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Staff: TAE-SF
Staff Report: September 21, 2000
Hearing Date: October 12, 2000

**APPEAL STAFF REPORT
SUBSTANTIAL ISSUE**

APPEAL NO.: A-2-SMC-00-024

APPLICANT: Caltrans

LOCAL GOVERNMENT: San Mateo County

ACTION Approval with Conditions

PROJECT LOCATION: Intersection of State Route 1 and Coronado Street, El Granada, San Mateo County.

PROJECT DESCRIPTION: Intersection improvements, which consist of:

- (1) extending the existing right-turn lane on northbound Route 1 an approximate distance of 500 feet,
- (2) constructing a new left-turn lane on Coronado Street, allowing turns onto southbound Route 1,
- (3) extending the existing left-turn lane on southbound Route 1 an approximate distance of 345 feet,
- (4) construction of a bus pad for northbound bus passengers, (a second bus pad for southbound bus passengers, proposed for the west side of Route 1, is located in the coastal permit jurisdiction of the City of Half Moon Bay and is not addressed by this report)
- (5) installation of traffic signals,
- (6) relocation of utilities, and
- (7) repaving of the road surface.

APPELLANTS: Barbara K. Mauz

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APPENDICES

- Appendix A: Local action documents
- Appendix B: Appeal and related documents
- Appendix C: Referenced Policies
- Appendix D: Project report

EXHIBITS

- Exhibit 1: Regional location map
- Exhibit 2: Highway and local street map
- Exhibit 3: Vicinity map
- Exhibit 4: City limits and zonig maps
- Exhibit 5: Project maps

1.0 EXECUTIVE SUMMARY

The Commission has received an appeal of San Mateo County's approval with conditions of intersection improvements on Highway 1 proposed by Caltrans. The project approved by the County consists of improvements within the existing right-of-way of State Route 1 at the intersection with Coronado Street, a local road providing access to residences and businesses east of Highway One in the San Mateo County mid-coast area. The improvements, including installation of traffic signals at the currently unsignalized intersection and extension of current turning or acceleration lanes, will serve primarily to improve the safety and operational characteristics of the highway. The proposed intersection improvements are consistent with the policies of the applicable Local Coastal Program. Consequently, the staff recommends that the Commission determine that No Substantial Issue exists with respect to the grounds on which the appeal has been filed, because the appellant has not identified potentially significant issues with the local government's action and its consistency with the certified Local Coastal Program or the public access policies of the Coastal Act.

2.0 STAFF RECOMMENDATION

No Substantial Issue

Pursuant to Section 30603(b) of the Coastal Act and as discussed in the findings below, the staff recommends that the Commission determine that no substantial issue exists with respect to the grounds on which the appeal has been filed. The proper motion is:

Motion

I move that the Commission determine that Appeal No. A-2-SMC-00-024 raises NO substantial issue as to conformity with the certified Local Coastal Program with respect to the grounds on which an appeal has been filed pursuant to Section 30603 of the Coastal Act.

Staff Recommendation

Staff recommends a YES vote. Passage of this motion will result in a finding of No Substantial Issue and adoption of the following resolution and findings. If the commission finds No Substantial Issue, the Commission will not hear the application de novo and the local action will become final and effective. The motion passes only by an affirmative vote by the majority of the Commissioners present.

Resolution to find No Substantial Issue

The Commission finds that Appeal No. A-2-SMC-00-024 does not present a substantial issue with respect to the grounds on which the appeal has been filed under section 30603 of the Coastal Act regarding consistency with the Certified Local Coastal Program and /or the public access and recreation policies of the Coastal Act.

3.0 PROJECT SETTING AND DESCRIPTION

3.1 Project Location

The project approved by the County is located at the intersection of State Route 1 and Coronado Street in El Granada (see Exhibits 1-3). This intersection, which is currently unsignalized, provides access to residential and commercial areas of the El Granada community from Route 1, which is the only north-south arterial serving this portion of the coastal zone.

In addition to being a point of crossroads, different zoning designations and permit jurisdictions meet at the subject intersection. The boundary between the City of Half Moon Bay and the County of San Mateo's jurisdiction runs along the center of State Route 1 on the North side of the intersection and along the center of Mirada road to the south (see Exhibit 4). Seaward of this boundary is the City of Half Moon Bay's permit jurisdiction while landward it is the County of San Mateo's permit jurisdiction. On the County of San Mateo side, the project spans across two zoning designations. To the south it is zoned as a Community Open Space Conservation District and to the north, as a Resource Management-Coastal Zone District. The project limits are within the State Route 1 right-of-way, extending approximately 290 meters (950 feet) south of the intersection and 310 meters (1017 feet) north of the intersection. This portion of State Route 1 is designated as a County Scenic Corridor.

Consistent with the jurisdictional boundaries explained above, the intersection improvement project requires a Coastal Development Permit (CDP) from each local jurisdiction, because although most of the project elements are within the jurisdiction of San Mateo County, several elements including a bus pad and the removal of a traffic island lie within the jurisdiction of Half Moon Bay. This appeal addresses only the county's action on the project within its permit jurisdiction. As of the date of mailing of this report, the City of Half Moon Bay has not taken action on a CDP for any portion of this project in its permit jurisdiction.

3.2 Project Description

The project involves road improvements, relocation of utilities and the installation of traffic lights (See Exhibit 5). The project will separate turning movements and through movements resulting in safer turning for vehicles into or out of Coronado Street from/to State Route 1. In addition, the project will provide safe places for buses to stop out of travel lanes to pick up or drop off passengers heading either north or south on Route 1.

Construction of the bus pad and improvements to Coronado Street will require that lane and shoulder layout on Highway 1 at the intersection be altered. However, between 65 meters (213 feet) south and 90 meters (295 feet) north of the intersection, the total width of Highway 1 will remain approximately the same as current conditions for there will be no additional lanes added. Beyond these limits, to the project limits, the roadway will be widened variably to accommodate the longer turning lanes on the north and south side of the intersection.

About 30 meters (98 feet) of Coronado Street at the intersection will be widened from approximately 11 meters (36 feet) to approximately 17 meters (55 feet) to accommodate a new standard left-turn lane and shoulders, and a sidewalk on the south side of the street. In addition, on the north east quadrant of the project, a bus pad, sidewalk, and improvements to provide a

continuous path for through traffic will be constructed. Also, a retaining wall 3.2 meters (10.5 feet) high 150 meters (492 feet) long, will be built on the east side of the highway. Most of this wall will be below grade and will not be seen from the highway except for a barrier 0.8 meters (2.5 feet) high. On the southwest quadrant, the existing pavement will be overlaid and a traffic island constructed¹. The east side of Mirada Road will be widened slightly to make it compatible with the rest of the intersection improvements. Traffic lights will be installed on all four corners of the intersection.

4.0 APPEAL PROCESS

4.1 Local Government Action

On May 24, 2000 the San Mateo County Planning Commission approved with conditions Coastal Development Permit (CDP) PLN 1999-00619 (Caltrans), to allow road improvements at the intersection of State Route 1 and Coronado Street, in unincorporated El Granada.

On June 8, 2000 Barbara K. Mauz appealed the Planning Commission's approval of the project to the San Mateo County Board of Supervisors.

On July 11, 2000 the County Board of Supervisors denied the appeal and approved the project with conditions (see appendix A).

4.2 Filing of appeal

On July 17, 2000 the Coastal Commission received notice of the County's final action approving, with conditions, a coastal development permit for the project. The Commission's appeal period commenced the following working day and ran for ten working days from receipt by the Commission of the County's notice of final local action (July 18 through July 31, 2000). On July 31, 2000 the Commission received an appeal from Barbara K. Mauz (see Appendix B). Following the receipt of the appeal, the Commission mailed a notification of appeal to the County and the applicant.

In accordance with the Commission's regulations, on August 1, 2000, staff notified the County of San Mateo of the appeal and requested all relevant documents and materials regarding the subject permit, to enable staff to analyze the appeal and prepare a recommendation as to whether a substantial issue exists. Section 13112 of the Commission's regulations provides that upon receipt of a notice of appeal, a local government shall refrain from issuing a coastal development permit (CDP) and shall deliver to the Executive Director all relevant documents and materials used by the local government in consideration of the CDP application. The County permit file information was received in part on August 14, 2000, and an additional and final document was received on August 17, 2000.

Pursuant to section 30261 of the Coastal Act, the appeal hearing must be set within 49 days from the date that an appeal is filed. The 49th day from the appeal filing date is September 18, 2000. On August 11, 2000, before receipt of any portion of the County record, the applicant waived his right to a hearing within the 49-day period to allow Commission staff sufficient time to review the project information and appellants contentions.

¹ On the north west quadrant, the City of Half Moon Bay's permit jurisdiction, a bus pad and island will be constructed.

4.3 Appeals under the Coastal Act

After certification of Local Coastal Programs (LCPs), the Coastal Act provides for limited appeals to the Coastal Commission of certain local government actions on coastal development permits (Coastal Act Section 30603.)

Section 30603 states that an action taken by a local government on a coastal development permit application may be appealed to the Commission for certain kinds of developments, including developments located within certain geographic appeal areas, such as those located between the sea and the first public road paralleling the sea or within three hundred feet of the mean high tide line or inland extent of any beach or top of the seaward face of a coastal bluff, or those located in a sensitive coastal resource area or located within 100 feet of any wetland, estuary, or stream.

Furthermore, developments approved by counties may be appealed if they are not designated the "principal permitted use" under the certified LCP. Finally, developments that constitute major public works or major energy facilities may be appealed, whether approved or denied by the city or county. The grounds for an appeal of a County approval that is not located between the sea and the first public road paralleling the sea are limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program.

The subject project is appealable to the California Coastal Commission because it constitutes a major public works project. The project is also appealable because it is located between the sea and the first public road paralleling the sea (State Route 1 in this location). Although the components of the project are all located within the existing right-of-way of Route 1 and/or Coronado Street, the project is technically seaward of the first public road because section 13577(i) of the Commission's regulations provides that the inland edge of the highway right-of-way serves as the boundary of the road for appeal purposes.

Section 30625(b) of the Coastal Act requires the Commission to hear an appeal unless the Commission determines that no substantial issue is raised by the appeal. Typically, proponents and opponents will have three minutes per side to address whether the appeal raises a substantial issue. It takes a majority of Commissioners present to find that no substantial issue is raised. Unless it is determined that there is no substantial issue, the Commission would continue with a full public hearing on the merits of the project, which may occur at a subsequent meeting. If the Commission were to conduct a de novo hearing on the appeal, the applicable tests under sections 30604(b) and (c) of the Coastal Act for the Commission to consider would be whether the project is in conformity with the certified Local Coastal Program and with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976.

The only persons qualified to testify before the Commission on the substantial issue question are the applicant, persons who made their views known before the local government (or their representatives), and the local government. Testimony from other persons regarding substantial issue must be submitted in writing.

4.4 Standard of Review

Public Resources Code section 30625(b) states that the Commission shall hear an appeal unless it determines:

With respect to appeals to the commission after certification of a local coastal program, that no substantial issue exists with respect to the grounds on which an appeal has been filed pursuant to Section 30603.

The term *substantial issue* is not defined in the Coastal Act. The Commission's regulations simply indicate that the Commission will hear an appeal unless it "finds that the appeal raises no significant question" (Cal. Code Regs., tit. 14, section 13115(b).) In previous decisions on appeals, the Commission has been guided by the following factors:

1. The degree of factual and legal support for the local government's decision that the development is consistent or inconsistent with the certified LCP and with the public access policies of the Coastal Act;
2. The extent and scope of the development as approved or denied by the local government;
3. The significance of the coastal resources affected by the decision;
4. The precedential value of the local government's decision for future interpretation of its LCP; and
5. Whether the appeal raises only local issues, or those of regional or statewide significance.

Even where the Commission chooses not to hear an appeal, appellants nevertheless may obtain judicial review of the local government's coastal permit decision by filing petition for a writ of mandate pursuant to Code of Civil Procedure, Section 1094.5.

In this case, for the reasons discussed further below, the Commission exercises its discretion and determines that the appeal presents no substantial issue.

5.0 SUBSTANTIAL ISSUE ANALYSIS

Section 30603(b)(1) of the Coastal Act states:

The grounds for an appeal pursuant to subdivision (a) shall be limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program or the public access policies set forth in this division.

5.1 Appellant's Contentions

Barbara Mauz appealed the County of San Mateo's decision to approve the project. The appellant raises questions of growth inducement, lack of Circulation Element, public works, protection of environmentally sensitive habitats, CEQA review, protection of visual resources, safety, and adequate bicycle/pedestrian provisions. The appeal includes a six-page discussion of these points and a series of attachments. The full text of contentions and the attachments are included as Appendix B.

5.2 Appellant's Contentions That Do Not Constitute Valid Grounds For Appeal

Several of the appellant's contentions do not present valid grounds for appeal because they are not supported by any allegation that the approved development is not consistent with the county's certified LCP or with the public access policies of the Coastal Act. These invalid appeal grounds are listed and discussed below.

5.2.1 Lack of Circulation Element

The appellant contends that the San Mateo County LCP does not have a Circulation Element and thus the project cannot be evaluated.

Discussion: This contention is not a valid ground for appeal. The LCP contains several policies against which the County reviewed this project when approving the coastal development permit. The appellant does not raise any LCP policy when asserting that the project cannot be approved without a Circulation Element in the LCP. Instead, the appellant raises a concern for the lack of a Circulation Element. Moreover, the Circulation Element of the County's General Plan is not a required component of the County's LCP. This contention does not include an allegation that the project is inconsistent with the policies of the LCP or with the public access policies of the Coastal Act. Therefore, the Commission finds that this contentions does not constitute a valid ground for appeal under section 30603 of the Coastal Act.

5.2.2 CEQA Review

The appellant contends that a CEQA Categorical Exclusion should not have been allowed for this project.

Discussion: The environmental review of this project was conducted by Caltrans. As lead agency, Caltrans applied a Categorical Exclusion to the subject project. The CEQA review is an independent process not governed by the LCP policies. Therefore, the Commission finds that this contention is not a valid ground for appeal under section 30603 of the Coastal Act because it is not an allegation that the approved development does not conform to the certified LCP or the public access policies of the Coastal Act.

5.3 Appellant's Contentions That Do Raise Valid Grounds For Appeal

Contentions related to the proposed project

The following contentions present potentially valid grounds for appeal in that they allege the project's inconsistency with policies of the certified LCP or the with the public access policies of the Coastal Act. However, the Commission finds that these contentions do not raise a substantial issue for the reasons discussed below.

5.3.1 Highway Capacity

Contention

The appellant contends that the project is inconsistent with the following LCP policies because the applicant failed to present the information necessary to find that the policies had been met.

LCP Policies

The policies that the appellant cites are: Policy 2.9: Phase I Capacity Limits, which requires the County to base the capacity of public works facilities on documentable and short term need, Policy 2.48: Capacity Limits, that limits the expansion of roadways to a capacity not to exceed that needed to accommodate buildout, Policy 2.49: Desired Level of Service, that considers level of service D during peak commuter periods as an adequate level of service when considering the need for road expansions. The full text of these policies can be found in Appendix C.

Analysis

Route 1 is an essential facility for the coastal communities of northern San Mateo County and provides access to numerous recreational facilities in the area. Studies show that the current volume of traffic exceeds highway capacity in this area and that despite the planned public investment in highway and transit systems improvements, congestion will only get worse in the future (Cities of Pacifica and Half Moon Bay and the County of San Mateo, 1998).

Policies 2.9, 2.48 and 2.49 refer to requirements for capacity increase and roadway expansion. However, the project, as approved, constitutes an operational improvement project and not a capacity increase project. Thus, the extent and the scope of the project approved by the County is limited in nature. Nevertheless, the applicant submitted both a traffic report and an accident history report in support and justification for the need of the project in conformance with LCP policy 2.9 (See Appendix D). Because the project, as approved, does not include any additional through lanes, it will not result in roadway expansion nor will it increase capacity; thus policy 2.48 would not apply. Furthermore, the project report presented by the applicant states that the Level of Service at the intersection will improve from its current level of service E (See appendix D) consistent with policy 2.49.

Conclusion

The policies cited above focus on roadway expansion projects. Because this development is an operational improvement limited to one intersection, and because the applicant has provided information establishing the need for the project to improve operational characteristics of the highway, the Commission finds that the appeal raises no substantial issue.

5.3.2 Sensitive Habitats

Contention

The appellant expresses concern about the project's consistency with LCP Chapter 7 (Sensitive Habitats) in relation to the areas to be excavated and their proximity to wetlands.

LCP Policies

The policies applicable to this contention are Policy 7.3 Protection of Sensitive Habitats that prohibits development which would impact sensitive habitats and requires that development adjacent to sensitive habitats be sited and designed to prevent impacts to the habitats; Policy 7.14 Definition of Wetland; Policy 7.18 Establishment of buffer zones, that requires a 100-foot buffer zone around wetlands, and Policy 7.19 Permitted Uses in Buffer Zones that allows incidental public service purposes in buffer zones. The full text of these policies can be found in Appendix C.

Analysis

There are approximately 1,100 linear feet of drainage ditches within the project area which could be affected during construction of the project. These ditches were created during the construction of Route 1. Over the years, vegetation normally associated with wetlands has grown in these ditches to a point that the ditches qualify as wetlands under Policy 7.14. Consequently, the edge of Route 1 is currently 18 feet from these wetland areas. Although the proposed project will not require any grading within the wetland habitat, consistent with Policy 7.3, there will be some grading in adjacent areas approximately 5 feet from the wetlands. For the reasons explained above, Route 1 is currently within the 100-foot buffer zone required by Policy 7.18 for new development. Policy 7.19 allows "incidental public service purposes" within buffer zones. The widening of the existing public road for public safety operational purposes in this area will not result in a capacity increase and therefore qualifies as an "incidental public service purpose" consistent with Policy 7.19.

Conclusion

The wetland habitat in the project area developed alongside Route 1 after its construction resulting in the highway falling within the 100-foot buffer zone. The project, as approved by the County, will not directly impact wetland habitat. Thus the extent and scope of the development approved by the County is limited to development within the buffer. The necessary expansion and grading operations within the 100-foot buffer zone are considered "incidental public service purposes" because the widening of the existing public road for public safety operational purposes will not result in an increase of roadway capacity at the intersection. Given that the widening of the existing public road for public safety operational purposes qualifies as an incidental public service purpose, the Commission notes that consistent with LCP policy 7.16, the approved project is a permissible use in the wetland area as well as in the wetland buffer. Therefore the project, as approved, conforms with the applicable Sensitive Habitats policies of the LCP. The Commission finds that, based on the extent and scope of the development approved by the County and on the significance of the coastal resources affected, this contention raises no substantial issue.

5.3.3 Visual Resources

Contention

The appellant contends that the proposed retaining wall “would be very urbanized in appearance” and that it would obstruct the view of the adjacent wetlands. The appellant also contends that the signal poles will “totally destroy” the views of the entire bay that extend from Half Moon Bay to Princeton including Pillar Point Harbor. The appellant did not specify an LCP policy in particular but could be referring to policies 8.12 and 8.13.

LCP Policies

Chapter 8 of the San Mateo County LCP addresses visual resources. The applicable policies for this contention are Policy 8.12(b) General Regulations that requires that all new development in urban areas conform to the design criteria set forth in the County’s Community Design Manual, and Policy 8.13(a) 5, that calls for minimum blocking of views to or along the ocean. The full text of these policies can be found in Appendix C.

Analysis

The wetlands adjacent to the proposed project are in a ditch more than four feet below road level, on the landward side of Highway 1, and thus are currently partially out of sight from the roadway. The proposed retaining wall will be located between the wetlands and the roadway, on the east side of Highway one. Although most of the wall will be below grade when viewed from the road, it is possible that the barrier will block in part the view of the wetlands north of the intersection. However, the policies of the LCP protect views of the ocean and other scenic points and viewsheds; they do not address views of specific wetlands. In addition, the wall has been designed with the surroundings in mind and will be painted in tones to blend with the surrounding environment consistent with policy 8.12(b).

With regard to the signal poles, they could potentially be cluttered and out of character for the area. The Community Design Manual mentioned in policy 8.12 calls for all public utility structures to be designed to have an uncluttered appearance and should be subordinate to or blend with the natural setting and community. Although the applicant has not submitted any details on the signal lights or poles, condition 6 requires that the applicant submit such details for County review and approval and that the signal poles “be the minimum needed to achieve the goals of the project and maintain public safety”. This condition will ensure compliance with policy 8.12. In addition, although the placing of traffic signals will create a slight alteration of the view from any one point in their vicinity, they will have a minor impact on the overall view of the ocean at this intersection consistent with policy 8.13

Conclusion

The applicable LCP policies protect views of the ocean and establish design guidelines for public utility structures. The retaining wall does not impede the view of the ocean and the traffic lights will have an insignificant impact on the views from the intersection. Furthermore, the design of the retaining wall and the condition on the traffic lights are consistent with the design guidelines policy of the LCP. Based on the conditions imposed by the County and the degree of factual support for the County’s approval of this project, the Commission finds that the project, as conditioned, conforms to the requirement of the cited policies that development be designed to minimize interference with views of the ocean and shoreline and that it be subordinate to the natural setting. Thus the contention raises no substantial issue with respect to the approved project’s conformity with the policies of the LCP or the public access policies of the Coastal Act.

5.3.4 Safety

Contention

The appellant contends that the proposed bus stops would be dangerous.

LCP Policies

The most related policy to this contention is Policy 2.50(b) that limits projects on Route 1 to safety and operational improvements such as lane widening. The full text of the policy is included in Appendix C.

Analysis

The appellant raises a concern for safety with respect to the proposed bus stops, but does not cite an LCP policy that addresses such safety or explains how the proposed bus stops would be dangerous. The only LCP policy that might relate to this issue is contained in LCP Policy 2.50(b) (see Appendix C), and it states that roadway improvements on Route 1 should be limited to safety and operational improvements such as lane widening, wider shoulders and traffic lights. The purpose of the project approved by the County is to improve safety and traffic operations at the intersection. In fact, in this case, the design and location of the proposed bus pads and the roadway alignment are such that the bus pads will be out of the way of through traffic. The Commission also notes that improved bus service in this area of Highway 1 enhances public access.

Conclusion

Thus, this contention does not raise a substantial issue with respect to the approved project's consistency with the certified LCP or the access policies of the Coastal Act.

Contentions that are not related to the proposed project.

The following contentions by the appellant present potentially valid grounds for appeal in that they allege an inconsistency with policies of the certified LCP or with the public access policies of the Coastal Act. However, because the contention involves a project different from that now before the commission or the identified LCP policies do not apply to the approved project, the contentions raise no substantial issue.

5.3.5 Illegal road

Contention

The appellant contends that an unauthorized access road that was constructed adjacent to El Granada School, approximately 270 feet south of the project's southern limit (photos provided, see Appendix A) is an example of growth inducement by the project and a violation of policy 7.18 Establishment of buffer zones.

LCP Policy

Policy 7.18 Establishment of buffer zones, that requires a minimum buffer zone of 100 feet landward from the outermost line of wetland vegetation. The full text of the policy is included in Appendix C.

Analysis

The appellant asserts that the project has induced the construction of a physical development (the disking and widening of a nearby footpath). In relation to this adjacent development, the appellant cites LCP policy 7.18 which establishes a 100-foot buffer zone around wetland areas,

which the appellant alleges exist on the borders of this footpath. Although the appellant cites a policy contained in the LCP, the contention relates to past activities on adjacent property, not to the project now before the Commission on appeal.

Conclusion

Because the allegation does not address the proposed development as approved by the County, it does not raise a substantial issue of the approved project with the certified LCP.

5.3.6 Bike lanes

Contention

The appellant contends that the project does not include provisions for bike/pedestrian lanes. The appellant does not cite any applicable LCP policy but could be referring to policy 2.56.

LCP Policy

LCP policy 2.56 Improvements for Bicycle and Pedestrian Trails requires that Caltrans, at minimum, provide adequate right-of-way on new or expanded roadways to allow for future development of bicycle and pedestrian trails. The full text of the policy is included in Appendix C.

Analysis

The proposed project does not include any provision for designated bike lanes. However, policy 2.56 applies to developments of new or expanded roadways. The project approved by the County is neither. Nevertheless, under current conditions, at the intersection of northbound Route 1 and Coronado Street, there is no shoulder at all and the project, as approved, will allow for standard 2.4-meter (7.9 feet) shoulders at the intersection, which will improve transit conditions for cyclists at the intersection and into Coronado Street.

Conclusion

Because the project is not a type of development mentioned in the cited LCP policy, the policy does not apply to the subject project. Therefore this contention raises no substantial issue with respect to the project's conformity with the policies of the LCP or the public access policies of the Coastal Act.

Public Works

Contentions

The appellant contends that the County Planning Commission has failed to review government agency expansion plans and that the project is inconsistent with several policies of the LCP because the applicant failed to provide the information necessary to find that the requirements of the policies had been met.

LCP Policies

The policies that the applicant cites are Policy 2.5 Review of Public Works Projects, Policy 2.10 Growth Management, Policy 2.11 Monitoring of Phase I, Policy 2.12 Timing and Capacity of Later Phases, 2.13 Coordination with the City of Half Moon Bay, 2.52 Phase I Monitoring, Policies 2.57a(3) and 2.57c: Protecting Road Capacity for Visitors Through Transportation System Management Techniques (See Appendix C)

Analysis

Whether the County properly conducted its review of expansion plans by government agencies is not pertinent to the consistency of the approved project with LCP policies or public access policies of the Coastal Act. Furthermore, the approved project is an operational and safety improvement project and thus not part of an expansion plan for the county.

Policy 2.10 refers to residential land uses. The approved project is not a residential development.

Policy 2.11 addresses monitoring the need of land uses for public works. The proposed project is not a monitoring measure and therefore is not related to the cited policy.

Policy 2.12 relates to future development and capacity increases. The proposed project is not a capacity increase development, so there is no relation between the project and the policy.

Policy 2.13 relates to sewer capacity, which the project does not involve and future increase in capacity of public works facilities, which also does not apply to the project because it is an operational improvement.

Policy 2.52 addresses the obligation of Caltrans to monitor traffic in order to determine the need for roadway capacity increases. The permit submitted by Caltrans and approved by the County is for operational improvements, not for roadway capacity increase. Therefore, this policy does not apply to the project. Even if the policy did apply to this project, the applicant did present current traffic data in support of the need for the project when a permit application was submitted.

Policy 2.57 requires the use of certain management techniques in order to make best use of existing roadways during peak periods and to protect the capacity for visitors and to establish a monitoring plan to see if the techniques are successful. However, the approved operational improvement project is neither a transportation management technique nor part of a monitoring plan to which the policy refers.

Conclusion

As shown above, the project approved by the County is not addressed by the cited policies. Therefore, the Commission finds that the contention that the applicant failed to provide information to find that the project was in conformity with these policies raises no substantial issue.

APPENDICES

Appendix A

Appeal and related documents

Re: Application No. 2-SMC-00-102 -- Appeal
San Mateo County - PLN 1999-00619 -- CalTrans "Road Improvements"
Location: Intersection of Route 1 and Coronado Ave., El Granada

Page 1

The CDP and Categorical Exemption granted by San Mateo County from the above application are hereby appealed on the following grounds: San Mateo County's Local Coastal Plan (LCP) lacks a Circulation Element for Highway 1 in the Urban Mid-Coast. A Circulation Element is necessary to show what Highway 1 in the Mid-Coast will look like at "build-out". Please refer to Letter from Richard Gordon, President - San Mateo County Board of Supervisors to San Mateo County Planning Commission dated June 8, 2000 in which he confirms that there is no Circulation Element in the County's LCP - See Exhibit A. Without a Circulation Element there is no basis to compare the proposed expansion and signalization of Highway 1 at Coronado Ave. with applicable LCP policy requirements. Also, because of the lack of a Circulation Element we are left with a piecemeal expansion project that has nowhere to go and nothing to connect to. There will be no highway improvements on Highway 1 from Half Moon Bay through adjacent Miramar for ten years. Please refer to Memo from Richard Napier, Executive Director of C/CAG dated April 24, 2000 - Exhibit B. This project must be denied for lack of the Circulation Element, non-compliance with LCP Policies/CEQA, and other factors identified below. The Coastal Commission apparently needs to order the County to produce a Circulation Element.

There is no reason why the County should not have a Circulation Element in our LCP. With a population now close to 13,000, the San Mateo County Mid-Coast is already among the largest and most urbanized unincorporated areas of the entire Coastal Zone and is uniquely under development pressure because of the proximity of San Francisco (25 mi.) and Silicon Valley (40 mi.). We have ONE road to service that population, that being Highway 1. We need to know if and how Highway 1 will be able to service "buildout". Exactly what will Highway 1 look like at buildout? There is no way of knowing without a Circulation Element. If it cannot service buildout then the County will need to reduce the buildout figures. You will note that Half Moon Bay has a voter mandated 1% growth rate. Indications are that the County should be matching what Half Moon Bay is doing.

The proposed highway widening and signalization would be growth inducing. Currently three development proposals have already cited this highway widening/signalization project as "traffic mitigation". Those are Manrao Motel proposal, Ramada owner's bluff top hotel proposal and McCracken/Byers 1998 Mirada Surf Proposal. Others are standing in line to play the same game of "piling on" with regard to numerous projects using the same publicly-funded expansion project as a substitute for mitigation they would otherwise have to pay (if the system was working right in San Mateo County, instead of being managed by good buddies). Please note that Coastside residents and visitors to the area are already experiencing various degrees of traffic problems and "road rage" without the fruition of these development projects! The piecemeal house by house permitting by the County in the area known as "Shore Acres" Miramar is putting almost unbearable stress on the one access road (Medio) and Highway 1. "Shore Acres" amounts to an undeclared subdivision. The landowners have been allowed by the County to proceed on a house by house permit basis with NO consideration of the cumulative impacts. These cumulative impacts are affecting Highway 1, critical water resources, homes in the area and coastal resources such as creekbeds and the adjacent wetland/environmentally sensitive habitat areas in Mirada Surf, which has never been zoned or designated for residential development. It is RM/CZ, designated rural for protective reasons(*); it is also designated a park in the LCP and functions as a greenbelt that separates Miramar from El Granada and is a County Scenic Corridor. (*) The buffer strip areas and bluff areas are also designated rural - See Map - Exhibit E.

(Cont'd.)

Re: Application No. 2-SMC-00-102
San Mateo County – PLN 1999-00619 – CalTrans “Road Improvements”
Location: Intersection of Route 1 and Coronado Ave., El Granada

Page 2

The Mid-Coast Community Council, which represents the residents of the Mid-Coast has repeatedly requested a Circulation Element to no avail and expressed areas of serious concern. Attached are numerous communications in this regard for your reference. See Exhibits marked C.

The above named project does not comply with the San Mateo County LCP. LCP Policy 2.5 states “The Planning Commission will review for LCP compliance, annual and five year expansion plans of government agencies (including state agencies) and special districts.” No five-year plan was submitted by CalTrans for the Planning Commission to review. CalTrans has failed to comply with LCP Policy 2.5 and the County refuses to even recognize that as an LCP requirement to be complied with.

There are also concerns regarding environmental impacts and cumulative effects. Please refer to Memo from Jack Liebster of the California Coastal Commission to CalTrans, the County and members of the Mid-Coast Community Council dated March 29, 2000. He expressed concerns regarding the involvement of wetlands and conformance to LCP Chapter 7 policies, piecemealing and the capacity of Highway 1 to handle through traffic and conformance of LCP policies 2.52, 2.57(a)(3) and 2.57(c) – See Exhibit D.

A full Environmental Impact Report needs to be done due to the wetland/ESHA’s in the project area. This is a Coastal area with a Coastal character and fragile Coastal resources that need to be taken into consideration! There is a need for CalTrans to hold official public hearings to take place at the El Granada School on a weeknight for the residents of El Granada. And, CalTrans needs to officially study and consider OTHER ALTERNATIVES presented by our residents. Other alternatives do exist and were offered to CalTrans but were not properly evaluated or considered. See attached example -- Exhibit F – An alternative submitted to CalTrans by Leonard Woren who resides in El Granada.

CalTrans/San Mateo County has ignored Section 15300.2 “Exceptions” (d) of Article 19 of Title 14 of the California Code of Regulations that states “Scenic Highways” (Highway 1 is a Scenic Highway). “A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.” It also needs to be noted that both the East and West sides of Highway 1 where expansions and placement of four signal poles have been proposed are a part of a designated a County Scenic Corridor by San Mateo County General Plan Map 4.1M. No Categorical Exemption should have been allowed for this proposed project.

(Cont’d.)

Re: Application No. 2-SMC-00-102
San Mateo County - PLN 1999-00619 - CalTrans "Road Improvements"
Location: Intersection of Route 1 and Coronado Ave., El Granada

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Public Resource Code Section 21083 that is one of the sections cited as authority for the Federal Regulations provides in part:

21083: The Office of Planning and Research shall prepare and develop proposed guidelines for the implementation of this division (CEQA) by public agencies...

The guidelines shall specifically include criteria for public agencies to follow in determining whether or not a proposed project may have a "significant effect on the environment." The criteria shall require a finding that a project may have a "significant effect on the environment" if any of the following conditions exist:

- (a) A proposed project has the potential to degrade the quality of the environment, curtail the range of the environment, or to achieve short-term, to the disadvantage of long-term, environmental goals. The fact that there are adjacent wetlands and that thirty feet of land on each side of Highway 1 at this location has been slated to be excavated and hauled away indicates the need for a full environmental impact report to be carried out regarding this proposed project.
- (b) The possible effects of a project are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. (Need for Circulation Element)

Please refer to Policy 8.17 (c) - Alteration of Landforms: Roads and Grading states: "Control development to avoid the need to construct access roads visible from State and County Scenic Roads." Also refer to Policy 2.57(a)(3) - Protecting Road Capacity for Visitors through Transportation System Management Techniques -- Minimize the number of new road or driveway connections to Routes 1, 92, and 84 which do not serve recreation facilities. How will the County limit the access (including driveways) to this widened road? To do so would be growth inducing. There are cancer-like oversized houses being built on a parcel by parcel basis in "Shore Acres" (Miramar) where there is only one access road, Medio. The volume of traffic that enters and exits that one access road and on Highway 1 increases every day. Another example of growth inducement by this project is the unauthorized construction of an access road connecting to SR 1 in the project area. See Map -- Exhibit E1 (aerial photograph showing no access road compared to the attached photographs showing the illegal access road connecting to SR 1 from Santiago). There are multiple safety concerns that have been reported and it also requires Coastal Commission attention. The area behind the El Granada School is where this occurred and it is adjacent to wetland areas (*) in Mirada Surf. Only a footpath existed there as depicted by the aerial photograph. Half Moon Bay Fire Department's hired diskier was observed in June of this year diskering the footpath and also known wetland areas (*) at the front of Mirada Surf. (*) This violates Policy 7.17 - Buffer zones shall extend a minimum of 100 feet landward from the outermost line of wetland vegetation. The areas diskered were in the 100 foot buffer requirement of the wetlands/stream areas of Mirada Surf. Per Jack Liebster's Memo of March 29, 2000 - (See Exhibit D) wetlands are an issue with this proposed project which is in the proximity of the 100 foot buffer requirement.

(Cont'd.)

(*) Nov. 1998

Mirada Surf has been determined a Special Study Area containing wetlands and environmentally sensitive habitat areas by the California Coastal Commission.

Re: Application No. 2-SMC-00-102
San Mateo County – PLN 1999-00619 – CalTrans “Road Improvements”
Location: Intersection of Route 1 and Coronado Ave., El Granada

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This project also fails to comply with the following LCP Policies, since little or no information was even presented by the applicant upon which a valid finding that the policies were met could be made.

- 2.9 to 2.13 – Monitor public works utilization and coordinate expansion of elements with other agencies so as to avoid overburdening capacity of any element.
- 2.48, 2.49 -- Limit road capacity to peak commuter demand at LCP buildout, assuming LOS D and peak visitor use assuming LOS E.
- 2.52, 2.53 -- Establish road capacity by estimating buildout demand, considering the availability of funds and avoiding the overburdening of other public works.
- 2.57c -- Ensure that new residential development does not consume road capacity needed for the public access and visitor service priorities of the Coastal Act.
- 8.13 -- (a) 5 -- Montara-Moss Beach—El Granada:

To the extent feasible, design development to minimize the blocking of views to or along the ocean shoreline from Highway 1 and other public viewpoints between Highway 1 and the sea. Public viewpoints include coastal roads, roadside rests and vista points, recreation areas, trails, coastal accessways, and beaches.

Please note: This location (Coronado Ave. and Highway 1) is a very prominent and designated vista point. The views from this point encompass the entire half moon from the bluffs of Miramontes Point/North Wavecrest that are in Half Moon Bay to the bluffs of Mavericks/Radar Station in Princeton with views of the ocean, fishing boats and Pillar Point Harbor. The placement of four obtrusive signal poles would totally destroy these views for visitors to the area and impede the views of our residents who purchased their homes BECAUSE OF THESE VIEWS.

(Cont'd.)

Re: Application No. 2-SMC-00-102
San Mateo County -- PLN 1999-00619 -- CalTrans "Road Improvements"
Location: Intersection of Route 1 and Coronado Ave., El Granada

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Other concerns include the following:

There are real concerns regarding the areas proposed to be excavated for highway widening, because of existing wetlands on each side of Hwy. 1, both north and south of Coronado.

- (1) 820 linear feet SOUTH of Coronado is to be excavated and 30 feet of ground on EACH side of Hwy. 1 is to be excavated and hauled away.
- (2) 984 linear feet NORTH of Coronado is to be excavated and 30 feet of ground on EACH side of Hwy. 1 is to be excavated and hauled away.

There is NO provision for bike/pedestrian lanes. It is proposed that people would be able to use the shoulders of the highway. Of note is that the current shoulders in the area of Surfer's Beach draws parked cars on a routine basis especially on weekends. It is more than likely that the same thing would happen to the proposed shoulders that would extend from mid-Mirada Surf north to where the shoulders would be further broadened. There would be no room for bicycles or pedestrians.

The proposed 3 foot high cement retaining wall to be placed in front of the wetlands (the "face" of El Granada) would be very urbanized in appearance and is not appropriate for our Coastal community.

The proposed bus stops on each side of Hwy. 1 at Coronado would be dangerous. The existing bus stops within the community of El Granada are much safe and convenient for people. This is NOT El Camino Real! It is a scenic two-lane highway that facilitate our COASTAL Communities. It is not appropriate to require those wishing to board a bus to have to be where fast moving, air polluting, noisy vehicles speed in front of them.

These so-called "traffic improvements" would wind up causing traffic havoc. Road rage does exist; there is a tremendous problem of people who run red or yellow lights where pedestrians are put at risk daily. This proposed project is out of scale with our COASTAL community.

In summary, the proposed project proceeds from no apparent planning basis, other than an unsubstantiated manipulation of accident statistics. It represents piecemeal expansion in pursuit of an undocumented buildout configuration of Highway 1 in an already overdeveloped urban zone. It is growth inducing in that development applications are already coming forward to take advantage of the local capacity increase the expansion affords. It is out of scale and very out of character with our Coastal community. It would pose a threat to our fragile coastal environment and would present stacked traffic producing air pollution, dirt and noise. The failing bluff-top that is referred to as "Mirada Road" fails more with every storm and should not be referred to as an intersection. This project might be appropriate in a bayside area such as Burlingame, but it is very inappropriate for our fragile Coastal area. Visitors to the Coastside come to see and know something different than what they left, that is what Coastal Access is all about and promoted by the Coastal Act. Irreplaceable viewsheds and coastal resources need to be preserved, not exploited. Coastal resources and water are not renewable resources, once they are gone, they are gone forever. Full environmental review needs to take place and other, more suitable alternatives need to be investigated and implemented. (Cont'd.)

Re: Application No. 2-SMC-00-102
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Expanded highways and signalizations do not solve traffic problems nor would they solve the jobs housing imbalance we have here on the Coastside. The only real solution is to apply a 1% growth rate as in Half Moon Bay. San Mateo County has been flagrantly abusive in not enforcing or reviewing projects by well-established LCP policies – this abuse cannot continue. This and other project proposals will continue to be appealed until such time as the County exercises enforcement and reviews projects properly by our LCP policies. Finally, the Coastal Commission needs to require the County to produce a Circulation Element. Without that, no one knows where the LCP is taking us.

Barbara K. Mauz

Barbara K. Mauz, Appellant
P.O. Box 1284
El Granada, CA 94018

Phone: (650) 726-4013

Attachments:

- Exhibit A: Letter from Richard Gordon, President – San Mateo County Supervisors dated 6/8/00
- Exhibit B: Memo from Richard Napier, Exec. Director – C/CAG dated 4/24/00
- Exhibit C: Letters/Materials from the Mid-Coast Community Council
- Exhibit D: Memo from Jack Liebster, California Coastal Commission dated 3/29/00
- Exhibit E: San Mateo County Map of Rural Designated Lands in the Mid-Coast Area
- Exhibit E1: Map – Aerial photograph (2/14/97) which depicts no access road, only a footpath behind the playfield of the El Granada School *+ EIR Wetland Map*
(Also included in Exhibit E1 are an assessor's map depicting the area and comparison photos showing the illegal access road.) *(7 Photos labeled on back)*
- Exhibit F: Alternative submitted to CalTrans by Leonard Woren, El Granada resident
- Exhibit G: San Mateo County Map of Scenic Corridors
- Exhibit H: Article regarding toxic runoff from over-urbanization
(critical in areas close to the ocean) San Francisco Chronicle 6/8/00
- Exhibit I: Letter from Barbara K. Mauz dated 7/11/00 regarding Appeal/Board of Supervisors

Exhibit A

RICHARD GORDON

Board of Supervisors
County of San Mateo

June 8, 2000

Planning Commission
County of San Mateo
County Government Center
Redwood City, CA 94063

Dear Commissioners,

Last month you approved two Coastal Development Permits for highway improvement projects sponsored by CalTrans. One project was in El Granada and the other in Montara. Both were on Highway 1. It is my understanding that you requested that planning staff meet with me to discuss a long-range plan for Highway 1 on the coastside. We held such a meeting yesterday.

It became clear during the course of that meeting that there are multiple agencies involved with Highway 1. While CalTrans has ultimate responsibility for the road, any change to the road requires a Coastal Development Permit from the County of San Mateo. The Transportation Authority provides funding for road projects and C/CAG has been preparing a Countywide Transportation Plan and has responsibility for project funding under the State Transportation Improvement Program. At this time there are no plans for any significant change to Highway 1 in the unincorporated midcoast. CalTrans may consider additional improvements as part of regular safety enhancements in this area. There is, of course, the Devil's Slide Tunnel and there are some proposed changes in Half Moon Bay.

We believe that planning issues for Highway 1 can be addressed through the Local Coastal Plan review process that is beginning this summer. I will convene a focus group of technical staff from various transportation agencies including representatives from Half Moon Bay. I will ask this group to develop a range of scenarios for the future of Highway 1. These scenarios can then be presented to the community for consideration during the LCP review.

I do believe that this process will address your concerns, but I am available to discuss this further with you.

Sincerely,



Richard Gordon

Cc: Board of Supervisors
Midcoast Community Council
Terry Burnes
George Bergman



County Government Center
401 Marshall Street
Redwood City, CA 94063

Direct (650) 363-4569
Coastside (650) 573-2222
Fax (650) 599-1027

C/CAG AGENDA REPORT

Date: April 24, 2000

To: City/County Association of Governments
From: Richard Napier, Executive Director
Subject: Analysis of Transportation Authority's (TA) Proposed Measure A Extension Program Distribution

RECOMMENDATION

Review and comment on Transportation Authority's (TA) proposed Measure A Extension Program Distribution. Forward comments to the TA. Staff recommends no reallocation of funds allocated to programs.

FISCAL IMPACT

TA staff estimates that if Measure A is reauthorized, it would generate \$1,080 million over a 20-year period. The proposed Program Distribution shows how the \$1,080 million would be allocated to transit, highways, and other programs.

BACKGROUND/DISCUSSION

The San Mateo County Transportation Authority has initiated a planning process for the reauthorization of Measure A (one-half cent sales tax). A draft policy component, which includes goals, strategies, and a proposed distribution of funds to programs.

The draft goals and strategies are laudable and very consistent with the draft goals and policies of the Countywide Transportation Plan (CTP). C/CAG staff has analyzed the proposed distribution of funds to determine if the allocations are enough to complete currently adopted capital improvement programs. Staff has found that allocations for CalTrain, and Bicycles are barely adequate to complete current capital programs, while the allocations for New Highway Construction and Local Streets and Roads are not adequate. Thus, most of the \$1,080 million in projected new Measure A funds will need to be allocated to current capital programs and not much would be available for major new programs. Grade Separations is the only allocation that staff has found more than adequate. Grade Separations appears to have a \$50 million excess.

Staff does not recommend the redistribution of allocations, except for perhaps the \$50 million in Grade Separations, because in most cases there is just enough projected funding to complete adopted capital programs.

The attached analysis documents these findings.

GENERAL COMMENTS

C/CAG Strongly Supports Reauthorization of Measure A

The reauthorization of Measure A is absolutely essential for the environment and economy of San Mateo County in the 21st Century. Without the extension of Measure A, funds would be lacking for critical highway and transit projects that help improve mobility, reduce congestion, and stimulate economic activity.

Local funds generated in San Mateo County are anticipated to account for 43 percent of the entire amount of funds available to help build major roadway and transit projects in the next 10 years. Without reauthorized Measure A funds, the County would have to rely on federal and State funding which would be totally inadequate.

C/CAG recommends that the Transportation Authority pursue an aggressive campaign to inform the citizens of San Mateo County of the need to reauthorize Measure A. This campaign should inform citizens of the valuable roadway and transit improvements that Measure A has helped fund and build, as well as those critical improvements that could be undertaken with reauthorized funds.

SPECIFIC COMMENTS ON PROPOSED PROGRAM DISTRIBUTION

TRANSIT

CalTrain

Based on adopted capital improvement programs, the proposed new Measure A allocation of \$302 million seems adequate to meet identified needs for the following reasons. By 2010, the CalTrain Rapid Rail Plan should be completed and paid for. However, the Rapid Rail Plan did not include capital costs for the needed acquisition of new rolling stock. The CalTrain Strategic Plan estimated costs for needed new rolling stock to be \$553 million. San Mateo County's one-third share of this cost would be \$184.3 million. Thus, the new Measure A allocation would completely fund the cost of \$184.3 million for new rolling stock and leave a balance of \$117.6 million. This balance of \$117.6 million could be used for needed station access improvements within San Mateo County, such as parking. No estimate, however, has yet been made for the cost of station access improvements in San Mateo County. If \$117.6 million were not enough for these improvements, STIP funds could be used. It is estimated that STIP funding over the 20-year reauthorization period would equal \$400 million at \$20 million year.

Dumbarton

This allocation should be incorporated into the CalTrain allocation. There is no reason to separate out a specific CalTrain improvement. It is questionable if one improvement to the existing system should have exclusive right to future funds, when it as yet has not been adopted as part of a capital improvement program.

Paratransit

To be completed.

Shuttles

Based on current expenditures for SamTrans and JPB shuttle programs, the proposed new Measure A allocation of \$65 million seems adequate to meet identified needs for the following reasons. The current level of spending is about \$4 million per year. The \$65 million allocation over 20 years of the life of a new Measure Expenditure Plan yields \$3.25 million per year, just short of the current funding level. However, SamTrans wants to use the \$65 million allocation to fund new shuttle programs, while continuing to use existing revenue sources (e.g.: AB 434) for maintaining the current service levels. In effect, the \$65 million allocation would help double shuttle services in San Mateo County.

HIGHWAYS

New Construction

Based on the TA's adopted Strategic Plan, the proposed new Measure A allocation of \$259 million does not seem adequate to meet identified needs for the following reasons. There are ten roadway projects in the TA's adopted Strategic Plan that will not be completed by 2010 because of insufficient Measure A and STIP revenues. These projects total \$435.6 million in costs. The proposed new Measure A allocation of \$259 million would leave a shortfall of \$176.6 million. Thus, there would be no Measure A funding available for other projects beyond those ten which are currently programmed but unfunded.

Since Measure A projects have been traditionally augmented by STIP funds, this shortfall could most likely be eliminated by a contribution of STIP funding. It is estimated that STIP funding over the 20-year reauthorization period would equal \$400 million at \$20 million a year. If \$176.6 out of the \$400 million is used to make up for the shortfall, \$223.4 million in STIP funds remain for new projects. If all of the \$223.4 million were allocated to roadway projects, it is estimated that only about five roadway projects (\$45 million per project) could be built in the 20-year reauthorization period. However, it is unlikely that all STIP funds would go to roadways, because some STIP funds will probably be needed for other CalTrain improvements. Thus, less than five new

roadway projects could be built in the 20-year reauthorization period. This is, most likely, significantly less than the number of new projects that will be identified.

Given the likelihood of continued growth in the Bay Area and California beyond the year 2010, demand for travel and congestion will continue to increase. Five roadway projects or less completed within the 20-year reauthorization period would unlikely match the need for new construction. Thus, the allocation of \$259 million seems to be inadequate.

The reduction of highway congestion is critically important, because highways carry not only cars and commuter but also trucks with valuable freight which is essential to the economy of San Mateo County.

The ten Strategic Plan roadway projects that need to be funded by reauthorized Measure A funds are: (1) 1-Within Half Moon Bay, (2) 84-Bayfront Extension Marsh to Woodside, (3) 92-101 to 280 Uphill Lane, (4) 101-Candlestick Interchange Reconstruction, (5) 101-Broadway Interchange Reconstruction, (6) 101-University Interchange Reconstruction, (7) 101-Sierra Point to SF County Line Auxiliary Lanes, (8) 101-San Bruno to Sierra Point Auxiliary Lanes, (9) 280-EB 1 to SB 280 and Serramonte, and (10) Crestview Drive Connection.

Local Streets

Based on MTC estimates, this allocation for rehabilitating and maintaining local streets and roads does not seem adequate to meet identified needs for the following reasons. By 2010, there will be over a \$135.6 million shortfall for local streets and roads. An allocation of \$216 million would leave a surplus of \$80.4 million. However, shortfall would continue to grow after 2010 because the deteriorating condition of more and more local streets and roads would necessitate repair and maintenance costs. Staff estimates that during the 20-year Measure "A" Reauthorization period, a shortfall of \$190.8 million would occur (\$135.6 million for each 10-year period from 2010-2030).

OTHER PROGRAMS

Grade Separations

Based on the Strategic Plan, this \$108 million allocation seems more than necessary. The current Strategic Plan lists only three grade separation projects with a total cost of \$50 million. It is unlikely that additional grade separation projects would be desired, because the most critical ones would have been completed and cities in general have not voiced support for building new ones.

Bicycles

Based on the draft Comprehensive Bikeways Route Plan, this \$11 million allocation seems adequate to meet identified needs for the following reasons. It is adequate to

help complete the Comprehensive Bikeways Route Plan capital program of \$28 million, because it is estimated that TDA funding of \$500,000 over the next 25 years would generate about \$15 million which would bring total funding up to \$26 million, just short of the \$28 million target.

TSM/TDM

To be completed.

MD:fc - MDLK0630_WFU.DOC

Attachment

STRATEGIC PLAN ROADWAY PROJECTS
THAT WILL BE COMPLETED BY 2010

(Due to Availability of Anticipated Measure A and STIP Revenues)

1	Fassler to Westport Widening	
84	El Camino to Broadway Widening	
101	Third to Millbrae Auxiliary Lanes	
101	Willow Road Interchange Reconstruction	
101	Marsh to Santa Clara Co. Line Auxiliary Lanes	
280	380 Local Access Improvements	
	TOTAL COST	\$166.5m (\$233.5m)

STRATEGIC PLAN ROADWAY PROJECTS
THAT WILL NOT BE COMPLETED BY 2010
(Due to Lack of Measure A and STIP Revenues)

1	Within Half Moon Bay	
84	Bayfront Extension Marsh to Woodside	
92	101 to 280 Uphill Lane	
101	Candlestick Interchange Reconstruction	
101	Broadway Interchange Reconstruction	
101	University Interchange Reconstruction	
101	Sierra Point to SF County Line Auxiliary Lanes	
101	San Bruno to Sierra Point Auxiliary Lanes	
280	EB 1 to SB 280 and Serramonte Blvd.	
280	Crestview Drive Connection	
	TOTAL COST	\$435.6m

POSSIBLE 101 INTERCHANGE IMPROVEMENTS

Candlestick

Oyster Point

Grand

380

San Bruno

SFIA

Millbrae

Broadway

Peninsula

3rd

92

Hillsdale

Ralston

Holly

Whipple

Woodside

Marsh

University

Total Estimated Cost \$540 million (\$30 million x 18 interchanges)

- Exhibit C -
1 through 5

①

Midcoast Community Council
P.O. Box 64
Moss Beach, CA 94038

An elected Municipal Advisory Council of the San Mateo County Board of Supervisors
Serving 12,000 Coastal Residents

May 24, 2000

San Mateo County Planning Commission
455 County Government Center
Planning and Building Division
Redwood City, CA 94063

Dear Commission President Bomberger and Planning Commissioners,

The Midcoast Community Council held a Special Meeting on May 17, 2000, to discuss the proposed Highway 1 improvement projects for El Granada and Montara. Both of these projects have been subjects of public concern and debate for the past few years. As evidenced by the six documents which accompany this letter, there is Council correspondence dating back to 1998 which outlines community concerns and recommendations regarding the projects.

The Council considered each of the projects separately, as your Commission will also do. Caltrans District Office Chief Bijan Sartipi was in attendance to answer questions and supply information. We greatly appreciate his willingness to make himself available to meet with the public. After hearing comments from several local residents and engaging in extensive discussion, the Council voted unanimously, 6-0 with one member absent, to approve the El Granada project with two conditions. The first is that two significant trees located to the south of the project not be removed and that the tree removal issue be clarified in the project description. The second is a request that the County begin work with all relevant agencies on a Master Plan for Highway 1 for the area from Pacifica to Half Moon Bay and that no further "spot improvements" be advanced until the Master Plan has been prepared.

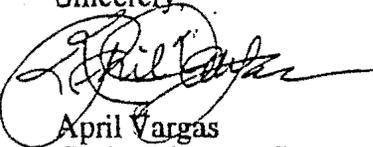
Following comments from the public and due deliberation regarding the Montara project, the Council voted 4-1, with one member abstaining and one member absent, to make the following recommendations: the Council supports the closing of 10th St. at Highway 1, the opening of 9th St. to provide access to Highway 1 and lowering the speed limit to 45 mph within the proposed project area. We do not support the addition of extra lanes until the aforementioned initial improvements are in place and it is shown that that the additional lanes are still necessary. The Council further requests that the County begin work with all relevant agencies on a Master Plan for Highway 1 for the area from Pacifica to Half Moon Bay and that no further "spot improvements" be advanced until the Master Plan has been prepared.

The Midcoast Community Council is eager to work with the County and any other appropriate agency to begin the Highway 1 Master Plan process. We want to encourage the spirit of cooperation which has continued to develop between our locally elected representatives and our County/regional government.

As you continue to review the proposed Highway 1 improvements, please do not hesitate to contact me with any questions or comments you might have.

Thank you for your careful consideration of this matter.

Sincerely,



April Vargas
Chair, Midcoast Community Council
650-728-5215
april@montara.com

cc: Supervisor Rich Gordon
Mike Scaller, San Mateo County Project Planner
Bijan Sartipi, Caltrans District Office Chief

May 9, 2000

Exhibit C (2)

To: Terry Burnes
Planning Administrator
Environmental Services Agency
Planning & Building Division - PLN 122
455 County Center, 2nd Floor
Redwood City, CA 94063

cc: Supervisor Rich Gordon
Bijan Sartipi, Caltrans
Chris Kern, California Coastal Commission
Michael Schaller, Project Planner
MidCoast Community Council

FAX: 2 pages

**To: Michael Schaller,
SMCo Project Planner
650.363.4849**

**From: Chuck Kozak, Laura Stein
MCC Members**

re: Your letter of March 7, 2000 to Bijan Sartipi of Caltrans regarding Highway 1 improvements in Montara and El Granada.

Dear Terry:

Chuck Kozak talked with Mike Schaller Monday night after the Agricultural Advisory Committee meeting, and Mike mentioned the current status of the Caltrans CDP applications for the Highway 1 improvements in Montara and El Granada. This reminded us to finish this letter, which we had started more than a month ago when we first received a copy of the above referenced letter. Mike mentioned that it was now planned to bring these applications before the Planning Commission on May 24th, so we thought it important to offer comments to the issues discussed in the letter.

As you may know, the MidCoast Community Council has been following these proposals closely since they were first submitted for review, and has had discussions of them numerous times at our regular and committee meetings. Highway 1 is the only way in and out of our communities - it is the only way to get from one town to another. It is the only way we get to work, get our kids to schools, go shopping or anywhere else beyond our immediate neighborhoods. MidCoast residents are naturally intensely interested in any plans for the Highway, and what effects it may have on our daily lives and future development on the coast.

First, we are disappointed that the Council was not informed of the meeting described in the letter, nor had any means of participation in this discussion, as well as subsequent meetings we understand occurred with staff, Caltrans, and the Coastal Commission. From the comments described in your letter, we do not feel that the Council's and our community's concerns and opinions were properly represented.

From its first review of these projects, the Council has requested that Caltrans provide an overall traffic plan for Highway 1 on the coast, so that we could better understand how these two projects relate to the total changes proposed for Highway 1. There are proposals for multiple traffic lights within the city limits of Half Moon Bay, there are large developments proposed for along the Highway (Harbor Village, new hotels & developments in Half Moon Bay), there is still talk of a traffic signal in Moss Beach, the Airport Master Plan contains expansion plans for Half Moon Bay airport that would bring heavy traffic demand onto that section of the Highway, etc. We need to know what the plan is for Highway 1 at buildout.

This information was also requested by Jack Liebster of the Coastal Commission in both his initial referral response of 11/23/98: "... Are there other such signal projects planned? If so, they should be processed together to avoid 'piecemealing'. How will this (and other proposed signal projects) affect the capacity of SR1 to handle through-traffic re LCP policy 2.52 and 2.57(a)(3) and 2.57(c)..." and in a follow-up memo of 6/11/99: "... that as one element of related similar projects

along the same facility (Hiway 1), the cumulative impact of all the signalization projects should be addressed."

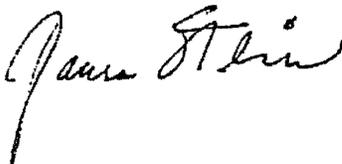
In point 5 of your March 7 letter, you address the subject of Public support/opposition as relayed by Mr. Sartipi. We would like to point out that although the Council may have taken positions in favor of the *concept* of safety and traffic improvements in these two areas of the Highway, there has been substantial disagreement with the actual configuration of the proposed improvements. In particular, a community petition against the configuration of the Montara improvements was presented to Mr. Sartipi at our 12/8/99 meeting, when he presented the latest update on the projects. I see no mention of this petition, or other opposition in your report, and I gather from Mike's description of the current project configuration that few, if any, of the concerns (timing of the El Granada signal, impacts on businesses in Montara, alternate configurations, etc.) raised by community members at that meeting have been addressed. Copies of the videotape of this meeting have been supplied to both Mike Schaller and Supervisor Gordon.

The schedule of these projects, as described by Mike, leaves no time for the MCC to review the applications in their final form before the scheduled Planning Commission hearing on May 24th. It may be that our Planning & Zoning Committee could have time to review them at its regular meeting on May 17, but we cannot speak for the rest of the Council in making this determination. Mike did say that he would forward copies of the applications and plans to me as soon as possible. To facilitate what little time there is to review the completed applications, we would also request that the Council receive copies of the source materials described in your March 7 letter that Caltrans has agreed to supply to the County:

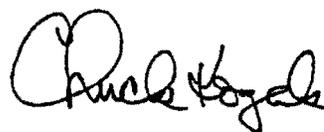
- additional documentation of Caltrans' CEQA/NEPA analyses and review processes,
- additional information as to the traffic and other problems the Montara project is designed to address and how the project has evolved to date, including various alternatives which have been evaluated and rejected and why,
- traffic data produced to clarify the source of traffic which creates congestion at the El Granada project and the potential contribution to that congestion of traffic generated by Mirada Surf, if it were to be constructed,
- summaries of the public involvement process to date for these projects.

We appreciate the County's diligence in following through on this process, especially in its continuing review of Caltrans' environmental documentation and CEQA analysis, and continued insistence on receiving substantiating data on traffic, wetlands, evaluated alternatives, analysis, and justifications to help the County with the permitting process. We understand that Caltrans has a deadline to get these projects into the funding process, and we would not want to see public safety jeopardized because of an incomplete public review process. Our personal opinion is that these projects, without adequate final review by the community and the satisfactory addressing of major issues and concerns, are likely to be appealed to the Board and, if necessary, to the Coastal Commission. This would only delay implementation of these projects and deny the coastal communities adequate and appropriate safety improvements to Highway 1. We will do what we can to facilitate a timely review, but with this tight of a time frame, we can't make any promises. Thanks for your time and attention.

Respectfully,
MidCoast Community Council members



Laura Stein
PO Box 246, El Granada CA 94018
650.712.0225



Chuck Kozak
PO Box 370702, Montara CA 94037
650.728.8239

**MidCoast Community
Council
PO Box 64
Moss Beach, CA
94038**

Memo

To: Laura Thompson
From: MidCoast Community Council
Date: 12/01/98
Re: Referral of Planning Permit Application: CDP98-0075, X-Ref. File No. ENV98-0288
Property Owner: Caltrans
Project Location: Highway 1, El Granada, Montara
Project Description: Traffic and drainage improvements

Request for Environmental Impact Report

The Midcoast Community Council and the Planning and Zoning Committee both voted in support of the following:

- the subject projects require the preparation of an Initial Study to determine the appropriate level of environmental review
- the EIR process should meet the requirements of any other project covered by CEQA, the Coastal Act, and the LCP
- this would include at a minimum an Initial Study and Environmental checklist, followed by a focused EIR or a complete EIR. Either EIR should address the cumulative impact of any project that contributes to implementation of the Route 1 buildout plan.

Although we are aware that it is unusual for an EIR to be done for a traffic light our decision and vote was based on the following:

The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.

Comprehensive Regional Highway Plan for Route 1

Consider the following excerpts taken from the Coastside Subregional Planning Project, sponsored by The Association of Bay Area Governments (September 1998), pg. 15, Issue 1:

Mobility:

Between 1995 and 1996 San Mateo County experienced a 125% increase in congestion, a rate more than double any other county in the Bay Area. According to the 1995 San Mateo County Congestion Management Plan, the subregion currently suffers from some of the worst peak-hour congestion in the County. More recent data in the June 1997 San Mateo County Transportation

Plan (CTP): Alternatives Report indicates that by 2010 Highway 1 and 92 will operate at the lowest level of service (LOS F) during peak commute times and that the maximum foreseeable public investments in highway and transit improvements will not be able to prevent congestion from getting even worse.

In light of the above information, it is obvious that any project that has an effect on traffic on SR1 has the potential for major impacts on coastal mobility. This is a highway system. It is not just one intersection. Highway 1 is the only primary roadway linking all Coastsides communities. Regional planning, based on current data (*Caltrans's background study for these two intersections is outdated, having been done in 1992), is required, incorporating the plans of not only the Midcoast, but also Pacifica and Half Moon Bay. It is reported that Half Moon Bay has planned 11-16 stoplights on Route 1. These impacts must be accounted for. Therefore, an EIR for this project and all subsequent projects would prevent "piecemealing".

We must know what SR1 will look like on the Midcoast with another 3000-5000 cars added to the peak commute hours (build-out) – then we can evaluate the traffic light in its proper context. Without a comprehensive buildout plan for Route 1 in the urban area, there is no other basis by which to evaluate the merits of what has been proposed relative to other alternatives, including the no project alternative.

Without a comprehensive plan how can Caltrans be adhering to our Local Coastal Plan? See Public Works Component of the Local Coastal Program Policies, 1998 Update see Public Works Components pg. 2.2, Capacity Limits: *Limit development or expansion of public works facilities to a capacity which does not exceed that needed to serve buildout of the Local Coastal Program.*

***LCP – Ordinance Conformity**

It appears that Caltrans is not adhering to the LCP, in light of their outdated data. See Public Works Component of the Local Coastal Program Policies, 1998 Update Pg. 2.2, section 2.4, Ordinance Conformity

As a condition of permit approval, special districts, public utilities and other government agencies shall conform to the County's zoning ordinance and the policies of the Local Coastal Program. Section 2.5 Review of Public Works Projects

- a. Require implementation in the coastal Zone of Sections 65401, 65402 and 65403 of the Government Code which require all governmental bodies, including special districts, to submit to the Planning Agency a list of the proposed public works recommended for planning or construction during the ensuing fiscal year. Require that the Planning commission review these lists for conformance with the Local Coastal Program.
- b. Require that each governmental body in the Coastal zone, including special districts and State agencies, prepare five- (5) year Capital Improvement Programs as allowed by Section 65403 of the Government Code. Require that the Planning Commission review these Capital Improvement Programs for conformance with the Local Coastal Program

Project Application Is Inappropriate

There are two separate projects being considered in a single permit application, see project description: In El Granada, at Coronado Ave., install traffic signal and construct left and right turn lanes. In Montara, at 10th St., construct left and right turn lanes and construct minor modifications to 9th St. These projects are not related in any way— each has their own separate issues to be addressed. Each project needs to be considered individually while requiring its own permit application.

Alternatives Examined

Alternative projects need to be examined, by trained traffic engineers. The Council has requested this of Caltrans several times. Their response has been to have members of the community mail in their ideas. An EIR would allow alternatives to be thoroughly studied.

A simple example to point out the importance of examining all alternatives: The Caltrans right-of-way is important property for solutions to some of our present and future transportation challenges. Thinking about a future transportation system for the urban and rural areas of the San Mateo County Coastside, the right-of-way is wide enough to consider facilities parallel to the two-lane highway but separated from it for such things as shuttle/school buses and bicycle paths in the urban/HMB corridor, and, on the South Coast, the California Coastal Trail where it cannot go along the ocean because private property on the west side of 1 goes all the way to an impassable rocky shoreline.

Two-Lane Scenic Corridor

There is the issue of Route 1 being maintained as a two-lane scenic corridor. See Section 30243 of the California Coastal Act- Public Works Facilities:

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Funding

There are several questions to be answered regarding funding of this project. See attached letter to Thomas Casey, October 30, 1998, from the Midcoast Community Council.

Notes Regarding Environmental Information and Hazardous Waste Site Disclosure Form - "Environmental Information" check boxes:

f. Affect or be affected by a natural drainage channel or floodplain?

Should be checked yes

g. Affect the amount or pattern of pedestrian or vehicular traffic?

Should be checked yes

j. Create an obvious change in the existing or surrounding land use?

Should be checked yes

j. Increase development pressures in the vicinity or encourage changes in the use of nearby properties?

Should be checked yes

There are several crucial environmental impacts that require in-depth analysis:

What effect will this project have on wetlands? See Section 30233 of the California Coastal Act: (a) the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following.... (5) Incidental public

service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

It is noted there will be modifications to existing drainage systems and involves discharge into surface waters or storm drains. What impact will this have on wetland drainage? What other state agencies should be involved in commenting on this project? I.e. CA Waste Mgmt Bd., CA EPA, Water Quality etc. An EIR would insure that all proper state agencies could comment on this project.

What type of digging and excavation will this require on environmentally sensitive coastal lands? It is noted that the project will require major earth moving with grading over two feet in depth or height, on a 20% slope or greater with 7200 cubic yards of earth.

The Council is confused as to what exactly is being proposed for 10th St. in Montara. We request that a map be provided for this site.

Exhibit C (4)

Midcoast Community Council
P.O. Box 64
Moss Beach, CA 94038
(650) 728-2129 (voice and fax)
www.montara.com (WEB Page)

Serving 12,000 residents

30 October 1998

Thomas F. Casey, III, County Counsel
Hall of Justice and Records - Third Floor
401 Marshall Street
Redwood City, CA 94063

Re: Status of Proposed Intersection Improvement at Coronado Street and State
Route 1

Dear Mr. Casey:

The Mirada Surf Draft Environmental Impact Report ("Draft EIR") depends heavily on the proposed CalTrans intersection improvement at Coronado Street and State Route 1 ("proposed Highway 1 project") as mitigation for the traffic impacts of this proposed project. In the Draft EIR, the proposed Highway 1 project is described as planned and funded. To the best of our knowledge, no Coastal Development Permit ("CDP") or Coastal Development Exemption has been obtained by CalTrans for the proposed Highway 1 project.

1. State CEQA guidelines prohibit a categorical exemption for a project "which may result in damage to scenic resources."¹ The Guidelines then go on to state, "this does not apply to improvements which are required as mitigation for a project for which a negative declaration or EIR has previously been adopted or certified." Would the effect of certification of a Final EIR for the proposed Mirada Surf project by the San Mateo County Board of Supervisors, based on the existing discussion and text in the Draft EIR, essentially constitute a grant of a Coastal Development Exemption for the proposed Highway 1 project?
2. If the answer to the immediately preceding question is "Yes," what public notice is required that the County is, in effect, considering granting a Coastal Development Exemption so that the public may exercise its rights under the Ralph M. Brown Act to testify before the decision making body? When has such required notice, if any, been given?
3. State CEQA guidelines further prohibit a categorical exemption for a project "which may cause a substantial adverse change in the significance of a historical resource."² What is the procedure for making this determination, if not as part of an Environmental Impact Report or Coastal Development Permit? How may the public participate in presenting evidence regarding the potential adverse impact on historical resources of the proposed projects (both

the Highway 1 and Mirada Surf projects) if certification of the Mirada Surf EIR effectively precludes the requirement for review of the proposed Highway 1 project?

4. It is our understanding that, under State law, a body such as the Board of Supervisors cannot require an "exaction" as a condition of approval to pay for an existing improvement that serves a development. Is there such a general principal, and can you provide a reference to the appropriate sections of the relevant state codes where we could research this issue further?
5. If there is such a prohibition, at what point in the preliminary discussion of a project, consideration of alternatives, search for funding, securing of necessary permits and approvals, actual construction, etc., does a development proposal become protected from participating in the funding of the improvement? In other words, if there has been talk of improving an intersection, but nothing is yet built, can a condition of approval for a proposed project require payment of the funds necessary to build the intersection improvement on which the project depends for mitigation? How much must things have progressed beyond talk towards construction before the costs can no longer be extracted from the development through conditions of approval? Has the proposed Highway 1 project reached this point? What dates are used in making such a determination, e.g., date an application is filed, date an application is approved, etc.?

Thank you for your attention to these questions of concern to our community.

Sincerely,

David Spiselman
Chair, Midcoast Community Council

Cc:
San Mateo County Supervisor Richard Gordon
Coastal Commission
San Mateo County Planning Commission

Exhibit C
5

PARKIN & SUGAR

Attorneys at Law

5540 GLEN HAVEN ROAD
SOQUEL, CA 95073
TELEPHONE: (408)462-2053
FACSIMILE: (408)462-6815

WILLIAM P. PARKIN

KEITH A. SUGAR

June 19, 1998

Mr. Bijan Sartipi, P.E.
District Office Chief
Caltrans, District 4-Design West-Peninsula
P.O. Box 23660
Oakland, CA 94623-0660

RE: *Widening route 1 to include the left and right turn-lanes at the following two locations: Location 1 - At the intersection of Route 1 and Mirada Road, in El Granada, in San Mateo County. The limit is 200 feet north and south of Mirada Road. Location 2 - At the intersection of route 1 and 10th Street, in Montara, in San Mateo county. The limit is 200 feet north of 10th Street and 800 feet.*

Dear Mr. Sartipi,

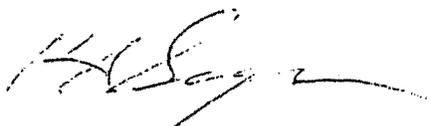
I submit the following comments on the above referenced projects on behalf of the MidCoast Community Council. The Planning and Zoning Committee of the Council unanimously finds that the subject projects require the preparation of an Initial Study to determine the appropriate level of environmental review. We are also concerned that without a buildout plan for Route 1 in the urban area, there is no other basis by which to evaluate the merits of what has been proposed relative to other alternatives, including the no project alternative.

It is our understanding that Caltrans is preparing the Categorical Exemption/Exclusion (No. 21084 of the Public Resources Code) document for these projects: meaning they have studied the projects and are giving assurance, that there are no significant items of concern which would otherwise require a full environmental report. Based on the scope of these projects, a fair agreement exists that significant environmental impacts to the environment will occur.

We believe that the EIR process should meet the requirements of any other project covered by CEQA, the Coastal Act, and the LCP. We expect that this would include at a minimum an Initial Study and Environmental checklist, followed by a focused EIR or a complete EIR. Either EIR should address the cumulative impact of any project which contributes to implementation of the Route 1 buildout plan.

Mr. Bijan Sartipi, P.E.
June 19, 1998
Page 2

Very truly yours,

A handwritten signature in black ink, appearing to read "K. A. Sugar", with a long horizontal flourish extending to the right.

Keith A. Sugar

Cc: Ed Pang, Director for Environmental Planning South

California Coastal Commission

45 Fremont, Suite 2000
San Francisco, CA 94105-2219
Voice and TDD (415) 904-5200 • CALNET 539-5200

FAX COVER SHEET

Date: 3/29/00 Time: 12 noon Number of Pages including this cover sheet: 2

To: Chuck Kozak From: JACK LIEBSTER

Company: _____ Unit: NORTH CENTRAL COAST DIST

Address: _____ Telephone Number: (415) 904-5260

FAX Number: 650 728 8239 Direct FAX = (415) 904-5400 CALNET = 539-5400

Remarks: Urgent For your review Reply ASAP Please comment Other

CHUCK - here's a copy of my momentous memo + the attachment - Jack

California Coastal Commission

45 Fremont, Suite 2000
San Francisco, CA 94105-2219
Voice and TDD (415) 904-5200 • CALNET 539-5200

FAX COVER SHEET

Date: 6/11/99 Time: 4 pm Number of Pages including this cover sheet: _____

To: Laura Thompson SMCo. Planning From: JACK LIEBSTER

Laura Stein MCEE
Company: Stefan Galvez, Caltrans Unit: NORTH COAST

Address: Re: Steve Terry Telephone Number: (415) 904-5260

FAX Number: 415 363 4849
916 507 1074
916 510 226 5513 Direct FAX = (415) 904-5400 CALNET = 539-5400

Remarks: Urgent For your review Reply ASAP Please comment Other

Dear Laura, Laura & Stefan,

I have been contacted, ^{recently} by various people about the attached CDP 98-0075 by Caltrans for traffic & drainage improvements in Montana, and just want to reiterate that if it involves wetlands, it requires a CDP, and that as one element of related similar projects along the same facility (4way1), the cumulative impact of all the signalization projects should be addressed.

Laura T - please call me if you determine the project is exempt. Thanks JT.



CCC World Wide Web Location
<http://ceres.ca.gov/coastalcomm/index.html>

Exhibit D

TO LAURA THOMPSON (11/23/98)

File No(s): DP98-0075

5. Decision Maker: Staff Zoning Hearing Officer
 Planning Commission Board of Supervisors

Comments on Proposed Project

State any comments, concerns or recommendations you have with regard to this project. Please be specific in project references. Attach additional sheets as necessary.

No Comments Refer to Permit*Plan for

Comments

Comments:

It appears the proposed work may involve wetlands and should
therefore conform to LCP Chap. 7 policies
Are there other such signal projects planned? If so they should be
processed together to avoid "piecemealing"
How will this (and other proposed signal projects) affect the capacity of SR1 to
Recommended Conditions of Approval handle through-traffic re LCP policy 2.52
and 2.57(a)(3) and 2.57(c)

List any conditions which you would recommend be imposed if the project is approved. Again, please be specific, use exact wording and indicate any adopted plans, policies or ordinances upon which your recommendations are based. Attach additional sheets as necessary.

No Recommended Conditions Refer to Permit*Plan for

Conditions

Refer to Attached Material for Conditions

Conditions:

Printed Name of Person Completing this Form: Jack Liebster

Telephone: (415) 904 5267

Date: 11/23/98

Return this form to: Laura Thompson

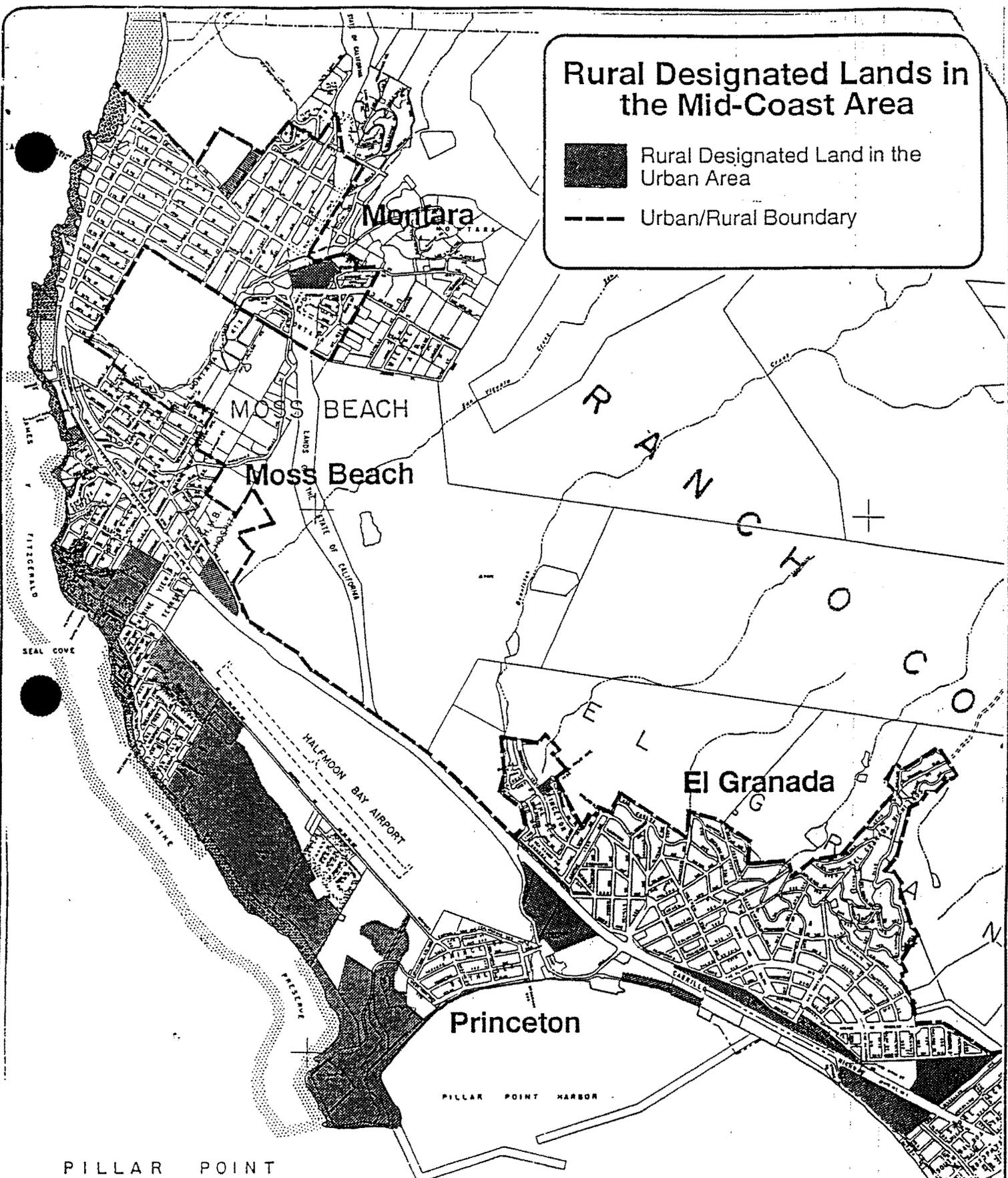
Planning Division
County Government Center
Redwood City, CA 94063

County Inter-Office Mail No. PLN122

Rural Designated Lands in the Mid-Coast Area

 Rural Designated Land in the Urban Area

 Urban/Rural Boundary



www.

Quarry & Public Fire
Access Rd.

Miraba
Swamp

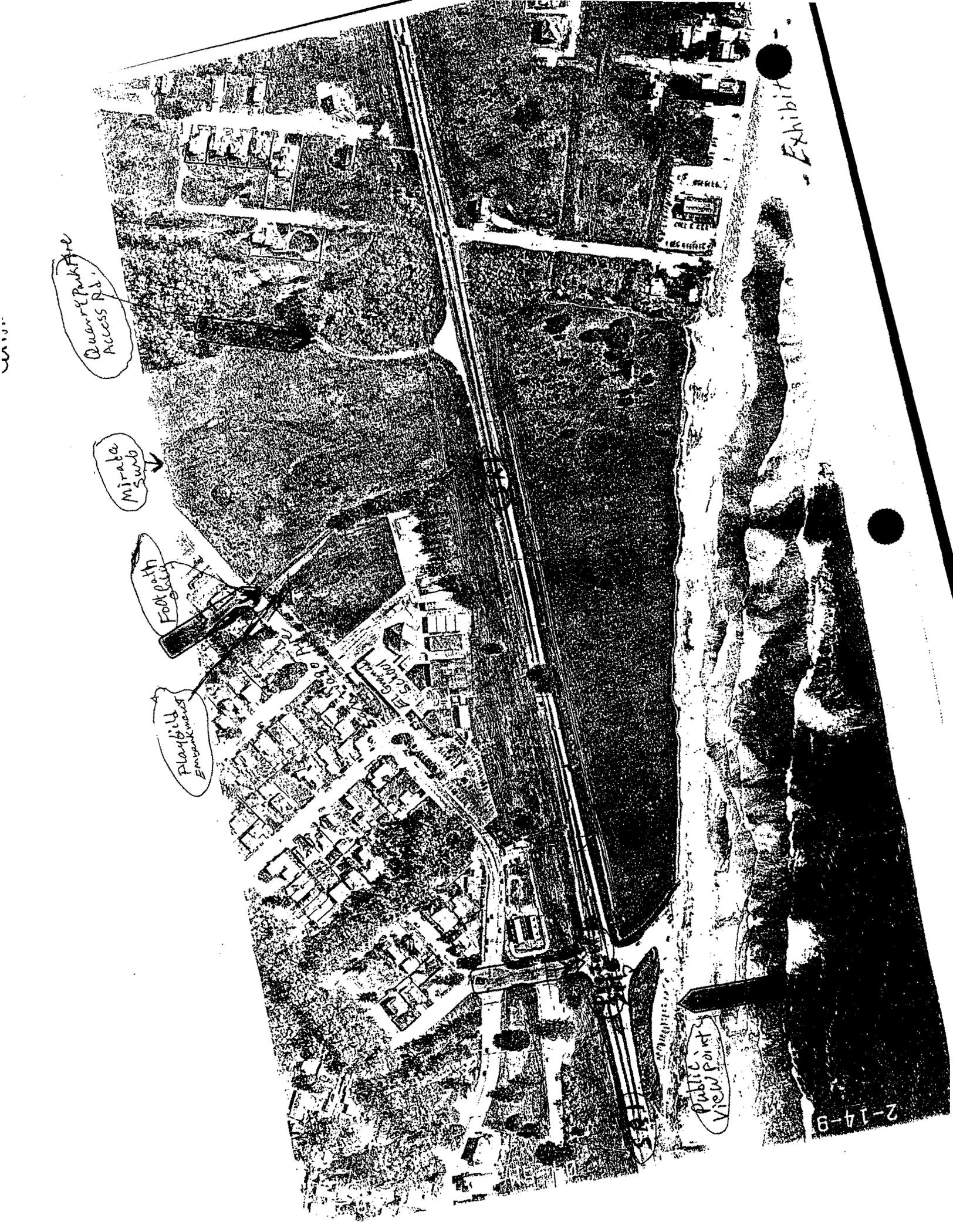
Feeling
Hill

Playbill
Embankment

Public
View Point

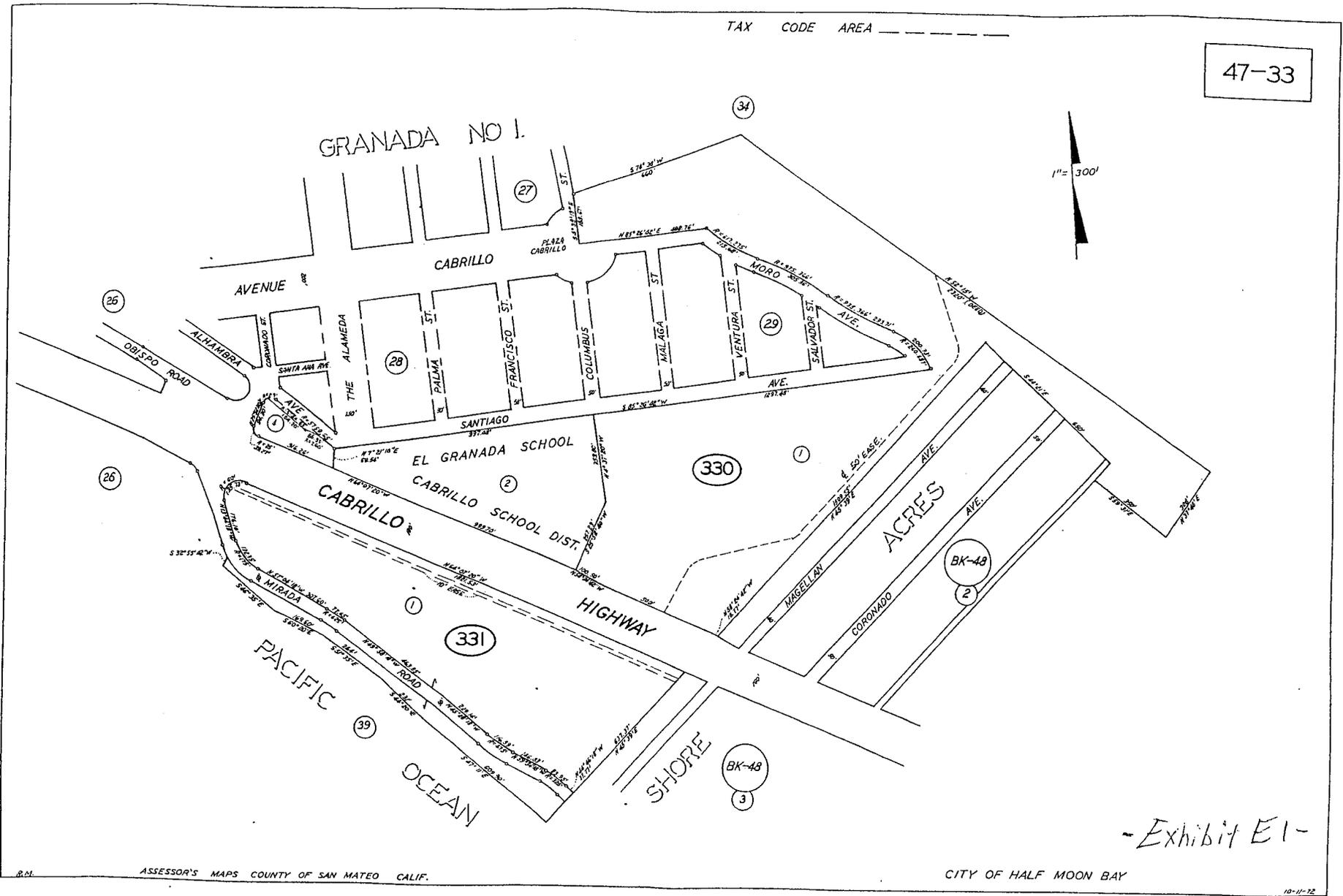
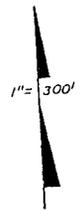
Exhibit

2-14-9



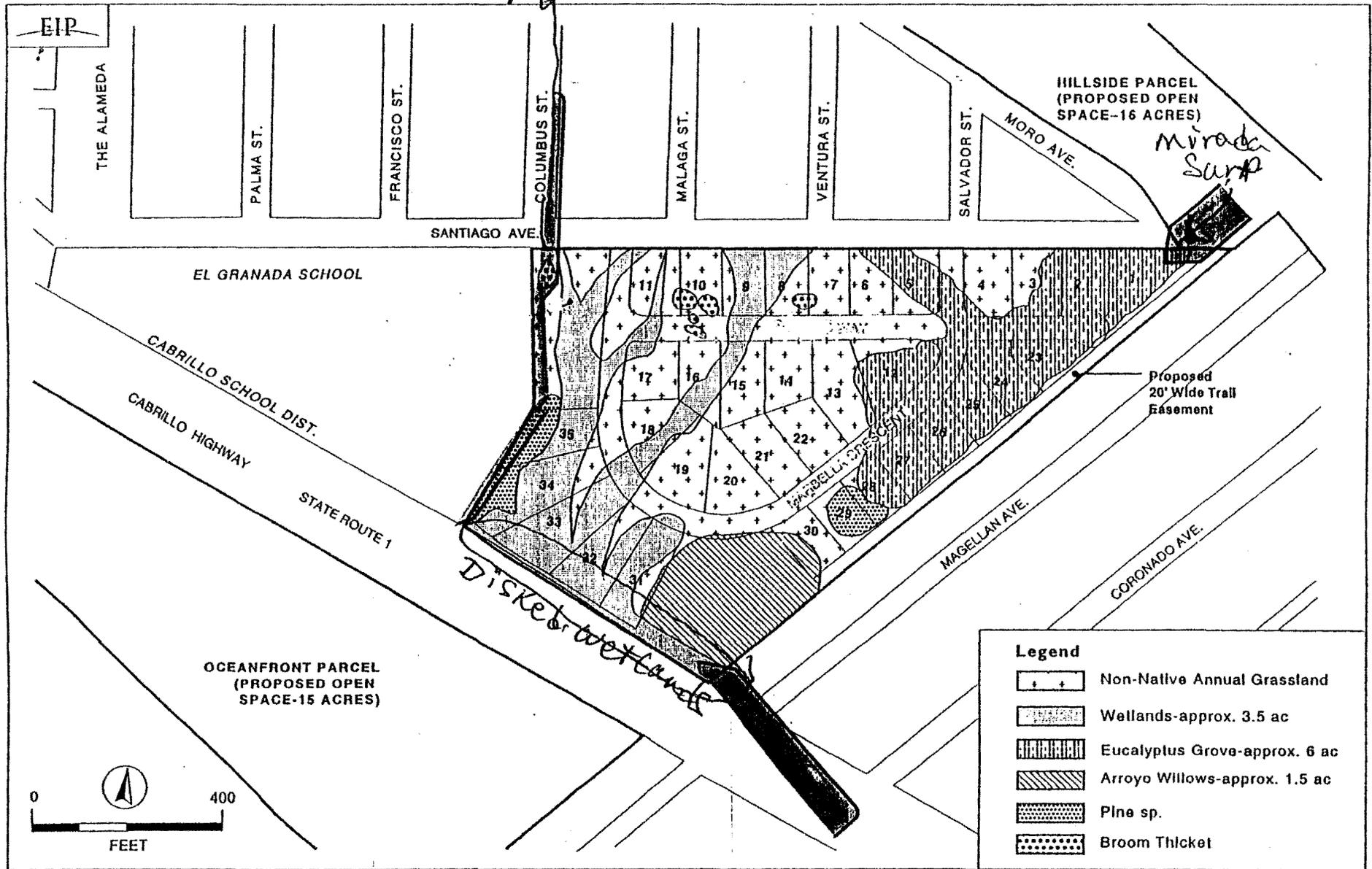
TAX CODE AREA _____

47-33



-Exhibit E1-

Orig. - Site of Alley Access
 Footpath in
 Req 100' Buffer Area



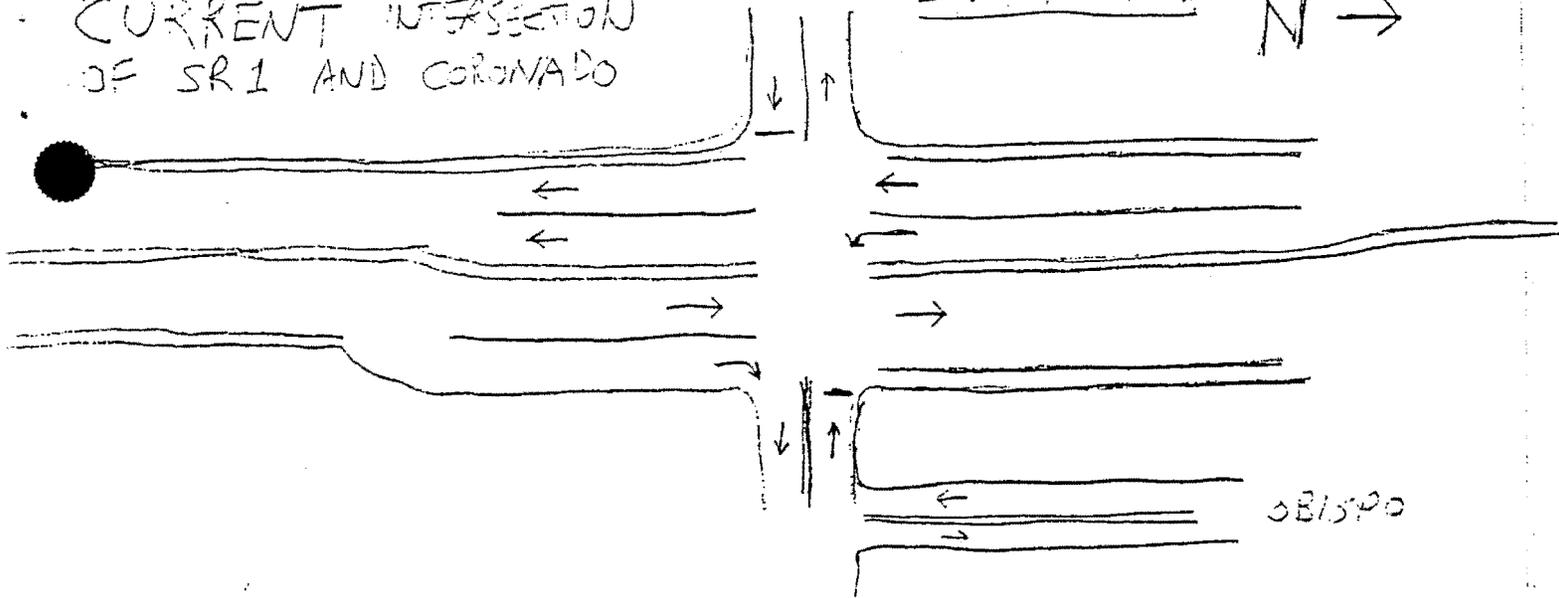
SOURCE: EIP Associates, Mirada Surf
 From 1988 EIA

MIRADA SURF RESIDENTIAL DEVELOPMENT
 FIGURE 3.8-1 EXISTING VEGETATION

Exhibit
 E1

CURRENT INTERSECTION
OF SR 1 AND CORONADO

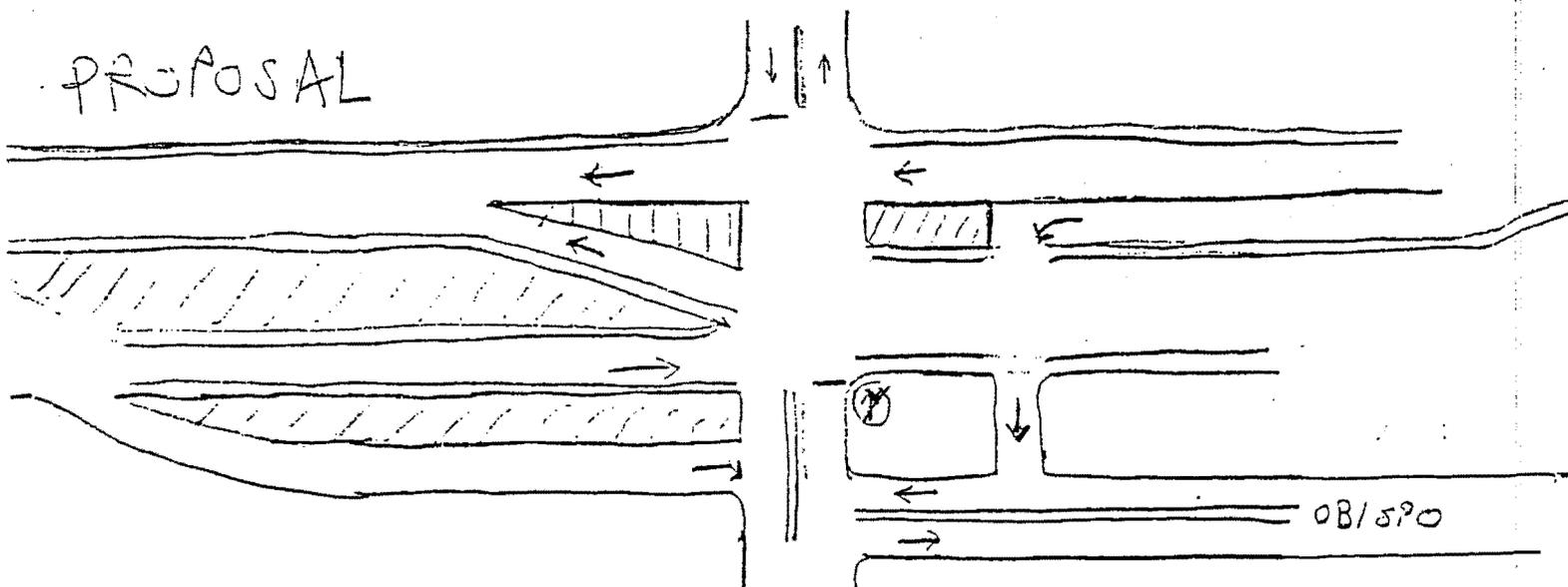
- Exhibit F -
N →



Safety problems caused by current configuration:

- (1) South- to Eastbound left turns have the right of way over West- to Southbound left turns, and too often insist on taking it. West- to Southbound turning drivers often look only to the left, forgetting that the South- to Eastbound vehicles have the right of way.
- (2) For West- to Southbound traffic, the view of Northbound through traffic is blocked until too late by North- to Eastbound traffic.
- (3) Large vehicles behind small ones in the Southbound merge lane block the view of Southbound through traffic, trapping the smaller vehicles in the front of the merge lane.
- (4) There is no safe way for pedestrians to cross SR 1.

PROPOSAL



This proposal solves the problems as follows, by the numbers:

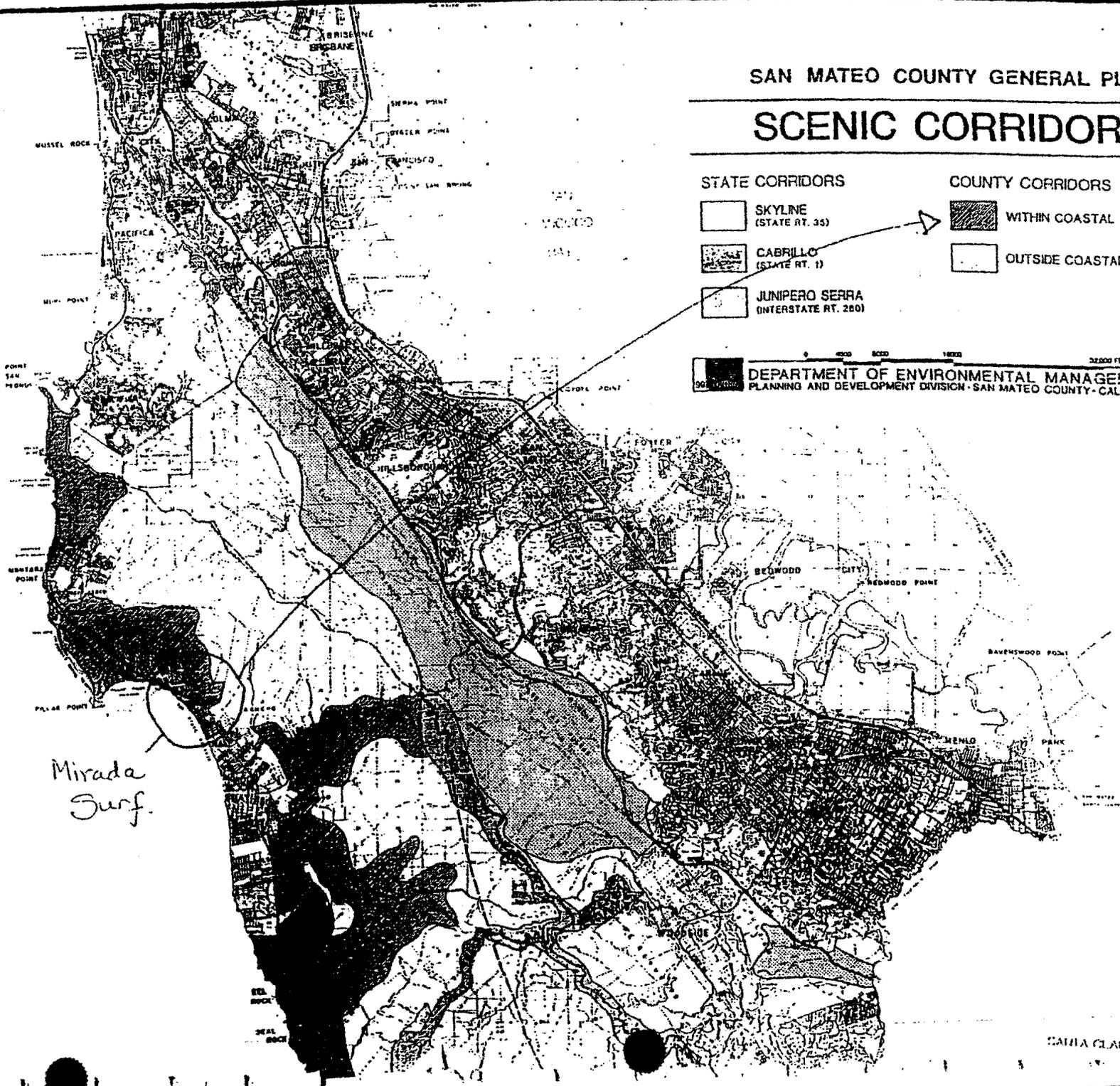
- (1) The South- to Eastbound turns are moved away from the existing intersection, so there is no conflict.
- (2) The right turn lane is moved inland, so that traffic in that lane does not block the view of the Northbound through traffic.
- (3) The merge lane is angled, so that vehicles in front do not have their view of Southbound through traffic blocked.
- (4) The south end of the existing left turn lane is converted to a protected pedestrian island, so that pedestrians only need to cross one lane of traffic at a time and have a safe place to wait for the traffic in the other direction to clear.

SAN MATEO COUNTY GENERAL PLAN SCENIC CORRIDORS

- | STATE CORRIDORS | | COUNTY CORRIDORS | |
|---|--|---|----------------------|
|  | SKYLINE
(STATE RT. 35) |  | WITHIN COASTAL ZONE |
|  | CABRILLO
(STATE RT. 1) |  | OUTSIDE COASTAL ZONE |
|  | JUNIPERO SERRA
(INTERSTATE RT. 280) | | |

0 4000 8000 12000 16000 20000 24000 FEET

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
PLANNING AND DEVELOPMENT DIVISION - SAN MATEO COUNTY - CALIFORNIA



Mirada Surf.

- Exhibit 8 -

CALIFORNIA

Cities Warn State About Runoff Rules

Unintentional harm could come to underground water supplies, they say

ASSOCIATED PRESS

TORRANCE — Cities fighting rules requiring storage and treatment of stormwater argued yesterday that the attempt to prevent ocean pollution might end up contaminating underground water supplies.

"Are we trading our groundwater quality for surface water quality?" Rosemead Mayor Margaret Clark asked at a hearing held by the state Water Resources Control Board. That body will decide whether rules passed by the Los Angeles regional board earlier this year can stand. No date was set for a decision.

The rules, which cover most of Los Angeles and Ventura counties, require developers to collect or filter the first three-quarters of an inch of rain that falls in a day's time, either treating the runoff before it reaches storm drains or building in a way that allows it to seep into the soil.

The rules affect new and renovated developments, including hillside homes, housing projects of 10 units or more, gasoline stations, restaurants, stores of more than 100,000 square feet and parking lots of at least 25 spaces.

The regulations are intended to intercept oily waste, pesticides, metal residue, animal excrement, human viruses and bacteria that flow off paved land and buildings, which

prevent the absorption of stormwater.

More than 30 cities have joined builders' groups and the Western States Petroleum Association in fighting the rules.

Clark urged the state board to avoid repeating California's mistake with the gasoline additive MTBE.

By some estimates, the owner of an acre of paved property would have to find a way to deal with 27,000 gallons of storm runoff.

Intended to cut air pollution, the additive ended up increasing groundwater pollution because it infiltrates soil easily.

Opponents also said that the regional board should work with cities to develop ways to cut stormwater pollution without burdening individual property owners. By some es-

timates, the owner of an acre of paved property would have to find a way to deal with 27,000 gallons of storm runoff.

Environmental groups, including the Natural Resources Defense Council and Heal the Bay, support the rules.

"It's past due," said Richard Horner, a research associate professor in civil engineering at the University of Washington who has studied urban runoff for more than two decades.

Polluted runoff harms the health of both marine life and people who swim in the ocean, he said.

A 1996 Santa Monica Bay study found that 4 percent of people who swim within 100 yards of a storm drain will suffer at least one symptom — cough, ear ailment, sore throat, fever, chills or some gastrointestinal disorder. The long-term effects of such exposure have not been thoroughly studied.

One of the four state water board members at the hearing, John W. Brown, indicated yesterday morning that he thinks stormwater control measures would be more efficient if they were designed around entire watersheds, rather than individual parcels of property.

"You could spend the same amount of money elsewhere in the community and do a lot more good," Brown said.

Exhibit I

July 11, 2000

San Mateo County Board of Supervisors
400 County Center
Redwood City, CA 94063

Re: PLN 1999-00619 - CalTrans Proposal Highway Widening/Signalization
Location: Hwy. 1 and Coronado Ave., El Granada, CA

Dear Members of the Board:

This appeal is based on the simple premise that unless a project complies with the LCP, it cannot receive a CDP. Several areas of non-compliance were identified in the appeal. The staff has made their standard recommendation that the appeal has no basis.

For example, the project doesn't need an EIR because CalTrans doesn't want to do one. The project doesn't need to be part of any five-year plan because turning two lanes into four lanes is a safety improvement, not an expansion. The project can be exempt from CEQA because Route 1 is a County Scenic Corridor, not a State Scenic Highway. The project does not represent piecemeal expansion because it's not part of a larger plan, even though other Route 1 expansion projects are already in the pipeline from Montara to Half Moon Bay.

This is the familiar attitude that has already put the County on the Coastal Commission's watch list, caused the Coastal Commission to find substantial issue with and delay other County infrastructure projects, and is guaranteed to attract more scrutiny and trigger more appeals. All one has to do to verify the lack of credibility in the above stated excuses, is to stand in the Coastal Commission's shoes and consider the poor reputation of San Mateo County in terms of winking at the rules, triggering appeals, stacking advisory committees with developers, etc.

No one is fooled by CalTran's manipulation of accident statistics either, which are offered as sole justification for the project. These have been used to create the impression that the project is driven by safety concerns, but there has been no independent verification of that conclusion. If CalTrans was so concerned with safety, why did they wait five months to fix the last Devil's Slide closure, when other areas waited less than a week to fix less isolating closures?

The fact is that there is nothing in the staff report to indicate whether and how this project contributes or even relates to furthering buildout of the LCP. If a project doesn't do that, it doesn't qualify for a CDP, and no obfuscation by the County can hide that.

We are giving the County a fair and legal choice to either fix this project now to comply with CEQA and the LCP, or we will be forced to ask the Coastal Commission to do it for you. It's up to you. You can obey the LCP now, or obey it later. Ignoring the LCP is not within your authority, but of course the staff and CalTrans haven't told you that either, so get ready for residents to go above your heads again.

Very truly yours,

Barbara K. Mauzy, Appellant

P.O. Box 1284
El Granada, CA 94018

Attach: Addendum to letter
to the Coastal Commission

Appendix B

Local action documents



Planning and Building Division

County of San Mateo

Mail Drop PLN122 · 455 County Center · 2nd Floor · Redwood City
California 94063 · Telephone 650/363-4161 · Fax 650/363-4849

Board of Supervisors

Rose Jacobs Gibson
Richard S. Gordon
Mary Griffin
Jerry Hill
Michael D. Nevin

Planning Administrator

Terry L. Burnes

Please reply to:

Mike Schaller
(650) 363-1849

July 12, 2000

Barbara Mauz
P.O. Box 1284
El Granada, CA 94018

Notice of Final Local Decision

Subject: File Number PLN 1999-00619

Dear Ms. Mauz:

On July 11, 2000, the San Mateo County Board of Supervisors considered your request of an appeal of the Planning Commission's decision to approve a Coastal Development Permit, pursuant to Section 6328.4 of the County Zoning Regulations, to allow road improvements at the intersection of State Route 1 and Coronado Avenue, in unincorporated El Granada.

Based on the information provided by staff and evidence presented at the hearing, the Board of Supervisors accepted the staff recommendation, to denied the appeal, approved the project and made the findings and adopted the conditions of approval as follows:

FINDINGS

Regarding the Environmental Review, Found:

1. That the Board, acting as a Responsible Agency, has reviewed and considered the Categorical Exemption, prepared by CalTrans as Lead Agency.

Regarding the Coastal Development Permit, Found:

2. That the project, as described in the application and accompanying materials required by Zoning Regulations Section 6328.7 and as conditioned in accordance with Section 6328.14,

conforms with the plans, policies, requirements and standards of the San Mateo County Local Coastal Program.

3. That the project conforms to the specific findings required by the policies of the San Mateo County Local Coastal Program.

CONDITIONS OF APPROVAL

Planning Division

1. This approval applies only to the proposal, documents and plans described in this report and submitted to and approved by the Board of Supervisors. Minor revisions or modifications to the project may be made subject to the review and approval of the Planning Director.
2. The applicant shall submit an erosion control plan to the Planning Division for review and approval, prior to the beginning of project construction. Said plans shall conform to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines" including:
 - a. Using filtration materials on storm drain covers to remove sediment from dewatering effluent.
 - b. Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.
 - c. Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material.
 - d. Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.
 - e. Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

The applicant is responsible for ensuring that all contractors minimize the transport and discharge of pollutants from the project site into local storm drain systems and water bodies and adhere to the above referenced erosion control plan.

3. Noise levels produced by proposed construction activities shall not exceed the 80 dBA level at any one moment. Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. Construction operations shall be prohibited on Sunday and any national holiday.
4. This permit shall be valid for one year. Any extension of this permit shall require submittal of an application for permit extension and payment of applicable permit extension fees.
5. Any public utilities requiring relocation as a result of the construction performed under this permit shall be relocated at the applicant's expense.
6. Prior to the commencement of construction, the applicant shall submit signal light details to the Planning Division for review and approval. Said signal poles/lights shall be the minimum needed to achieve the goals of the project and maintain public safety. Said poles shall not be painted, but left in their natural brushed metal finish.
7. Prior to commencement of construction activities, the applicant shall submit a replanting plan for the project site. Said plan shall replace all trees removed as part of this project at a 1:1 ratio, minimum 5 gallon size. Replacement trees shall be of a species approved by the Planning Director and must be planted within the CalTrans right-of-way, at an appropriate location. The replanting plan must be approved by the County Planning Division, and implemented by the applicant, prior to completion of the project.

Department of Public Works

8. No construction work within the County right-of-way shall begin until County requirements for the issuance of an encroachment permit, including review of appropriate improvement plans, have been met and an encroachment permit issued.

Half Moon Bay Fire Department

- 9-. The applicant shall install a "3M Opticom" detector and controller for four-way control of the traffic signal.

Barbara Mauz
July 12, 2000
Page 4

This item is appealable to the California Coastal Commission. The Coastal Commission will begin its appeal period upon receipt of the Notice of Final Local Decision. For questions or concerns regarding the Coastal Commission's appeal period and its process, please call 415/904-5260.

Sincerely,



Kan Dee Rud
Planning Commission Secretary
Bosdec0711k.ELG.kr

cc: Pete Bentley, Public Works
Jim Eggemeyer, Planning Department
Bill Cameron, Building Department
Other Interested Parties

Appendix C
Referenced Policies

PUBLIC WORKS COMPONENT

2.5 Review of Public Works Projects

- a. Require implementation in the Coastal Zone of Sections 65401, 65402 and 65403 of the Government Code which require all governmental bodies, including special districts, to submit to the Planning agency a list of the proposed public works recommended for planning or construction during the ensuing fiscal year. Require in the Coastal Zone that State agencies also fulfill this requirement. Require that the Planning Commission review these lists for conformance with the Local Coastal Program.
- b. Require that each governmental body in the Coastal Zone, including special districts and State agencies, prepare five (5) year Capital Improvement Programs as allowed by Section 65403 of the Government Code. Require that the Planning Commission review these Capital Improvement Programs for conformance with the Local Coastal Program.

2.9 Phase I Capacity Limits

Based the first phase capacity of public works facilities on documentable and short-term need (approximately 20 years or less) consistent with the Local Coastal Program. Monitor the needs of existing land uses and use these results and the existing and probable future capacity of related public works and services to document the need.

2.10 Growth Management

After Phase I sewer and substantial water supply facilities have both been provided, limit building permits for the construction of non-priority residential land uses in the Mid-Coast in accordance with the policies of the Locating and Planning New Development Component.

2.11 Monitoring of Phase I

- a. Require that public agencies, utilities or special districts monitor the needs of land uses for public works capacity during Phase I.
- b. Notify affected public agencies, utilities and special districts of the requirements for monitoring included in this plan.

2.12 Timing and Capacity of Later Phases

- a. Use the results of Phase I monitoring to determine the timing and capacity of later phase(s).
- b. Guide timing by allowing later phase(s) to begin when Phase I capacity has been or will be consumed within the time period required to construct additional capacity.
- c. Establish the capacity by: (1) estimating the capacity needed to serve the land use plan at buildout, (2) considering the availability of related public works to establish whether capacity increases would overburden the existing and probable future capacity of other public works and (3) considering the availability of funds.
- d. Require every phase to go through the development review process.

2.13 Coordination with the City of Half Moon Bay

Coordinate with the City of Half Moon Bay's certified Local Coastal Program to take into consideration the policies of the City's LCP when determining: (1) Phase I sewer

Appendix C: Referenced Policies
A-2-SMC-00-024

capacity and (2) when and how much to increase the capacity of all public works facilities after Phase I.

2.49 Desired Level of Service

In assessing the need for road expansion, consider Service Level D acceptable during commuter peak periods and Service Level E acceptable during recreation peak periods.

2.50 Route 1 and Route 92 Phase I Capacity Limits

- a. On Route 92, limit Phase I improvements to: (1) slow vehicle lanes on uphill grades, and (2) the following operational and safety improvements within the existing alignment or lands immediately adjacent: elimination of sharp curves, lane widening, wider shoulders to allow passage for emergency vehicles and signals at major intersections.
- b. On Route 1, limit Phase I improvements to: (1) slow vehicle lanes on uphill grades and the following operational and safety improvements within the existing alignment or lands immediately adjacent: elimination of sharp curves, lane widening, wider shoulders to allow passage for emergency vehicles and signals at major intersections; and (2) construction of a tunnel for motorized vehicles only behind Devil's Slide through San Pedro Mountain. The tunnel design shall be consistent with (a) Coastal Act limits restricting Route 1 to a two-lane scenic highway, and (b) minimum State and federal tunnel standards. A separate trail for pedestrians and bicycles shall be provided outside the tunnel as specified in Policy 2.56a.

2.52 Phase I Monitoring

- a. Require during Phase I that CalTrans monitor peak commuter period traffic and submit data reports to the County on the results of this monitoring, as a basis for documenting the need for increased roadway capacity, when a permit application is submitted.
- b. Monitor the number and rate of new residential construction, particularly in the rural Mid-Coast.

2.56 Improvements for Bicycle and Pedestrian Trails

- a. Require, if funds are available, that CalTrans provide adjacent or separate facilities for bicycle and pedestrian trails in accordance with the policies of the Recreation and Visitor-Serving Facilities Component and the County Bikeways Plan. If a tunnel is constructed behind Devil's Slide, require as part of the project that CalTrans construct a bicycle and pedestrian trail outside the tunnel.
- b. Require, as a minimum, that CalTrans provide adequate right-of-way on new or expanded roadways to allow the future development of bicycle and pedestrian trails in accordance with the policies of the Recreation and Visitor-Servicing Facilities Component and the County Bikeways Plan.

2.57 Protecting Road Capacity for Visitors Through Transportation System Management Techniques

- a. Use the following transportation system management techniques to maximize the efficiency and effectiveness of existing roadways during recreation peak periods and protect road capacity for visitors: (1) recommend that the State Highway Patrol enforce illegal parking regulations along Route 1 and in emergency pullouts on peak weekends and holidays; (2) recommend that CalTrans install left turn storage lanes at all parking

- lots (25 spaces or greater) along the shoreline; (3) minimize the number of new road or driveway connections to Routes 1, 92, and 84 which do not serve recreation facilities; and (4) orient local commercial and community facilities away from Highways 1 and 92.
- b. Recommend to the City of Half Moon Bay that it prohibit the location of local commercial or community facilities on Route 92 and on Route 1, within a half mile of Route 92.
- c. Monitor the peak recreation period traffic to determine whether the above techniques are successful and whether new residential development is consuming road capacity needed for visitors.

SENSITIVE HABITATS

***7.3 Protection of Sensitive Habitats**

- a. Prohibit any land use or development which would have significant adverse impact on sensitive habitat areas.
- b. Development in areas adjacent to sensitive habitats shall be sited and designed to prevent impacts that could significantly degrade the sensitive habitats. All uses shall be compatible with the maintenance of biologic productivity of the habitats.

WETLANDS

The County will:

7.14 Definition of Wetland

Define wetland as an area where the water table is at, near, or above the landsurface long enough to bring about the formation of hydric soils or to support the growth of plants which normally are found to grow in water or wet ground. Such wetlands can include mudflats (barren of vegetation), marshes, and swamps. Such wetlands can be either fresh or saltwater, along streams (riparian), in tidally influenced areas (near the ocean and usually below extreme high water of spring tides), marginal to lakes, ponds, and manmade impoundments.

Wetlands do not include areas which in normal rainfall years are permanently submerged (streams, lakes, ponds and impoundments), nor marine or estuarine areas below extreme low water of spring tides, nor vernal wet areas where the soils are not hydric. In San Mateo County, wetlands typically contain the following plants: cordgrass, pickleweed, jaumea, frankenia, marsh mint, tule, bullrush, narrow-leaf cattail, broadleaf cattail, pacific silverweed, salt rush, and bog rush. To qualify, a wetland must contain at least a 50% cover of some combination of these plants, unless it is a mudflat.

7.16 Permitted Uses in Wetlands

Within wetlands, permit only the following uses: (1) nature education and research, (2) hunting, (3) fishing, (4) fish and wildlife management, (5) mosquito abatement through water management and biological controls; however, when determined to be ineffective, allow chemical controls which will not have a significant impact, (6) diking, dredging, and filling only as it serves to maintain existing dikes and an open channel at Pescadero Marsh, where such activity is necessary for the protection of pre-existing dwellings from flooding, or where such activity will enhance or restore the biological productivity of the marsh, (7) diking, dredging, and filling in any other wetland only if such activity serves to restore or enhance the biological productivity of the wetland, (8) dredging manmade

Appendix C: Referenced Policies
A-2-SMC-00-024

reservoirs for agricultural water supply where wetlands may have formed, providing spoil disposal is planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation, and (9) incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

7.18 Establishment of Buffer Zones

Buffer zones shall extend a minimum of 100 feet landward from the outermost line of wetland vegetation. This setback may be reduced to no less than 50 feet only where (1) no alternative development site or design is possible; and (2) adequacy of the alternative setback to protect wetland resources is conclusively demonstrated by a professional biologist to the satisfaction of the County and the State Department of Fish and Game. A larger setback shall be required as necessary to maintain the functional capacity of the wetland ecosystem.

7.19 Permitted Uses in Buffer Zones

Within buffer zones, permit the following uses only: (1) uses allowed within wetlands (Policy 7.16) and (2) public trails, scenic overlooks, and agricultural uses that produce no impact on the adjacent wetlands.

STRUCTURAL AND COMMUNITY FEATURES--URBAN AREAS AND RURAL SERVICE CENTERS

8.12 General Regulations

- a. Apply the Design Review (DR) Zoning District to urbanized areas of the Coastal Zone.
- b. Employ the design criteria set forth in the Community Design Manual for all new development in urban areas.
- c. Locate and design new development and landscaping so that ocean views are not blocked from public viewing points such as public roads and publicly-owned lands.

8.13 Special Design Guidelines for Coastal Communities

The following special design guidelines supplement the design criteria in the Community Design Manual:

a. Montara-Moss Beach-El Granada

- (1) Design structures which fit the topography of the site and do not require extensive cutting, grading, or filling for construction.
- (2) Employ the use of natural materials and colors which blend with the vegetative cover of the site.
- (3) Use pitched, rather than flat, roofs which are surfaced with non-reflective materials except for the employment of solar energy devices.
- (4) Design structures which are in scale with the character of their setting and blend rather than dominate or distract from the overall view of the urbanscape.
- (5) To the extent feasible, design development to minimize the blocking of views to or along the ocean shoreline from Highway 1 and other public viewpoints between Highway 1 and the sea. Public viewpoints include coastal roads, roadside rests and vista points, recreation areas, trails, coastal accessways, and beaches. This provision shall not apply in areas west of Denniston Creek zoned either Coastside Commercial Recreation or Waterfront.
- (6) In areas east of Denniston Creek zoned Coastside Commercial Recreation, the height of development may not exceed 28 feet from the natural or finished grade, whichever is lower.

Appendix D

Project report

4. NEED AND PURPOSE

4.1- Problem, Deficiencies, Justification

At Location 1 there are a number of concerns. The accident rate in this area is high. The actual accident rate is approximately double the average expected rate (See Exhibit D for Selective Accident Rate Calculation, TASAS). Also, the intersection operates at level of service (LOS) E during the evening peak commute period and warrants for a signal are satisfied (See Exhibit F). Finally, there are strong public complaints about difficulty making left turns onto Route 1 during the morning and evening commute periods.

At Location 2, there are also a number of concerns with the existing facility. The actual accident rate in this area is almost double the average expected rate (See Exhibit D for Selective Accident Rate Calculation, TASAS). Also, the intersection of 10th Street and Route 1 is so close to the intersection of 10th Street and Main Street that both intersections operate as a single intersection with 5 legs. Two of the legs are skewed at approximately 15 degrees with Route 1 (much less than the 60-degree minimum angle recommended by standard design practice). The elevation of Main Street is above the elevation of Route 1 limiting sight distance at the intersection. Also, the existing configuration tends to direct vehicles turning from northbound Route 1 to northbound Main Street into the southbound lane of Main Street. The combination of these elements could increase the potential for head on collisions in the southbound lane of Main Street. There are also public complaints of near accidents caused by high-speed vehicles travelling south on Route 1 and vehicles waiting to turn left onto 10th Street.

The proposed project will alleviate the high accident rates and improve operation at these intersections. The accident rate will be reduced by separating turning movements and through movements and by eliminating undesirable features. Also, the operational analysis by the Office of Highway Operations determined that with the proposed improvements Route 1 would operate at LOS B at the project intersections. Especially, at Location 1, the level of service will improve from LOS E to LOS B.

4.2- Regional & System Planning

a. System

Route 1, a conventional highway in the state highway system, is essential to the coastal communities of

northern San Mateo County and provides access to many recreational facilities in the area. Route 1 serves the Golden Gate National Recreation Area and State Parks and Beaches. It is the only access route to the coastal communities of northern San Mateo County, including El Granada and Montara.

b. State Planning

This project is consistent with the portion of segment D, SM-1, of the 1985-05 Approved Route Concept, which is a two-lane conventional highway.

c. Local Planning

- Intersection Improvement

This project is consistent with the City of Half Moon Bay's General Plan Circulation Improvement for intersection improvements between Mirada Road/Alto Avenue and Higgins Canyon Road, a segment of Route 1 south of this project.

- Bicycle Trail

A bike trail, which is not part of this project, will be constructed on the west side of Route 1 adjacent to the project at Location 1. It consists of two portions. The first portion is located just north of the intersection of Mirada Road and Route 1 and will be constructed under Caltrans contract 04-202304. The second portion connects the southern limit of the first portion to Mirada Road. This portion is a project to be completed by the City of Half Moon Bay. The construction of this bike trail may have impact on the adjacent wetland.

4.3- Traffic

a. Current Traffic

The 1996 Traffic Volumes indicate an annual average daily traffic (AADT) on Route 1 south of Coronado Street (KP 51.5) of 27,000 vehicles with a peak hour volume of 2,850 vehicles. North of Coronado Street, the AADT is 17,000 vehicles with a peak hour volume of 1,750 vehicles. South of 10th Street (KP 58.3), the AADT is 15,400 vehicles with peak hour volumes of 1,700 vehicles. North of 10th Street the AADT is 13,400 vehicles with peak hour volumes of 1,550 vehicles. There was an increase in traffic volumes on Route 1 over the 1991 Traffic Volumes of 2% at

Coronado Street and 15th at 10th Street.

b. Accident Data

The three-year average accident rates from 7-1-94 to 6-30-97 at both locations are:

- At Coronado Street

	ACTUAL RATE (acc/mvm)	EXPECTED RATE (acc/mvm)
Fatal	0	0.030
Fatal + Injury	1.28	0.86
Total	3.29	1.84

There were 36 accidents with 27 of them, or 75%, associated with left turn movements from westbound Coronado Street onto southbound Route 1.

The primary contributing factor to these accidents was failure to yield (75%).

- At 10th Street

	ACTUAL RATE (acc/mvm)	EXPECTED RATE (acc/mvm)
Fatal	0	0.030
Fatal + Injury	1.43	0.84
Total	3.27	1.80

There were 17 accidents, and 6 of them, or 37.5%, were associated with left turn movements.

The primary contributing factor to these accidents was failure to yield (43%).

5. ALTERNATIVES

5.1- Viable Alternatives

a. Proposed Engineering Features

At Location 1, there are two alternatives:

- Alternative A (See Exhibit C) is based on the alternative suggested by the Mid-Coast Community Council at their April 22, 1998 meeting. It consists of the following modifications. South of the intersection Route 1 consists of 5 lanes: one through lane in each direction, one left turn lane from northbound Route 1 to westbound

EXHIBITS

STATE OF CALIFORNIA
 HIGHWAY TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

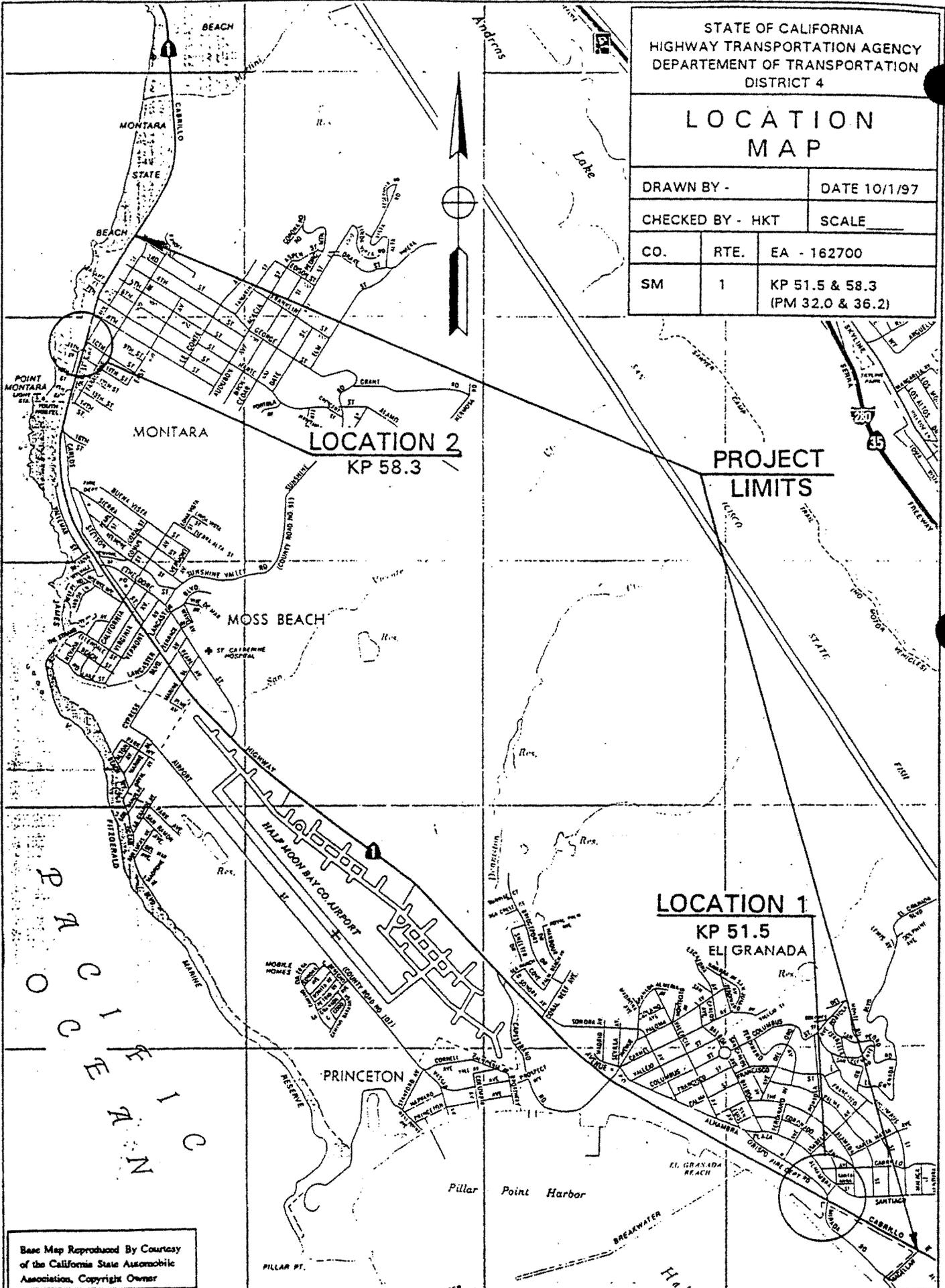
LOCATION MAP

DRAWN BY - _____ DATE 10/1/97

CHECKED BY - HKT SCALE _____

CO. RTE. EA - 162700

SM 1 KP 51.5 & 58.3
 (PM 32.0 & 36.2)



Base Map Reproduced By Courtesy
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 Association, Copyright Owner

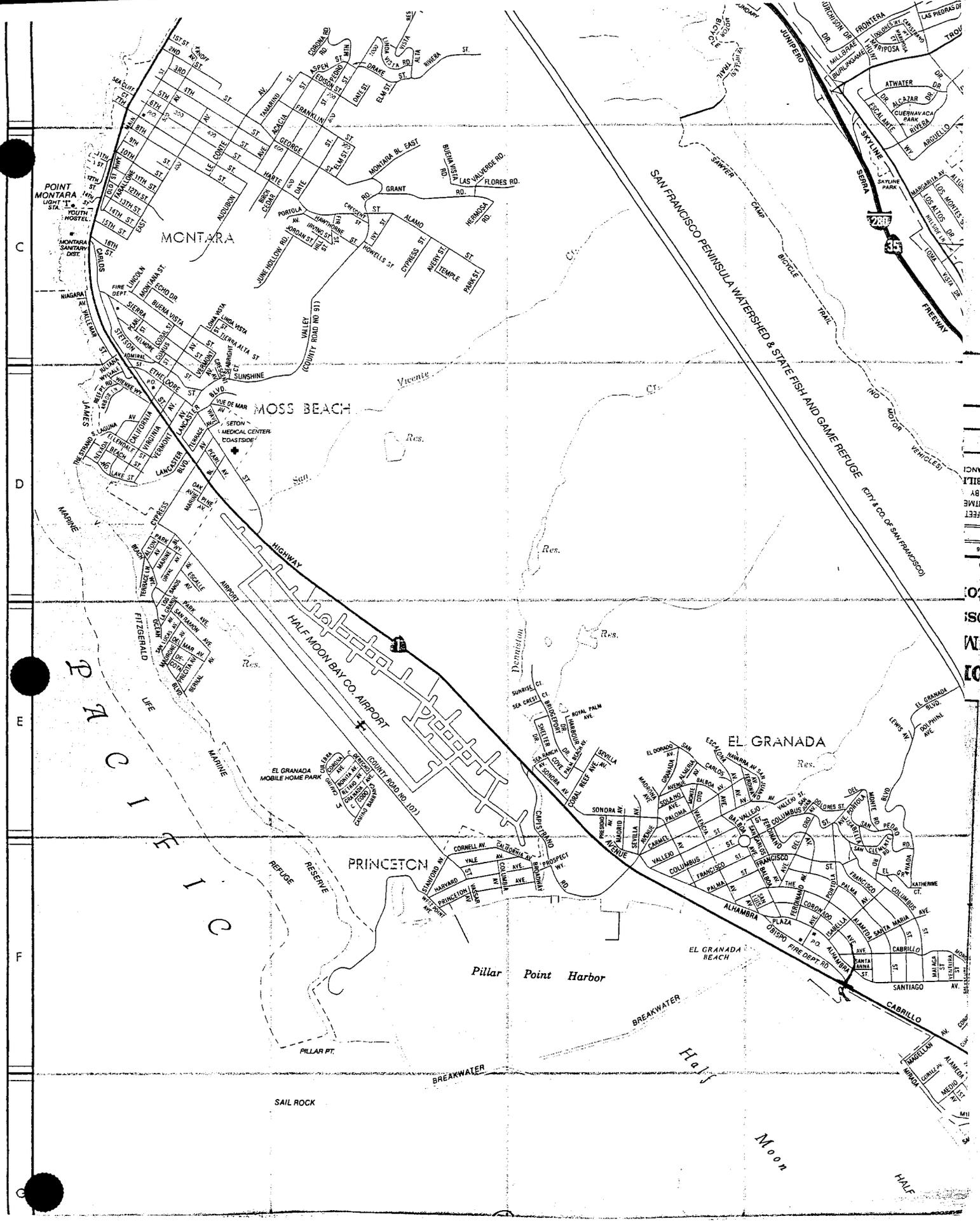


Exhibit 2
A-2-SMC-00-024

INDEX TO MAP BOOK 47

WEST

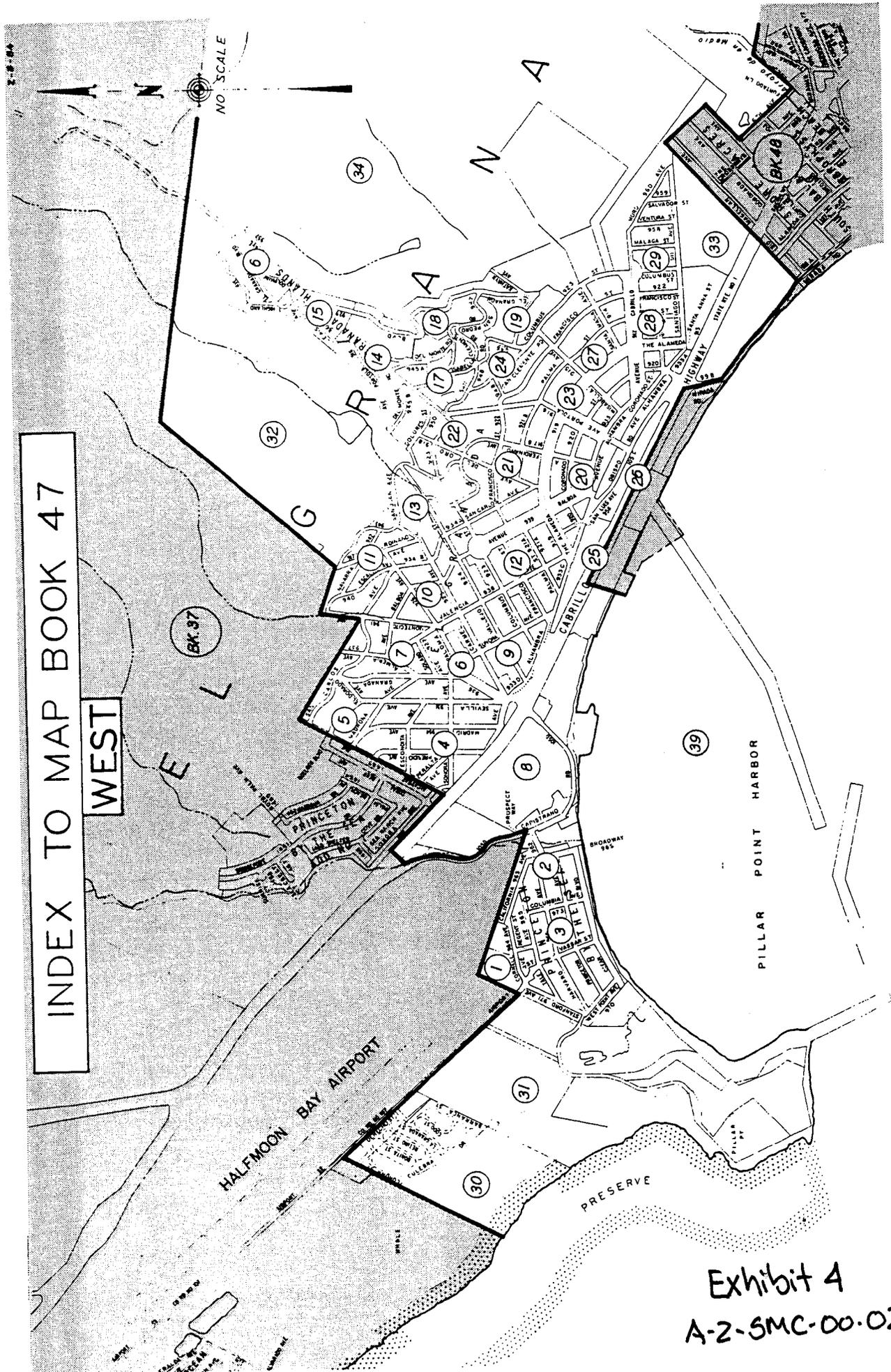
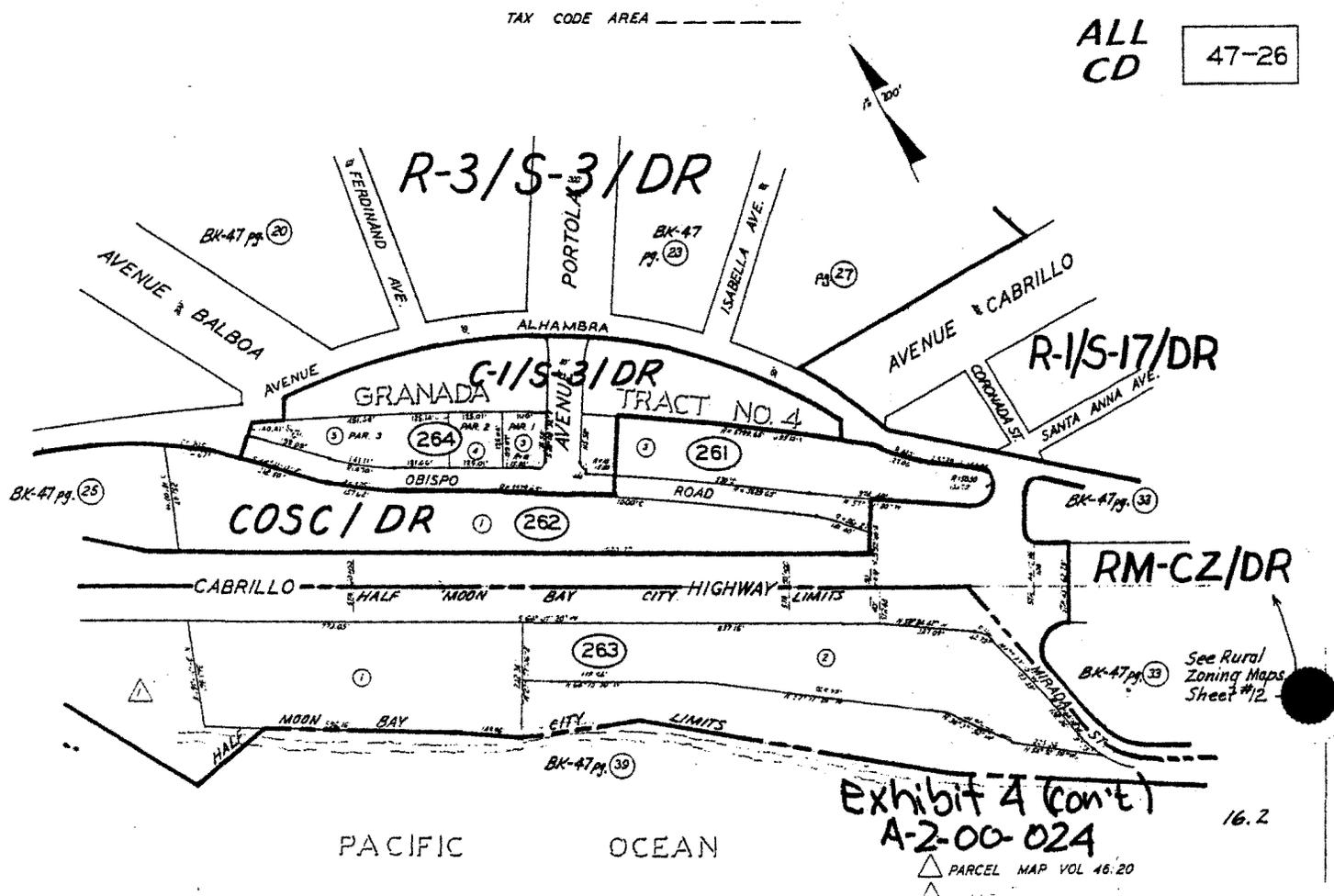
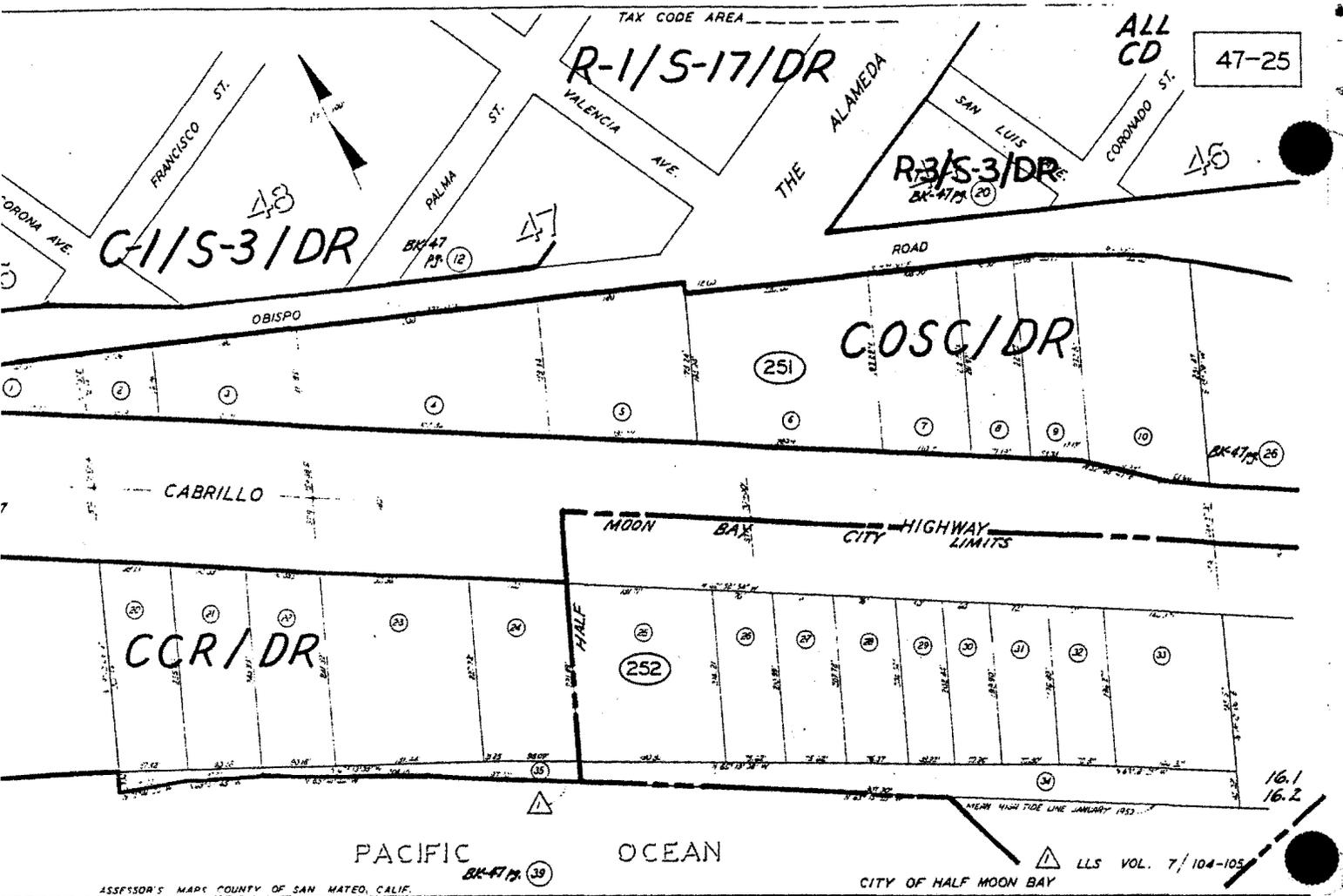
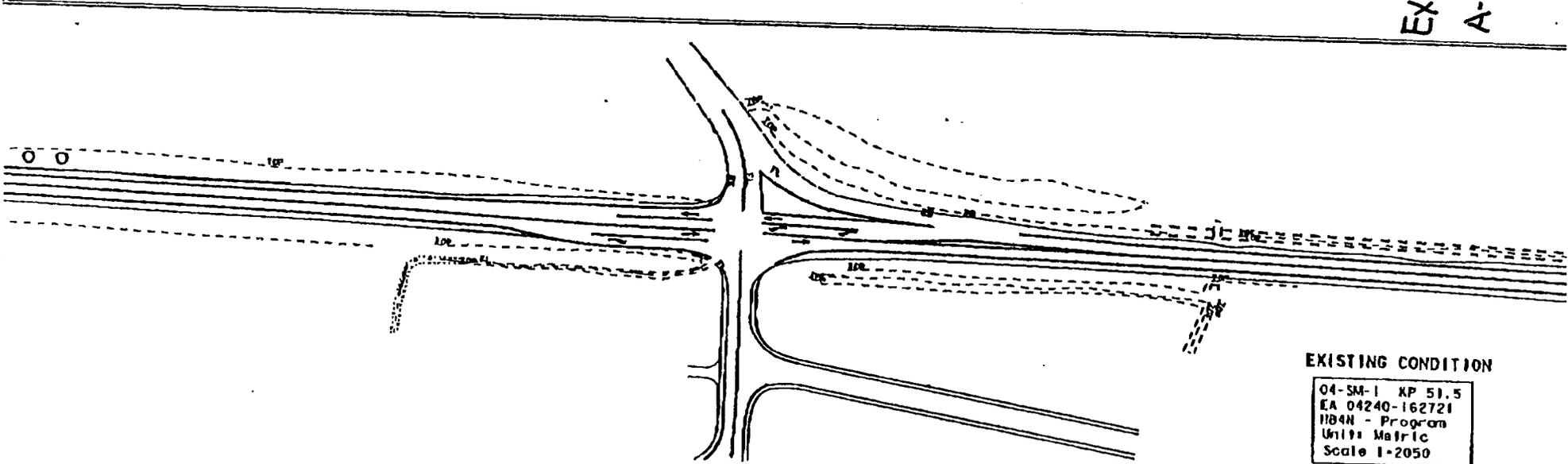


Exhibit 4
A-2-SMC-00.024



Existing Condition



EXISTING CONDITION

04-SM-1 KP 51.5
EA 04240-162721
1184N - Program
Unit: Metric
Scale 1=2050

Exhibit 5
A-2-SMC-00-024

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 1
To: <i>Tara Echiburua</i>	From: <i>Paul Dandy</i>	
Co. <i>Cal Coastal Commission</i>	Co. <i>Caltrans Dist 4 PD</i>	
Dept.	Phone # <i>(510) 622-5435</i>	
Fax # <i>415 904-5400</i>	Fax # <i>(510) 286-4887</i>	

RECEIVED

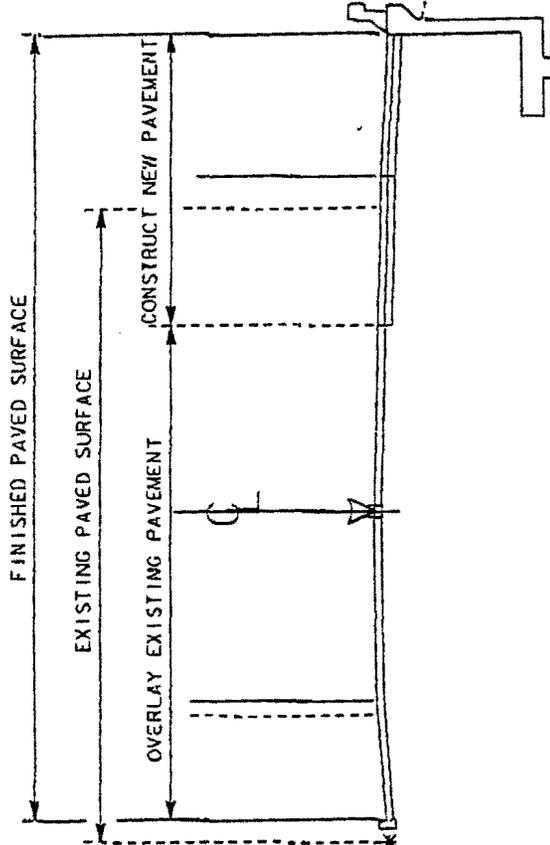
SEP 21 2000

CALIFORNIA COASTAL COMMISSION

RECEIVED

AUG 22 2000

CALIFORNIA
COASTAL COMMISSION



ROUTE 1 AT CORONADO STREET
TYPICAL SECTION
(THROUGH RETAINING WALL)

8/22/00, NO SCALE

Exhibit 5 (cont)
A-2-SMC-00-024

Post-It™ brand fax transmittal memo 7671 # of pages 1

To: Tara Echiburu	From: Paul Dawd
Co: California Coastal Commission	Co: CALTRANS
Dept:	Phone: (510) 622-5435
Fax #: (415) 909 5400	Fax #: (510) 286-4897

