

Road Reconstruction Information Mid Coast Area of San Mateo County

Montara, Moss Beach, Seal Cove, Princeton, Miramar, El Granada and Clipper Ridge

We will be sending you a survey in the near future which will ask you to indicate if you want your street reconstructed to the minimum road standards that have been approved by the Board of Supervisors for your area. We believe the following information, in a Question (Q) and Answer (A) format, will aid you in making your decision.

Q. What do you mean by roadway reconstruction?

A. Roadway reconstruction for the MidCoast refers to improving a roadway to a specific standard by installing concrete gutters, suitable base material (foundation) and paving the road to established grades. Reconstructing a road provides for a smoother riding surface, improves the drainage carrying capabilities of the road and reduces annual maintenance costs. The drawback is that a smoother road may encourage higher speed traffic.

Q. What areas of the MidCoast have road standards?

A. The Board of Supervisors approved road standards for seven subareas of the unincorporated area of the MidCoast - Montara, Moss Beach, Seal Cove, Princeton, Miramar, El Granada and Clipper Ridge.

Q. How were the standards determined?

A. Surveys were sent to all property owners in the early 1990's. Recommendations for minimum standards were made based on the results of those surveys, and the Board of Supervisors then adopted a resolution, which revised the Montara - Moss Beach - El Granada Community Plan and incorporated the standards into the Community Plan.

Q. What are the road standards?

A. The road standards for the different areas are as follows:

- * The standard for "Montara/Moss Beach/Seal Cove/Princeton/Miramar" limits the travel way to 22 feet of pavement and includes standard concrete gray valley gutters. Sidewalks are prohibited, except in commercially zoned areas.

- * The standard for El Granada also provides for a travel way of 22 feet but allows for parking lanes adjacent to the travel lanes. Drainage is provided by concrete curbs and gutters; sidewalks are allowed. Property owners in El Granada have a choice of either the Montara or the El Granada Standard. However, financing the El Granada Standard is more complex than the Montara Standard, as either assessments would have to be levied on the adjoining properties, or property owners would have to agree to voluntarily pay for the parking lanes and other property related work as desired by the property owners.
- * The standard for Clipper Ridge is essentially a fully improved street as currently exists throughout the subdivision.

Q. Who will pay for the improvements?

- A. The Board of Supervisors' policy on contributing to the cost of road improvements generally provides that the County will pay the cost of reconstructing the travel lane, replacing existing curb, gutter, and sidewalk, and a proportionate share of roadway drainage improvements. The County's share of costs are financed with County gas tax funds or other County funds.

The cost of additional improvements such as the parking lane and a proportionate share of a drainage system, if that is proposed, would be paid for by the property owner. The Montara standard - 22 feet of travel way with valley gutters on both sides of the road - is proposed to be financed by the County as this is the minimum standard. However, property owners will be responsible for encroachments in the public right-of-way such as driveway and walkway conforms, relocating mail boxes or damage to house utility services that are not financed by the agency providing the particular service (sewer, gas, electricity, water, etc.).

Q. Why did you select my street?

- A. We have been working with the Mid Coast Community Council, an advisory agency to the Board of Supervisors, to select streets for reconstruction in the MidCoast. These streets were chosen based on their ability to improve access for vehicular, bicycle and pedestrian traffic taking into consideration the commercial and recreational areas of the MidCoast. Your street was selected because it is adjacent to a commercial area that is used by the residents, or provides a route that can be used by residents to avoid having to use Highway 1 to travel through the community, or is near what is considered a visitor serving area, or improves access around the marine industrial area.

Q. How will I know the width of the proposed reconstruction?

- A. We will mark the approximate width or limits of the proposed work on your street to help you visualize the improvement and will also provide you with a photo-simulated picture of the proposed improvements.

Q. Will this improve the drainage on my street?

- A. A system of underground storm drains is not proposed to be constructed in conjunction with minimum road improvements as the cost of storm drains are financed in part with property owner assessments. Assessment district financing is tentative, at best, as the provisions of the State Constitution do not allow a governing agency to overrule majority protests and assessments are easily challenged. Streets reconstructed to minimum standards generally provide better surface drainage as valley gutters are built to a predetermined grade and are continuous for the entire block. This equates to fewer puddles in the road. However, ponding can still occur in areas where the terrain is relatively flat, as drainage away from the road may not be improved in conjunction with minimum road improvements.

Q. Will this improve the drainage on my property?

- A. The intent of reconstructing roads to a minimum standard does not include improving individual property drainage. However, some improvement to property drainage may occur with the installation of the valley gutters.

Q. What will my driveway look like after construction and who will pay for these changes?

- A. Each driveway is unique. You should be able to determine if the construction will impact your driveway after the proposed width of the improvements are marked on the road. Property owners are responsible for work done on driveways behind constructed valley gutters or sidewalks.

Q. What will happen to my other encroachments, and who will pay for these changes?

- A. Impacts to encroachments in the public right-of-way depend on their relative location to the proposed reconstruction. We notify property owners prior to construction if encroachments such as fences, lawn sprinklers, landscaping, etc. needs to be moved. This early notice is to give the property owner time to move and salvage the encroachment if they so desire. We also direct the contractor to remove any encroachment that has to be removed to accommodate construction, but we do not require the contractor to replace the encroachment. However, this does not preclude you from making individual arrangements with the contractor, but no guarantees are given that the contractor will be willing to do this type of work for you.

Q. What happens if I decide that I do not want the road reconstructed?

- A. We will continue to maintain the road in its current condition if a majority of the property owners on the block do not respond that they want improvements constructed.

Q. How will I know the results of the polling?

- A. We will send all the property owners on your street the results of the survey within 45 days after the ending date for submitting the survey.

Q. How long will it take to reconstruct the road?

- A. Reconstruction of a road, if that is the consensus of opinion of the property owners, can commence between 12 to 24 months after the survey. Reconstruction is also dependent on the Board of Supervisors approving the project, the availability of funds, and our obtaining all the necessary approvals which, at a minimum, includes an environmental clearance and a Coastal Development Permit. Construction usually lasts from one to two months.

Q. Will I be able to get in and out of my driveway during a reconstruction project?

- A. Yes. Our contractors are instructed to give property owners as much access as possible. However, as with any construction, there will be times when you will be inconvenienced.

Q. What if I want a different street standard for my street?

- A. As stated previously, the minimum road standards are included in the MidCoast Community Plan. The Ordinance adopted by the Board of Supervisors requires a written survey of all the property owners in the sub-area where a modification to the sub-area's standard is proposed (i.e. *Montara, Moss Beach, Seal Cove, Princeton, Miramar, EL Granada or Clipper Ridge*).

Q. Who can I contact if I have more questions?

- A. You can contact the Department of Public Works at 650-363-4100 and ask to speak to someone regarding MidCoast Road Standards. We will be sending out surveys, which will have the name, phone numbers, and e-mail addresses of the engineers that are assigned to the survey for your street.

PLEASE KEEP A COPY OF THIS INFORMATION TO ASSIST YOU IN DECIDING AS TO HOW YOU WILL RESPOND TO THE ROAD IMPROVEMETN SURVEY