

PLANNING AND ZONING COMMITTEE
MIDCOAST COMMUNITY COUNCIL
P. O. BOX 64, MOSS BEACH, CA 94038

May 19, 1998

Mr. Bijan Sartipi, P.E.
District Office Chief
Caltrans, District 4-Design West-Peninsula
P.O. Box 23660
Oakland, CA 94623-0660

RE: Widening route 1 to include the left and right turn-lanes at the following two locations:

- è Location 1 – At the intersection of Route 1 and Mirada Road, in El Granada, in San Mateo County. The limit is 200 feet north and south of Mirada Road.
- è Location 2 – At the intersection of route 1 and 10th Street, in Montara, in San Mateo county. The limit is 200 feet north of 10th Street and 800 feet.

The work is to construct the left and right-turn lanes on Route 1 and the left-turn lanes on local streets. It includes but is not limited to widening of Route 1 and local streets and AC surfacing within the limits of the widening; an installation of traffic signal; a modification of the existing drainage systems such as relocating the existing ditches and drop inlets and extending of the existing box culvert; an installation of new roadside signs.

Dear Mr. Sartipi,

The Planning and Zoning Committee (a Committee of the MidCoast Community Council) unanimously finds that the subject projects require an adequate level of Environmental Impact Reports and associated studies. Our concern is that without a buildout plan for Route 1 in the urban area, there is no other basis by which to evaluate the merits of what has been proposed relative to other alternatives, including the no project alternative.

It is our understanding that Caltrans is preparing the Categorical Exemption/Exclusion document for these projects: meaning they have studied the projects and are giving assurance, that there are no significant items of concern which would otherwise require a full environmental report. Based on the scope of these projects, significant impacts to the environment will occur.

We also find that the EIR process should meet the requirements of any other project covered by CEQA, the Coastal Act, and the LCP. We expect that this would include at a minimum an Initial Study and Environmental checklist, followed by a focused EIR or a complete EIR. Either EIR should address the cumulative impact of any project which contributes to implementation of the Route 1 buildout plan.

Sincerely,