

CALIFORNIA COASTAL COMMISSION

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May 18, 2015

Camille M. Leung, Senior Planner
San Mateo County Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063

Subject: San Mateo County Coastal Development Permit Application PLN 2013-00451 (Big Wave)

Dear Ms. Leung:

Thank you for sending the web link to the Board of Supervisors' agenda and supporting documents for San Mateo County Coastal Development Permit (CDP) Application PLN 2013-00451 for the recently modified Big Wave 8-Building Alternative dated April 24, 2015 received via email on May 14, 2015. The recently modified 8-Building Alternative includes subdivision of two parcels (APN 047-311-060 divided into 7 lots and APN 047-312-040 divided into 2 lots); construction of 5 office park buildings totaling 155,500 square feet and 3 wellness center buildings totaling 91,000 square feet (70,500 square feet of affordable housing and 20,500 square feet of business uses) and related improvements; construction of a concrete public restroom and boat storage parking; and grading consisting of 735 cubic yards of cut and 16,400 cubic yards of fill. The proposed project is located on the west side of Airport Street, north of Stanford Avenue and across the street from the Half Moon Bay Airport, in the unincorporated Princeton area of San Mateo County. We have preliminarily reviewed the above-referenced documents, and we are happy to write to inform the County that we believe that the current project, as proposed to be conditioned by the County, appears to appropriately address Local Coastal Program (LCP) issues, and we support approval of a CDP for the project.

Since the County Planning Commission meeting on January 14, 2015, significant efforts have been made by the County, the Applicants, the Appellants, Commission Staff and other interested parties to communicate and develop solutions to the issues identified with the proposed project at that time. These efforts included numerous emails, phone calls, in person meetings, and review of supplementary material. Overall, we greatly appreciate the additional information provided by the Applicant and the County, and the modifications made to the project and conditions to address remaining concerns in order to bring the project into better compliance with the requirements of the San Mateo County LCP. Based on our understanding of the issues associated with the project and the recently modified project as currently proposed and recommended by County staff for approval, we believe that the Applicant and County have worked in good faith to address all previous Coastal Act and LCP concerns outlined in our letter dated January 14, 2015, and we support approval of a CDP based on our current understanding of the project issues.

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Of particular importance was the Applicant's submittal of financial feasibility information for the project, including the associated economic analysis outlining how the potential Office Park revenues would be earmarked towards supporting the Wellness Center affordable housing component of the project. These submissions, along with follow up discussions, better clarified the financial link between the two project components, and provided evidence supporting the need for the size and scale of the Office Park as a means to support the LCP-priority affordable housing Wellness Center. As a result of discussions regarding this topic, the County modified condition 4.a.a to refine details on the per square foot assessment fee that would be provided by the Office Park development to the Wellness Center depending on the final uses. While additional revenue will be generated from the use of Wellness Center services and provision of jobs for Wellness Center residents, this additional amount may vary depending on the developers. The per square foot association fee guarantees a certain, fixed amount of revenue provided to the Wellness Center and ensures the financial link. This information also has helped us better understand the need for a phased development approach and flexibility in development of uses throughout the 15 year term. As we currently understand it, the County conditions require that all CDP conditions run with the land, that all County issued permits expire at the end of 15 years per the development agreement, and that any follow up permits would require an amendment to the CDP. In addition, any future development would be limited to the same size and scale, or a reduced size and scale, as the currently proposed alternative. These requirements meet our previous request that the project be conditioned so that any future potential changes are only allowed if they will not increase the size, scale, density, and intensity of use approved, will not increase coastal resource impacts, and will not otherwise lessen or avoid the intended effect of the terms and conditions of the CDP.

The size and scale issues have also been appropriately addressed, including through the Applicant's further reduction of the Office Park use from 189,000 square feet to 176,000 square feet. This appears to be the largest reduction that the Applicant can provide while still meeting the goals of the proposed project, including specifically to provide financial support to the Wellness Center affordable housing component of the project. While the development as a whole will be significant as compared to other development in the Princeton Area, including the adjacent mobile park home, we recognize the large portion of the property on both parcels to be retained in open space and agricultural use through required easements, additional reduction of the business space use, refined design conditions to reduce the visual impacts of the size and scale of the project (including a requirement that the basketball court covering will be of material that prevents any outside illumination), and provision of an increased buffer between the proposed project and the adjacent mobile park home. Lastly, the project has been modified to include a deed restriction on the southern parcel to ensure that any future development in the area of the proposed boat storage is limited to a maximum of 12,000 square feet of buildings with a maximum building height of 24 feet, and restricts future uses to those allowed in the zoning district that are of equal or higher priority than the proposed use, all subject to CDP review and approval to ensure constancy with the LCP otherwise.

In regards to public services, the County has responded to recent concerns expressed by Caltrans regarding traffic impacts, including by incorporating condition language requiring that all hauling activities take place during off peak hours, that any movement of oversized or excessive load vehicles on state roadways require a transportation permit issued by Caltrans, a Caltrans Transportation Management Plan or Traffic Impact Study be required and approved by Caltrans if detours are needed

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on or affecting the State highway system, and that a Caltrans encroachment permit be obtained prior to any work within Caltrans' right-of way. These additional traffic mitigations will ensure that the appropriate measures are taken when the project is constructed, including the signal light or roundabout to mitigate for traffic impacts, and will ensure that any subsequent impacts to public access to the coast are avoided and minimized. The project has also been modified to include development of a Class 1 or 2 bikeway along the full length of the project on the east side Airport Street, in addition to the trail along the length of the property on the west side of Airport Street, to provide for improved public access. Finally, Montara Water and Sanitary District has submitted a formal response to our previous concerns that clarifies that the water demand estimated for the proposed project is within the available allocations for LCP priority and industrial uses at buildout for the region.

In closing, we want to thank the County, the Applicants, the Appellants and all of the other interested parties who have worked so hard together to address identified LCP issues and to arrive at a mutually acceptable project. The project has changed considerably in the time since it was last reviewed by the Coastal Commission, and it is clear to us that the current version of the project is an appropriately reduced scale alternative that better meets both LCP requirements and the goals of the project proponents. We support the County's approval of a CDP for the project. If you have any questions regarding these comments, please contact me at the address and phone number listed below.

Sincerely,



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cc: Scott Holmes, Applicant
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