

**Environmental Services Agency**  
Planning and Building Division

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Mary Griffin  
Tom Huening  
Tom Nolan  
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Director of  
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Paul M. Koenig  
  
Planning Administrator  
Terry L. Burnes



- Planning Division** • 415/363-4161 • FAX 363-4849
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# County of San Mateo

Mail Drop 5500 • 590 Hamilton Street, 2nd Floor - Redwood City - California 94063

January 19, 1993

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

Dear Mr. Dove:

We have received a copy of the Mid-Coast Community Council's November 11, 1992, letter to the Board of Supervisors requesting that the Board direct the staff to consider the effects of planned urban growth in the Mid-Coast on Highways 1 and 92 road capacity. The purpose of this letter is to summarize points County staff has previously made to the Council on this issue (see attached letters) and provide additional information to clarify the facts.

### Planned Mid-Coast Growth

Maximum planned development or "buildout" of the unincorporated urban Mid-Coast will add approximately 2,700 new dwelling units (40% of total), and will most likely occur before 2015.

### Planned State Highway Improvements

In 1993/94, CalTrans will construct (1) standard lane/shoulder widths and a continuous uphill slow vehicle lane for approximately a 2-mile section of Highway 92 between Skyline Boulevard and Pilarcitos Creek, and (2) left turn channelization improvements on Highway 92 at the intersections with Spanish Town Road and Quarry Road.

The Local Coastal Program requires that when assessing the need for road expansion, Level of Service (LOS) "D" be considered acceptable during commuter peak periods. Upon construction, at least LOS "D" will result for the improved roadway section between Skyline Boulevard and Pilarcitos Creek during commuter peak periods.

CalTrans also proposes to construct standard lane/shoulder widths and a continuous uphill slow vehicle lane for the segment of Highway 92 between Skyline Boulevard and the westerly end of the Crystal Springs causeway. Construction would likely occur in 1994/95.

Kit Dove, Chair  
January 19, 1993  
Page 2

CalTrans has not formally proposed improvements on Highway 92 at the intersections with Main Street and Highway 1.

#### San Mateo County Congestion Management Plan

The 1992 San Mateo County Congestion Management Plan (CMP), adopted by the City/County Association of Governments of San Mateo County (C/CAG), establishes Level of Service (LOS) standards for roadways in the CMP network. The LOS standard for Highway 92 is LOS "E." The CMP requires that LOS "E" be maintained on Highway 92, i.e., proposed development cannot cause the LOS "E" to be exceeded, and when it is projected that proposed development will cause the LOS "E" to be degraded, mitigation measures to maintain LOS "E" will be required. In the event the mitigation measures are found to be inadequate, a deficiency plan must be approved. The County is responsible for maintaining this standard for unincorporated portions of Highway 92.

#### County Traffic Mitigation Fee Program

In 1990, the Board of Supervisors established the Traffic Mitigation Fee Program to collect fees from building permit applicants for County public road improvement. Traffic Mitigation Fee Program funds are not used for State highway improvements, including highway improvements that occur at the intersection with a County road.

Although there is no specific provision in State or County law to preclude Traffic Mitigation Fee Program funds from being used for State highway improvements, the Program was never conceived or intended to supplement State tax funds for State highway improvements. County Ordinance 3277, which establishes the Traffic Mitigation Fee Program, was adopted to replace the prior County road improvement funding technique, i.e., recorded agreements for half-street improvements. The Ordinance clearly conveys that the Program's purpose is to improve County roads.

Traffic Mitigation Fee Program funds can finance a significant portion of County road improvements, but would finance a small portion of State highway improvements. Use of Program funds for State highway improvements would require Board of Supervisors approval.

#### Planned County Roadway Improvements

Traffic Mitigation Program fees are currently being used for two County road improvement projects in the Mid-Coast: (1) Marine Boulevard, Moss Beach (Highway 1 to Etheldore Street) and (2) Purisima Way, Miramar (Hermosa Drive to Miramar Avenue).

Other planned County roadway projects include full street improvements of (1) Fifth through Eighth Streets, Montara, and (2) Eleventh through Fourteenth Streets, Montana, to be funded by assessment district fees.

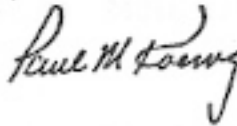
Kit Dove, Chair  
January 19, 1993  
Page 3

C/CAG Travel Demand Model

C/CAG has authorized preparation of a Countywide travel demand model to assess the transportation impacts of major development projects. The model will be operational in 1993/94 and could be used to better assess the relationship between the improved roadway capacity and planned development in the Mid-Coast.

I hope this information is helpful. Should you have further questions, please feel free to call us at 363-4000, Extension 1388 (Paul Koenig) or 363-4100, Extension 1422 (Robert Sans).

Sincerely,



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Paul M. Koenig  
Director of Environmental Services



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Robert L. Sans  
Director of Public Works

PMK:GB:fc - GDBD0096.AFN

Enclosures

cc: Members, Board of Supervisors  
John L. Maltbie, County Manager  
Michael P. Murphy, Deputy County Counsel

**Environmental Services Agency**  
Planning and Building Division



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**Director of  
Environmental Services**  
Paul M. Koenig

**Planning Administrator**  
Terry L. Burnes

August 27, 1992

Robert M. Brown  
Mid-Coast Community Council  
Land Use Subcommittee  
P.O. Box 181845  
El Granada, CA 94018-1845

Dear Bob:

The purpose of this letter is to respond to the six questions you raised in your August 6, 1992 letter to me regarding (1) CalTrans' proposed widening of Highway 92, and (2) the County Department of Public Works' Traffic Mitigation Fee Program.

## HIGHWAY 92 WIDENING

1. Question: What improvements are being planned by CalTrans for FY 93/94?

Response: CalTrans is proposing to (1) construct a continuous uphill slow vehicle lane for approximately a two mile section of Highway 92 between Skyline Boulevard and Pilarcitos Creek, and (2) provide left turn channelization improvements on Highway 92 at the intersections with Spanish Town Road and Quarry Road.

2a. Question: What is the status of the project?

Response: On July 22, 1992, the San Mateo County Planning Commission approved Coastal Development Permit CDP 92-29 which allows CalTrans to conduct a geotechnical investigation of soils and subsurface rock surrounding Highway 92 (Planning Commission staff report attached). The results of the geotechnical evaluation will be utilized in the engineering design of the road improvements. For further information regarding the Coastal Development Permit, feel free to contact Ted Herzog, staff planner at 415/363-1858.

2b. Question: Have funds been appropriated?

Response: Yes.

2c. **Question:** Has preliminary engineering been completed?

**Response:** No.

2d. **Question:** Has any environmental review been initiated or approved?

**Response:** Yes. CalTrans, as lead agency, has issued for the road improvements project (1) a Categorical Exclusion determination under the National Environmental Policy Act (NEPA), and (2) a Categorical Exemption determination under the California Environmental Quality Act (CEQA). CalTrans indicates that the NEPA determination is in accordance with the Code of Federal Regulations--Title 23, Part 771 and the CEQA determination is in accordance with CalTrans Environmental Regulations which identify the project as a Class 1 (c)(13) and Class 1 (f)(1) Categorical Exemption. CalTrans' environmental determination document is attached. For further information regarding environmental review, you may contact Ed Pang, CalTrans Environmental Analysis staff at 415/904-9691.

3. **Question:** What LOS will result in 1994 at the completion of the project?

**Response:** The County Department of Public Works (1) indicates that the road improvements project will only improve traffic movement on the segment between Skyline Boulevard and Pilarcitos Creek, and (2) estimates that LOS "D" or better will result in this section during commuter peak periods. The LOS will remain the same for other sections of the road. For a more definitive LOS projection, I would suggest you contact Ryu Inoue, CalTrans-Peninsula Project Development, at 510/286-4890.

4. **Question:** What is the estimated LOS, with the anticipated Highway 92 improvements, in 2015 with buildout in the unincorporated area?

**Response:** The County Department of Public Works estimates that if currently anticipated improvements for Highway 92 are approved, i.e., uphill truck passing lanes on each side of the Skyline summit and Mid-Coast buildout occurs in 2015, LOS "D" or better will result in the uphill direction during commuter peak periods. For a more definitive LOS projection, I would suggest you contact Ryu Inoue, CalTrans-Peninsula Project Development, at (510) 286-4890.

#### TRAFFIC MITIGATION FEE PROGRAM

5. **Question:** What improvements are included on the Coastside?

**Response:** The County Department of Public Works indicates that two road improvement projects have been included for funding from Traffic Mitigation Fee Program fees. These are:

(a) Marine Boulevard, Moss Beach (Highway 1 to Etheldore Street).

(b) Purisima Way, Miramar (at Miramar Drive).

Additional Coastside road improvement projects have been included for funding from sources other than the Traffic Mitigation Fee Program. Should you desire more information on these projects or the Traffic Mitigation Fee Program, feel free to call Neil Cullen, Assistant Director of Public Works, at (415) 363-4100, ext. 1421.

6a. Question: Are intersection improvements on Highways 1 or 92 included?

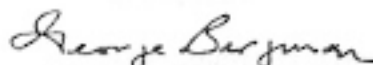
Response: No.

6b. Question: Why not?

Response: The Marine Boulevard improvement (cited above) abuts Highway 1. The Traffic Mitigation Fee Program funds only road improvement projects on County maintained roads. Highways 1 and 92 are State highways.

I hope this information proves helpful. We intend to keep the Mid-Coast Community Council informed of all future County approvals related to the Highway 92 widening project. Should you desire more additional information, please contact the individuals/agencies identified above.

Sincerely,



George Bergman  
Senior Planner

GB:fc - GDBC2077.AFN

Attachments

cc: Paul M. Koenig, Director of Environmental Services  
Terry Burnes, Planning Administrator  
Ted Herzog, Planner II  
Neil Cullen, Assistant Director of Public Works  
Ryu Inoue, CalTrans  
Ed Pang, CalTrans

## Environmental Services Agency

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Terry L. Burnes

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.

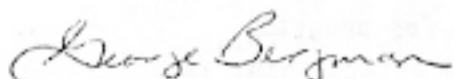
Board of Supervisors' Resolution No. 55042 designates the Mid-Coast community to consist of the area defined by San Mateo County Election Precincts 332002-332005 and 530001-530006. This area includes the entire urban Mid-Coast and an undetermined portion of the surrounding rural region. The exact boundary 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  
June 16, 1992  
Page 4

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

Sincerely,



George Bergman  
Senior Planner

GB:cdn - GDBC1397.ACN

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