

Mid-Coast Community Council

P.O. Box 64, Moss Beach, CA 94038

Date: June 22, 1994

To: San Mateo County Board of Supervisors

From: Mid-Coast Community Council

Subject: Mid-Coast Community Council Recommendations to the Board of Supervisors
Regarding Mid-Coast Road Standards

Background: On January 26, 1994, the Mid-Coast Community Council voted unanimously to approve 11 recommendations to the Board of Supervisors regarding Mid-Coast road standards. On February 15, 1994, the Board of Supervisors approved recommendations 1 through 7. Subsequently, the Street Committee of the Mid-Coast Community Council has been working with representatives of the Department of Public Works and the Planning Department on the implementation of the approved recommendations and to clarify the remaining recommendations to a point where they could also be approved and implemented. Throughout this process, revisions have been proposed by County staff and the Street Committee and the matter has been discussed extensively at several Mid-Coast Community Council meetings. In addition, two approaches for implementing the changes have been proposed by County staff:

Approach A: Amend the Mid-Coast Community Plan Circulation and Trails chapters and the Local Coastal Plan (LCP) to establish general road policies only. Specific road standards would be adopted in a separate ordinance by the Board of Supervisors.

Approach B: Amend the Mid-Coast Community Plan Circulation and Trails chapters and the LCP to establish general road policies and specific road standards.

On June 22, 1994, the Street Committee unanimously recommended that the Mid-Coast Community Council support Approach B. There was also overwhelming public support for Approach B. The fundamental reason is that the Mid-Coast is just that, a coastal area different from other parts of the County, and deserving of the special protections provided to it by the LCP. County staff confirmed that Approach B would not require any more time to implement than Approach A and the Mid-Coast Community Council and the Coastal Commission staff maintain that suitable language can be placed in the Mid-Coast Community Plan and the LCP to permit exceptions to the standards when unusual circumstances arise. The Street Committee and the Mid-Coast Community Council also considered specific revisions to the road standards.

Action: On June 22, 1994, the Mid-Coast Community Council voted unanimously to recommend Approach B, to recommend that the enclosed Mid-Coast Road Standards be incorporated in the revisions to the Mid-Coast Community Plan and the LCP, and to recommend that the Board of Supervisors follow the enclosed policy with respect to existing street paving petitions.

Respectfully yours,

Angela Meyer
Chairperson,
Mid-Coast Community Council

Enclosures

Mid-Coast Community Council

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MID-COAST ROAD STANDARDS

When there is a conflict of road standards for the Mid-Coast area, the standards stated herein shall supersede all other road standards.

All road improvement projects in the Mid-Coast area shall comply with one of the following four sets of Mid-Coast road standards.

I. Montara/Moss Beach/Seal Cove/Princeton/Miramar Road Standards

See Plate

All road improvement projects in Montara, Moss Beach, Seal Cove, Princeton, and Miramar (as shown on Plate D.2) shall comply with the following standards; road improvement projects in El Granada may comply with the following standards upon petition of those property owners fronting onto the project area road(s), in accordance with the current qualification criteria used in the formation of assessment districts:

- a. **Travel Lanes.** Roads shall be limited to two 11-foot wide, asphalt-paved travel lanes.
- b. **Drainage.** Surface drainage facilities shall consist of standard gray concrete-paved valley gutters to channel runoff to underground conduits through catch basins or inlets, as necessary.
- c. **Parking.** Parking shall consist of unpaved shoulders located adjacent to the travel lanes. Paved parking shoulders and driveway extensions may be allowed upon issuance of an encroachment permit by the Department of Public Works. In such cases, an acceptable parking surface material shall be determined by the Department of Public Works based on slope, drainage, and engineering conditions; however, concrete is prohibited.
- d. **Sidewalks.** Sidewalks are prohibited.
- e. **Bicycle Facilities.** Bicycle facilities and improvements are prohibited; i.e. no bicycle lanes or paths.

2. El Granada Road Standards

See Plate

All road improvement projects in El Granada (as shown on Plate D.2) may use either the following El Granada Road Standard or the Montara/Moss Beach/Seal Cove/Princeton/Miramar Road Standard. The standard to be used shall be determined upon petition of those property owners fronting onto the project area road(s), in accordance with the current qualification criteria used in the formation of assessment districts:

- a. **Travel Lanes.** Roads shall be limited to two 11-foot wide, asphalt-paved travel lanes. Existing one-way street travel lanes wider than 11 feet may be narrowed upon consent of those property owners fronting onto the road(s), in accordance with the current qualification criteria used in the formation of assessment districts.
- b. **Drainage.** Surface drainage facilities shall consist of standard gray concrete curbs and gutters to channel runoff to underground conduits through catch basins or inlets, as necessary.
- c. **Parking.** Parking shall consist of asphalt-paved shoulders located adjacent to the travel lanes.
- d. **Sidewalks.** Sidewalks shall be allowed on one or both sides of the street, adjacent to the roadway improvements, and shall be made of standard gray concrete.
- e. **Bicycle Facilities.** Bicycle facilities and improvements are prohibited; i.e. no bicycle lanes or paths.

3. Clipper Ridge Road Standards

All road improvement projects in Clipper Ridge (as shown on Plate D.2) shall comply with the following standards:

- a. **Travel Lanes.** Travel lanes shall be asphalt-paved and limited to the same pavement width as travel lanes on existing paved streets; i.e. 32 to 40-foot paved roadway width.
- b. **Drainage.** Surface drainage facilities shall consist of standard gray concrete curbs and gutters to channel runoff to underground conduits through catch basins or inlets, as necessary.
- c. **Parking.** Parking shall consist of asphalt-paved shoulders located adjacent to the travel lanes.
- d. **Sidewalks.** Sidewalks shall be required on both sides of the street, adjacent to the roadway improvements, and shall be made of standard gray concrete.

- e. **Bicycle Facilities.** Bicycle facilities and improvements are prohibited; i.e. no bicycle lanes or paths.

4. Coast Highway (State Route 1) Road Standards

All road improvement projects on State Route 1 (as shown on Plate D.2), including travel lanes, drainage, parking, sidewalks, and bicycle facilities shall comply with standards of the California Department of Transportation (CalTrans).

Additionally, all road improvement projects in the Mid-Coast area shall comply with the following Mid-Coast road standards

5. Road Standards Applicable to All Mid-Coast Areas

The following Mid-Coast road standards shall apply to all Mid-Coast areas.

- a. Road improvement design and construction shall seek to preserve existing trees and landscaping, minimize the impact on the neighboring environment, and enhance the small town, semi-rural character of the Mid-Coast.
- b. Commercial area road improvement projects may include curbs, gutters, and sidewalks to ensure public safety.
- c. Reconstruction of existing improved roads solely to conform to the Mid-Coast road standards is prohibited.
- d. Road improvement projects shall be constructed on a first-come, first-served basis. However, project priorities may be adjusted with the approval of the Board of Supervisors based on factors such as utility district requirements. No preference shall be given based upon adjacent land use or street frontage; i.e. commercial vs. residential. No preference shall be given based upon the priorities of adjacent road improvement projects.
- e. The Department of Public Works shall coordinate road improvement projects with utility districts to ensure that necessary utility modifications are made with road improvement projects. When not prohibited by law and when requested by a utility district, utility district assessments related to road improvements shall be combined with road improvement assessments.
- f. The County shall coordinate with the Mid-Coast Community Council to expedite road improvements, including consideration of procedures that may be used as an alternative to Chapter 27 of the Streets and Highway Code.

- g. When property owners are interested in placing utilities underground, the County shall provide information on project costs, procedures, funding availability, and property owner and County financial responsibilities and obligations. This information shall be updated by the County at least every four years. Property owners requiring more precise estimates of project costs from utility companies shall be responsible for the costs of obtaining such estimates.

Upon petition of those property owners fronting onto the project area road(s) to proceed with placing utilities underground, in accordance with the current qualification criteria used in the formation of assessment districts, the County shall provide administrative and project management assistance to facilitate tasks such as engineering and financing.

- h. The County shall assume regular maintenance of **non-paved** non-County-maintained roads in the Mid-Coast area on the urban side of the urban/rural boundary when a qualified street paving petition has been submitted to the County or the Board of Supervisors has ordered a street paving project to proceed.

Regular maintenance shall be consistent with regular maintenance on substantially similar non-paved roads already maintained by the County.

The County may require a minimum level of improvement to be made prior to assuming regular maintenance. The minimum level of improvement shall not exceed the lowest level of improvement on substantially similar non-paved roads already maintained by the County. If requested by property owners, the County shall make the required minimum improvements and shall assess the cost of required minimum improvements made by the County to property owners at the time the improvements are completed.

This provision is not intended to prohibit the County from assuming regular maintenance of non-paved non-County-maintained roads in the Mid-Coast area when a street paving project is not involved.

- i. The County shall assume regular maintenance of **paved** non-County-maintained roads in the Mid-Coast area on the urban side of the urban/rural boundary upon petition of property owners representing a majority of the aggregate parcel road frontage or when ordered by the Board of Supervisors.

Regular maintenance shall be consistent with regular maintenance on substantially similar paved roads already maintained by the County.

The County may require a minimum level of improvement to be made prior to assuming regular maintenance. The minimum level of improvement shall not exceed the lowest level of improvement on substantially similar paved roads already maintained by the County. If requested by property owners, the County shall make the required minimum improvements and shall assess the cost of required minimum improvements made by the County to property owners at the time the improvements are completed.

6. Exceptions to Mid-Coast Road Standards

Where topography or limited right-of-way does not permit the implementation of the Mid-Coast road standards listed above, the Director of Public Works, with the approval of the Board of Supervisors, may allow minor exceptions to the road standards. However, in no case shall exceptions result in paved roads with less than two travel lanes for emergency vehicles and drainage facilities to control surface storm water. Exceptions shall not be used as a means of implementing road standards requiring a greater level of improvement than required in the Mid-Coast road standards listed above.

7. Revision of Mid-Coast Road Standards

Revision of the Mid-Coast road standards listed above shall require a survey of all property owners in the Mid-Coast area, public hearings before the Mid-Coast Community council, the recommendation of the Mid-Coast Community Council, and the approval of the Board of Supervisors.

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MID-COAST ROAD POLICIES

OLD PETITIONS AND OLD PROJECTS

The Department of Public Works shall contact property owners in areas where petitions (old petitions) have been submitted for road improvement projects using prior road standards (old projects) to determine if there is sufficient interest to qualify the old petitions using the Mid-Coast road standards (new standards). If an old petition qualifies under the new standards or the Board of Supervisors orders an old project to proceed under the new standards, then the old project shall be given priority over any projects that are qualified by petition (new petition) under the new standards or any projects that are ordered by the Board of Supervisors to proceed under the new standards after the adoption of the new standards (new projects). Old petitions that qualify under the new standards and old projects ordered by the Board of Supervisors to proceed under the new standards shall be placed in the following priority order:

1. The Navarra/Escalona, 11th-14th, and 5th-8th street projects that were placed on hold by the Board of Supervisors shall be given the highest priority.
2. Old qualified petitions that qualify under the new standards shall maintain the same priority relative to one another.
3. Old petitions that are no longer qualified under the old standards that qualify under the new standards shall maintain the same priority relative to one another.
4. Old projects ordered by the Board of Supervisors to proceed under the new standards shall maintain the same priority relative to one another.

If there is insufficient interest to qualify an old petition under the new standards or an old project is not ordered to proceed by the Board of Supervisors under the new standards, then the old petition and the old project shall be dropped.