

# 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](http://midcoastcommunitycouncil.org)*

**Gregg Dieguez** | **Claire Toutant** | **Dan Haggerty** | **Scott Bollinger** | **Gus Mattammal**  
Chair Vice-Chair Treasurer Secretary | **Ann Rothman** | **Kimberly Williams**

Date: Nov. 17, 2023  
To: File  
From: Gregg Dieguez, Claire Toutant, Scott Bollinger  
Subject: Notes from Inspection of Montara Mountain Access Road

The Brown Act prevents us from discussing these findings with the rest of the MCC until our Nov. 29th meeting, so we prepared these contemporaneous notes to chronicle results of our road trip up Montara Mountain with State Parks' staff the morning of Nov. 17, 2023 following a light rain overnight.

1. In several places the work done is incomplete, noting especially failed attempts at creating drainage runoffs. Water was pooled at some low places on the road, indicating lack of drainage.
2. This road would be required for fire and emergency access even if we obtain another, easier road access for propane and equipment delivery. However, CA State parks would like to see an alternate route to the American Tower complex. The road is very bumpy, and steep in places.
3. The SFPUC road appears to be much more accessible and safer, but is fenced off from access - could we share costs with SFPUC and overcome concerns about watershed pollution? And are those concerns real, given Hwy 280 and the sidewalk trails already in existence near Crystal Springs Reservoir? Those paved surfaces would appear to obviate any Pilarcitos Reservoir concerns stemming from the SFPUC Montara Mountain access road.
4. The vegetation was cleared a dozen feet or more past the roadside berm for 2 reasons: a) so crews could see WHERE drainage was best installed / needed, b) so that soil could be pulled from the berm for use in the roads. The Parks staff described the way drainage systems are developed for an overall improvement in erosion and stormwater management.
5. Trees, such as the Monterey Pine along the road, are not native and their removal should not be of concern.
6. The berms exist because the road exists - the earth in the berms came from forming the road and road drainage keeps the road below the berms.
7. A "rolling dip" for erosion control is preferred to a 'water bar' because it lasts longer - bars can be flattened by traffic, but rolling dips require vehicles to slow, and also the water flow perpetuates the dip
8. Invasive species do grow in cleared areas, but if the clearing is not frequent, then the native species will overgrow and shade out the invasives.
9. Pesticides/herbicides are used but hand clearing is done once the jabata grass is defeated.
10. What is needed is a "road management plan" developed in conjunction with the County and American Tower Corporation to complete responsible maintenance of this access road. Need to oppose the ATC CDP request, making that Plan a prior condition of approval.

11. Separately, draft an email for Linda's review about the additional access American Tower is requesting. *[done 11/17 & posted 11/27]*