

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5260
FAX (415) 904-5400

RECORD PACKET COPY**F - 5c**

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Staff Report: 01/26/2001
Hearing Date: 02/16/2001
Commission Action:

**APPEAL STAFF REPORT
SUBSTANTIAL ISSUE DETERMINATION
AND DE NOVO HEARING**

APPEAL NO.: A-2-HMB-00-044

APPLICANT: California Department of Transportation (Caltrans)

LOCAL GOVERNMENT: City of Half Moon Bay

LOCAL DECISION: Approval with Conditions

PROJECT LOCATION: Intersection of Highway 1 and Coronado Street in northern Half Moon Bay adjacent to the unincorporated community of El Granada, Half Moon Bay (San Mateo County).

PROJECT DESCRIPTION: Various improvements to the intersection of Coronado Street and Mirada Road with Highway 1, including installation of traffic signals, provision of turn lanes, sidewalks and bus stops, and intersection lighting.

APPELLANTS: Commissioners Christina Desser and Dave Potter, California Coastal Commission

SUBSTANTIVE FILE DOCUMENTS: See Appendix A

STAFF RECOMMENDATION: Substantial Issue Exists; Approval with conditions

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Appendix A: Cited Policies

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- 1 Regional Location Map
- 2 Project Location
- 3 Landward view at the subject intersection
- 4 Seaward view at the subject intersection
- 5 Current traffic configuration at the intersection
- 6 Originally proposed project
- 7 Revised Project

LIST OF EXHIBITS

Exhibit

- 1 City of Half Moon Bay's Final Local Action
- 2 Text of Appeal
- 3 City of Half Moon Bay Staff Report
- 4 City of Half Moon Bay LCP- Parking issues
- 5 Letter from the City of Half Moon Bay to the California Coastal Commission
- 6 Half Moon Bay LCP, Access Improvements Plan

LIST OF CORRESPONDENCE

- | | |
|---------------------|---|
| - December 20, 2000 | Fax from Larry M. Kay to Commissioners |
| - January 1, 2001 | Fax from Larry Kay to California Coastal Commission |
| - January 16, 2001 | Letter from SamTrans to California Coastal Commission |
| - January 22, 2001 | Letter from Caltrans to California Coastal Commission |

SUMMARY OF STAFF RECOMMENDATION

SUBSTANTIAL ISSUE

The staff recommends that the Commission determine that a substantial issue exists with respect to the grounds on which the appeal has been filed, and that the Commission hold a de novo hearing, because the appellants have raised a substantial issue with respect to the local government's action and its consistency with the coastal access policies of the Coastal Act.

The City of Half Moon Bay approved with conditions a coastal development permit for various safety and operational improvements to the intersection of Coronado Street and Mirada Road with Highway 1, as detailed in Sections 2.5 and 2.6 below. One of the conditions of approval required the applicant (Caltrans) to revise the project and incorporate the closure of Mirada Road at Highway 1 to create a T-type intersection. In addition, the project was conditioned to install a "guardrail or other type of barrier" to prevent vehicular access to Mirada Road. The appellants contend that the project, as approved by the City, does not conform with the coastal access policies of the Coastal Act because a condition of approval requiring closure of the western section of Mirada Road is not necessary to avoid or mitigate any adverse impact to coastal resources or public access that would be caused by the proposed project.

Commission staff analysis indicates that the appeal raises a significant question regarding whether the project, as approved by the City, conforms with the public access policies of the California Coastal Act. Commission staff therefore recommends that the Commission find that the project, as approved by the City, raises a substantial issue with regard to conformance with the public access policies of the Coastal Act.

The Motion to adopt the Staff Recommendation of Substantial Issue is found in Section 3.0.

COASTAL PERMIT APPLICATION: APPROVAL WITH CONDITIONS

If the Commission finds substantial issue and holds a de novo hearing, staff recommends that the Commission approve the project but without the City's condition that required the closure of Mirada Road. Staff believes that as conditioned to ensure that Mirada Road remains unobstructed, the project is consistent with the City's certified LCP and with the public access and recreation policies of the Coastal Act.

The Motion to adopt the Staff Recommendation of Approval is found in Section 1.0.

STAFF NOTES

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. If the Commission decides to hear arguments and vote on the substantial issue question, 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 will continue with a full public hearing on the merits of the project. If the Commission were to conduct a de novo hearing on the appeal, the applicable test for the Commission to consider would be whether the development is in conformity with the certified LCP and with the public access and public recreation policies of the Coastal Act.

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.

PART 1 - SUBSTANTIAL ISSUE

1.0 STAFF RECOMMENDATION ON 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 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-HMB-00-044 raises **NO** substantial issue with respect to the grounds on which the appeal has been filed under § 30603 of the Coastal Act.*

Staff recommends a **NO** vote. Failure of this motion will result in a de novo hearing on the application, and adoption of the following resolution and findings. Passage of this motion will result in a finding of No Substantial Issue and the local action will become final and effective. The motion passes only by an affirmative vote of the majority of the appointed Commissioners present.

RESOLUTION TO FIND SUBSTANTIAL ISSUE:

The Commission hereby finds that Appeal No. **A-2-HMB-00-044** presents a substantial issue with respect to the grounds on which the appeal has been filed under § 30603 of the Coastal Act regarding consistency with the Certified Local Coastal Plan and/or the public access and recreation policies of the Coastal Act.

2.0 FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

2.1 Local Government Action

On November 9, 2000, the City of Half Moon Bay Planning Commission approved with conditions Coastal Development Permit (CDP) PDP 80-00 (Caltrans) for safety and operational improvements at the intersection of Highway One with Mirada Road and Coronado Street as further described in Section 2.5 below. In addition to concurring with the conditions recommended by City staff, the Planning Commission added eight special conditions to the project as listed in Exhibit 1 (City of Half Moon Bay, 2000). Special Condition 1 requires the applicant to revise the project plans to incorporate the closure of Mirada Road at the intersection with Highway 1 to create a T-type intersection. Special Condition 2 requires further modifications to the project including the installation of a barrier "to prevent vehicular access from Highway 1 onto Mirada Road". The local appeal period ended on November 28, 2000 and there were no local appeals.

2.2 Appellants' Contentions

On December 15, 2000, within 10 working days of the receipt by the Commission of the Notice of Final Local Action, Commissioners Christina Desser and Dave Potter appealed the City of Half Moon Bay's decision to approve the project. The appellants contend that the approved project raises a substantial issue of conformity with the public access policies of the California Coastal Act. The full text of the appeal is included as Exhibit 2.

2.3 Appeal Process

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 approved 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. 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 local government 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 project is appealable to the California Coastal Commission because it is located between the first public road paralleling the sea and the sea.

2.4 Filing of Appeal

On December 4, 2000, the Coastal Commission received notice of the City's final action approving, with conditions, a coastal development permit for the proposed project (Exhibit 1). In accordance with the Commission's regulations, the 10-working-day appeal period ran from December 5 through December 18 (14 CCR Section 13110). The appellants (Commissioners Christina Desser and Dave Potter) submitted their appeal to the Commission office on December 15, 2000, (Exhibit 2) within 10 working days of the receipt by the Commission of the Notice of Final Local Action. Following the receipt of the appeal, the Commission mailed a notification of appeal to the City and the applicant.

In accordance with the Commission's regulations, on December 18, 2000, staff notified the City of Half Moon Bay 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 13122 of the Commission's regulations provides that a local government has five working days from receipt of such a request from the Commission to provide the relevant documents and materials. The City permit file information was received on January 12, 2001.

Pursuant to Section 30621 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 February 2, 2001. On December 20, 2000 the applicant waived the right for a hearing to be set within the 49-day period.

2.5 Project Location

The project approved by the City is located at the intersection of Coronado Street and Mirada Road with Highway 1 near the northern limits of the City of Half Moon Bay, west of the community of El Granada in San Mateo County (Figures 1 and 2). From Highway 1, this intersection, which is currently unsignalized, provides access to residential and commercial areas of El Granada to the east (Figure 3), and access to Surfer's Beach to the west (Figure 4). Highway 1 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 Highway 1 on the north side of the intersection and along the center of Mirada road to the south (Figure 2). 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. The project limits are within the Highway 1 right-of-way, extending approximately 950 feet south of the intersection and 1,017 feet north of the intersection.

Consistent with the jurisdictional boundaries explained above, the intersection improvement project requires a coastal development permit (CDP) from each local jurisdiction. This appeal addresses only the City's action on the portion of the project within its permit jurisdiction.¹

¹ On May 24, 2000, the San Mateo Planning Commission approved with conditions a coastal development permit for the portion of this project within its permit jurisdiction. This approval was appealed to the Coastal Commission which, on October 12, 2000, found that no substantial issue was raised by the local government's decision.

2.6 Project Description

All development within the boundaries of the City of Half Moon Bay will occur within Caltrans' right-of-way over the existing paved surface. The project involves road improvements, relocation of utilities and the installation of traffic lights (Figures 5 and 6, Exhibit 3) as detailed below:

- Resurfacing of Highway 1 for approximately 1,025 feet north of the intersection;
- Extension of the southbound left-turn lane from Highway 1 onto Coronado Street;
- Removal of the existing traffic island, eliminating the channeled southbound right-turn onto Mirada Road and reconstruction of two new islands, including replacement of curbs and a walkway;
- Provision of a pedestrian cross-walk across Highway 1 from Mirada Road to Coronado Street;
- Construction of a bus pad for a southbound bus stop, for SamTrans;
- Installation of two signal posts with signal heads and street lighting; and
- Resurfacing of approximately 150 feet of Mirada Road with AC pavement, including shoulders.

2.7 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.

The appeal presents a potentially valid ground for appeal in that it alleges that the project is inconsistent with the coastal access policies of the Coastal Act.

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 of the development as approved by the City presents a substantial issue of conformity with the public access policies of the Coastal Act.

2.7.1 Allegations that Raise Substantial Issue

The Commission finds that the appeal raises a substantial issue with respect to conformance of the approved project with the coastal access policies of the Coastal Act.

The appellants contend that that the project, as approved by the City, is inconsistent with the coastal access policies of the Coastal Act.

Section 30210 of the Coastal Act States:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

For the reasons explained below the Commission finds that the project, as approved by the City of Half Moon Bay raises a substantial issue of conformity with Section 30210 of the Coastal Act.

Analysis

Surfer's Beach, located directly seaward of the subject intersection is a heavily used and popular coastal destination for locals and visitors to the area. It is the first place where full view of the ocean is available traveling south on Highway 1 and, naturally, visitors tend to stop and admire the view. In addition, surfers are constantly using the beach and ocean at this location, thus the name of the area. Historically, parking along this area of the coast has been inadequate to

accommodate the high demand for public access parking at Surfer's Beach. The City's LCP recognizes both the importance of public access to this specific area and the difficulty in providing adequate parking. In discussing the City's parking capacity, the LCP states in part, "Lack of adequate parking facilities is the major limiting constraint on shoreline access and use of the beach in the City." and further notes, "Available parking facilities do not meet the expected levels of demand for access..." (Exhibit 4)

Consequently, current public parking opportunities in the vicinity of the project site are scarce. There is a large public parking lot approximately 0.3 miles north of the site within the Pillar Point Harbor but it is reserved for harbor related use only. An additional public parking lot adjacent to the north end of Surfer's Beach is available for day use and has approximately 12 spaces available. This parking lot is on land leased from the San Mateo Harbor District, and a \$5 parking fee, which deters visitors, is collected upon entrance. Visitors commonly resort to shoulder parking along the highway slightly north of the subject intersection to access the beach below. This shoulder parking and uncontrolled crossing of the highway represents a safety hazard for pedestrians and motorists alike and contributes to traffic congestion in the area. In addition to the parking areas described above, an informal parking area is available on the bluff-top above the beach. This informal parking area connects to Highway 1 via the remaining seaward extension of Mirada Road. Mirada Road originally ran along the bluff-top and returned to the highway south of the project location, but a portion of the road was lost due to bluff erosion. Unlike the informal shoulder parking and uncontrolled crossing of the highway, the channeled right-turn from southbound Highway 1 (Figure 5) makes this bluff-top area safely accessible to visitors. In addition, the part of the bluff above the beach is less than 6 feet high and thus visitors using the informal parking can easily access the beach from this location. This informal parking currently provides enough spaces for approximately 20 vehicles.

The intersection improvements proposed by Caltrans would in no way affect access to the bluff-top parking area. Therefore, closure of the western section of Mirada Road is not necessary to avoid or mitigate any adverse impact to coastal resources or public access that would be caused by the proposed project. However, as described in Section 2.1 above, Special Conditions 1 and 2 of the City's approval eliminates this bluff-top parking by requiring the closure of Mirada Road. The City states that their action requiring the closure of Mirada Road was based on LUP Policy 2-13 (Exhibit 5). LUP Policy 2-13 states:

Close the northern end of Mirada Road where it intersects with Highway 1 to eliminate bluff top parking and resulting bluff top erosion. The trail as shown on the Access Improvements Map shall not be prohibited and if parking is provided to the adjacent unincorporated area an improved public pedestrian access (ramp or stairs to the beach) would be appropriate.

This policy is contained within the Area Specific Public Access Policies of the LCP. The City notes that the area required to be closed is subject to a rapid rate of erosion from the barren exposed soil of the parking lot and they are therefore concerned with the eventual loss of the entire bluff. The City also believes that the LCP calls for a pedestrian trail in this vicinity and that the existing parking use would conflict with the development of the trail. The City also notes that public parking at Pillar Point Harbor as well as State Beaches is under-utilized.

Caltrans

With regard to the trail contemplated by the LCP, the City's Access Improvements Plan shows a trail running along the coast from Pillar Point Harbor to Miramontes Point Road at the southernmost limit of the City (Exhibit 6). Caltrans has recently completed the portion of a pedestrian/bicycle trail from Pillar Point Harbor to just north of the subject intersection. The parcel to the south of Mirada Road, known as Mirada Surf, is in the jurisdiction of the County of San Mateo. The City had funding ready to construct the next section of the bikeway to the south, through the Mirada Surf property, with an agreement that the County would secure an easement over the property for the bikeway (Blair King, pers. comm.). The County has not done so, perhaps because the development has not been approved. The City has since reprogrammed the funds for use elsewhere and thus, in order to construct a trail in the area of the project site, the City would have to secure new funding. Moreover, the existence of the bluff-top parking would not interfere with the plans to construct the trail along this portion of the coast. In fact, having a parking area that links two portions of a trail would enhance public access in that area consistent with LUP Policy 2-13 which itself provides for a trail adjacent to parking areas. Therefore, a parking area next to a projected trail does not represent a mutually exclusive conflict of uses.

With regard to the issue of parking utilization, as noted above, the Harbor District owns large parking lots by the Harbor, but these are all restricted for Harbor use. These parking lots are heavily used, especially during fishing seasons, holidays and the summer months (Peter Grenell, pers. comm.). The Harbor District also owns the RV park on the ocean side of the highway, but lease it to an operator. The Commission also notes that the parking lot on leased Harbor District land directly north of Surfer's Beach that charges a daily use fee was free prior to recent improvements to the lot, mainly repaving and striping. Thus, the City's condition to close the road would eliminate parking in the vicinity of an area where parking opportunities are scarce.

Although the City's findings address the need to balance the loss of bluff-top parking with the protection of the bluff from additional erosion (Exhibit 3, pages 7-8), the proposed development's adverse impact on parking opportunities, the high demand for public parking in the area and mitigation measures for the loss of such parking are not discussed. Section 30210 of the Coastal Act implements Section 4 of Article X of the California Constitution and requires that maximum public access to the coast be provided. The closure of the road and the associated loss of bluff-top parking will significantly decrease the public's ability to access the ocean in this prime location. Moreover, as stated above, the closure is in no way necessitated by the proposed development. Closure of the western section of Mirada Road is not necessary to avoid or mitigate any adverse impact to coastal resources or public access that would be caused by the proposed project. By imposing conditions to close Mirada Road and eliminate bluff-top parking without addressing either the proposed development's adverse impact on access, or the resulting adverse impact to public access, the City's action to approve the project raises a substantial issue of conformity with Section 30210 of the Coastal Act.

2.7.2 Conclusion

The Commission finds that, as discussed above, the appeal raises a substantial issue with respect to conformance of the approved project with the coastal access policies of the Coastal Act.

PART 2 - DE NOVO ACTION ON APPEAL

PROCEDURE

If the Commission finds that a locally approved coastal development permit raises a substantial issue with respect to the policies of the certified LCP, the local government's approval no longer governs, and the Commission must consider the merits of the project with the LCP de novo. The Commission may approve, approve with conditions (including conditions different than those imposed by the City), or deny the application.

3.0 STAFF RECOMMENDATION ON DE NOVO REVIEW

The staff recommends conditional approval of Coastal Development Permit Application Number A-2-HMB-00-044.

MOTION

I move that the Commission approve Coastal Development Permit No. A-2-HMB-00-044 pursuant to the staff recommendation.

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of the certified City of Half Moon Bay LCP and the public access and public recreation policies of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

3.1 Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

3.2 Special Conditions

1. **Public Access and Traffic Control.** No construction staging or construction related storage or stockpiling is allowed on the bluff-top parking area or on Mirada Road, which shall remain open to vehicular access during construction. Permittee shall conform with the lane closure schedule and procedures recommended in the Traffic Management memo included here as Exhibit 3, Attachment 11. All work shall be carried out between 10 PM and 5 AM consistent with the terms of the proposed project description.

4.0 FINDINGS AND DECLARATIONS

The Commission hereby incorporates by reference the Substantial Issue Findings above as if set forth in full. The Commission hereby finds and declares as follows:

4.1 Project Location and Revised Description

As noted in the Project Location and Site Description section of the Substantial Issue portion of this report (which is hereby incorporated by reference), the project is located on Highway 1 at the intersection with Mirada road within the jurisdictional limits of the City of Half Moon Bay (Figures 1-3). Seaward of the project site, between the highway and the bluff-top parking area, is an undeveloped parcel which contains a small environmentally sensitive area and wetland (Exhibit 3, Attachment 6). As noted in Section 3.5 below, the project will not encroach into this wetland area. Since the filing of the appeal to the local government's decision, Caltrans has revised the scope of the project. At the request of SamTrans, Caltrans will no longer construct the bus pads and associated pedestrian access facilities at the intersection. Consequently, no new

traffic islands are proposed. Instead, Caltrans will make improvements to the existing island necessary to accommodate the traffic signals and replace the existing raised channelizing island on Mirada Road with a painted island (Figure 7). Pavement overlay and lane distribution remains as originally proposed and detailed in section 2.6 of the Substantial Issue portion of this report.

4.2 Environmentally Sensitive Habitat Areas

All work will be within the existing right-of-way and over existing pavement. Therefore, the Commission finds that the proposed development conforms with the LCP policies concerning the protection of environmentally sensitive habitat areas.

4.2.1 Issue Summary

Although the project site is adjacent to wetlands, the project will not have an adverse impact to wetlands or other environmentally sensitive habitat areas because construction will be limited to resurfacing of an already paved area and will not expand this paved area.

4.2.2 Standard of Review

Section 18.38.080 of the City's certified Zoning Code establishes a 100-foot buffer zone around wetlands and, in combination with Section 18.38.075, defines certain development standards and permitted uses within the buffer zone. The full text of these policies can be found in Appendix A.

4.2.3 Discussion

As explained in Section 3.4 above, the project is adjacent to a wetland on the bluff seaward of Highway 1. Highway 1 and Caltrans' right-of-way in the project site is located within the 100-foot wetland buffer zone. Thus, any construction activity within the existing right-of-way will also be in the established buffer zone. However, all proposed work will be done on the already paved surface of the roadway and will not increase the paved surface or encroach farther into the buffer area. Section 10.38.075 B.5 identifies improvement, repair, and maintenance of roadways as permitted uses in the buffer zone established in Section 10.38.080, when no other feasible alternative exists. Because resurfacing of the roadway cannot be feasibly done in another location, and because the project will not further encroach into the 100-foot buffer zone, the project is consistent with Sections 18.38.075 and 18.38.080 of the City's certified Zoning Code.

4.2.4 Conclusion

The Commission finds that, as proposed, the project is consistent with the policies concerning the protection of environmentally sensitive habitat areas of the City's certified LCP.

4.3 Public Access

As conditioned, the Commission finds that the project is consistent with Section 30210 of the Coastal Act and with the coastal access and recreation policies of the certified LCP, because the project will maintain existing public access to the coast.

4.3.1 Standard of Review

Section 30210 of the Coastal Act requires that public access to the shoreline be provided in new development projects. The City of Half Moon Bay's certified LCP incorporates the coastal access policies of the Coastal Act and adds several general and specific public access policies. General Policy 2-7 requires that priority be given to support facilities for coastal dependent activities in an area 200 feet inland from the mean high tide. LUP Policy 2-13 requires the closure of Mirada Road at the intersection with Highway 1 to eliminate bluff-top parking. In addition LUP Policy 2-13 states that the coastal trail shown on the City's Access Improvements Maps shall not be prohibited and suggests that an improved public pedestrian access would be appropriate should public parking be provided in the vicinity of the project site. The full text of these policies can be found in Appendix A.

4.3.2 Discussion

As previously discussed, this project is a traffic operational and safety improvement in a popular coastal destination. Visitors driving south on Highway 1 experience a full ocean view as they approach the subject intersection and it is natural to seek a convenient place to stop and admire the views. Mirada Road provides access to an informal bluff-top parking area where visitors can easily access Surfer's Beach below. The project will enhance access to the ocean in this area by providing improved road conditions and safe turns at the intersection, consistent with the applicable coastal access policies.

A condition of approval requiring closure of the western section of Mirada Road is not necessary to avoid or mitigate any adverse impact to coastal resources or public access or recreation that would be caused by the traffic improvement project. Consequently, there is no nexus between road closure and the conformance of the proposed project with the policies of the LCP or the public access policies of the Coastal Act. Pursuant to Nollan vs. California Coastal Commission, 483 US 825 (1987), in order to impose such a condition as road closure, closure of the road must be necessary to avoid or mitigate an adverse impact caused by the proposed intersection improvement project. Because no such relation exists between the project and closure of the road, the Commission finds it shall not require road closure in order to approve the proposed project.

In addition, as discussed above, such road closure would eliminate parking in the vicinity of an area where parking opportunities are scarce. Furthermore, such road closure is in no way necessary to allow for a trail within the parking area since a projected trail and a parking area are not mutually exclusive uses.

The Commission also notes that closure of Mirada Road also appears inconsistent with provisions of the Government Code that prohibit the obstruction of public Rights-of Way that lead to navigable waters. Section 39933 of the Government Code states:

All navigable waters situated within or adjacent to city shall remain open to the free and unobstructed navigation of the public. Such waters and the water front of such waters shall remain open to free and unobstructed access by the people from the public streets and highways within the city. Public streets, highways, and other public rights of way shall remain open to the free and unobstructed use of the public from such waters and water front to the public streets and highways. [Emphasis added.]

As described above, Mirada Road is a public road that provides access to navigable waters. Therefore, the City's condition to close the road is inconsistent with § 39933 of the Government Code. Coastal Commission staff agrees with the City that a solution is needed to prevent erosion of the bluff caused by vehicles. However, since the road closure is in no way related to the proposed project, closing the road should be implemented through an independent project that addresses the need for mitigation for the loss of public access parking.

Finally, staging of construction for the project could interfere with public access in the area if material and construction equipment is stored on the bluff-top or along Mirada Road during construction. To address this potential issue, the Commission imposes Special Condition 1 prohibiting the storage of material and equipment on the bluff-top and on Mirada Road and requiring that Mirada Road remain available for public access throughout project construction.

4.3.3 Conclusion

The Commission finds that the project, as conditioned, is consistent with the public access policies of the Coastal Act and the coastal access and recreation policies of the certified LCP because the project will not significantly interfere with public parking at Surfer's Beach.

4.4 California Environmental Quality Act (CEQA)

Section 13096 of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effects which the activity may have on the environment.

As discussed above, the project, as proposed, will have no significant adverse impacts on environmentally sensitive habitat areas. There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. The project, as conditioned, will not have a significant adverse effect on the environment, within the meaning of CEQA.

APPENDIX A

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Cited Policies of the California Coastal Act

PUBLIC ACCESS

Section 30210.

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

(Amended by Ch. 1075, Stats. 1978.)

DEVELOPMENT

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

**Cited Policies of the City of Half Moon Bay LCP
(Land Use Plan and Zoning Code)**

LUP Policy 2-7:

In a zone extending approximately 200 feet inland from the mean high tide line, priority shall be given to coastal-dependent and related recreational activities and support facilities. However, camping facilities should be set back 100 feet from the beach and bluffs and near-shore areas reserved for day use activities.

In no case shall recreational improvements, other than accessways, lifeguard facilities, trash containers, and informational signs be located directly on the dry, sandy beach.

LUP Policy 2-13:

Close the northern end of Mirada Road where it intersects with Highway 1 to eliminate bluff top parking and resulting bluff top erosion. The trail as shown on the Access Improvements Map shall not be prohibited and if parking is provided to the adjacent unincorporated area an improved public pedestrian access (ramp or stairs to the beach) would be appropriate.

LUP Policy 7-2:

Bluff top structures shall be set-back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach and along the bluff top parallel to the bluff edge except in areas where existing structures on both sides of the proposed structure already impact public views from the beach or along the bluff top. In such case, new structures shall be located no closer to the bluff edge than adjacent structures.

LUP Policy 7-11:

New development along primary access routes from Highway 1 to the beach, as designated on the Land Use Plan Map, shall be designed and sited so as to maintain and enhance the scenic quality of such routes, including building setbacks, maintenance of low height of structures, and landscaping which establishes a scenic gateway and corridor.

ZC 18.38.075 Riparian Corridors and Buffer Zones.

A. Permitted Uses. Except as may be specified in this Chapter, within Riparian Corridors, only the following uses shall be permitted.

1. Education and research.
2. Consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code.
3. Fish and wildlife management activities.
4. Trails and scenic overlooks on public land.

5. Necessary water supply projects.
6. Restoration of riparian vegetation.

B. No Alternative Permitted Uses. The following are permitted uses where no feasible or practical alternative exists.

1. Stream-dependent aquaculture provided that non-stream-dependent facilities locate outside of corridor.
2. Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development.
3. Bridges when supports are not in significant conflict with corridor resources.
4. Pipelines and storm water runoff facilities.
5. Improvement, repair, or maintenance of roadways or road crossings.
6. Agricultural uses, provided no existing riparian vegetation is removed, and no soil is allowed to enter stream channels.

C. Standards. Development shall be designed and constructed so as to ensure that:

1. removal of vegetation is minimized;
2. land exposure during construction is minimized and that temporary vegetation or mulching is used to protect critical areas;
3. erosion, sedimentation, and runoff is minimized by appropriately grading and replanting modified areas;
4. only adapted native or non-invasive exotic plant species are used for replanting;
5. sufficient passage is provided for native and anadromous fish as specified by the State Department of Fish and Game;
6. any adverse effects of waste water discharges and entrainment are minimized;
7. any depletion of groundwater supplies and substantial interference with surface and subsurface water flows are prevented;
8. waste water reclamation is encouraged;

9. natural vegetation buffer areas which protect riparian habitats are maintained; and
10. any alteration of natural streams is minimized.

D. Riparian Buffer Zone. The Riparian Buffer Zone is defined as:

1. land on both sides of riparian corridors which extends from the "limit of riparian vegetation" 50 feet outward for perennial streams and 30 feet outward for intermittent streams; or
2. land along both sides of riparian corridors which extends 50 feet from the bank edge for perennial streams and 30 feet from the midpoint of intermittent streams, where no riparian vegetation exists.

E. Permitted Uses within Riparian Buffer Zones include:

1. uses permitted in riparian corridors;
2. crop growing and grazing, provided no existing riparian vegetation is removed and no soil is allowed to enter stream channels; and
3. timbering in "stream side corridors" as defined and controlled by State and County regulations for timber harvesting.

F. No Alternative Permitted Uses. The following are Permitted Uses within Riparian Buffer Zones where no feasible alternative exists.

1. The construction of new structures on existing legal building sites, set back 20 feet from the limit of riparian vegetation, only if no other building site on the parcel exists.
2. The creation of new parcels only if the only building sites available are those within in buffer area, if the proposed parcels are consistent with existing development in the area, and if the building sites are set back 20 feet from the limit of riparian vegetation, or if there is no vegetation, 20 feet from the bank edge of a perennial stream or 20 feet from the mid-point of an intermittent stream.

G. Development Standards within Riparian Buffer Zones. Development shall be designed and constructed so as to ensure that:

1. the removal of vegetation is minimized;
2. development conforms to natural topography and that erosion potential is minimized;
3. provisions have been made to (i.e. catch basins) keep runoff and sedimentation from exceeding pre-development levels;

4. native and non-invasive exotic vegetation is used for re-planting, where appropriate;
5. any discharge of toxic substances, such as fertilizers and pesticides, into the riparian corridor is prevented;
6. vegetation in or adjacent to man-made agricultural ponds is removed if the life of the pond is endangered; and
7. dredging in or adjacent to man-made ponds is allowed if the San Mateo County Resource Conservation District, or any similar or successor agency or entity, certifies that siltation imperils continued use of the pond for agricultural water storage and supply.

H. Findings for Development within Riparian Buffer Zones. The following Findings shall be supported by the contents of the required Biological Report that:

1. there are special circumstances or conditions affecting the property;
2. the project is necessary for the proper design and function of some permitted or existing activity on the property;
3. the project will not be detrimental to the public welfare or injurious to other property downstream or in the area in which the project is located;
4. the project will not significantly reduce or adversely impact the sensitive habitat, or there is no feasible alternative which would be less damaging to the environment;
5. the project is in accordance with the purpose of this Chapter and with the objectives of the L.C.P. Land Use Plan; and
6. development on a property which has its only building site located in the buffer area maintains a 20-foot buffer from the limit of riparian vegetation, or if no vegetation exists, a 20-foot buffer from the bank of a perennial stream and a 20-foot buffer from the midpoint of an intermittent stream.

ZC 18.38.080 Wetlands.

A. Permitted Uses.

1. Education and research.
2. Passive recreation such as bird-watching.
3. Fish and wildlife management activities.

B. Permitted Uses with approval of a Use Permit.

1. Commercial mariculture where no alteration of the wetland is necessary.
2. Bridges.
3. Pipelines and storm water runoff facilities.
4. Improvement, repair or maintenance of roadways.

C. Standards. The Riparian Corridor Standards listed in this Chapter shall apply to Wetlands.

D. Wetlands Buffer Zone. The minimum buffer surrounding lakes, ponds, and marshes shall be 100 feet, measured from the high water point, except that no buffer is required for man-made ponds and reservoirs used for agriculture.

E. Permitted Uses within Wetlands Buffer Zones. The Riparian Buffer Zone Uses listed in this Title shall apply to Wetlands Buffer Zones.

F. Permitted Uses within Wetlands Buffer Zones, where no feasible alternative exists. The Riparian Buffer Zone Uses listed under this Title shall apply to Wetlands Buffer Zones.

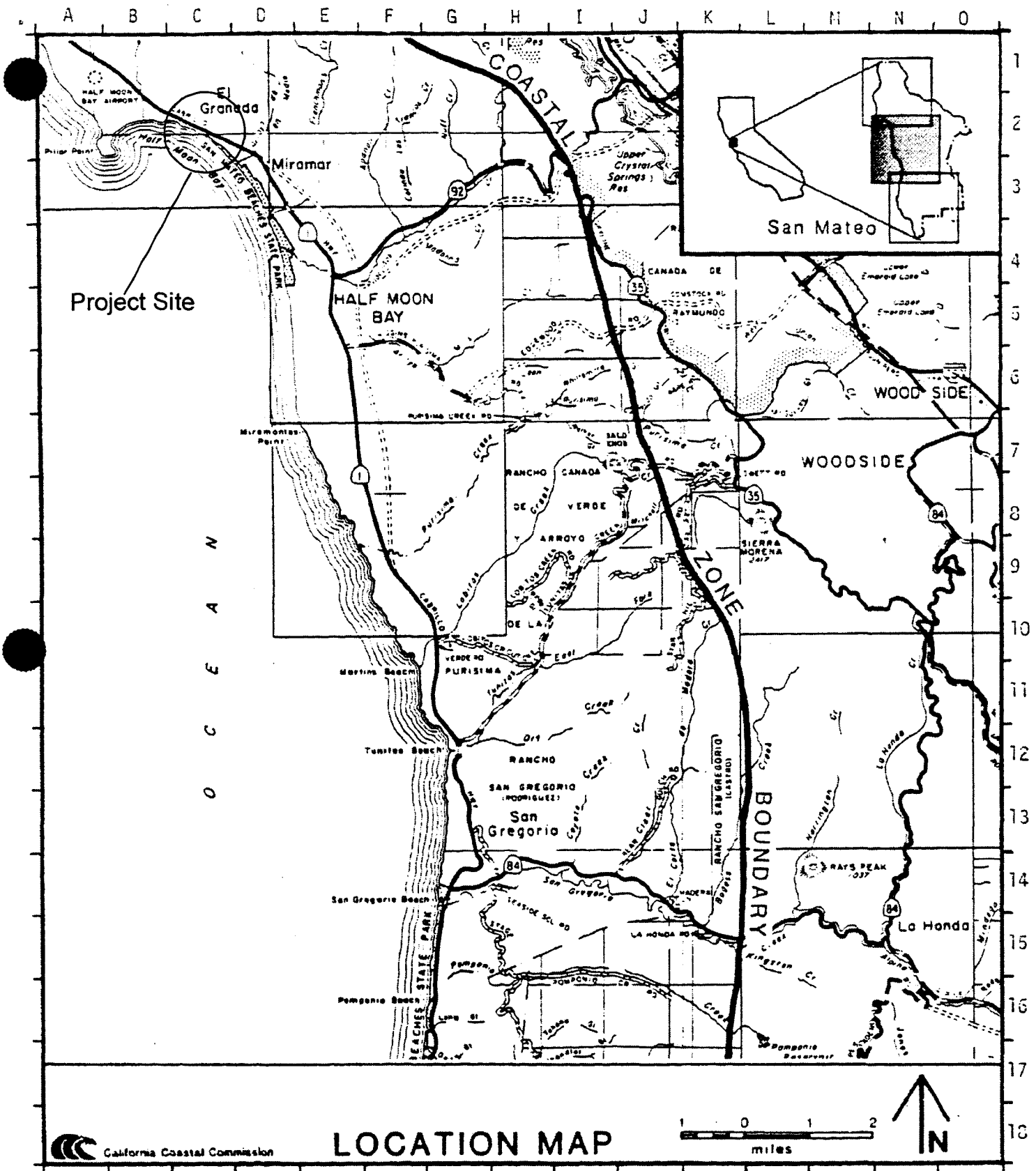
G. Development Standards within Wetlands Buffer Zones. The Riparian Buffer Development Standards listed under this Title shall apply to Wetlands Buffer Zones.

H. Findings for Development within Wetlands Buffer Zones. The following Findings shall be supported by the contents of the required Biologic Report that:

1. there are special circumstances or conditions affecting the property;
2. the project is necessary for the proper design and function of some permitted or existing activity on the property;
3. the project will not be detrimental to the public welfare or injurious to other property in the area in which the project is located;
4. the project will not significantly reduce or adversely impact the sensitive habitat, or there is no feasible alternative which would be less damaging to the environment;
5. the project is in accordance with the purpose of this Chapter and with the objectives of the L.C.P. Land Use Plan; and
6. development on a property, which has its only building site located in the buffer area, maintains a 20-foot buffer from the outer edge of any wetland.

FIGURES

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California Coastal Commission

LOCATION MAP

1 0 1 2
miles



County of San Mateo

FIGURE NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Regional Location Map

INDEX TO MAP BOOK 47

WEST

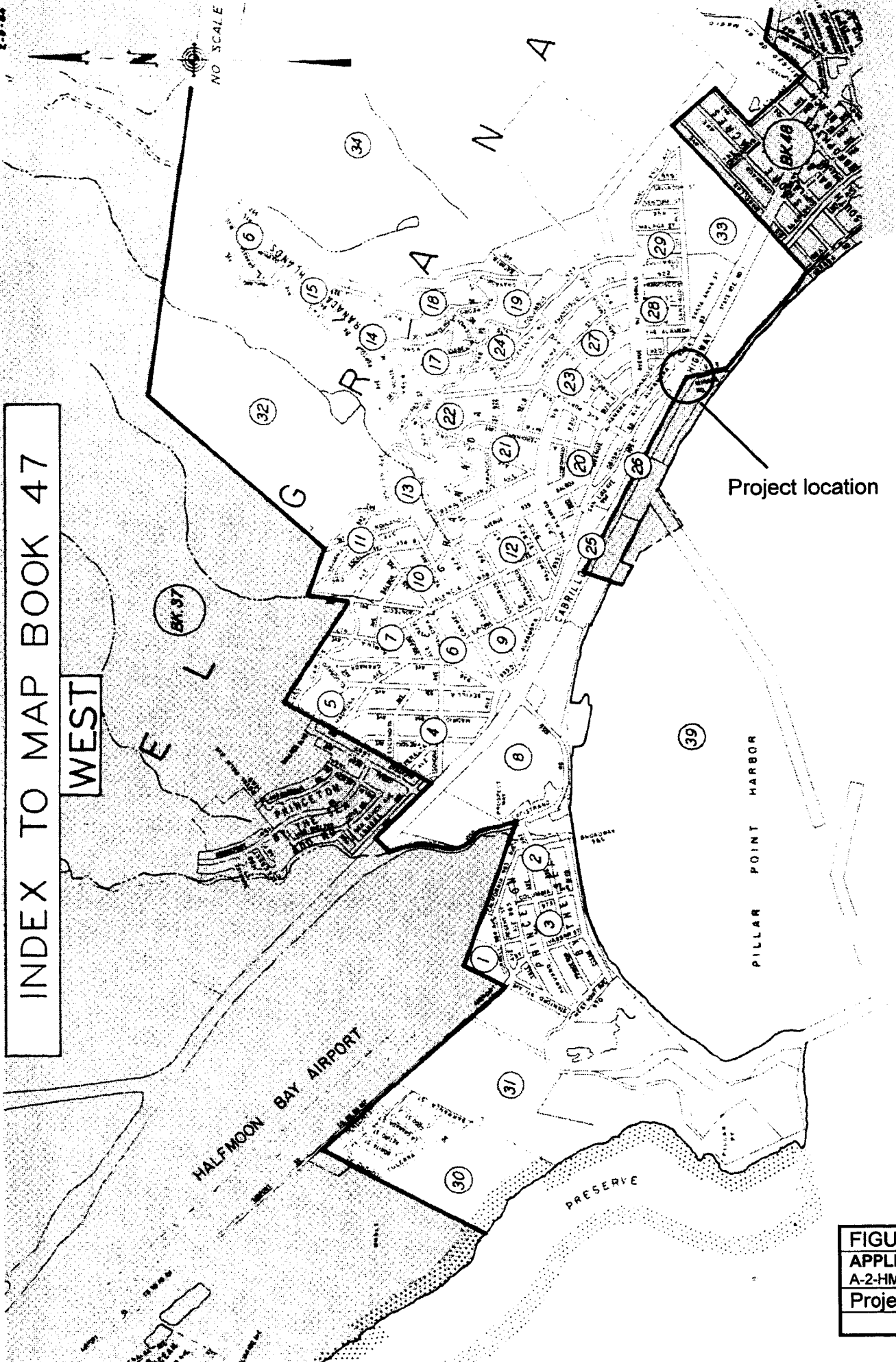


FIGURE NO. 2
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Project Location

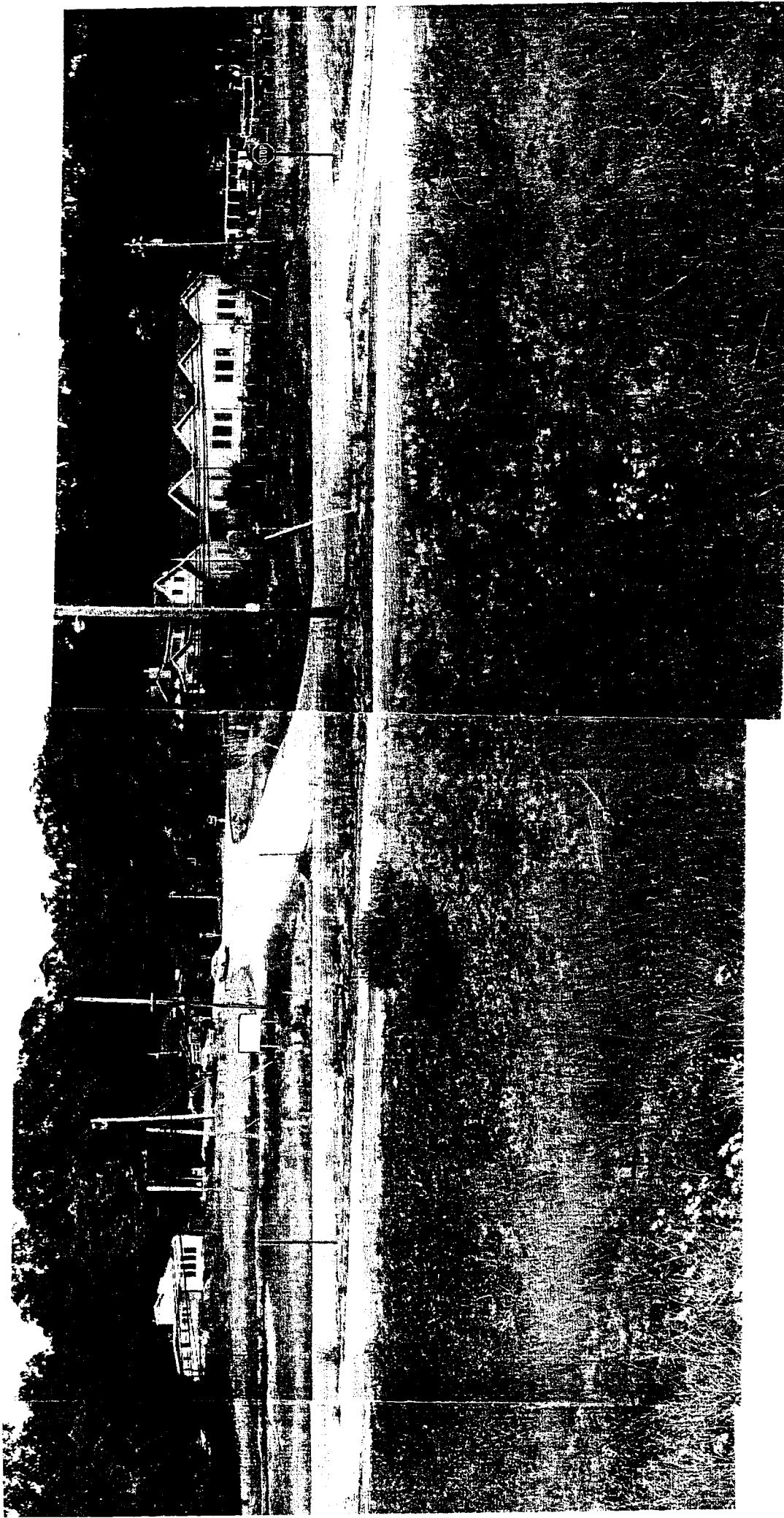


FIGURE NO. 3
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Landward view at the intersection.

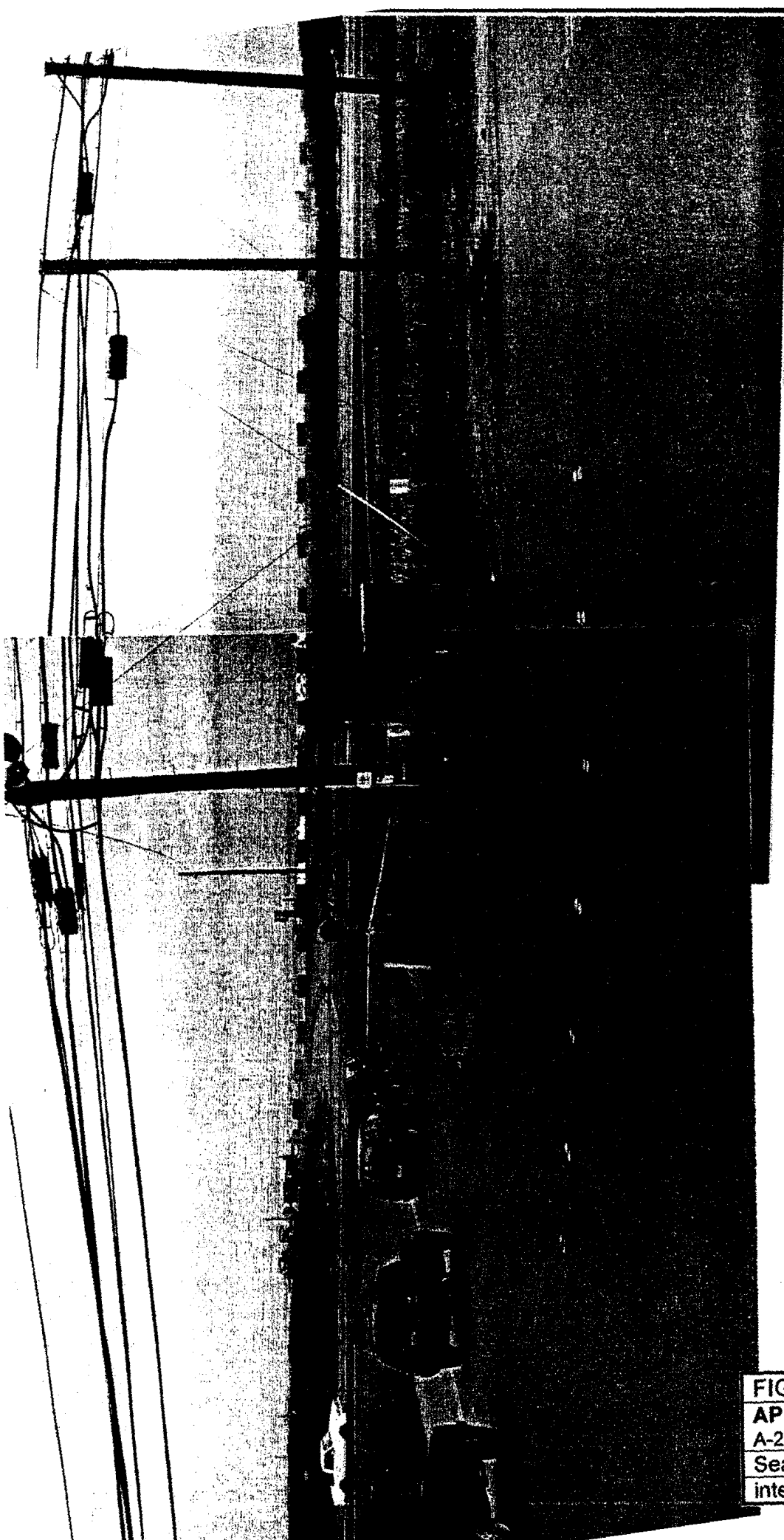
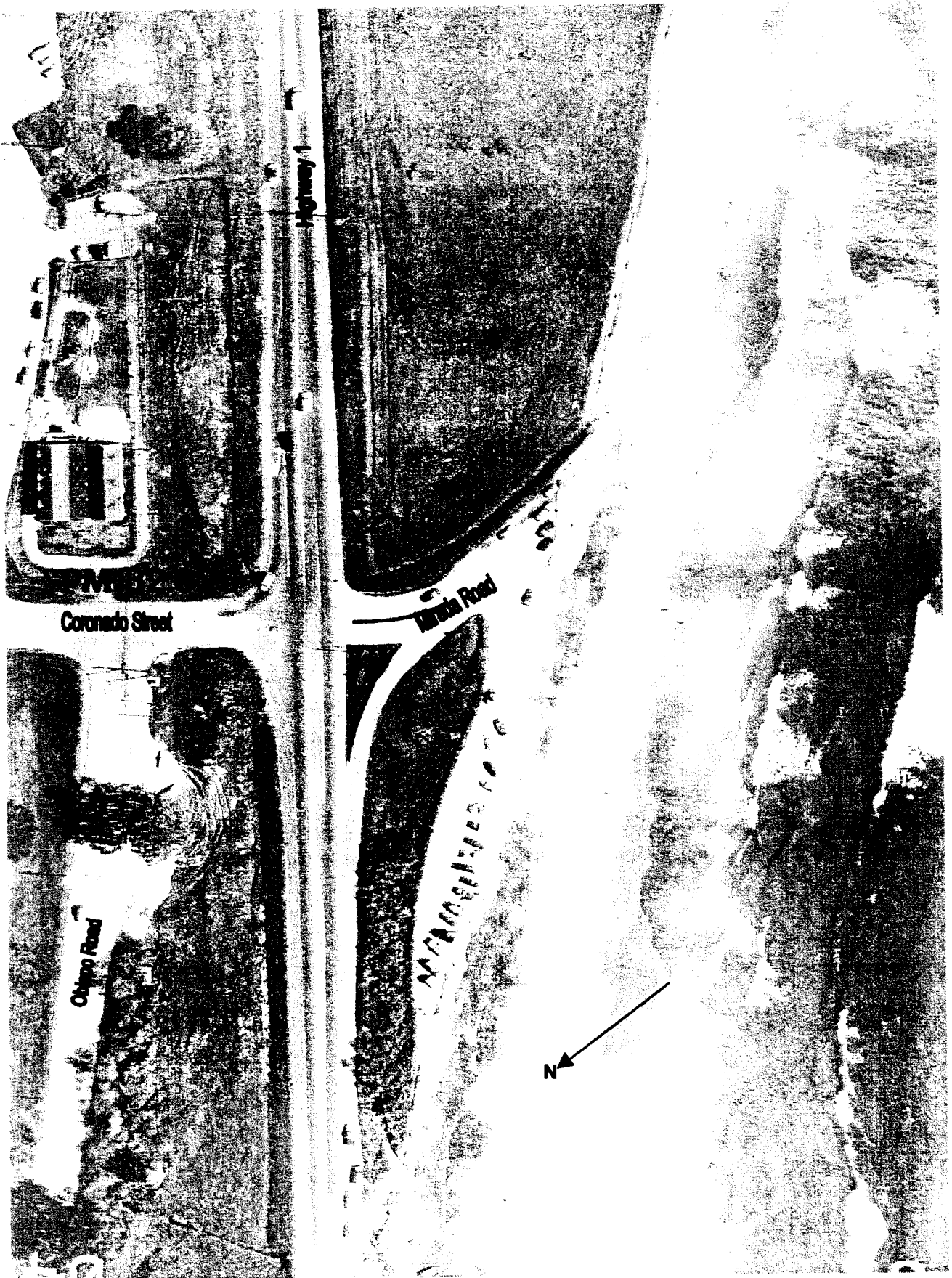
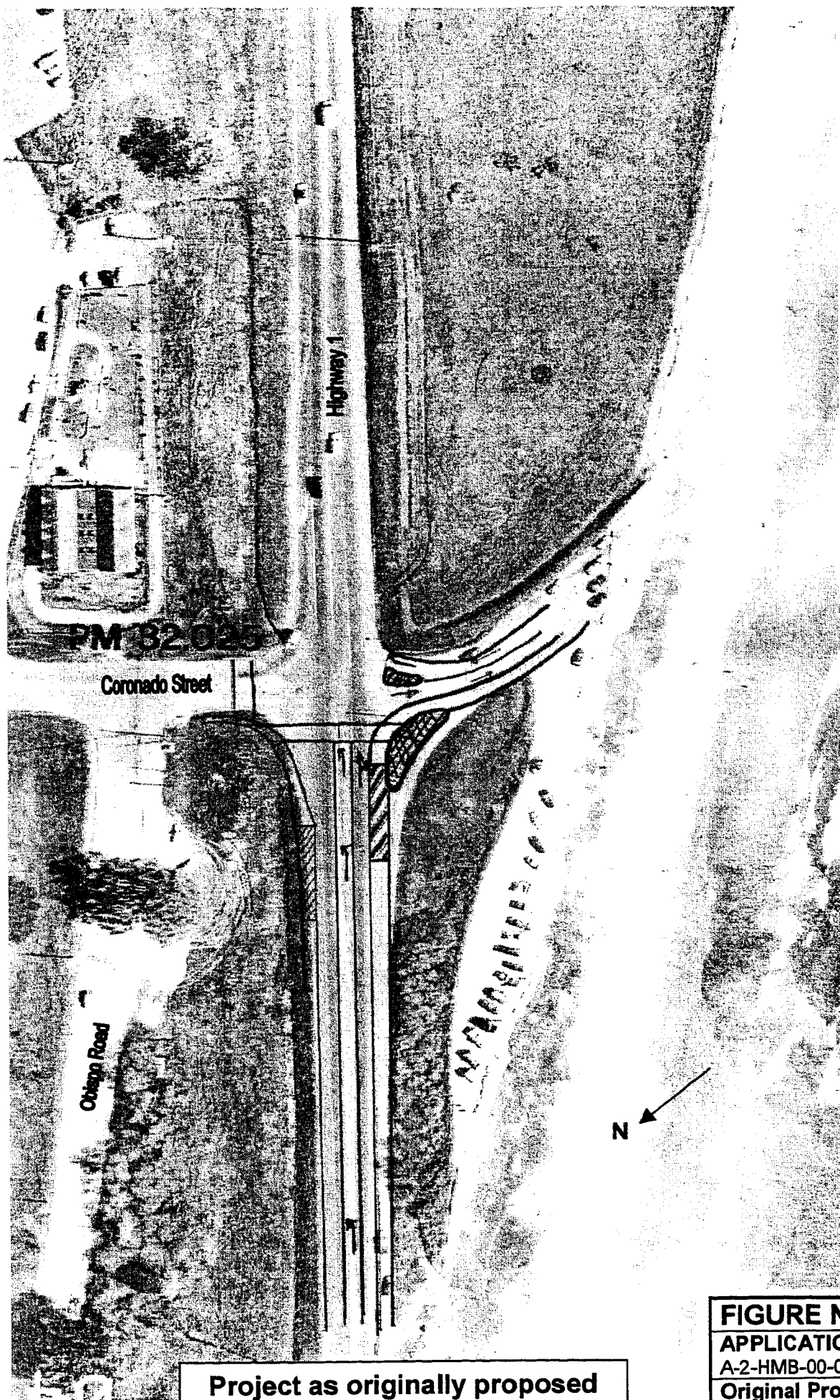


FIGURE NO. 4
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Seaward view at the
intersection.



Current configuration

FIGURE NO. 5
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Current configuration
at the intersection.



**Project as originally proposed
by Caltrans**

FIGURE NO. 6
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Original Proposal

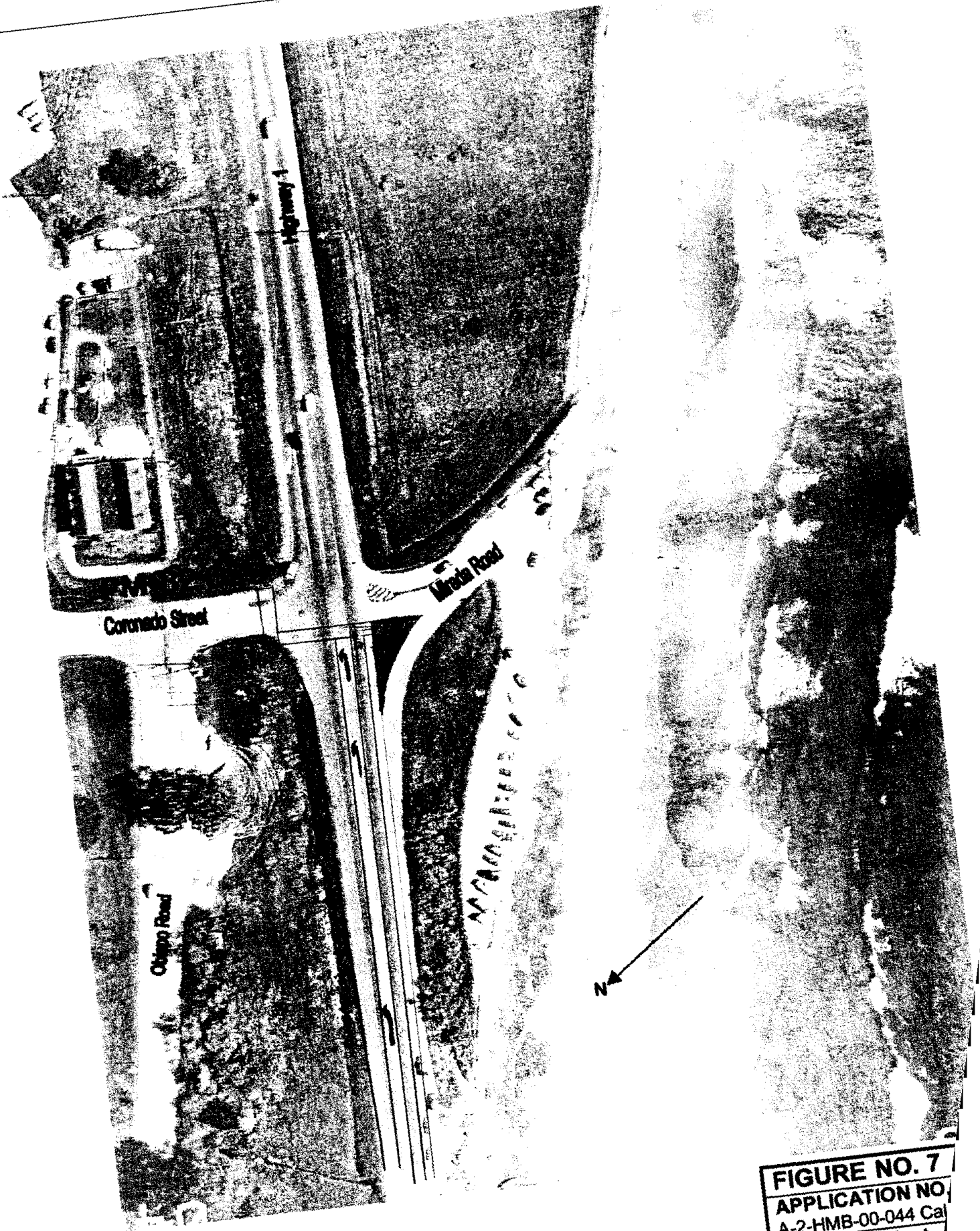


FIGURE NO. 7
APPLICATION NO.
A-2-HMB-00-044 Cal
Revised project

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EXHIBITS

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NOTICE OF FINAL LOCAL ACTION

Coastal Development Permit PDP-80-00

City of Half Moon Bay Planning Department
501 Main Street, Half Moon Bay CA 94019
(650) 726-8250 Fax (650) 726-9389

Action Date: November 9, 2000

File: PDP-80-00

Applicant: California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Planner: Kenneth M. Curtis

This notice is being distributed to the Coastal Commission and to those who requested notice. The following project is located within the appealable area of the Coastal Zone. The Coastal Permit was approved by the Planning Commission on November 9, 2000. The Planning Commission decision was not appealed to the Half Moon Bay City Council within a ten working-day appeal period.

Project Description Coastal Development Permit for improvements associated with installation of a traffic signal at the intersection of Highway 1 and Coronado Avenue. The improvements include provision of turn lanes, sidewalks, a bus pad, intersection lighting, and traffic signals.

Project Location Intersection of Highway 1 and Coronado ^{Street} Avenue in northern Half Moon Bay adjacent to the unincorporated community of El Granada.

APN: Not Applicable

FINDINGS. The findings of the Planning Commisison are set forth in Exhibit 1 to Resolution P-30-00 (attached).

CONDITIONS. The conditions of approval are included as Exhibit 2 to Resolution P-30-00

RIGHT OF APPEAL: Any aggrieved person may appeal the Planning Commission's Action to the City Council by filing a notice of appeal within 10 working days of the date of the Commission's decision. The appeal period ends at 5:00 p.m. on Tuesday, November 28, 2000. The City's Final Action is subject to appeal to the California Coastal Commission. Appeals must be made in writing to the San Francisco Office of the Coastal Commission.

EXHIBIT NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Notice of final local
action, findings.

PLANNING COMMISSION RESOLUTION P- 30-00

**A Resolution of the Planning Commission of the City of Half Moon Bay
Approving the Coastal Development Permit Application [PDP 80-00]
for the Highway 1 / Coronado Avenue Intersection Project**

WHEREAS, an application requesting approval of a Coastal Development Permit was submitted on September 13, 2000, for the Highway 1 / Coronado Intersection Signalization and Improvement Project, as depicted on project plans with City date stamp of 1 November 2000 affixed;

WHEREAS, in order to proceed with construction of the proposed project, approval of a Coastal Development Permit pursuant to Chapter 18-20 of the Half Moon Bay Municipal Code, a part of the City's Local Coastal Program, is required.

WHEREAS, Caltrans, the Lead Agency for the project pursuant to the California Environmental Quality Act [CEQA], determined that the project is subject to a Class 1(c) Exemption from CEQA, as set forth in Section 15301 of the State CEQA Guidelines and filed a Notice of Exemption with the Governor's Office of Planning and Research on 7 March 2000;

WHEREAS, the Planning Commission held a duly noticed public hearing on 9 November 2000 to consider the Coastal Development Permit application for the project, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission has considered the entire administrative record regarding this matter, including the proposed project plans and application materials, the staff reports, all written and oral comments by the public, the City's Coastal Land Use Plan, and the City's Coastal Implementation Plan consisting of Title 18 [Zoning] of the Half Moon Bay Municipal Code; and

WHEREAS, based on its consideration of the entire administrative record, the Planning Commission has concluded that the necessary findings can be made to grant approval of the Coastal Development Permit for the project. —

NOW, THEREFORE BE IT RESOLVED, the Planning Commission hereby finds and determines as follows:

Section 1: Findings

The Planning Commission hereby approves and adopts the Findings set forth in Exhibit 1 to this Resolution, incorporated herein by this reference, as a basis for its action to approve the Coastal Development Permit application.

Section 2: Action

Based on the adopted findings, the Planning Commission hereby approves Coastal Development Permit application PDP-80-00 for the portion of the Highway 1/Coronado Avenue Intersection Improvement Project located within the corporate boundaries of the City of Half Moon Bay subject to the conditions set forth in Exhibit 2, incorporated herein by this reference. The project that is the subject of this approval is as shown in project plans with a City date stamp of November 2, 2000 affixed, except that the following revisions to the project are hereby required:

1. The project plans shall be revised to provide for the closure of access to Mirada Road oceanward of Highway 1 to create a "T" type of intersection. Caltrans shall coordinate with the County of San Mateo to close the portion of Mirada Road within its jurisdiction.
2. The project plans shall be revised to eliminate the overlay and shoulder improvements on the segment of Mirada Road oceanward of Highway 1. The revised plans shall include installation of a guardrail or other type of barrier to prevent vehicular access from Highway 1 onto Mirada Road.
3. The project plans shall be revised to eliminate the bus pad within the City on the ocean side of Highway 1.
4. Any signs to be installed in conjunction with the project shall not be fluorescent orange or green.
5. If required because of proximity to schools, the crosswalks shall be marked in yellow.
6. The intersection lighting shall use hoods, louvers, or other techniques to direct the light downward rather than upward or outward to minimize glare and light pollution in the surrounding rural area.
7. The signal shall be designed to use the smallest lights that are consistent with Caltrans standards, with the intent that the size be no larger than the signal at Capistrano.
8. Caltrans is encouraged to incorporate work on the eastside trail in cooperation with the County of San Mateo.

PASSED AND ADOPTED by the Planning Commission of the City of Half Moon Bay at a regular meeting held on 9 November 2000, by the following vote:

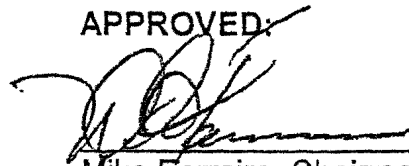
AYES: Benjamin, Ream, King, Hansen, Poncini, Heinz, Chairman Ferreira

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:



Mike Ferreira, Chairman

ATTEST:



Kenneth M. Curtis, Planning Director

EXHIBIT 1

Planning Commission Findings For Approval PDP-80-00, SR 1 / Coronado Avenue Signal Project CDP Application Adopted November 9, 2000

I. ENVIRONMENTAL FINDINGS

A. Statutory Requirement: *The requirements pertaining to consideration of an Environmental determination made by another Lead Agency are set forth in Sections 15050, 15051, 15052, 15061, 15062, 15300.2, and 15301 of the State CEQA Guidelines.*

Planning Commission Findings:

1. As the agency responsible for carrying out the proposed project, Caltrans assumed the role of Lead Agency pursuant to CEQA.
2. Following its review of the project, Caltrans made a determination that the proposed project was subject to a Class 1[c] Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines. This exemption consists of maintenance and minor alteration of existing public facilities, including highways.
3. Caltrans filed a Notice of Exemption with the Governor's Office of Planning and Research on March 7, 2000, and the statute of limitations for court challenges thereto concluded 35 days thereafter.
4. The City's role under CEQA is that of a Responsible Agency. The determination of the Lead Agency is final and conclusive for all persons, including Responsible Agencies, unless circumstances or conditions have changed or a Responsible Agency becomes a Lead Agency under Section 15052.
5. The Planning Commission has considered the environmental determination by Caltrans and hereby concludes that there are no substantially changed conditions since March 2000 when the Notice of Exemption was filed and that it hereby accepts the environmental determination made by Caltrans in its role as Lead Agency.

II. COASTAL DEVELOPMENT PERMIT FINDINGS

A. Statutory Requirement: *Section 18.20.070 A of the Half Moon Bay Municipal Code provides that a Coastal Development Permit can only be approved after the approving authority has made the finding that the development as proposed or as modified by conditions conforms to the Local Coastal Program:*

EXHIBIT NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Notice of final local
action, findings, cont'd.

Planning Commission Findings:

1. Coastal Act Policy 30211 sets forth a requirement that development shall not interfere with the public's right of access to the sea where such right has been acquired through use or other means. Coastal Act Policy 30212 provides that public access shall be provided except where it is inconsistent with public safety or protection of fragile coastal resources. Policy 2-13 states that the northern end of Mirada Road, where it intersects with Highway 1, shall be closed to eliminate bluff-top parking and resulting bluff-top erosion.

In granting approval of the project application, the Planning Commission has required a modification of the project to require that Mirada Road be closed to eliminate the informal bluff-top parking area. The record indicates that the rate of bluff-top retreat is about 2.7 feet per year in this area. The Commission finds that the closure of Mirada Road and the elimination of the informal bluff-top parking is necessary to protect the fragile bluff-top resource and to protect public safety and property. With this modification of the project, the finding is hereby made that the project is consistent with the Coastal Land Use Plan policies with respect to coastal access.

2. Policy Section 3.5 sets forth various policies that require protection of environmentally sensitive habitat areas, including wetlands and areas that are the habitat of special status plant and animal species. The proposed project complies with the policies in that it is not located within any environmentally sensitive habitat area. However, the project is located within the buffer zone required around wetlands. The existing highway right-of-way and road improvements are situated within the buffer zone. Caltrans staff has indicated that the proposed project will not expand the paved area or cause new road improvements to be located closer to the wetland area. Potential indirect effects on the wetland area could occur from proposed excavation and grading activities in conjunction with construction of the project. These potential effects could occur through stormwater runoff, and could include degradation of water quality by sediment from areas with disturbed soils from excavation and grading activities. The Planning Commission has imposed conditions on its approval that will avoid or reduce the possibility of adverse effects of construction activities on the wetland area.

Caltrans submitted a Biological Report, prepared by its staff biologist Robert Young, based on field observation and literature review. The report concluded that no special status species were found within the

project area and that this area does not comprise suitable habitat for special status species such as the California red legged frog and San Francisco garter snake. Therefore, the proposed project is consistent with the Coastal Plan policies in that it will not fill wetland areas or directly or indirectly have an adverse effect on any special status species or habitat areas suitable for special status species. The repair and minor alteration of existing roadway facilities is a use allowed by the LCP within wetland buffer zones.

2. Hazards Policies. Coastal Act policy 30254 requires that any development shall minimize risks to life and property in areas of high geologic hazard. Local LUP policy 4-3 requires that any bluff top development be permitted only if the design and setback from the bluff top are adequate to assure stability and structural integrity for the expected life of the development [at least 50 years] and if the development will neither create or contribute significantly to erosion problems. The subject project is located near the coastal bluff in the surfers' beach / northern Miramar area.

Caltrans has submitted a geology report prepared by Darby K Vickery, Associate Engineering Geologist, dated August 25, 1993. The report was prepared in conjunction with proposed repair/replacement of a bluff protection structure or revetment comprised of rock rip rap placed to protect a segment of Highway 1 located immediately adjacent and to the north of the location of the Coronado intersection improvement project. The report concludes that this segment of the coastal bluffs have retreated or eroded by as much as 120 feet landward during the 44 years since construction of Highway 1 in this area in 1949. This yields an average annual bluff top retreat of 2.7 feet. The construction of the breakwater at Pillar Point Harbor, with its unknown effects on wave refraction, may have contributed to an accelerated rate of bluff retreat in this area south of the breakwater.

Although the bluff top is not delineated on the plans of the proposed project, it appears that the proposed repaving and shoulders on a segment of Mirada Road 150 feet oceanward of the Highway 1-Coronado intersection may reach within 100 feet of the bluff edge. This segment of Mirada Road provides access for an informal vehicular parking area at the top of the bluff. Based upon the evidence submitted and contained within the geology report, the Commission concludes that 1) the project will not result in a safety hazard to people or property and 2) the project will not contribute to further erosion or degradation of the coastal bluff resource.

EXHIBIT NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Notice of final local
action, findings, cont'd.

3. Policy 6-4 requires that any project that involves excavation that could destroy archaeological resources shall require an archaeological survey. The project is not contrary to this policy in that it is located entirely within the area of the existing right-of-way and road improvements. Consequently, there will be no disturbance of native soils, thus eliminating the possibility of exposing previously undiscovered and recorded cultural materials.
4. Page 89 includes language which incorporates Public Resources Code Section 30251, which requires that scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. It further provides that development shall be sited and designed to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. The visual resources map of the LUP identifies the location of the project as an area where ocean views are to be protected. The proposed project is consistent with this policy in that it constitutes maintenance and minor alteration of existing roadway improvements and will not result in removal of a substantial amount of existing vegetation. The only project elements that will be in the line of sight from passing vehicles on Highway 1 are the two signal standards. These standards will not have the effect of obstructing any ocean view nor will the project degrade the quality of existing ocean views.
5. Policies 10-1 and 10-3 provides that the City will limit development or expansion of public works facilities to a capacity which does not exceed that needed to serve buildout of the Land Use Plan. The project is consistent with this policy in that the Signal Warrant Study, included in the staff report, documents that the project is designed to address existing deficiencies in intersection safety and operations. The intersection improvement project will not expand capacity of the highway.
6. The various other policies of the Coastal Land Use Plan do not have direct applicability to the proposed project. The project will not interfere with or prevent the accomplishment of the various other policies of the Land Use Plan.

B. Statutory Requirement: *Section 18.20.070 B requires a finding that the development is consistent with the annual population limitation system established in the Land Use Plan and Zoning Ordinance.*

EXHIBIT NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Notice of final local
action, findings, cont'd

Planning Commission Findings:

1. The proposed project is consistent in that it does not directly affect residential growth in the City. The project does not require issuance of a certificate for a residential building permit allocation.

C. Statutory Requirement: *Section 18.20.070 C requires that the development be consistent with the use limitations and development standards of the base district and other requirements of the Zoning Ordinance.*

Planning Commission Findings:

18.06 - 18.16

1. The proposed project is consistent in that the development standards of Title 18 do not apply to highway improvement projects.
2. The proposed project complies with Section 18.38.045 in that a geological report has been submitted in conjunction with the project application.
3. The proposed project complies with Section 18.38.035 in that a Biological Report has been prepared and submitted in conjunction with the application.
4. Recreational activities and support facilities are permitted priority uses of bluff per Section 18.38.065 C, provided that such uses do not require extensive alteration of the natural environment. The Commission hereby finds that the Mirada Road portion of the proposed project is inconsistent with the coastal access policies of the Land Use Plan and substantial alteration of the natural environment has occurred with its use in the past. The project as approved is consistent as a result of the modifications required by the Commission to delete the improvement of Mirada Road and to close of its access to Highway 1.
5. The proposed project complies with the provisions of Section 18.38.075, pertaining to permitted uses in wetland buffer zones, in that sub-section B-5 expressly allows improvement, repair, or maintenance of roadways or road crossings.
6. The proposed project complies with Section 18.40.030, which provides that coastal access is not required to be provided or continued where such access is inconsistent with public safety or protection of fragile coastal resources. The evidence indicates that the rate of bluff-top retreat is about 2.7 feet per year in this area. The general appearance of the area indicates that there is ongoing erosion at the top and on the face of the bluff as well. The informal parking at the immediate bluff-top is inconsistent with protection of public safety and property and its continuation would be detrimental to protection of the fragile bluff-top area. The required revision of the project to close access to Mirada Road and to terminate the informal bluff-top parking result in a project that conforms to

the provisions of Section 18.40 of the Zoning Code.

D. Statutory Requirement: *Section 18.20.070 D requires a finding that evidence has been submitted that the proposed development will be provided with adequate services and infrastructure at the time of occupancy.*

Planning Commission Findings:

1. The proposed project complies with this policy in that the project itself will provide infrastructure. Development of the project does not directly or indirectly create a need for other services or infrastructure.

E. Statutory Requirement: *Section 18.20.070 E requires that any development located between the sea and the first public road conforms with the public access requirements of the Coastal Act.*

Planning Commission Findings.

1. The project is consistent in that it improves access for Coastal visitors to an existing informal bluff top parking area historically used for coastal access. [see also item IIC above]

III. GENERAL PLAN FINDINGS.

Statutory Requirement: Although not specifically required by Chapter 18-20, Government Code Section 65401 requires review of public works projects for conformity with the Half Moon Bay General Plan.

Planning Commission Findings:

1. The General Plan Circulation Element classifies Highway 1 as a "Limited Access" highway. The proposed project is consistent with this designation in that the proposed intersection improvements are designed to facilitate through-travel rather than access to adjacent development.
2. The other policies of the General Plan, except for the Coastal Land Use Plan policies identified above, are not applicable and the proposed project will not interfere with the accomplishment of the various other policies of the General Plan.

EXHIBIT NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltran
Notice of final local
action, findings, cont'd

EXHIBIT 2

PLANNING COMMISSION CONDITIONS OF APPROVAL PDP-80-00, SR 1 / Coronado Intersection Project CDP Approved November 9, 2000

AUTHORIZATION: This Coastal Development Permit Authorizes construction of the portion of the Highway 1 / Coronado Intersection Improvement Project located within the corporate boundaries of the City of Half Moon Bay. The approved project is as shown on the plan sheets with a City date stamp of November 2, 2000 affixed, except for the following changes that are required by the Planning Commission:

1. The project plans shall be revised to provide for the closure of access to Mirada Road oceanward of Highway 1 to create a "T" type of intersection. Caltrans shall coordinate with the County of San Mateo to close the portion of Mirada Road within its jurisdiction.
2. The project plans shall be revised to eliminate the overlay and shoulder improvements on the segment of Mirada Road oceanward of Highway 1. The revised plans shall include installation of a guardrail or other type of barrier to prevent vehicular access from Highway 1 onto Mirada Road.
3. The project plans shall be revised to eliminate the bus pad within the City on the ocean side of Highway 1.
4. Any signs to be installed in conjunction with the project shall not be fluorescent orange or green.
5. If required because of proximity to schools, the crosswalks shall be marked in yellow.
6. The intersection lighting shall use hoods, louvers, or other techniques to direct the light downward rather than upward or outward to minimize glare and light pollution in the surrounding rural area.
7. The signal shall be designed to use the smallest lights that are consistent with Caltrans standards, with the intent that the size be no larger than the signal at Capistrano.
8. Caltrans is encouraged to incorporate work on the eastside trail in cooperation with the County of San Mateo.

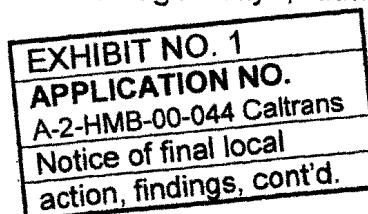
In granting approval of the Coastal Development Permit, the Planning Commission has imposed the following conditions:

A. THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO COMMENCEMENT OF ANY EXCAVATION, GRADING, OR OTHER LAND-DISTURBING ACTIVITY:

1. REVISED PLANS. Caltrans shall submit revised plans to the Half Moon Bay Planning Department which incorporate the modifications required by the Planning Commission [as listed above] in granting approval of the CDP.
2. REVIEW AND APPROVAL OF EROSION CONTROL PLAN. The applicant shall prepare and submit to the Planning Department an Erosion and Sediment Control Plan detailing all proposed measures to prevent erosion and stormwater pollution of the adjacent wetland and other drainages. The plan shall employ Best Management Practices [BMP] for managing stormwater runoff. Measures may include, but are not limited to: limitation of grading and soil disturbing activities to the dry months, temporary and permanent revegetation of exposed soil, temporary check dams, temporary sediment basins and traps, and temporary silt fences.
3. PLAN FOR CONSTRUCTION STAGING AREA. A plan for any construction staging area, including equipment and materials storage, shall be submitted to the Planning Department. Any construction staging area shall be located on the inland side of Highway 1. The contractor shall obtain all necessary permits and approvals that are required by various state, regional, and local agencies for the staging area. Plans for any staging area shall include standards that address dust and other types of air pollution, noise, erosion, sedimentation and other water quality issues, and protection of any biotic resources such as wetlands.

B. THE FOLLOWING CONDITIONS SHALL APPLY DURING CONSTRUCTION OF THE PROJECT

1. DISCOVERY OF ARCHAEOLOGICAL MATERIALS. If buried cultural resources or human remains are encountered during construction, work in that area shall be halted until a qualified archaeologist can evaluate the nature and significance of the find and recommend appropriate methods of treatment or disposition.
2. STORMWATER MANAGEMENT AND EROSION CONTROL. To avoid potential impacts to the adjacent wetland and drainage ways, during construction the applicant shall:



- a. Stabilize any areas that have been stripped of vegetation and maintain erosion control measures continuously between October 1 and May 1.
 - b. Use silt fence barriers, straw bale barriers, sand bags, brush or rock filter, or other appropriate measures as necessary to minimize the quantity of sediment-laden runoff from the project site.
 - c. Remove spoils promptly and avoid stockpiling of excavated or fill materials when rain is forecast. If rain threatens, any stockpiled materials shall be covered with a tarp or other waterproof materials during rainy weather to control runoff.
 - d. Manage, handle, and dispose of construction materials and wastes so as to avoid their entry into the storm drain system or any drainage channel or water body.
 - e. Avoid cleaning, fueling, or maintaining vehicles on site, except in the designated construction staging area.
 - f. Monitor the site for effectiveness of erosion and sediment control every 24 hours during and after every storm event.
3. PROTECTION OF BLUFF TOP AREA. No grading or other land disturbing activities shall be permitted within 50 feet of the bluff edge. Heavy construction equipment shall not be operated within 50 feet of the bluff edge. Construction materials, debris, and waste materials shall not be stockpiled within 50 feet of the bluff edge.
 4. CONSTRUCTION NOISE CONTROL. The contractor shall comply with Caltrans standard specifications Section 7-1.01I. All equipment shall be fitted with adequate mufflers according to the manufacturer's specifications. Noise levels produced by 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 7:00 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.
 5. DISRUPTION OF UTILITIES. Underground utility alert (USA) services shall be used to identify the locations of all underground services and to avoid the unplanned disruption of services during construction activities.
 6. RECYCLING OF WASTE MATERIALS. Concrete, asphalt, soil, and wood waste materials shall be reused in the project or shall be recycled
 7. TEMPORARY SIGNAGE. Whenever feasible, temporary signage shall be installed to notify the public of closures or detours and the expected duration of closures or detours.

C. COMPLIANCE REQUIRED ON AN ON-GOING BASIS

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

D. VALIDITY AND EXPIRATION OF PERMITS

1. ACCURACY OF APPLICATION MATERIALS. The applicant shall be responsible for the completeness and accuracy of all forms and supporting materials submitted in connection with any application. Any errors or discrepancies found therein may result in grounds for the revocation or modification of any City approvals.
2. EXPIRATION. The Coastal Development Permit PDP-80-00 shall expire one year from the date of final City action, unless construction of the project has commenced.

EXHIBIT NO. 1
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Notice of final local
action, findings, cont.

Section II, No. 2

The city of Half Moon Bay granted a Coastal Development Permit to Caltrans for improvements to the Highway 1/Coronado Street-Mirada Road intersection consisting of:

- extending the existing right-turn lane on northbound Route 1 approximately 500 feet,
- constructing a new left-turn lane on Coronado Street, allowing turns onto southbound Route 1,
- extending the existing left-turn lane on southbound Route 1 an approximate distance of 345 feet,
- construction of a bus pad for northbound bus passengers,
- installation of traffic signals,
- relocation of utilities, and
- repaving of the road surface.

Inland of Highway 1 is Coronado Street and Seaward is Mirada Road. Originally, Mirada Road ran along the bluff top and looped back to Highway 1 to the south. However, portions of Mirada Road have been lost due to bluff erosion. The section of Mirada Road seaward of the subject intersection consists now of a 150-foot long stub ending at the bluff edge. This end of Mirada Road is currently used by the public to access an informal parking area on the top of the bluff.

All development will occur within Caltrans right-of-way at the intersection of Coronado Street-Mirada Road and Highway 1 partially in the limits of the city of Half Moon Bay and partially in the jurisdiction of the county of San Mateo. San Mateo County granted a coastal development permit to Caltrans for the portion of the project in county jurisdiction in May of 2000.

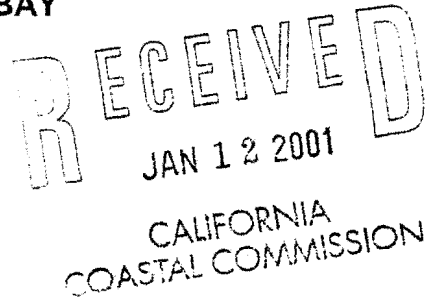
Section IV

As a condition of approval, the City of Half Moon Bay required Caltrans to close the stub end of Mirada Road. This road closure will eliminate the approximately 20 parking spaces on the bluff. The public uses this parking area to access Surfer's Beach, a popular recreation destination, below the bluff. Historically, in addition to the bluff-top parking area, the public has used the shoulder of the highway to park and access Surfer's Beach because the only other public parking available in the vicinity does not provide enough spaces for actual demand. Recent construction of a portion of the Coastside Trail along the west side of the highway has reduced available shoulder parking and thus increased the need for parking in the area. Closing Mirada Road to prevent bluff-top parking will further reduce public access parking in this area interfering with the public's right of access to the sea. As approved by the City of Half Moon Bay, the project does not conform to the public access standards set forth in Chapter 3 the Coastal Act.

EXHIBIT NO. 2
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Appeal of local decision

**BUSINESS OF THE PLANNING COMMISSION
OF THE CITY OF HALF MOON BAY**

AGENDA REPORT



For the meeting of: November 9, 2000

TO: Planning Commission

FROM: Ken Curtis, Planning Director

TITLE: **PDP-80-00 - Public hearing to consider Coastal Development Permit application for the portion of the Highway 1-Coronado Intersection Improvement Project located within the City of Half Moon Bay**

RECOMMENDATION:

It is recommended that the Commission: 1) conduct the public hearing, 2) determine whether the project must be modified as it pertains to the proposed improvement of Mirada Road; and 3) approve the Coastal Development Permit for the project with modifications, if any.

SUMMARY DATA:

Applicant:	California Department of Transportation [hereafter Caltrans]
Permit Type:	Coastal Development Permit Application
Proposed Project:	Various improvements to the intersection of Coronado Avenue and Mirada Road with State Route 1, including installation of traffic signals, provision of turn lanes, sidewalks, and bus stops; the present application is for only those portions of the project located within the corporate boundaries of the City of Half Moon Bay.
Location:	State Route 1 at its intersection with Coronado Avenue near the northerly city limits and adjacent to the unincorporated community of El Granada
Application Date:	September 13, 2000
GP Designation:	Highway 1 is classified as a "Limited Access" road; Coronado and Mirada Road do not have a functional classification
CEQA Status:	Caltrans, acting in the role of "Lead Agency" determined that the project was categorically exempt pursuant to Class 1(c) – minor a existing highway facilities.

EXHIBIT NO. 3
APPLICATION NO.
A-2-HMB-00-044 Caltrans
City of Half Moon Bay
Staff Report

Coastal Appeal Status: Final local action is subject to appeal to the California Coastal Commission due to its location and classification as a "major public works project"

PROJECT DESCRIPTION:

Location. The project is located at the intersection of Coronado Avenue with Highway 1, adjacent to the unincorporated community of El Granada. The project area is bounded by the centerline of State Route 1, the centerline of Mirada Road, and the Pacific Ocean. Although the overall intersection improvement project includes portions of the intersection located outside the City boundaries in the unincorporated area, the project that is the subject of this CDP application is only that portion located within the City boundaries. The City boundaries in this area follow the centerlines of the Highway 1 and Mirada Road rights-of-way.

Project Description. The purposes of the proposed widening project are to improve safety and operations at the Highway 1 and Coronado intersection. The project consists of the following improvements within the city:

- ❑ Resurfacing of the existing Route 1 for about 1025 feet north of the intersection;
- ❑ Provision of a new southbound left turn lane at the intersection from Route 1 onto Coronado;
- ❑ Reconstruction of traffic islands at Mirada Road, including replacement of curbs and a walkway;
- ❑ Provision of a pedestrian cross-walk across Route 1 from Coronado to Mirada Road;
- ❑ Construction of a pad for a southbound bus stop for SamTrans;
- ❑ Construction of two (2) signal standards [posts] with signal heads in the new island at Mirada Road; and
- ❑ Improvement of Mirada Road with AC pavement and shoulder westerly for about 150 feet from the intersection.

The proposed project is illustrated on the maps and diagrams in Attachment 2. The project will be located entirely within the existing right-of-way and, according to Caltrans staff, does not involve expansion of the existing paved area.

BACKGROUND

The County of San Mateo previously approved a Coastal Development Permit [CDP] for the entire project. That decision was appealed to the California Coastal Commission. In reviewing the appeal, Coastal Commission staff discovered that a portion of the project was located within the City of Half Moon Bay. Since the City has the permitting authority for this part of the project, Coastal Commission staff advised Caltrans that it would need to apply to the City for a CDP. Caltrans submitted the present application to the City on September 13, 2000. The California Coastal Commission conducted a hearing on the appeal of the County's action to approve the CDP at its October meeting and determined that there was no substantial issue. A copy of the Coastal Commission staff report is included as Attachment 12.

ISSUES AND ANALYSIS

The following issues are reviewed in this section: 1) need for the project; 2) the environmental determination by Caltrans; 3) conformance with wetland buffer regulations; 4) consistency with coastal bluff protection regulations; 5) conformance with coastal access policies; 6) consistency of the project with the HMB General Plan; 7) consistency of the project with the HMB Local Coastal Plan; and 8) traffic management during construction.

Need for the Project.

The proposed project addresses several operations and safety concerns at the Route 1 / Coronado intersection. The proposed project is expected to provide the following traffic-related benefits: improvement of overall operations at the intersection; reduction of queuing problems for turns from Coronado southbound onto Route 1, especially during peak periods; and reduction of safety hazards due to conflicting traffic movements at the intersection.

The Route 1 / Coronado intersection was not analyzed in either the General Plan Traffic Study in 1992 by TJKM or the recent studies in conjunction with the update of the City's Coastal Land Use Plan and Circulation Element. However, Caltrans conducted a signal warrant study at the intersection in April 1998 [included as Attachment 3]. The study concluded that the warrants were met for six (6) of eleven (11) warrant categories. These six were the following: 1) minimum vehicular volume [100% satisfied]; 2) interruption of continuous traffic [100% satisfied]; 3) accident experience; 4) combination of individual warrants; 5) four-hour volume; and 6) peak hour volume.

Environmental Determination by Caltrans.

Caltrans assumed the Lead Agency role under CEQA pursuant to Section 15051 of the State CEQA Guidelines. This section, included as part of Attachment 4, provides that: "(a) If the project will be carried out by a public agency, that agency shall be the lead agency even if the project would be located within the jurisdiction of another public

agency." Based on its preliminary environmental review of the project, Caltrans made a determination that the project is subject to a categorical exemption from CEQA. Caltrans relied upon Class 1(c) for the exemption, which pertains to maintenance and minor alteration of existing public facilities. This exemption is set forth at Section 15301 of the CEQA Guidelines, which is included as part of Attachment 4. The Guidelines provide specific examples of the types of existing facilities to which this exemption applies. Sub-item (c) specifically lists existing highways and streets.

A copy of the Notice of Exemption filed by Caltrans is included as Attachment 5 to this report, along with a letter from Caltrans attorney Tony Anziano explaining the justification for the exemption. The Notice was filed with the Governor's Office of Planning and Research on March 7, 2000. The filing of the Notice of Exemption starts a 35-day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. Had a Notice of Exemption not been filed, a 180-day statute of limitations would have applied.

The City's role under CEQA is that of "Responsible Agency," which means a public agency that has discretionary approval power over the project, other than the Lead Agency. The City would only be able to challenge the Categorical Exemption if the City were to conclude that the Lead Agency prepared inadequate environmental documents without consulting with the City and the statute of limitations has expired.

The Planning Commission will need to make a finding as to whether it accepts the Categorical Exemption for the project as filed by Caltrans. If the City were to find that the Categorical Exemption was inadequate, the City would then assume the duties of a Lead Agency and would be required to prepare its own environmental document. Based upon the environmental reports submitted by Caltrans, it appears to staff that the possible environmental effects were disclosed, including the presence of wetlands within the project boundary. According to Caltrans staff, the project does not expand the area covered by existing pavement. Caltrans concluded that, with the protective measures included in the project description, there would be no reasonable possibility that the wetlands would be adversely affected.

Conformance with Wetland Buffer Policies and Regulations.

Route 1 and Coronado Street lie on a flat to gently sloping marine terrace. Soil in the project area, excluding imported material, is Dennison clay loam. In areas that are imperfectly drained, this soil is hydric, exhibiting low chromas. Historically the area was a marsh. Construction of route 1, coupled with erosion caused by wave refraction and the interruption of normal patterns of sediment deposition due to the jetty constructed in 1961, effectively eliminated the marsh. A Biological Resources Study performed for Caltrans in conjunction with the proposed project is included as Attachment 6. This report delineates a wetland within the City territory running parallel to Highway 1 on the west side, between the highway and the bluff edge.

The proposed project lies within the buffer zone for the delineated wetland area. However, according to Caltrans staff, the project is entirely within the bounds of the existing paved area and does not expand the amount of paved area. Sections 18.38.075 B and 18.38.080 (included as Attachment 7 to this report) provide that "improvement, repair, or maintenance of roadways or road crossings" is a permitted use within a wetland [and riparian] buffer area where no feasible or practical alternative exists. The fact that the Highway 1 road alignment and improvements already exist within the buffer zone leads to a recommended conclusion that there would be no practical or feasible alternative for siting the intersection improvements proposed in this project.

Conformance with Coastal Bluff Protection Policies and Regulations.

Although the project plans are not entirely clear with respect to the location of the project with respect to the top edge of the ocean bluff, it appears that at least some portions of the project may be located within 100 feet of the bluff edge. The distance of the Mirada Road improvement from the bluff edge is not clear, since the bluff top is not depicted on the project plans. Section 18.38.045 of the Zoning Code requires the submission of a geological report for any structure to be built within 100 feet of the bluff edge. Caltrans has submitted a geological report [see Attachment 8] prepared in conjunction with the coastal bluff repair project currently under construction just north of the project that is the subject of this CDP application. The geological report indicates that in this area the average annual retreat of the bluff top is 2.7 feet. Apparently the rate of bluff erosion may have been accelerated by the effects of the construction of the breakwater for Pillar Point harbor.

Conformance with Coastal Access Policies.

Coastal Land Use Plan [LUP] Policy 2-13 provides that the northern end of Mirada Road where it intersects with Highway 1 should be closed to eliminate the existing bluff top parking and to reduce bluff top erosion. However, the general policies of the Coastal Act and the City's LCP appear to require the provision of coastal access wherever there is substantial evidence of a public right of access to the sea acquired through use [see Section 18.40.030 A and B, in Attachment 9]. The zoning code portion of the LCP, however, provides exceptions to the requirements for coastal access where findings are made establishing that public access is inconsistent with public safety or protection of fragile coastal resources.

The Planning Commission will need to consider whether the factual circumstances surrounding the proposed project justify the continuation of the coastal access at Mirada Road or its closure in conformance with Policy 2-13 to protect the coastal bluff top resource from further erosion or degradation. [see further discussion in section below addressing conformance with LUP policies]

Consistency with the General Plan [Circulation Element].

The General Plan's Circulation Element was adopted on 7 July 1992 by the City Council in Resolution C-32-92. Applicable sections are included as Attachment 10 to this report.

The Circulation Element Plan classifies Highway 1 as a "Limited Access" highway. These are defined as follows:

Limited Access: Limited or controlled access highways serve inter-urban, statewide, and interstate travel. In view of these functions, as well as the fact that the planning of these facilities rests largely with agencies other than the City, the Circulation Element policies of the General Plan seek to reduce dependence upon highway facilities for local trip making. Access to existing and future development in the City of Half Moon Bay will be consolidated at designated signalized locations when possible.

Staff Comment: The proposed improvements are intended to facilitate safe through-travel rather than access to adjacent development. The project, therefore, appears to be consistent with the intent of the "limited access" classification.

Policy 5 states that:

The road network will be improved and planned to incorporate the adopted General Plan traffic improvements (Figure B-1) which are intended to provide acceptable Levels of Service. The City will support Level of Service (LOS) C as the desired level of service on Highway 1 and Highway 92, except during the peak commuting and recreational periods when LOS E will be considered the minimum acceptable standard.

Staff Comment: The General Plan Traffic Study [1992] did not analyze intersections north of the Mirada Road – Alto Avenue area, perhaps because intersections further north primarily serve through traffic and trips with origins or destinations in the El Granada area. The Signal Warrants Study by Caltrans concludes that a signal would not adversely affect the flow of traffic. Therefore, the proposed project does not appear to be contrary to the provisions of Policy 5.

Consistency with the Local Coastal Land Use Plan [LUP].

Any action by the City to approve a Coastal Development Permit for the Highway 1 / Coronado Intersection must be based on the project's consistency with the Local Coastal Program, including the applicable policies of the Coastal Land Use Plan. The following sections focus on particular policies that appear to have relevance for evaluating the consistency of the proposed project.

General Policies

Policy 1-1 (Page 20)

The City shall adopt those policies of the Coastal Act (Coastal Act Sections 30210 through 30264) cited herein, as the guiding policies of the Land Use Plan.

Policy 1-2 (Page 20)

Where policies within the Land Use Plan overlap or conflict, on balance, the policy which is the most protective of coastal resources shall take precedence.

Coastal Access and Recreation

30211 (Page 21)

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212 (Page 21)

Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby, or; (3) agriculture would be adversely affected.

Miramar Beach

Policy 2-13 (Page 32)

Close the northern end of Mirada Road where it intersects with Highway 1 to eliminate blufftop parking and resulting blufftop erosion. The trail as shown on the Access Improvements Map shall not be prohibited and if parking is provided to the adjacent unincorporated area an improved public pedestrian access (ramp or stairs to the beach) would be appropriate.

Staff Comment: The Planning Commission has previously interpreted General Policy 1-1 to mean that the provisions of Chapter 3 of the Coastal Act are directly adopted as local policies of the City's Local Coastal Plan. The proposed project includes repaving about 150 linear feet of Mirada Road and its shoulder from the intersection westward towards to coastal bluff. The bluff top area is currently used as an unimproved parking area for coastal access. Policies 30211 and 30212 would appear to provide that this existing coastal access should be continued. However, Policy 2-13 provides more

specific access policy for the northern Miramar area and indicates that the northern end of Mirada Road should be closed in this area to eliminate the existing blufftop parking. The proposed project would appear to have the effect of perpetuating the Mirada Road access to the bluff top parking area. The Planning Commission will need to reconcile the apparent conflict between these policies as they apply to the proposed project. This will involve balancing the objectives of coastal access with those of protecting coastal bluff resources.

Coastal Land Use Plan Policies: Environmentally Sensitive Habitat Areas

Section 30240 (Page 37)

- (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.*
- (b) *Development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.*

3.5 Policies (Page 65)

The City will:

3-1 Definition of Sensitive Habitats (Page 65)

- (a) *Define sensitive habitats as any area in which plant or animal life or their habitats are either rare or especially valuable and as those areas which meet one of the following criteria: (1) habitats containing or supporting "rare and endangered" species as defined by the State Fish and Game Commission, (2) all perennial and intermittent streams and their tributaries, (3) coastal tidelands and marshes, (4) coastal and offshore areas containing breeding and/or nesting sites and coastal areas used by migratory and resident water-associated birds for resting and feeding, (5) areas used for scientific study and research concerning fish and wildlife, (6) lakes and ponds and adjacent shore habitat, (7) existing game and wildlife refuges and reserves, and (8) sand dunes.*

Such areas include riparian areas, wetlands, sand dunes, marine habitats, sea cliffs, and habitat supporting rare, endangered, and unique species.

3-2 Designation of Sensitive Habitats (Page 65)

- (a) *Designate sensitive habitats as those, including but not limited to, shown on the Habitat Areas and Water Resources Overlay.*

3.3 Protection of Sensitive Habitats (Page 66)

(a) *Prohibit any land use and/or development which would have significant adverse impacts 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 environmentally sensitive habitats. All uses shall be compatible with the maintenance of biologic productivity of such areas.*

3-4 Permitted Uses (Page 66)

(a) *Permit only resource-dependent or other uses which will not have a significant adverse impact in sensitive habitats.*

(b) *In all sensitive habitats, require that all permitted uses comply with U.S. Fish and Wildlife and State Department of Fish and Game regulations.*

3-5 Permit Conditions (Page 66)

(a) *Require all applicants to prepare a biologic report by a qualified professional selected jointly by the applicant and the City to be submitted prior to development review. The report will determine if significant impacts on the sensitive habitats may occur, and recommend the most feasible mitigation measures if impacts may occur.*

The report shall consider both any identified sensitive habitats and areas adjacent. Recommended uses and intensities within the habitat area shall be dependent on such resources, and shall be sited and designed to prevent impacts which would significantly degrade areas adjacent to the habitats. The City and the applicant shall jointly develop an appropriate program to evaluate the adequacy of any mitigation measure imposed.

(b) *When applicable, require as a condition of permit approval the restoration of damaged habitat(s) when, in the judgment of the Planning Director, restoration is partially or wholly feasible.*

Staff Comments:

A biological report has been prepared by Caltrans and is included as Attachment 5 to this report. The report delineates a wetland area paralleling Highway 1 on the west side north of Mirada Road. Although no development proposed in the project is located within this environmentally sensitive area, the project is located within the buffer zone for this wetland.

However, according to Caltrans staff, the project is entirely within the bounds of the existing paved area and does not expand the amount of paved area. Sections

18.38.075 B and 18.38.080 of the LCP's implementation program (included as Attachment 6 to this report) provide that "improvement, repair, or maintenance of roadways or road crossings" is a permitted use within a wetland [and riparian] buffer area where no feasible or practical alternative exists. The fact that the Highway 1 road alignment and improvements already exist within the buffer zone leads to a recommended conclusion that there would be no practical or feasible alternative for siting the intersection improvements proposed in this project.

The Biological report concludes that the delineated wetland areas are not suitable habitat for special status species, such as the California red legged frog or San Francisco garter snake. Field surveys conducted for the study determined that no special status animal or plant species were present on the site.

Coastal Land Use Plan Policies: Hazards

4-1 Coastal Act Policies (Page 75)

30253 (Page 75)

New development shall: (1) minimize risks to life and property in areas of high geologic, flood, and fire hazard; (2) assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Policy 4-3 (Page 79-80)

Development permitted shall comply with the following controls and regulations:

- (a) The area of demonstration of stability includes the base, face, and top of all bluffs and cliffs. The extent of the bluff top considered should include the area between the face of the bluff and a line described on the bluff top by the intersection of a plane inclined a 20 degree angle from the horizontal passing through the toe of the bluff or cliff, or 50 feet inland from the edge of the cliff or bluff, whichever is greater.*
- (b) Permit bluff and cliff top development only if design and setback provisions are adequate to assure stability and structural integrity for the expected economic life span of the development (at least 50 years) and if the development (including storm runoff, foot traffic, grading, irrigation, and septic tanks) will neither create nor contribute significantly to erosion problems or geologic instability of the site or surrounding area. Prohibit development on bluff faces except for stairways for public access to the beach.*
- (c) Prohibit land divisions or new structures identified in areas described in A and B above that would require the need for bluff protection work.*

(d) *Require the submittal of a site stability evaluation report for an area of stability demonstration prepared by a soils engineer or a certified engineering geologist, as appropriate, acting within their areas of expertise, based on an on-site evaluation. The report shall consider:*

- 1. Historic, current and foreseeable cliff erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available, and possible changes in shore configuration and transport.*
- 2. Cliff geometry and site topography, extending the surveying work beyond the site as needed to depict unusual geometric patterns that might affect the site and the proposed development.*
- 3. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features such as bedding, joints, and faults.*
- 4. Evidence of past or potential landslide conditions, the implications of such conditions for the proposed development, and the potential effects of the development on landslide activity.*
- 5. Wave and tidal action, including effects of marine erosion on seacliffs.*
- 6. Ground and surface water conditions and variations, including hydrologic changes caused by the development (e.g., introduction of irrigation water to the groundwater system; alterations in surface drainage).*
- 7. Potential effects of seismic forces resulting from a maximum credible earthquake.*
- 8. Effects of the proposed development including siting and design of structures, landscaping, drainage, grading, and impacts of construction activity on the stability of the site and adjacent area.*
- 9. Any other factors that may affect slope stability.*
- 10. Potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction (i.e., landscaping and drainage design).*

Bluff Protection

Policy 4-4 (Page 80)

In the absence of a determination supported by a site-specific survey by a qualified geologist and biologist to the contrary, within 100 feet from the bluff or foredune edge, drought-tolerant coastal vegetation capable of enhancing bluff and dune stability shall be installed and maintained as a part of any new development. Grading as may be required to establish proper drainage, to install minor improvement (e.g. trails) and to restore eroded areas and to provide permitted accessways shall direct water runoff away from the edge of the bluff or be handled in a manner so as to prevent damage to the bluff by surface and percolating water.

Staff Comments:

Although the project plans are not entirely clear with respect to the location of the project with respect to the top edge of the bluff, it appears that at least some portions of the project may be located within 100 feet of the bluff edge. The distance of the Mirada Road improvement from the bluff edge is not clear, since the bluff top is not depicted on the project plans. Section 18.38.045 of the Zoning Code requires the submission of a geological report for any structure to be built within 100 feet of the bluff edge. Caltrans has submitted a geological report [see Attachment 8] prepared in conjunction with the coastal bluff repair project currently under construction just north of the project that is the subject of this CDP application. That report indicates that in this area the average annual retreat of the bluff top is 2.7 feet. Apparently the rate of bluff erosion may have been accelerated by the effects of the construction of the breakwater for Pillar Point harbor.

The Commission will need to evaluate information regarding bluff erosion in the context of coastal access policies and whether the project is consistent with the policy providing that the northern segment of Mirada Road should be closed to terminate the public access parking along the bluff top.

Coastal Land Use Plan Policies: Archaeological and Cultural Resources.

Policy 6-4 (Page 85)

As a part of any project to construct new roads, trails, sewer or water lines, or other public projects involving substantial excavation which could destroy archaeological resources within the areas designated on the Map of Potential Archaeological resources, provision shall be made for an archaeological survey and the opportunity to sample and salvage the site by a qualified archaeologist as a part of the construction project.

Staff Comments:

Caltrans has stated that the project will be entirely within the confines of the existing paved area. There should be no disturbance of native soils, thus eliminating the possibility of exposing previously undiscovered and recorded cultural materials.

Coastal Land Use Plan Policies: Visual Resources

The City's Coastal LUP incorporates Public Resources Code Section 30251, which provides in relevant part as follows:

30251 (Page 86)

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of the surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

Policy 7-12 (Page 90)

In areas affording broad views of the ocean from Highway 1 as indicated on the Visual Resources Overlay Map, all new development shall be reviewed by the Planning Commission to ensure conformance with the following criteria:

- (a) Structures shall be sited and designed to preserve unobstructed broad views of the ocean and shall be clustered to the maximum extent feasible.*
- (b) A landscaping plan shall be included in the development plans for approval and shall provide for landscaping which, when mature, will not impede public views of the ocean.*
- (c) Building height shall not exceed one story or 15 feet, unless an increase in height would not obstruct public views to the ocean from the Highway or would facilitate clustering of development so as to result in greater view protection.*

Staff Comments:

The visual resources map of the LUP identifies the location of the project as an area where ocean views are to be protected. The only project elements that will be in the line of sight from passing vehicles are the two signal standards. These standards will not have the effect of obstructing any ocean view. The Commission will need to

evaluate whether the quality of the ocean view is adversely affected by projecting standards for the traffic signal.

Coastal Land Use Plan Policies: Public Works

30254 (Page 184)

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 this 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 new development inconsistent with this division. Where 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.

Policy 10-1 (Page 197)

After certification of the LCP, the City shall require a permit from any public utility, government agency, or special district wishing to undertake any development in the City, with the exceptions of State Universities and Colleges and development on public trust lands or tidelands as described in Section 30519(b) of the California Coastal Act

Policy 10-3 (Page 198)

The City shall limit development or expansion of public works facilities to a capacity which does not exceed that needed to serve build-out of the Land Use Plan, and require the phased development of public works facilities in accordance with phased development policies in Section 9 and the probable capacity of other public works and services.

Staff Comments:

The signal warrant study, referenced previously, documents that the project will address existing deficiencies in highway safety and operations. Construction of the project will not result in any additional capacity.

Policy 10-25 (Page 202)

The City will support the use of Level of Service C as the desired level of service on Highways 1 and 92, except during the peak two-hour commuting period and the ten-day average peak recreational hour when Level of Service E will be acceptable.

Staff Comments:

The Signal Warrant study report indicates that the level of service will not be adversely affected by the installation of a traffic signal.

Traffic Management During Construction

A plan to manage traffic operations during the construction of the project has been submitted by Caltrans, and is included as Attachment 11 to this report.

RECOMMENDED FINDINGS AND CONDITIONS

Recommended findings and conditions for approval of the CDP application are included as Attachment 1 to this report. Please note that several issues have been specifically identified for the Commission to evaluate the evidence and reach a judgment as to conformance with the LUP.

LIST OF ATTACHMENTS:

- Attachment 1: Draft Resolution for approval of the CDP, with Exhibit A, - Findings, and Exhibit B - Conditions
- Attachment 2: Various project plans and drawings submitted by Caltrans in conjunction with the CDP application
- Attachment 3: Signal Warrant Study
- Attachment 4: Sections of CEQA Guidelines pertaining to Lead Agency and Categorical Exemptions
- Attachment 5: Notice of Exemption filed by Caltrans
- Attachment 6: Biological Resources Report prepared for Caltrans
- Attachment 7: LCP Regulations [Zoning] pertaining to wetland buffers
- Attachment 8: Geological Report prepared for Caltrans
- Attachment 9: LCP Regulations [Zoning] pertaining to coastal access
- Attachment 10: Excerpts of applicable policies and projects from the Half Moon Bay General Plan Circulation Element
- Attachment 11: Traffic Operations Plan during construction, submitted by Caltrans
- Attachment 12: Coastal Commission Staff Report on appeal of County action to approve a CDP for portion of project within the unincorporated area

APPENDIX A

General Plan Circulation Map

The locations and functional classifications of major existing and planned limited access and arterial streets, serving as the backbone of the City of Half Moon Bay transportation network, are shown on the General Plan Circulation Map (see Figure A-1).

The functional classifications of roads in the City of Half Moon Bay are as follows:

Limited Access: Limited or controlled access highways serve inter-urban, statewide, and interstate travel. In view of these functions, as well as the fact that the planning of these facilities rests largely with agencies other than the City, the Circulation Element policies of the General Plan seek to reduce dependence upon highway facilities for local trip making. Access to existing and future development in the City of Half Moon Bay will be consolidated at designated signalized locations when possible.

The following roads are classified as Limited Access within the City of Half Moon Bay and should be modified to function as such:

- . Highway 1
- . Highway 92

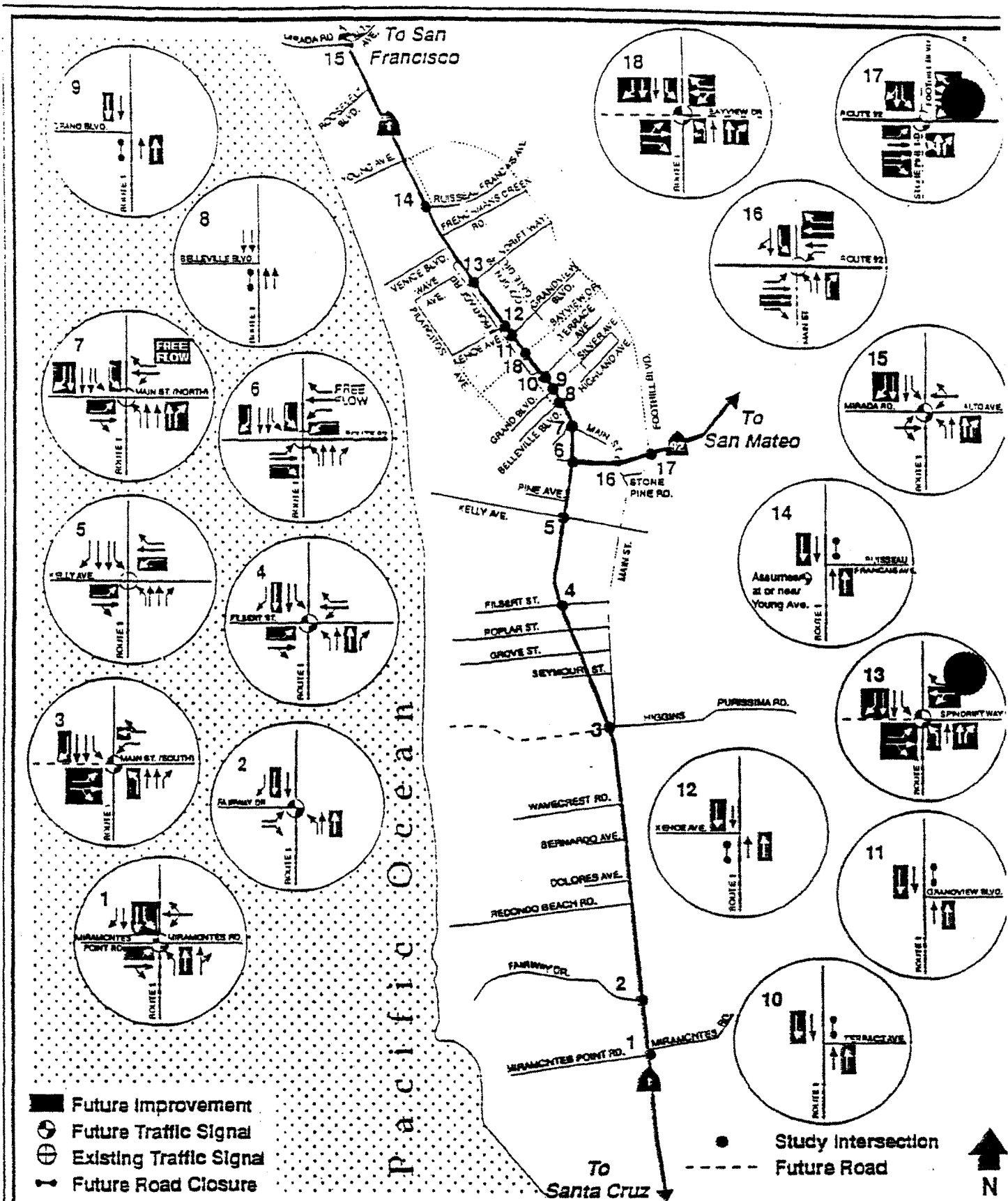
Arterial: Arterial streets primarily serve intracity travel, carrying traffic from collector streets to and from other parts of the City. Access to abutting property is subordinate to the primary function of moving traffic between residential neighborhoods and the Downtown and commercial areas. The number of direct access driveways should therefore be minimized.

The following roads are classified as Arterials within the City of Half Moon Bay and should be modified or planned as such:

- . Foothill Boulevard
- . Bayview Drive
- . Stone Pine Road
- . Main Street
- . Kelly Avenue
- . Higgins Purissima Road and Extension

ATTACH

EXHIBIT NO. 3, cont.
APPLICATION NO.
A-2-HMB-00-044 Caltrans
City of Half Moon Bay
Staff Report - Attach. 10



HALF MOON BAY CIRCULATION ELEMENT

GENERAL PLAN TRAFFIC IMPROVEMENTS



EXHIBIT NO. 3, cont.
APPLICATION NO.
A-2-HMB-00-044 Caltrans
City of Half Moon Bay
Staff Report - Attach. 10

Memorandum

To : HANIBAL D. SERIANI
District Branch Chief
Highway Operations

Date: December 8, 1998

File: 4-SM-1 KP Var
4240-162701
Operational
Improvement

From: Department of District - 4
Design West - Peninsula

Subject: Request for Lane Closure Charts
and Traffic Detour

We are preparing the PS&E for the operational Improvement project on Route 1 in El Granada, at the Intersection of Route 1 and Coronado Avenue (Location 1), and in Montara, at the intersection of Route 1 and 10th Street (Location 2), in San Mateo County.

The scope of work is to construct a left and right turn lane and install a traffic signal at Location 1, and a right turn lane on northbound Route 1 and a two way left turn lane at the median of Route 1 and the lighting system at Location 2. It also includes an AC surfacing and a minor modification of the existing drainage systems. In order to construct this work, different construction stages are necessary.

Location 1:

It consists of two stages:

- Stage 1- Phase 1 (See SC-1&2) is to restripe Route 1 by shifting the traffic toward SB-1 and install temporary Railing (Type K), channelizers and crash cushions. The work will be done at night between 10pm and 5am. Mirada Road and Coronado Avenue will be closed. However, the emergency access to Route 1 from WB-Coronado Avenue will be allowed for Fire truck in case of emergency. The detour of Coronado Avenue is through Obispo Road, Alhambra and Capistrano Road, which is about 1 mile north from Coronado Avenue (See CS-1).
- Stage 1- Phase 2 (See SC-3&4) is to close left turn traffic from SB-1 and right turn traffic from NB-1 to Coronado Avenue, and Coronado Avenue access to Route 1, between 10pm and 5am, in order to construct the widening roadway along Coronado Avenue between Route 1 and Opisbo Road. However, the emergency access to Route 1 from WB-Coronadao Avenue will be allowed for Fire truck in case of emergency. The detour of Coronado Avenue is through Obispo Road, Alhambra and Capistrano Road, which is about 1 mile north form Coronado Avenue (See CS-1).
- Stage 1-Phase 3 (See SC-5&6) is to construct the widening roadway along NB-1.

EXHIBIT NO. 3, cont.
APPLICATION NO.
A-2-HMB-00-044 Caltrans
City of Half Moon Bay
Staff Report - Attach. 1'

- Stage 2 (See SC-7&8) is to construct the widening roadway pavement along SB-1. Route 1 will be restriped by shifting traffic toward northbound side. Mirada Road will be closed to traffic. Coronado Avenue will be closed during 10p.m. and 5a.m. for the installation of temporary railing Type K and striping (See CS-1 for Detour of Coronado Avenue).

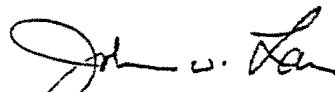
Location 2:

It consists of at least two stages:

- Stage 1- Phase 1 (SC-9) is to construct a northbound right turn lane between 10th and 9th Streets and 9th Street and permanently close 10th Street access to Route 1. Access to Main Street is through 8th or 7th Streets.
- Stage 1-Phase 2 (SC-10) is to construct roadway pavement along NB-1 between 9th and 7th Streets while maintaining access to businesses. Access to Main Street is through the northbound right turn lane and 9th Street. 8th Street is closed at Route 1 and open to local traffic only. Eastbound-7th Street is closed at Route 1 and open to local traffic only. Westbound-7th Street has access to Route 1.
- Stage 1-Phase 3 (SC-11) is to construct widening roadway along NB-1 just north of 7th Street. The access of 7th Street to Route 1 will be closed and open only to local traffic.
- Stage 2 (SC-12) is to construct the widening roadway along SB-1 between 7th and 5th Streets, while maintaining access to residents adjacent to SB-1. Route 1 will be restriped, including the median two way left turns lane. Route 1 will be a one way traffic control during nighttime between 10 p.m. and 5 a.m. for the installation of temporary railing Type K and striping.

The PS&E submittal to HQOE is March 30, 1999. Attached for your information is the diagram of the traffic detour for the closure of Coronado Avenue, which has been concurred by San Mateo County. Please provide us with the lane closure charts for Route 1 and detour of Coronado Avenue traffic for the closure of Coronado Avenue by January 30, 1999.

If you have questions, please call me at 6-4892 or Heng Tay, Project Engineer at 6-4915.



JOHN W. LAU
District Branch Chief

HKT:hkt
Attachments: SC-Sheets/Detour
cc: BS,JWL,HKT/Files

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

PROJECT ENGINEER
 CALCULATED/DESIGNED BY
 CHECKED BY
 DATE
 REVISED BY
 DATE REVISED

LEGEND

- Temporary Railing (Type K)
- ▨ Construction Roadway this Stage
- Direction of Traffic
- Change of Pavement delineation details
- ⦿ Pavement delineation Details
- ▭ Temporary Crash Cushion Modules
- Channelizer (Surface Mounted)
- Traffic Cone

NOTES

1. Exact locations of temporary railing shall be determined by the Engineer.
2. All temporary railing tapers are 1:10 or flatter.
3. For temporary pavement delineation quantities see Q-1

TRAFFIC HANDLING

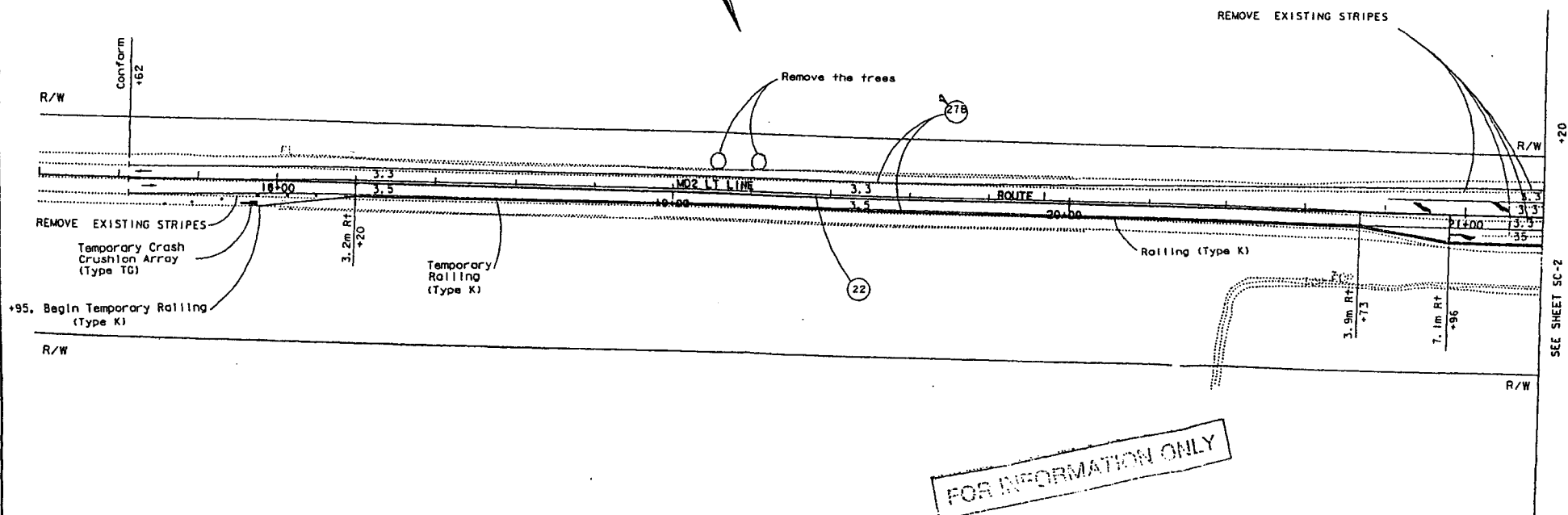
- Night time Closure between 10p.m. and 5a.m.
1. Close SB-1 traffic by providing a traffic control system per Standard Plan 1-13 for land closure on two land conventional highways.
 2. Close NB-1 traffic by providing a traffic control system per Standard Plan 1-13 for land closure on two land conventional highways. Provide a traffic detour for the closure of Coronado Avenue per CS-1.

CONSTRUCTION

1. Restripe SB-1; Remove two trees and install Channelizers (Surface mounted) on SB-1 as shown on the plan.
2. Restripe NB-1 and install Temporary Railing (Type K), crash cushions and channelizers (Surface mounted) as shown on the plan.



TOTAL PROJECT		No. SHEETS
REGISTERED CIVIL ENGINEER		
PLANS APPROVAL DATE		
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REGISTERED PROFESSIONAL ENGINEER		CIVIL



STAGE CONSTRUCTION
 STAGE I PHASE I
 Scale 1:500

SC-1

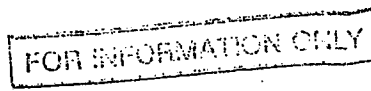
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STAGE CONSTRUCTION
STAGE 1 PHASE 1
Scale 1:500 SC-2



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PLANS APPROVAL DATE			
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TR	C HANDLING	CONSTRUCTION
Night time Closure between 10p.m. and 5a.m.:		
1. Provide traffic control system per standard plan I-14 for the closure of the northbound right turn lane and southbound left turn lane.		Construct ditches, Culver crossing Coronado Avenue and Drop inlets and widen Coronado Avenue.
2. Close Coronado Avenue between Delapso Road and Route 1. See CS-1 for traffic Detour.		

NOTES:

- See Drainage Plans for Ditch location, Drop Inlets and Culvert
- Install surfaced mounted channelizers after the overnight pavement widening of Coronado Avenue.



R/W Traffic Cones
at 7.5m spacing

Temporary Railing (Type K)

Ditch

FOR INFORMATION ONLY

STAGE CONSTRUCTION
STAGE 1 PHASE 2
Scale 1:500

SC-3

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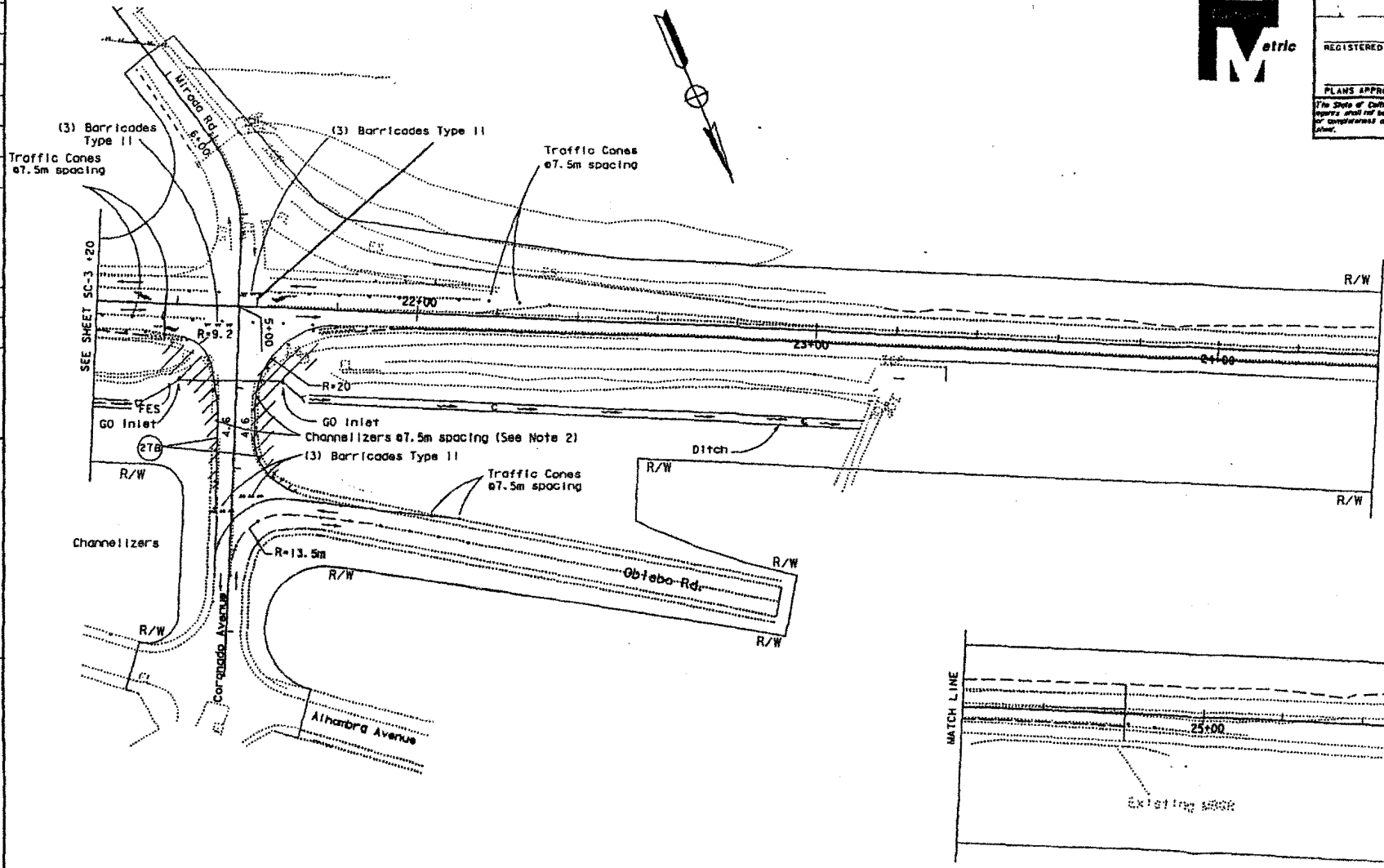
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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

California



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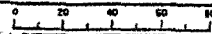
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STAGE CONSTRUCTION
 STAGE 1, PHASE 2
 Scale 1:500 SC-4

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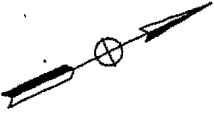
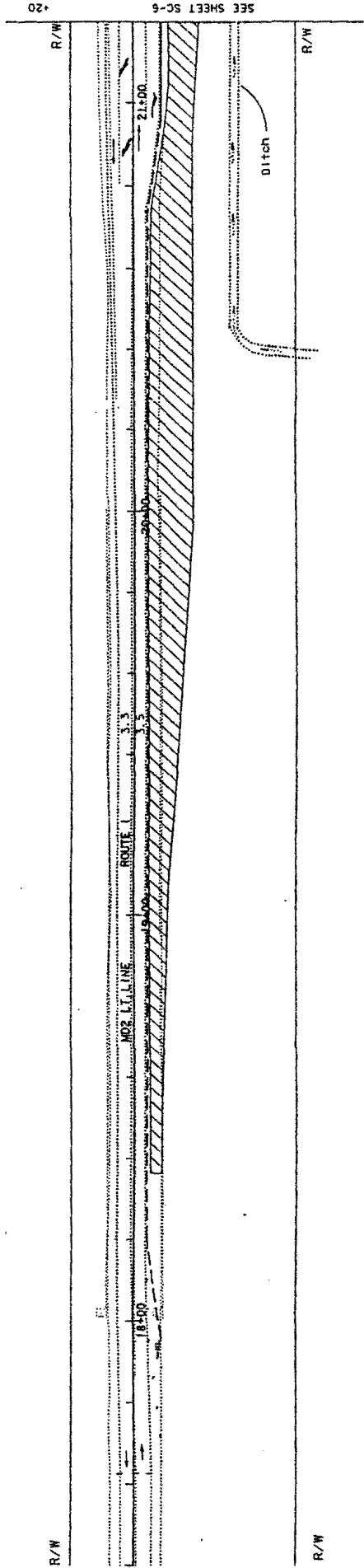



FOR INFORMATION ONLY

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STAGE 1 PHASE 3
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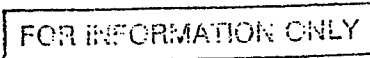
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PLANS APPROVAL DATE _____ The State of California certifies that the accuracy of this plan has been determined by the State of California and is hereby certified as being correct.				

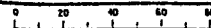




STAGE CONSTRUCTION
STAGE 1 PHASE 3
Scale 1:500 SC-6



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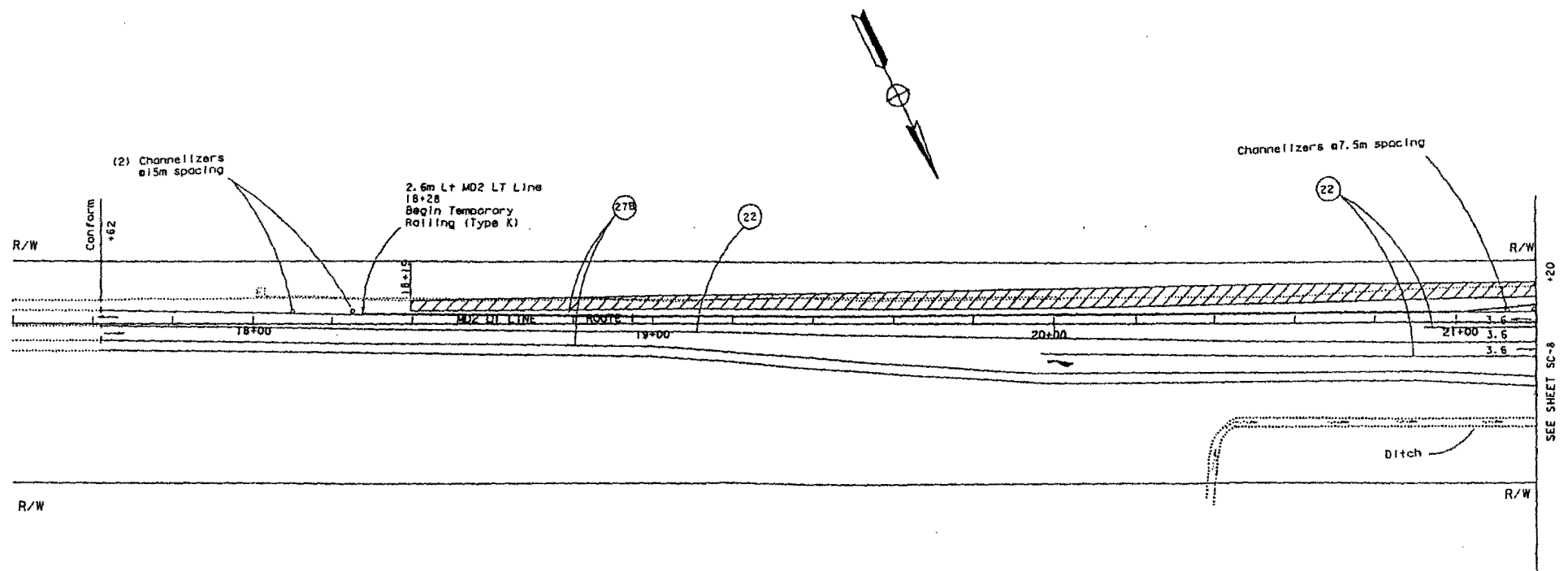
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PLANS APPROVAL DATE

PLANS APPROVAL DATE _____

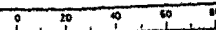
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STAGE CONSTRUCTION
STAGE 2
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SC-7

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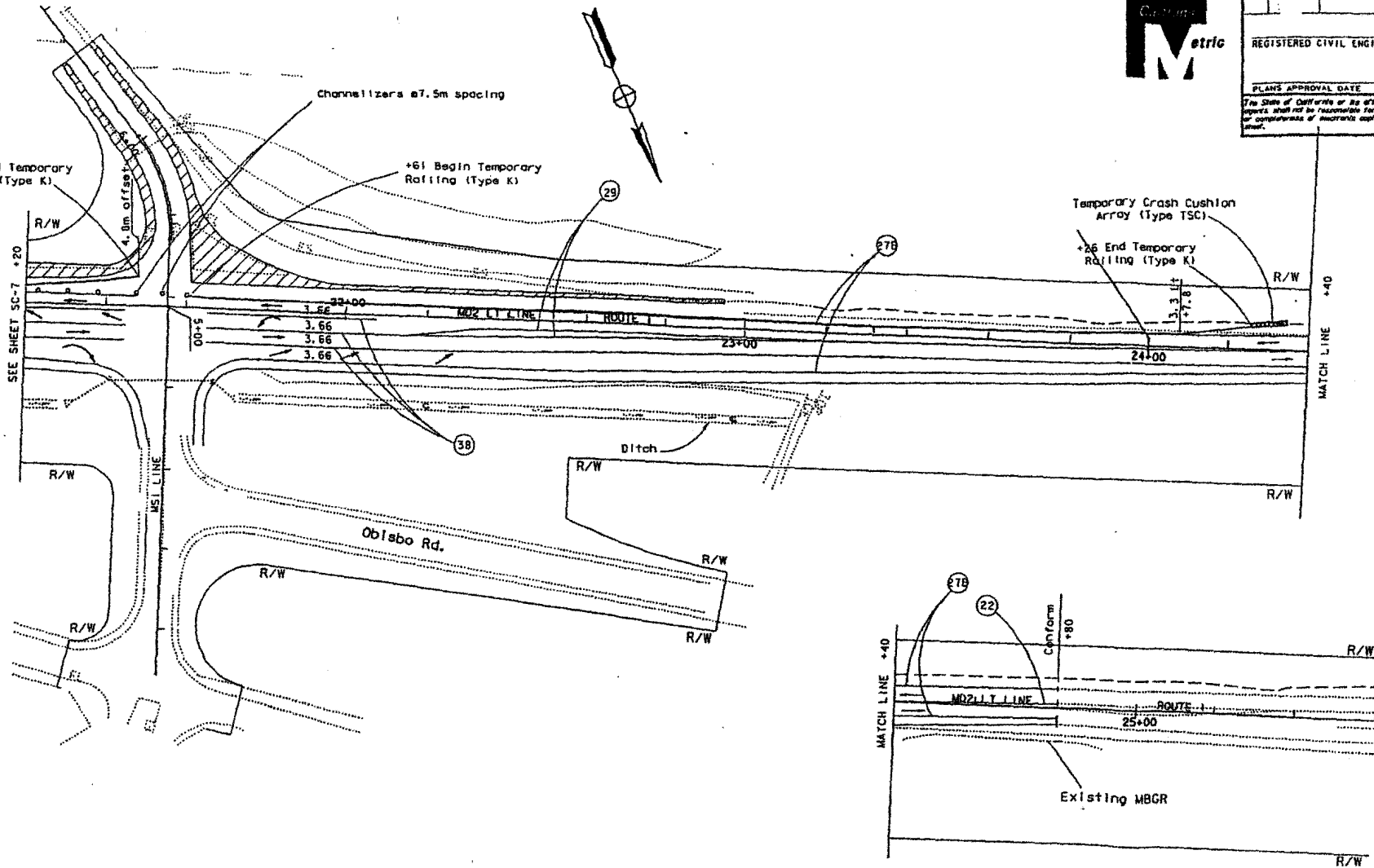
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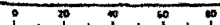


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PLANS APPROVAL DATE	
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STAGE CONSTRUCTION
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 Scale 1:500 SC-8

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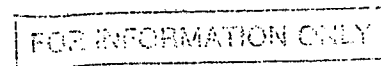
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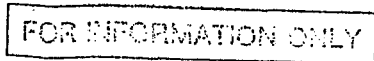


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SC-9

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Scale: 1-500

SC-10

M e m o r a n d u m

To: JOHN W. LAU
District Branch Chief
Design West-Peninsula

Date: February 8, 1999

File: 4-SM-1-51.5/58.3(KP)
4-240-162701
OPERATIONAL
IMPROVEMENT

Attn: Heng Tay

From: DEPARTMENT OF TRANSPORTATION
4 - Office of Highway Operations

Subject: Traffic Management

The lane closure recommendations requested in your memo of December 8, 1998 are as follows:

ON ROUTE 1 : AT KP 51.5
NORTHBOUND/SOUTHBOUND..... CHART #1
NORTHBOUND/SOUTHBOUND CHART #2

ON ROUTE 1 : AT KP 58.3
NORTHBOUND/SOUTHBOUND..... CHART #3
NORTHBOUND/SOUTHBOUND..... CHART #4

GENERAL DETOUR

1. Traffic may be detoured as shown on the attached detour plan.
2. Signs specifying closure times must be posted at least 72 hours in advance.
3. Contact local agencies for preliminary approval of detours on streets under their jurisdiction.

Appropriate language should be included in the Special Provisions specifically prohibiting closures of any ramps or city streets for which no permitted times have been provided.

These recommendations do not include considerations for increased traffic demand from special events.

Please attach a copy of this memo to the circulating PS&E for review by the Construction Branch.

If you have any questions, please contact Indra Bhattacharya at (510) 286-4942 or myself at (510) 286-4653 (CALNET 541-4653).

Hanibal D. Seriani

HANIBAL D. SERIANI
District Branch Chief

Attachments 3
IB/mc

cc: HDS/TT,WUesugi(Traffic),BLoo/KChan(DTM/Traffic Systems),File

LANE CLOSURE CHART NO. 1

DIRECTION: Northbound/Southbound		LOCATION: On Route 1: At KP 51.5 (Location 1)																								
Lane Requirements and Hours of Work																										
	Midnight	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Midnight	
Mondays through Thursdays																										
Fridays																										
Saturdays																										
Sundays																										
Days Before Designated Legal Holidays																										
Designated Legal Holidays																										

Legend:



Provide at least one traffic lane.

1. Close one traffic lane and stop public traffic for periods not to exceed five minutes.
2. Provide at least one traffic lane.
3. Maximum length of one-way control shall be 400 meters.



No one-way traffic control permitted.

REMARKS:

Note: Use detour # 1 during closure of Coronado Avenue I/S. Direct traffic to Capistrano Rd/ Granada Avenue I/S.

(F=SM-1-51.5/162701/2-99/98.300)WC)

LANE CLOSURE CHART NO. 2

DIRECTION: Northbound/Southbound		LOCATION: On Route 1: At KP 51.5 (Location 1)													
Lane Requirements and Hours of Work															
	Midnight	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Noon	1:00 AM	2:00 AM
Mondays through Thursdays															
Fridays															
Saturdays															
Sundays															
Days Before Designated Legal Holidays															
Designated Legal Holidays															

Legend:



Provide at least one traffic lane.

1. Close one traffic lane and stop public traffic for periods not to exceed five minutes.
2. Provide at least one traffic lane.
3. Maximum length of one-way control shall be 800 meters.



No one-way traffic control permitted.

REMARKS:

Note: Use detour # 1 during closure of Coronado Avenue I/S. Direct traffic to Capistrano Rd/ Granada Avenue I/S.

(F=SM-1-51.5/162701/2-99/98.300)WC)

LANE CLOSURE CHART NO. 3

DIRECTION: Northbound/Southbound		LOCATION: On Route 1: At KP 58.3 (Location 2)																								
Lane Requirements and Hours of Work																										
		Midnight	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Midnight
Mondays through Thursdays																										
Fridays																										
Saturdays																										
Sundays																										
Days Before Designated Legal Holidays																										
Designated Legal Holidays																										

Legend:



Provide at least one traffic lane.

1. Close one traffic lane and stop public traffic for periods not to exceed five minutes.
2. Provide at least one traffic lane.
3. Maximum length of one-way control shall be 400 meters.



No one-way traffic control permitted.

REMARKS:

Note: During closure of 10th & 9th St I/S, detour traffic to 8th & 7th Streets.

(F=SM-1-51.5/162701/2.99/98.35/0)WC)

LANE CLOSURE CHART NO. 4

DIRECTION: Northbound/Southbound		LOCATION: On Route 1: At KP 58.3 (Location 2)																									
Lane Requirements and Hours of Work																											
		Midnight	11:00 PM	10:00 PM	9:00 PM	8:00 PM	7:00 PM	6:00 PM	5:00 PM	4:00 PM	3:00 PM	2:00 PM	1:00 PM	Noon	11:00 AM	10:00 AM	9:00 AM	8:00 AM	7:00 AM	6:00 AM	5:00 AM	4:00 AM	3:00 AM	2:00 AM	1:00 AM	Midnight	
Mondays through Thursdays																											
Fridays																											
Saturdays																											
Sundays																											
Days Before Designated Legal Holidays																											
Designated Legal Holidays																											

Legend:



Provide at least one traffic lane.

1. Close one traffic lane and stop public traffic for periods not to exceed five minutes.
2. Provide at least one traffic lane.
3. Maximum length of one-way control shall be 800 meters.



No one-way traffic control permitted.

REMARKS:

Note: During closure of 10th & 9th St I/S, detour traffic to 8th & 7th Streets.

(F=SM-1-51.5/162701/2.99/98.35/0)WC)

to be distributed along the entire shoreline in accordance with desirable levels of recreational area use.

Future increases in demand for coastal recreation can be easily accommodated in the existing State and County beach areas, with proposed parking facility and other support facility improvements. No significant increase in publicly owned ocean front land is required, except for the provision of accessways. For adequate maintenance and response to projected recreational demand, the State Beach should be expanded to include the County Acquisition area with modest acquisition of some private property west of Railroad Avenue and at Miramar Beach to provide an adequate buffer between residential and recreational uses. Additional demand for campsites should be met chiefly in the public recreation area. Most of the other needed improvements to enhance recreational use and capacity without harm to habitat areas will involve access and lateral trail improvements.

Lack of Adequate Public Recreation Improvements, Facilities, and Maintenance

The State Parks Plan and prior studies indicate the need for additional facilities for walk-in and recreational vehicle campsites. An issue is raised by the demand for RV campsites. Satisfaction of total demand in areas west of Highway 1 would conflict with existing residential development and agriculture; however, there are opportunities for additional sites of modest size; two are proposed in the Plan. Other sites may be possible in the hills east of Highway 1, chiefly in the unincorporated area.

Visitor-Serving Facilities and Commercial Recreation

Significant new visitor-serving facilities will not be required, given the planned addition of hotel accommodations and normal additions in food services capacity. Little visitor use in Half Moon Bay involves requirements for overnight accommodations. Therefore, only limited facilities for campsites, other than for day use, are required. Additional demand for overnight tent camping should be met in the established regional recreation area, while additional recreational vehicle campsites should be located both on private property and in the public recreation area where there is no conflict with existing residential development. Opportunities exist to supplement visitor-serving facilities, while serving local needs and enhancing the local economy, through continued revitalization of the Main Street core and limited development in a few distinct areas. Priority is given to reinforcement of the community core in new visitor-serving commercial development.

Demand for commercial recreation in the form of equestrian facilities and golf exceeds supply. Additional encouragement of horseback riding near the area of greatest regional recreation use

or encourage vehicular access to the shoreline from Highway 1, but rather to concentrate such vehicular access where parking facilities are to be provided.

(b) Lack of City Resources to Construct or Maintain Accessways

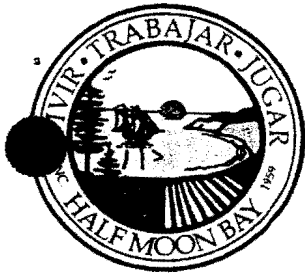
Due to lack of adequate financial resources to construct or maintain public accessways to the shoreline for the benefit of coastal visitors, the City does not intend to become the owner or otherwise accept responsibility for accessways, their construction or maintenance. The City intends to require offers of dedication and/or construction of accessways by those engaging in private development near the shoreline so that such dedications may be accepted by the County, a State agency, or a private entity suitably funded and organized to construct, manage, and maintain such accessways. Due to the fact that most accessways connect to recreational beach areas owned by the County or State Department of Parks and Recreation, these are considered the appropriate public agencies to accept responsibility for accessway maintenance.

Parking Capacity and Recreational Area Use

Parking is the issue of primary concern with respect to adequacy of access to and capacity for use of public recreational facilities. Lack of adequate parking facilities is the major limiting constraint on shoreline access and use of the beach in the City. Inadequacies of supply, location, and distribution conflict with residential and agricultural uses and inadequacy of improvements must be addressed to achieve Coastal Act policies with respect to coastal access and recreation.

Available parking facilities do not meet expected levels of demand for access associated with recreational use of the Half Moon Bay shoreline based on reasonable design capacity standards. Almost half of the weekends in the year produce sufficient attendance to exceed the capacity of formal parking facilities. Deficits in formal parking are made up by informal parking throughout the City, especially on neighborhood streets near the State Beach and on open fields in the southern part of the City. Although it is not appropriate to plan for the maximum peak demand, average peak use requires additional formal, improved parking to enhance access and recreational use and to reduce conflicts with residential areas.

Opportunities exist to correct major inadequacies through relocation, restructuring, and improvement of existing parking facilities. These opportunities are heightened by the availability of publicly owned land, lack of residential development near the beach, and potential for improving existing parking areas so that they can be used more efficiently. However, the scale of parking must be related to appropriate levels of recreational use along the shoreline and potential conflicts with existing residential neighborhoods. New, improved, and expanded facilities are proposed



CITY OF HALF MOON BAY

City Hall, 501 Main Street
Half Moon Bay, CA 94019

RECEIVED
JAN 03 2001

CALIFORNIA
COASTAL COMMISSION

December 29, 2000

Mr. Steven Scholl
Deputy Director
California Coastal Commission
45 Fremont, Suite 2000
San Francisco, CA 94105-2219

SUBJECT: Appeal of Coastal Development Permit for construction of a signalized intersection at Route 1, Coronado, and Mirada Road

Dear Steve:

This is to confirm the essence of our conversation on Thursday, December 28, 2000 with regard to the Coastal Commission appeal of the signalized intersection at Route 1, Coronado and Mirada Road.

I understand that this appeal and hearing will be before the Commission in February. Caltrans has stated that in order to protect the project's funding they need to be in construction by July.

In brief, Half Moon Bay's position is this, the Planning Commission felt that the LCP is fairly clear in Policy 2-13 where it states: "Close the northern end of Mirada Road where it intersects with Highway 1 to eliminate blufftop parking and resulting blufftop erosion." This policy is contained within the Area Specific Public Access Policies of the LCP. The Planning Commission noted that this area is subject to a rapid rate of erosion from the barren exposed soil of the parking lot and the Planning Commission was concerned with the eventual loss of the entire bluff. The City's LCP and General Plan Circulation Element calls for a pedestrian trail in this vicinity and the current use conflicts with the development of the trail. We noted that public parking at Pillar Point Harbor as well as State Beaches is under-utilized. We wanted to make the case that in order to keep this area open Caltrans was going to make an unnecessary expenditure of public money.

Coastal Commission staff's position is that the closure of the parking lot should be subject to a separate Coastal Development Permit. This Coastal Development Permit should show how the loss of parking would be mitigated and how public access would be maintained or enhanced, and that until such a permit, along with the public review process, had been conducted the northern end of Mirada Road should remain connected to Highway 1.

EXHIBIT NO. 5
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Letter from the City of
Half Moon Bay.

Steven Scholl

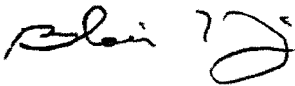
12/29/00

page 2

Coastal Commission staff suggested that a substitute condition to the Planning Commission's condition might be offered at the Coastal Commission meeting in February.

Please let me know if a further summary of the meeting or our respective positions is needed.

Sincerely,



Blair King
City Manager

cc: Mayor and Council
Planning Commission
Ken Curtis, Planning Director

EXHIBIT NO. 5 , CONT'D
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Letter from the City of
Half Moon Bay.

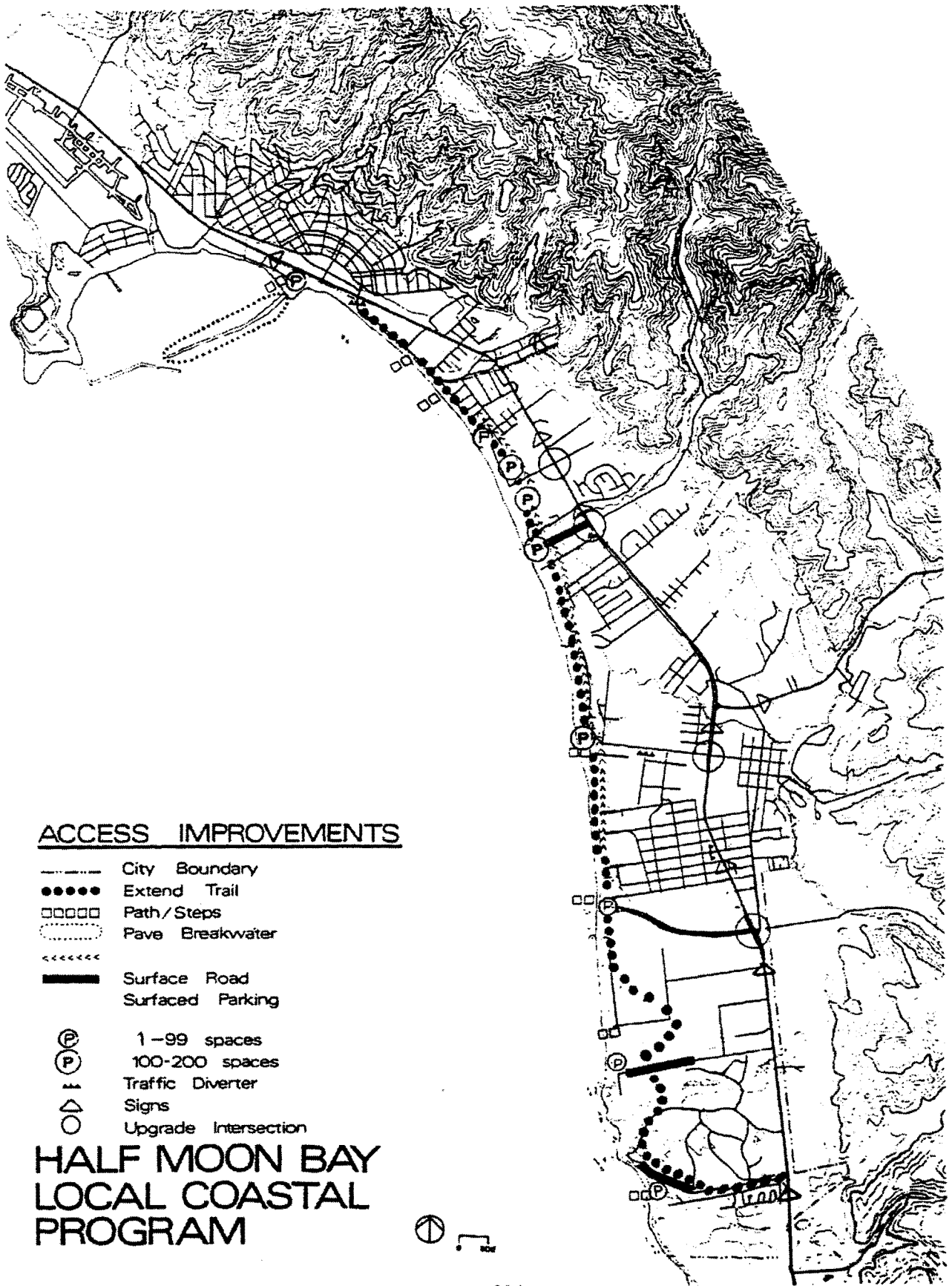


EXHIBIT NO. 6
APPLICATION NO.
A-2-HMB-00-044 Caltrans
Half Moon Bay
Access Improvements

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CORRESPONDENCE

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this is a fax first sheet; 4 pages including this page.

Larry M. Kay

Residence at: 12 Sunset Terrace, Half Moon Bay, 94019

Mail to: Post Office Box 394
Montara, California
94037

TELEPHONE & FAX (650) 712-9554

RECEIVED
DEC 21 2000

December 20, 2,000

CALIFORNIA
COASTAL COMMISSION

APPEAL# - HMB - 00 - 044 / PUBLIC INPUT

**To: Chairperson Sara Wan & Each Other Commissioner
California Coastal Commission
San Francisco, California, 94105**

Attn: Taro Echiburu, Analyst

**Via: Fax 415-904-5400
10:30pm Dec. 20'00**

From: Larry Kay

**Subject: Bluff Tops Near Proposed New Signalization, Appeal
above.**

Thank you, Mr. Echiburu, for the courtesy and competence you show to us of the public as you deal with us, and explain to us. This thought is not lightly expressed.

The four (4) following pages represent a message sent after careful preparation to the San Mateo coastside Internet. I ask the Commissioners and you to carefully consider this information as public input. These bluff tops are quite weak, and in many ways the Bluff Top article from the Los Angeles Times could have been written squarely toward the Pacifica/Half Moon Bay bluff tops.

I hope you find this manner of presenting Public Input interesting. Many, many people each day read on the internet of Coastal Commissioners activity.

Sincerely,


Larry Kay

TO: Readers: San Mateo MidCoastside: Midcoast-L Internet Point:

Date: Wednesday, December 20, 2000 07:27:01 PM

From: Larry Kay

Subj: New Appeal: Coastal Commission appeals to Coastal
Commission/Coronado @ Hiway #1

To: Midcoast-L@Lists.sanmateo.org

California Coastal Commission, Appeal A2-HMB-00-004

This appeal by CCC to itself is interesting, and I think probably pleasantly productive. There are no other appellants.

On December 15, 2000 the staff of the California Coastal Commission in San Francisco evidently arranged with Commissioners Desser and Potter to appeal the recent action of the Half Moon Bay Planning Commission regarding conditioning of the Caltrans traffic signal, and all improvements thereto, at Hiway #1/Coronado where the intersection is partly "owned" by City of HMB, and partly by County of San Mateo.

There were numerous conditions imposed, but two of very great importance were:

(1) The dangerous bus pad on hiway #1 proposed by Caltrans was removed from the project by Half Moon Bay Planning Commission. THIS IS NOT BEING APPEALED BY COASTAL COMMISSION.

(2) California Coastal Commission staff IS concerned with the Mirada Road matter at this same point. You'll remember that Mirada Road has fallen into the Pacific Ocean at this point. However, CCC staff believes that what little is left could be utilized for a few feet to provide coastal parking access at this same point. Perhaps so, but I'm familiar with this area and wonder if the bluff tops (only a few feet from the ocean) can withstand such frequent and weighty traffic. I certainly don't know, but do wonder.

I'm going to neatly fax this entire message (with cover sheet) to California Coastal Commission project analyst Taro Echiburu as public input to this cited appeal.

Included will be news media information (beneath) which in turn refers to "Peter Douglas, executive director of the California Coastal Commission, acknowledged.....".

Upon reading the bluff tops discussion beneath from the Los Angeles Times you will note Mr. Douglas quoted, and a lot more, too.

It seems to me that the bluff tops are fragile, and that what follows is pertinent to common sense discussion of this appeal by the California Coastal Commissioners, and their staff.

Larry Kay

+++++

Article last updated:
Wednesday, June 28, 2000 3:17 AM MST

**Erosion could ravage thousands of coastal homes
Federal study predicts homeowner losses of \$110 million**

**By Jacqueline Newmyer
Los Angeles Times**

WASHINGTON -- Erosion will destroy 5,000 homes along California's coastline in the next 60 years and, unless new legislation is passed, few property owners will be able to collect federal insurance money to cover the damage, according to a government study released Tuesday.

The report by the Federal Emergency Management Agency predicts that losses to owners of oceanfront homes in California will reach \$110 million each year by the middle of the century.

On the basis of the five-year, \$4 million study -- which covers the entire U.S. coastline -- FEMA Director James Lee Witt said the agency will recommend that areas prone to erosion be mapped for the first time. Mapping, he said, is the first step to revamping federal flood insurance to take into account the risk of erosion in coastal zones.

"We need to do erosion mapping to help local communities identify hazard areas," Witt said. "Congress in a pretty bipartisan way wants to provide coverage to people who live in high-risk areas."

The study, which was prepared for FEMA by the Washington-based Heinz Center for Science, Economics and the Environment in response to a request by Congress, found that erosion will damage 25 percent of all structures within 500 feet of the U.S. coastline or the shoreline of the Great Lakes by 2060.

Congress asked FEMA to examine the problem of erosion after the passage of the Flood Insurance Reform Act of 1994. Historically, federal flood insurance has not covered property damaged by erosion unless flooding accompanied the erosion.

The Heinz study suggests that the risk of erosion be weighed in setting flood insurance premiums for new coastline structures and that federal insurance be expanded to cover erosion damage.

Stephen Dunn of the Heinz Center, deputy project manager for the study, said erosion along the Pacific coast poses unique challenges. "The situation is very high property value combined with structures built up on bluffs that erode," Dunn said.

"As erosion proceeds, a house on a bluff moves closer and closer to the edge until it's either undermined or destroyed by falling off," he said.

During the 1997-98 El Nino season, Dunn recalled, FEMA had to buy out property along a residential strip in Pacifica, in Northern California, because the homes were about to fall off the edge of a bluff.

Peter Douglas, executive director of the California Coastal Commission, acknowledged that California continues to see "a lot of development right next to the shoreline, which then requires protection."

Property owners seek to protect their homes from the effects of erosion by erecting bluff-supports, Douglas explained, resulting in "an armoring of the coast that is alarming because it changes the natural process of sand replenishment and interferes with public access to the beach."

Douglas said he would favor a law to discourage new building on bluffs susceptible to erosion. According to several members of Congress, such legislation may be forthcoming.

"Our real objective should be risk-avoidance," said Rep. Brian P. Bilbray, R-Calif.. "We need to avoid building in these areas that are geologically unsound," he said.

Reps. Doug Bereuter, R-Neb., and Earl Blumenauer, D-Ore., have co-sponsored legislation to reform the National Flood Insurance Program. The measure is currently being debated.

"I think the report could not be more timely," Blumenauer said. "We don't do people a favor by encouraging them to live in areas ... where God doesn't want them."

"We should be the insurer of last resort," he added.

Blumenauer said that legislation to discourage construction in high-risk areas has support on both sides of the aisle.

"This is one issue where the fiscal conservatives can join with the environmental protection folks," he said.

.....
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RECEIVED

JAN 02 2001

CALIFORNIA
COASTAL COMMISSIONthis is a fax first sheet; 2 pages including this page.**Larry M. Kay**Residence at: 12 Sunset Terrace, Half Moon Bay, 94019
United States Postal Mail to: Post Office Box 394
Montara, California
94037

TELEPHONE & Fax (650) 712-9554

JAN. 1, 2001

RE: APPEAL# HMB 00-044

TO: ANALYST TARO EICHENBURY

PLEASE CONSIDER THIS INFORMATION
AS YOU STUDY THIS APPEAL.

SINCERELY,

Larry M. Kay

Date: Monday, January 1, 2001 03:36:47 PM
 From:
 Subj: Re: Midcoast: HMB City's Authority To Regulate Parking on SR 1
 To: Midcoast-L@lists.sanmateo.org

In a message dated 1/1/01 03:13:31 PM, Leonard Woren wrote:

" From the Vehicle Code:

22506. Local authorities may by ordinance or resolution prohibit or restrict the stopping, standing, or parking of vehicles on a state highway. In their respective jurisdictions, if the ordinance or resolution is first submitted to and approved in writing by the Department of Transportation, except that where maintenance of any state highway is delegated by the Department of Transportation to a city, the department may also delegate to the city the powers conferred on the department.

So, it would seem that HMB can take care of this; it's difficult to imagine that CalTrans would not approve this request. When is HMB going to address this issue?

/Leonard "

+++++

Leonard, Chief Wick of the HMB PD has explained to us that the City of HMB ALREADY POSTED no parking on Hwy#1 at Surfers' Beach and issued those expensive citations.

However, the signs late at night (no one around but the perpetrators) would be ripped from the ground and stolen, or thrown into the Ocean. It is illegal for a Police Dept. to cite parking violations where the "No Parking" is not posted, and signs in place

This is a part of the convoluted situation that caused the Coastal Commissioners to appeal this blufftop/Parking situation to themselves. To deeply investigate it all.

Your posting is certainly extremely interesting, and I feel (if I may say so) that you should neatly print it and fax it to the Coastal Commission in S.F. at 415-904-5400. Refer to Appeal # HMB - 00 - 044. This can only assist in the protection of the median at that point.

If you do this it will magnify the effect of your posting, and I believe help. THIS PARTICULAR INFORMATION MAY HELP US ALL MUCH. The length of your posting is just what the CCC Analysts seek, I believe. I doubt that the CCC analysts are aware at this point of the vehicle code section you copied to us.

Thanks, Leonard.

Larry Kay
 ~~~~~

Larry M. Kay  
Sunset Terrace  
Half Moon Bay, California  
94019

Telephone & Fax:  
650-712-9554

United States Mail to: P O Box 394, Montara, Calif. 94037  
Email to: Larry3Kay@AOL.com

+++++

Regarding: appeal #a-2-hmb-00-044  
Vehicle parking/bluff top erosion

December 30, 2000

**FAX MAIL:**

To: California Coastal Commission

At: Fax 415-904-5400

Attn: San Francisco Office, Coastal Program Analyst, Taro Elchiburu

The intent of this is only to provide information to you. If you decide that each Commissioner should also, receive it, please do so.

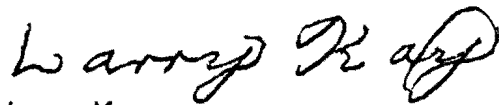
The two pages following show some of the traffic which took place on the internet involving citizen discussions of the California Coastal Commission on December 30, 2000.

The subject was the appeal referred to above.

Certainly you have a vexing set of circumstances here. If any local people can help you, then you should ask.

Thank you for your careful investigation of this.

Sincerely,



Larry Kay

Date: Saturday, December 30, 2000 06:18:18 PM  
 From:  
 Subj: Re: Re: Midcoast: parking by the beach (was new appeal: CC appeals to itself)  
 To: Midcoast-L@lists.sanmateo.org

In a message dated 12/30/00 05:18:13 PM, Mike Ferriera wrote:

"Say what? The Coastal Commission controls parking regulations within the Caltrans easement? No way... Caltrans has the final responsibility for traffic safety on their highways. " (Mike Ferreira)

~~~~~  
 In reply John Plock wrote:

"This was a suggestion since I was told by the Coastal Commission that the recent work was required by a Coastal Development previously issued by The Coastal Commission to CalTrans.

To get further details I suggest a call to the Coastal Commission."
 (John Plock)

+++++
 +++++

I doubt that one call to the Coastal Commission is going to do all the things that must be done. But, a 'phone # is this one.:

Our friendly and effective analyst at Coastal Commission (on the matter of parking fast disappearing from the Surfers Beach area) is Taro Eichiburu; his 'phone # at the Coastal Commission in S.F. is (415) 904-5295. Taro Eichiburu telephoned me last week to say appreciations for WRITTEN public input I'd faxed to him regarding this appeal # A-2 HMB-00-044. My understanding during that conversation is this:

~~~~~  
 "The Coastal Commission is making a calm, but determined and important effort to figure where a total of MANY THOUSANDS of visitors per year are going to park in the Surfers' Beach area. They are after all Coastal Visitors as defined by law..... The Coastal Act."  
 ~~~~~

Any person who calls Taro at that Coastal Commission 'phone # given above may receive a mailed copy of the one-page notification of appeal which is broad in scope, but is an appeal which will actually only deal with the parking and erosion matters, I think.

~~~~~  
 Each of you..... your high quality of Coastside life is going to leave you if you do not pitch in and help with what is happening right now because Caltrans cannot for much longer accept the terrible legal liability of what they are ILLEGALLY doing at Surfers Beach on a newly narrowed stretch of rural highway where Caltrans allows parking on paved shoulders, and actually on the TRAVELWAY in one particular area.  
 ~~~~~

I've quoted two members of this list..... so, let me quote a 3rd person because this is what may happen: I'm quoting Hal Bogner in one of his messages of Sun. Dec 30'00: What follows may be what has to happen in El Granda at Hwy#1, Coronado, Capistrano, and the median strip:

"Does anyone know how long the current location of Hwy 1 itself is safe from erosion at Surfer's Beach?

Has there ever been any discussion of eventually moving Hwy 1 inland a bit at that location, creating a safe passage under the roadway, providing parking on the inland side, and making Surfer's Beach a formal park? Perhaps that would be a good long-term solution to several problems at once. And thanks to the large area of undeveloped land at the foot of El Granada inland from Hwy 1, it may even be possible to do this without very many much disruption to already existing uses.

Hal Bogner

+++++

The Half Moon Bay Planning Commission has done a good job..... taking out a dangerous bus pad planned to be on a busy intersection of a busy state highway, and other conditioning which included the closing of a falling-into-the-Pacific-Ocean Mirada Road. There is little more that the HMB Planning Commission can do to help.

However, upon reading, and reflecting upon what Hal Bogner wrote above, I do think that California State Highway #1 may have to curve from Capistrano, THROUGH THE MEDIAN STRIP, and then reassume its present alignment at Coronado. Obviously, this would free up A LOT of parking although it might prevent some of the structure building being considered presently by the Harbor Commission. We could have a park, Coastal Trail, Bike facilities where the present hwy #1 at Surfer's Beach is.

The height of vehicles parked in this area should be restricted to passenger sedans, and small pickup trucks. And no boats or boat trailers, either. They already have parking. There should be a live human being to collect minimal parking fees which automatically gives us a person on-site with oversight.

Parking meters would be ripped out, I fear.

All of these thoughts are my own, I do not imply that Mr. Bogner is aware of my thoughts, or endorses them.

If someone has a better idea to guard against erosion of this bluff top, and to provide safe inexpensive parking where we must, then tell us your idea.

Coastal Commission Program Analyst Taro Eichiburu receives faxes at (415) 904-5400. My own experience is that one, or two, page faxes (not longhand) are both welcome and effective at that point. I believe that Mr. Eichiburu would sincerely appreciate brief clear presentation of AN IDEA for this thorny problem of bluff top erosion on a State coast caused by vehicle parking.

Warryn Kaff

12/30/00

~PARKING/CC Appeal to CCC/dec'0

Page 2

samTrans

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JAN 18 2001

CALIFORNIA
COASTAL COMMISSION

January 16, 2001

Taro Echiburu
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

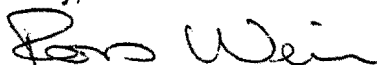
Subject: Highway Route 1 at Coronado St., El Granada
Caltrans Intersection Improvement Project

Dear Mr. Echiburu:

This letter confirms that SamTrans has agreed to withdraw its request that the State of California construct two new bus stops as part of the State's current planned highway improvement project at the intersection of State Highway Route 1 and Coronado Street in El Granada.

If you have any further questions, I can be reached at tel 650.508.6410; fax 650.508.7967; email weirr@samtrans.com.

Sincerely,



Ross Weir, P.E.
Supervising Engineer

C: John Lau, Caltrans
Jim De Hart, SamTrans

SAN MATEO COUNTY TRANSIT DISTRICT

busstop.hwy 1.CACCom.1.16.01.4250 San Carlos Avenue - P.O. Box 3006
San Carlos, California 94070-1306 (650)508-6200

DEPARTMENT OF TRANSPORTATION

P.O. BOX 23660

OAKLAND, CA 94623-0660

(510) 286-4444

TDD (510) 286-4454

RECEIVED
JAN 24 2001

January 22, 2001

CALIFORNIA
COASTAL COMMISSION

MR. TARO ECHIBURU
California Coastal Commission
North Central Coast District
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Subject: Revision of Project Description, Project ID A-2-HMB-00-044

Dear Mr. Echiburu

We are currently revising our project plans for the intersection improvements at Coronado Street in El Granada. For the purposes of any de novo review that may occur by the Coastal Commission, we hereby revise our project description as follows:

1. Delete the Bus Pads and the associated pedestrian access facilities on Northbound and Southbound Route 1.
2. Retain the existing traffic island at the northwest corner of the intersection.
3. Replace the raised channelizing island on Mirada Road with a painted island.

If you have any questions please contact John Lau at (510) 286-4892 or Paul Dawdy at (510) 622-5435. Thank you very much.

Sincerely,

HARRY Y. YAHATA,
District Director

By

A handwritten signature in cursive script, appearing to read 'John W. Lau'.

John W. Lau
District Branch Chief
Design West - Peninsula

