

San Mateo County LCP Policies re:

Devil's Slide Bypass Alignment within Montara

11.33 Use of CalTrans' Devil's Slide Bypass Alignment within Montara

- a. A Linear Park and Trail Plan (LPTP) Overlay is applied over the original Devil's Slide Bypass Alignment, also known as the "Adopted Alignment," between the National Park Service – Golden Gate National Recreation Area property known as Rancho Del Tierra and Highway 1, including the Peninsula Open Space Trust (POST) ownership south and east of Sunshine Valley Road. (The "Adopted Alignment" right-of-way area is also called out as the Midcoast Foothills Trail in the 2001 County Parks Plan.) The LPTP Overlay requires the preparation of a Specific Plan for all properties currently within the "Adopted Alignment."
- b. Except for park, open space, trail or habitat protection and restoration purposes, the County shall not permit any requests for subdivisions, lot line adjustments, conditional or unconditional certificates of compliance, or coastal development permits within the "Adopted Alignment" area until the LPTP Overlay Specific Plan is adopted by the County and effectively certified by the Coastal Commission through an LCP Amendment. The underlying zoning remains RM-CZ, R-1/S-17 and PAD within the LPTP Overlay area until such a Specific Plan is effectively certified by the Commission. Notwithstanding the provisions of any R-1 categorical exclusions, all overlay provisions will apply to the "Adopted Alignment" area. Further, until such time that a Specific Plan is effectively certified by the Coastal Commission, all uses within the LPTP Overlay area will be treated as conditional uses, except that linear park uses shall be considered the principally permitted use for purposes under the Coastal Act. Any proposed transfer of title to the State Department of Transportation ("Department") property within the adopted alignment will proceed after the Department, County and Commission jointly determine that there is no conflict with the proposed LPTP Overlay Specific Plan as specified below.
- c. The County will work with CalTrans and other affected agencies in a manner consistent with applicable State and Federal laws and regulations to complete a LPTP Overlay Specific Plan for the Devil's Slide Bypass "Adopted Alignment." The County, CalTrans and other affected agencies shall collectively provide whatever information they have readily available to complete the requirements of the Specific Plan described below and shall collectively seek whatever additional effort or resources may be necessary to complete the plan as soon as feasible. The LPTP Overlay Specific Plan shall include a text and a diagram or diagrams which specify all of the following:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and/or utilization of natural resources, consistent with provisions 11.33(d) and (e) below.

(4) A program of implementation measures including regulations, zoning changes, potential reversion of categorical exclusions, and other programs to carry out the Specific Plan.

(5) The Specific Plan shall include a statement describing the relationship of the Specific Plan to the LCP and General Plan.

d. In order to meet the requirements set forth in this section, the Specific Plan shall provide for:

(1) Low-intensity, non-motorized park and trail recreation uses (pedestrian, bicycle, and equestrian (as appropriate)), open space, sensitive resource protection and restoration, agriculture, and repair and maintenance of existing structures through the potential designation of a Linear Park and Trail;

(2) Appropriate, continuous trail alignments for hiking trail and bicycle routes, and equestrian trails as appropriate, along with projected road and stream crossing locations, consistent with the Linear Park and Trail guidelines of Land Use Plan (LUP) Appendix 11.A;

(3) Suitable trailhead parking and scenic viewing areas;

(4) Connections to other trail systems, public transit, and community facilities;

(5) Existing and/or designated but underdeveloped roads and access easements that will be retained, realigned, consolidated or retired (generally, all plated but unnecessary, roads will be retired), particularly for resource protection and hazard avoidance purposes, and actions that the County will undertake to implement the desired road configurations and crossings, ensuring, if required by State law, that there is no loss of ingress and/or egress from private property to a public street that existed or which was designated but under- developed prior to or after CalTrans' acquisition of the parcels for the Bypass project;

(6) Sensitive resource features and appropriate impact avoidance measures for each. Appropriate mitigation measures should be identified for situations

where impact avoidance is not feasible for the useable location of hiking and biking trails in the LPTP Overlay Specific Plan. Such sensitive resource features include, but are not limited to, the following:

- (i) Wetlands, streams, designated critical habitats, and other environmentally sensitive-habitat areas;
- (ii) Archaeological, paleontological and historical features;
- (iii) Productive agricultural lands;
- (iv) Highly scenic landscapes; and
- (v) Watersheds identified as critical for potable water or anadromous fish habitat/passage.

(7) Sites with potential prescriptive access rights and sites with value for development as scenic vista points, interpretive centers, or other public uses consistent with the Linear Park and Trail uses allowed within this land-use designation;

(8) Sites suitable for future CalTrans' potential mitigation needs, particularly for public access and public access banking, agriculture, wetlands, and other environmentally sensitive habitats as well as reservation of necessary access to those selected sites;

(9) Lots that were bisected by the highway right-of-way acquisition process and are suitable for recombination and lot line adjustment, as necessary, to accommodate the most reasonable land-use pattern within the community, provided for any particular site, the optimum alignment of the linear trails and supporting facilities will not be compromised;

(10) Adequate right-of-way space along and across the existing County roads traversing the Adopted Alignment right-of-way is reserved for safe crossing and visual resource protection of the future hiking and biking trails within the Linear Park; and

(11) An implementation plan for the Linear Park and Trail, including identification of potential funding sources for trail construction; management mechanisms; and any identified parking areas, scenic vistas, or other implementing measures and public support facilities.

e. As necessary, the Specific Plan shall authorize mixtures of lot merger, permissible land uses and site layout and structural design to provide maximum resource and open space protection and provision of maximum public access. Once effectively certified through an LCP Amendment, the Specific Plan

becomes part of the Implementing Ordinances and governs development in the area. Where there is a conflict between the policies set forth in the Specific Plan and any other policies of the LUP, the Specific Plan shall take precedence.