

**Environmental Services Agency**  
Planning and Building Division



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# County of San Mateo

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June 16, 1992

Kit Dove, Chair  
Mid-Coast Community Council  
P.O. Box 180298  
Moss Beach, CA 94018-0298

Dear Mr. Dove:

I enjoyed meeting with the Mid-Coast Community Council on April 22, 1992, and discussing the County's planning programs relevant to the Mid-Coast area.

At the meeting, I agreed to respond in writing to several questions posed by Councilmembers that required further research or discussion. The purpose of this letter is to respond to those questions.

1. Highway 92 Level of Service/New Development

**Question:**

The County's Local Coastal Program (LCP) includes a policy which indicates that the desirable level of service is LOS "D". Highway 92 is now at LOS "E" according to the Congestion Management Plan, making it one of the most congested routes in the County.

- a. Can findings of consistency with the LCP continue to be made for projects which increase traffic on Highway 92?
- b. Given that improvements are years away, how will traffic capacity constraints affect future growth, particularly when water and sewer constraints end in 1992? (B. Brown)

**Response:**

The Local Coastal Program does not limit allowable development based on level of service.

Local Coastal Program Policy 2.49 states that when "assessing the need for road expansion, consider Service Level "D" acceptable during commuter peak periods and Service Level "E" acceptable during recreation peak periods."

Policy 2.49 is applied when assessing the need for road expansion. Since Highway 92 is currently at LOS "E" during commuter peak periods, the need for road expansion exists. When Highway 92 is widened, road expansion which results in LOS "D" or higher will be considered "acceptable." We understand that CalTrans intends to begin widening Highway 92 during fiscal year 1993/94 to ultimately result in at least LOS "D" during commuter peak periods.

The Local Coastal Program (LCP) establishes the maximum level of development or "build out" population in the unincorporated Mid-Coast as approximately 16,485 persons (6,728 dwelling units). The existing population is approximately 10,245 persons (4,023 dwelling units). Additional development may occur to accommodate the remaining 6,240 persons (2,705 dwelling units).

LCP Policy 1.22 regulates rate of buildout in the Mid-Coast to a maximum of 125 new residential building permits per year. At this rate, buildout will occur between 2010 and 2015.

The County reviews development requests for conformance with the General Plan, Local Coastal Program, and Zoning Regulations, and compliance with the California Environmental Quality Act (CEQA).

The General Plan, Local Coastal Program, and Zoning Regulations development review criteria do not set a limit on allowable development based upon roadway level of service. Therefore, development proposals which could increase traffic on Highway 92, but otherwise conform with all County regulations, may be found to conform to the LCP.

The California Environmental Quality Act (CEQA) requires an environmental review process and preparation of an environmental document for all development proposals, unless exempted by the statute. An environmental document (negative declaration/initial study and/or environmental impact report) shall include an analysis of whether a proposed development will have a significant impact on existing transportation systems. Consideration shall be given to the cumulative impacts that a project may have in combination with other projects. Significant impact would typically be found if a development proposal causes a substantial traffic increase in relation to existing traffic load or road capacity. Significant impacts shall either be mitigated or require findings of overriding consideration.

## 2. Traffic Impact Fees

### Question:

The City of Half Moon Bay has a traffic impact fee to fund improvements, including those to intersections of Highways 1 and 92. Half Moon Bay staff have indicated that the County is considering imposing such an

impact fee for development in the unincorporated Coastside area. Is this correct? If not, why? (B. Brown)

**Response:**

The County has established a traffic mitigation fee program.

On November 13, 1990, the Board of Supervisors adopted Ordinance 3277 (attached) which requires that fees be collected from Building Permit applicants for County public road reconstruction. On February 6, 1991, the Director of Public Works identified "Areas of Benefit" or roadsheds. Roadshed identification is intended to assist in determining which County roads will be funded for improvement by the fee program.

The Mid-Coast Urban Area of Benefit includes roads in Montara, Moss Beach, El Granada, Princeton, San Gregorio and Pescadero. On an ongoing basis, the Director of Public Works maintains a priority list of roads to be improved in this and other roadsheds. In particular, travel lane reconstruction of Marine Avenue, Moss Beach (Highway 1 to Etheldore) will occur this summer.

Road improvements may occur at the intersection of a County road with a State highway, providing the improvement is restricted to the County maintained roads, or CalTrans has issued the County a permit for improvements within the right-of-way at the intersection. Such County improvements are coordinated with CalTrans' plans for the adjacent State highway.

3. General Plan/Mid-Coast Community Council Area Map

**Question:**

Would you prepare a map which includes General Plan information for the area represented by the Mid-Coast Community Council? (K. Dove)

**Response:**

The Mid-Coast Community Council jurisdiction boundary cannot be ascertained; Mid-Coast General Plan maps are attached.

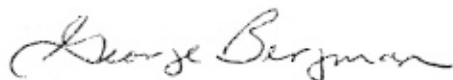
Board of Supervisors' Resolution No. 55042 designates the Mid-Coast community to consist of the area defined by San Mateo County Election Precincts 332002-332005 and 530001-530006. This area includes the entire urban Mid-Coast and an undetermined portion of the surrounding rural region. The exact boundary in the rural area cannot be ascertained since County election precinct maps do not provide a complete delineation for the rural area, i.e., certain boundary lines end without closing.

Enclosed are a set of Mid-Coast General Plan maps. For further information on the election precinct boundaries, I suggest you call Curtis Covington, Election Precinct Coordinator, at 312-5222 (ext. 5390).

Kit Dove  
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I hope this information proves helpful. Thank you again for the opportunity to speak before the Council in April.

Sincerely,



George Bergman  
Senior Planner

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cc: Members, Mid-Coast Community Council  
Paul M. Koenig, Director of Environmental Services  
Terry Burnes, Planning Administrator  
Neil Cullen, Assistant Director of Public Works  
Curtis Covington, Election Precinct Coordinator