

Date: Mon, Mar 12, 2012

Subject: Comment on Application for PDA Status for the San Mateo County Midcoast Urban Area

To: kennethk@abag.ca.gov, ezrar@abag.ca.gov, JackieR@abag.ca.gov, DayleF@abag.ca.gov

Add this to what would be the long list of correspondence opposing the Midcoast PDA application... something that would no doubt exist if the community were aware its existence. The fact is, the unincorporated San Mateo County Midcoast communities lack representative local government capable of advocating for such an application on their behalf. There is no city council. There is no mayor. We don't even have county supervisors elected by the districts they serve and none of the supervisors live in the area.

It is fair to say that the those acting on behalf of the Midcoast in advancing this application are not at all in tune with the unique needs and challenges of Midcoast residents and in this case in particular, have chosen to act without any input whatsoever from the community.

There has been literally zero public notice or community outreach on this application – not one solitary flier posted, not one workshop or town hall meeting, and despite a request from the Midcoast Community Council, our only local advisory board, no presentation on the relative merits of the application. Quite literally, this has been kept entirely under wraps. As such, there is no indication that the residents of the Midcoast communities are aware of or understand, let alone support, this application.

For this reason alone, the application should be denied for lack of public notice and support.

Separate and apart from this, based on ABAG's screening criteria, the application must be denied.

(1) The area is not near existing or planned fixed transit or comparable bus service. There is no light rail system. There are no commuter trains. There is no regular bus service for school children or adult residents. Prior to this application being submitted, there wasn't even discussion of studying the need for, or identifying prospective funding allocations towards, providing commuter services. It is not as though anything along these lines is in the works. Nothing has been done or likely can or will be done to provide a permanent transit solution for the Midcoast. Any discussion of this prospect now should be seen as what it is – lip service to meet ABAG application requirements.

(2) The area is not planned for more housing. The Midcoast LCP and its governing authority, the California Coastal Commission – oversee the entire Midcoast, all of which sits inside the Coastal Zone. Housing, and have capped any and all residential and commercial development under the Midcoast LCP. Further, there is a moratorium on new water and sewer connections going back nearly thirty years.

(3) The areas impacted are neither within existing town centers nor along a rural corridor. None of the Midcoast communities of Montara, Moss Beach, El Granada, Miramar, or Princeton-By-The-Sea, can be characterized as towns. None of these have a city hall. None of these have a community center. None of these have a public library. In short, these are residential commuter communities as opposed to towns or cities. Although this area was rural in character many decades ago, and remains scenic thanks to the protections afforded us by the Midcoast LCP and the California Coastal Commission, it is a far cry from rural today. Ranching and farming activity

– as would be characteristic of a “rural” area – both on a per capita basis and as a median source of employment or revenue is miniscule (single digit percentile).

(4) The areas encompassed are not being planned to include a mix of services to reduce vehicle miles traveled and/or for more housing with a mix of supportive services. See points 1 and 2 above.

(5) The areas are not being planned for more connectivity (multi-modal improvements, transit for employees and residents, etc.) and increased opportunities for walking and biking. Barring limited funding set aside for a statewide initiative that will see an ongoing expansion of the California Coastal Trail, no such connectivity plan exists today with any semblance of public support or funding, nor would any such plan be feasible as the vast majority of residents commute to either San Francisco or Silicon Valley to work – both of which are approximately equidistant from the Midcoast communities.

(6) The area does have an urban growth boundary or other zoning policy in place, such as an urban service area, to limit sprawling development and these policies, including the Midcoast LCP and the General Plan both of which expressly prohibit high density housing and commercial development.

For each of the above reasons, my family and I request that you deny the PDA application currently pending.

Sincerely,
David Vespremi
Moss Beach Resident