

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Dave Olson **Chris Johnson** **Lisa Ketcham** **Dan Haggerty** **Erin Deinzer** **Laura Stein**
Chair Vice-Chair Secretary Treasurer

Date: October 28, 2015
To: Rob Bartoli, Project Planner
Cc: Supervisor Don Horsley
Steve Monowitz, Community Development Director
SMC Planning Commission
Jeannine Manna, CCC District Supervisor
From: Midcoast Community Council/ Dave Olson, Chair
Subject: **Connect the Coastside** (Development of a Comprehensive Transportation Management Plan per LCP Policy 2.53):
Alternative Development Forecast and Transportation Standards

Thank you for project modifications in response to community input last April. We appreciate the lead-time for review of materials in advance of meetings and the workshop format that allows adequate time for group sharing of information and comments. We appreciate the efforts to develop standards and recommendations that will help shift travel to public transit and active transportation in order to preserve the scenic semi-rural character of Highway 1 and 92, and to mitigate for CO2-induced climate change.

The community has long been asking for policies to reduce potential buildout. The purpose of LCP Policy 2.53 is to address the cumulative traffic impacts of residential development at LCP buildout, to mitigate for residential development's significant adverse cumulative impacts on public access to the beaches, and to thoroughly evaluate the feasibility of developing an in-lieu fee traffic mitigation program, expansion of public transit, and development of a mandatory lot merger program. Public comment also suggests implementing a lot retirement program as condition of approval of new lots created through new subdivisions.

Using a 25-year growth-rate-limited time frame for development projections does not fulfill the LCP requirement, but just punts the issue down the road, further delaying useful policies to address a looming problem. In terms of transportation improvements, 25 years is not long when you consider the current Midcoast Congestion Management Project which is on track to take around ten years to provide one left turn lane and three crossings.

The Midcoast non-residential development and jobs forecast, which is not an LCP requirement for this project, seems very unreliable without a market study such as was done for Half Moon Bay.

To provide better understanding and confidence in the analysis and projections, please provide more detailed data behind forecast assumptions. For example, what are specific assumptions by parcel for the Princeton M-1 zone, Devil's Slide Bypass Alignment in Montara, rural residential in Montara, PUD's, parcels in riparian corridors, on eroding cliffs or under water? Please make available the City of Half Moon Bay 2014 Market Study.

Please prioritize the work that is necessary to meet the requirements of LCP Policy 2.53.