order for a Negative Declaration to be valid. Sand Analysis of Coastal Beach Sand projects is out of date and should be reviewed. Analysis of deposition of materials brought to the coast by Medio Creek should be considered. The SMC Harbor District will conduct a sand replenishment project, Surfers Beach Sand Replenishment Project and it should be referenced. The liquefaction analysis mentioned on pages 47-8 is omitted from the NegDec.

9-3

We therefore think that G.7.b should be Significant impact, rather than insignificant.

P. Recreation

The ramp proposed for providing heavy equipment access to the beach will prevent beach access using the informal trail in the same location, during the construction period. Construction will also prevent use of the well-used section of the beach adjacent to the existing bridge. When the Project is completed there will be no formal trail to the beach and informal access will be impossible where there is shotcrete without adding a staircase to the beach.

9-3

We therefore think that the Recreation impact is Significant, rather than insignificant.

Q. Transportation

Providing coastal trail continuity has resulted in a detour to the Medio Creek area of SR1, which is an inconvenience to trail users and a safety hazard for trail users and residents because of the mix-mode traffic that results. We have received complaints of near accidents from residents.

9-4

We therefore think that Q.17.a should at least require additional mitigation; as is, the impact of the preliminary detour and the project is Significant.

S. Utilities and Service Systems

All utility districts are working to be ready for cut over to the bridge in summer, although the NegDec does not mention this (a surprising omission). In particular, GCSD has plans to abandon their sewer lines crossing Medio Creek. This area should be monitored closely.

9-5

We agree that utility impact is less than significant.

U. Mandatory Findings of Significance

Re-stating the points made in the opening paragraphs:

The overall assessment of erosion at creek and on the adjacent shoreline is not adequately addressed. Until this consideration is added to the NegDec, this must be considered a Significant impact, precluding CCC approval of the Project.

9-6

Additionally, as stated above, the MCC believes that there are significant impacts from this project on Aesthetics, Geology, and Recreation.

MIDCOAST COMMUNITY COUNCIL
s/Michelle Weil, Chair

From: [Theresa Engle](#)
To: [Michelle Weil](#); [Krzysztof Lisaj](#)
Cc: [Don Horsley](#); [Jim Porter](#); [Martinez, Erik@Coastal](#)
Subject: RE: Mirada Road Pedestrian Bridge Replacement/Bank Stabilization Negative Declaration
Date: Friday, January 15, 2021 8:27:00 AM

Hello Ms. Weil,

Thank you for your email. The County will take your comments on the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project into consideration. Responses to all comments received will be distributed and published shortly after the close of the review period.

Kind regards,

Theresa Engle

Resource Conservation Specialist
San Mateo County Department of Public Works
555 County Center, 5th Floor
Redwood City, CA 94063
tengle@smcgov.org

From: Michelle Weil <michelleweilmcc@gmail.com>
Sent: Thursday, January 14, 2021 10:18 PM
To: Theresa Engle <tengle@smcgov.org>; Krzysztof Lisaj <klisaj@smcgov.org>
Cc: Don Horsley <dhorsley@smcgov.org>; Jim Porter <jporter@smcgov.org>; Martinez, Erik@Coastal <erik.martinez@coastal.ca.gov>
Subject: Mirada Road Pedestrian Bridge Replacement/Bank Stabilization Negative Declaration

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

At the January 13, 2021 meeting of the MCC, the Council discussed and voted (6-1) to approve the attached comment letter on the Initial Study / Mitigated Negative Declaration for Mirada Road Bridge Replacement and Bank Stabilization Project.

Please let me know if you have any questions.

--

Michelle Weil
Chair, Midcoast Community Council
michelleweilmcc@gmail.com

Comment Letter 9: Midcoast Community Council

Comment 9-1: Following fast response actions in the Medio Creek area addressed with emergency CDPs, San Mateo County (SMC), in June, 2020, submitted to the California Coastal Commission (CCC) a CDP request for the Medio Bridge Replacement project (“the Project”). As stated in the background section of the NegDec, the Project is only the initial step in a larger framework:

The County has evaluated its portion of Mirada Road immediately north of the proposed project area and it appears that a long-term project will be necessary to address coastal erosion along Mirada Road. County funding has not been allocated to address these improvements, which have been identified as sheet pile walls from Magellan Avenue to Medio Avenue to protect the roadway. ... The County anticipates that a long-term project to address coastal erosion along Mirada Road will not be constructed before 2021/2022.

With this larger framework in mind, these comments on the NegDec for the CDP recognize that the “sheet pile wall” referred to in the above paragraph is an approach to coastal protection that is consistent with the armoring proposed for this Project. It is important to understand the fuller plans for this stretch of coast in order to conduct a thorough assessment of the impact of the armoring proposed for this bridge replacement Project over the next 20 years.

While climate change and coastal erosion are important factors currently impacting this area, the impact of the Harbor Jetty, first deployed in Pillar Point Harbor in 1959, has been a key factor driving coastal erosion in this part of Half Moon Bay.

The proposed Project has strong support from many in the Miramar community, protects road access to several properties and provides an efficient and scenic California Coastal Trail route by the bay that has been extremely popular with visitors as well as residents.

The NegDec provides a static description of the armoring proposed, a composite of shotcrete and RSP on the shoreline cliff and creek walls, but it does not provide an assessment of coastal erosion and sand patterns over the next 20 years and beyond. (Note: There is a 2018 study for Mirada Road armoring.) On January 20, the MCC expects to receive a draft of Connect the Coastside with a plan framework to address coastal trails and roads impacted by the shoreline for the communities of El Granada and Miramar for the next 20 years. The MCC would like to work with both San Mateo County and support from the CCC to bring further information on these factors to a meeting in early February.

Response 9-1: The environmental document considers the Mirada Road pedestrian bridge and bluff stabilization to protect its foundations. The proposed project is intended to replace the existing bridge and protect the abutments. Other considerations along Mirada Road are not analyzed as part of this document. A long-term project for Mirada Road has not been approved or funded by the County and is not part of the evaluations for the proposed project. Any future projects will need to consider what is being proposed by that project and would be evaluated at a future date.

Beaches are primarily generated by one or more of the following mechanisms:

1. Sand that moves offshore in the winter and returns in the summer;
2. Sand that is transported from up-coast or down-coast areas (depending on direction of net longshore transport), which deposits in the project area; and

3. Sand that is supplied from other sources such as bluff erosion or adjacent creeks/rivers.

Along this section of the San Mateo County coastline, sand sources for beaches are a combination of all three of the previously described mechanisms. Onshore-offshore processes dominate the stability of the beach fronting the Mirada Pedestrian Bridge. Placement of a sea wall or other shore armoring strategies can cause enhanced reflection of the waves destabilizing the beach. However, the proposed bluff stabilization technique is designed to minimize wave reflection.

In the current condition, the Mirada Road shoreline is presently armored with large rip-rap. The proposed bluff stabilization will result in the removal of the riprap above the summer dry beach and replacement with a smaller footprint structure that is a combination of rock rip-rap placed below the summer dry beach and a concrete wall located above the summer dry beach. Thus, in the winter when sand levels are low, a beachgoer will see both the rock rip-rap and the concrete wall. In the summer, the beachgoers will generally only see the concrete wall.

For the lower beach conditions that occur in the winter and spring seasons, the amount of reflected wave energy will not increase from the current condition. Additionally, as the rip-rap will be located closer to the bluff, there will be a larger footprint of area available for sand accretion. For higher beach conditions during the summer and fall seasons, the removal of rock rip-rap will offer a larger area of sand providing an additional buffer area resulting in a reduction of reflected wave energy.

Comment 9-2: A. Aesthetics

The combination of Shotcrete and RSP creates a view that will vary considerably by season which is acknowledged. There are simulations which show the appearance when the sand is at a high level (2 feet visible), but no simulations show the appearance when the full RSP is visible which is a concern to assess the aesthetics of the view and the actual extent of the RSP base. Further, it can be expected that over time RSP will spread out from their initial position below the shotcrete, and will be moved away from the wall by storm waves.

We therefore think that A.1.a,b, and c should be Significant impact, rather than Insignificant.

Response 9-2: The simulations were created to present the sand conditions one would expect to see during the time of year that the existing conditions photo was taken in July. As described in the simulation caption and analysis, “the sand levels will change throughout the year. The conditions of the beach are dynamic as sand levels can change by 10 feet in a year. Winter storms remove sand; during summer waves replace it. Thus sand levels are lowest in winter and highest in early fall. As waves bring sand, rocks at the base of the concrete walls become buried. The simulations depict sand conditions at mid-summer.” The visual simulations meet the requirements for visual analysis under CEQA and additional simulations are not needed.

In the existing condition, rock rip-rap extends along the bluff. With the construction of the shotcrete wall, the proposed project will re-distribute the rock, lowering its height and providing additional beach area. The proposed project will place rock rip-rap from an elevation (NAVD88) from about 2 to 10 feet; therefore an additional 4 to 8 feet of rock will be visible from the renderings as presented during winter and spring conditions. Since this does not represent a change from the existing condition, there is no impact to aesthetics.

Furthermore, the proposed rock rip rap is appropriately sized to avoid shifting by wave action. Should the rock move, it would be relocated as a maintenance action by the County.

Comment 9-3: G. Geology and Soils

The Project cannot be approved without an agreed analysis of the sand movement attendant to the project site. The statement on page 48, item b) that: “The County and City of Half Moon Bay will work with the CCC to determine if a net sand loss may be balanced by the overall benefits of the project to existing coastal resources and retain and restore the connectivity of the coastal trail over Medio de Arroyo” cannot be left as an item to be determined. It must be evaluated and finalized in this document or in attachment from an expert party in order for a Negative Declaration to be valid. Sand Analysis of Coastal Beach Sand projects is out of date and should be reviewed. Analysis of deposition of materials brought to the coast by Medio Creek should be considered. The SMC Harbor District will conduct a sand replenishment project, Surfers Beach Sand Replenishment Project and it should be referenced. The liquefaction analysis mentioned on pages 47-8 is omitted from the NegDec.

We therefore think that G.7.b should be Significant impact, rather than insignificant.

Response 9-3: Studies have shown that the bluffs in this segment of the San Mateo Coast do not contribute greatly to the generation of beach sand. The proposed project does not alter flow from the Arroyo de en Medio, thus there is no change in sediment transport.

The County will adhere to the permit conditions set by the CCC once the permit application has been reviewed and a permit issued.

Comment 9-4: P. Recreation

The ramp proposed for providing heavy equipment access to the beach will prevent beach access using the informal trail in the same location, during the construction period. Construction will also prevent use of the well-used section of the beach adjacent to the existing bridge. When the Project is completed there will be no formal trail to the beach and informal access will be impossible where there is shotcrete without adding a staircase to the beach.

We therefore think that the Recreation impact is Significant, rather than insignificant.

Response 9-4: In the current condition, there is no approved trail from Mirada Road to the beach. The informal trails have led to erosion and damage to native species. There is access to the beach from defined locations north and south of the Mirada Bridge.

Construction of the bridge and bluff stabilization is a temporary impact reducing access to this area of the coastline by no more than 3 months.

Comment 9-5: Q. Transportation

Providing coastal trail continuity has resulted in a detour to the Medio Creek area of SR1, which is an inconvenience to trail users and a safety hazard for trail users and residents because of the mix-mode traffic that results. We have received complaints of near accidents from residents.

We therefore think that Q.17.a should at least require additional mitigation; as is, the impact of the preliminary detour and the project is Significant.

Response 9-5: The temporary bypass currently in use and proposed during the bridge's construction complies with the current edition of the California edition of the Manual of Traffic Control Devices. Furthermore, the current temporary trail located along State Route 1 received an encroachment permit from the State of California Department of Transportation.

Comment 9-6: S. Utilities and Service Systems

All utility districts are working to be ready for cut over to the bridge in summer, although the NegDec does not mention this (a surprising omission). In particular, GCSD has plans to abandon their sewer lines crossing Medio Creek. This area should be monitored closely.

We agree that utility impact is less than significant.

Response 9-6: These comments are noted.

Comment 9-7: U. Mandatory Findings of Significance

Re-stating the points made in the opening paragraphs:

The overall assessment of erosion at creek and on the adjacent shoreline is not adequately addressed. Until this consideration is added to the NegDec, this must be considered a Significant impact, precluding CCC approval of the Project.

Additionally, as stated above, the MCC believes that there are significant impacts from this project on Aesthetics, Geology, and Recreation.

Response 9-7: These comments are addressed in the responses above.

From: Krzysztof Lisaj <klisaj@smcgov.org>
Sent: Friday, January 15, 2021 7:51 AM
To: Theresa Engle <tengle@smcgov.org>
Subject: FW: Mirada Rd Bridge Replacement

FYI, another one.

Thanks
KL

From: Deirdre Meola <dmeola0@gmail.com>
Sent: Thursday, January 14, 2021 3:46 PM
To: Krzysztof Lisaj <klisaj@smcgov.org>
Subject: Mirada Rd Bridge Replacement

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

I am totally in favor of this project to replace the bridge over Medio Creek. The current detour up Medio and onto Hwy 1 is very dangerous with people riding and walking in the middle of Medio.

10-1

The sooner this bridge can be replaced the safer it will be for everyone.

Thank you.

Comment Letter 10: Deirdre Meola

Comment 10-1: I am totally in favor of this project to replace the bridge over Medio Creek. The current detour up Medio and onto Hwy 1 is very dangerous with people riding and walking in the middle of Medio.

The sooner this bridge can be replaced the safer it will be for everyone.

Response 10-1: The commenter expresses support for the proposed project. No comment is made regarding the contents of the Draft IS/MND, and therefore no further response is required.

From: [Theresa Engle](#)
To: [Krzysztof Lisaj](#)
Cc: [Wency Ng](#); [Alex Zhang](#); [Ann Stillman](#); [Mark Chow](#); [Krzysztof Lisaj](#)
Subject: RE: Mirada Bridge Comment
Date: Thursday, January 21, 2021 1:04:55 PM

Hello Mr. Cottrell,

Thank you for your email. The County will take your comments on the Mirada Road Pedestrian Bridge Replacement and Bank Stabilization Project into consideration. Responses to all comments received will be distributed and published shortly after the close of the review period.

Kind regards,

Theresa Engle

Resource Conservation Specialist
San Mateo County Department of Public Works
555 County Center, 5th Floor
Redwood City, CA 94063
tengle@smcgov.org

From: Kevon Cottrell <kcsq@hotmail.com>
Sent: Thursday, January 21, 2021 12:47 PM
To: Krzysztof Lisaj <klisaj@smcgov.org>
Subject: Fwd: Mirada Bridge Comment

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Sent from my eye pad mini

From: Kevon Cottrell <kcsq@hotmail.com>
Date: January 14, 2021 at 9:32:35 PM PST
To: klisaj@smgov.org
Subject: Mirada Bridge Comment

Hello. My opinion is that the bridge should be replaced in situ. Why would you move the Coastal Trail bridge into people's neighborhoods when the present bridge can be rebuilt ON THE COAST?

It would take years longer to fight the neighbors in court and to procure the permits to build in the creek. And the cost would skyrocket. Meanwhile the



current detour is very hazardous to pedestrians and bikers. The longer the detour is use, the more danger.
Thank you, Kevon Cottrell



11-1
Cont'd

Comment Letter 11: Kevon Cottrell

Comment 11-1: Hello. My opinion is that the bridge should be replaced in situ. Why would you move the Coastal Trail bridge into people's neighborhoods when the present bridge can be rebuilt ON THE COAST?

It would take years longer to fight the neighbors in court and to procure the permits to build in the creek. And the cost would skyrocket. Meanwhile the current detour is very hazardous to pedestrians and bikers. The longer the detour is use, the more danger.

Response 11-1: The commenter's support for the proposed project at its proposed location and opposition to relocation are acknowledged.

SECTION 3. TEXT CHANGES TO THE IS/MND

The following section shows text changes and clarifications based on the order that they appear in the Draft IS/MND. Newly added text is shown in underline, while deleted text is displayed in ~~strikeout~~.

Subsection 2.4.1 on page 4 is amended as follows:

The Phase 1 work includes all the tasks necessary to stabilize the bluffs and prepare for the placement of the new pedestrian bridge. During this phase, the Coastal Trail will remain closed due to potential public safety concerns ~~open to pedestrians and bicyclists~~. Prior to the contractor mobilizing on the site, public utilities including Pacific Gas and Electric (PG&E) and Granada Community Services District (GCSD) that possess infrastructure on the existing pedestrian bridge, will relocate their facilities. The demolition plan for the project is presented in Figure 6.

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SECTION 4. CONCLUSION

The comments received during the public circulation period for the Draft IS/MND did not raise any new environmental issues or provide information signifying that the proposed project would result in additional impacts or impacts of greater severity than described in the circulated IS/MND. In conclusion, the IS/MND provides a legally adequate level of environmental review for the proposed project, pursuant to California Public Resources Code §21080(c) and 21081.1(a), and CEQA Guidelines §15070.

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