

Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

P.O. Box 248, Moss Beach, CA 94038 www.MidcoastCommunityCouncil.org

Lisa Ketcham . Dave Olson . Claire Toutant . Laura Stein . Dan Haggerty . Chris Johnson . Brandon Kwan

Approved Minutes: Meeting on August 9, 2017, at GCSD

Call to Order. 7:00 PM

Attendance: 6 Councilmembers (Laura Stein absent)

2 government officials/staff, 6 members of the public

1. Board of Supervisors' Report and Reports from other Government Officials

No Board of Supervisors' Report due to Ellie Dallman's absence

Harvey Rarback, Half Moon Bay City Council:

SAM budget approval impasse: City Council is in favor of public health and replacement of the intertie pipeline. He expects this will be resolved soon in a very concrete way.

City Council 8/15 agenda will likely include Cannabis ordinances and policies.

Parks & Recreation Commission is working on Parks and Trails Master Plan.

Bicycle and Pedestrian Advisory Committee (BPAC) is pushing ahead on Highway One East Side Trail.

Planning Commission is working on LCP update, including coastal access issues and a town boulevard concept for Highway One through HMB to slow traffic down.

Airline noise: There will be a meeting of the SFO Roundtable technical working group on 8/15 at 1-4pm at SFO, to take public comment on the July FAA report. Contact Harvey for exact location.

During the solar eclipse the morning of 8/21, the public is encouraged to limit electricity use to avoid the need for fossil fuel to replace solar during that time.

Kathryn Slater-Carter, Chair, Sewer Authority Midcoastside (SAM) and MWSD Director:
SAM has not approved FY 2017-2018 budget and will be out of money on Aug 18. Normal process for disputed JPA budget is to approve under protest and then sue. MWSD and GCSD have approved their portions of the budget, but HMB has yet to do so. SAM is facing \$7.5 to \$9 million for fines for spills, and multi-million dollar intertie line repairs. HMB has filed suit to clarify what their obligations are. The Regional Water Quality Control Board is investigating the spills and the member agencies. The local agency discord puts Coastside health and finances at risk. She encourages attendance at SAM meeting 8/14 at 7pm at their offices on Bev Cunha Road in HMB. <http://samcleanswater.org>

2. Public Comment -- none

3. Consent Agenda

- a. Approve Minutes for July 26, 2017. Approved 6-0

4. Regular Agenda

- a. (7:25) **Subdivision Regulations Update** -- Joe LaClair and David Petrovich presentation: <http://www.midcoastcommunitycouncil.org/storage/mtgs-com2017/2017-08-09-SubdivisionRegs-presentation.pdf>
Subdivision regulations are the outline of a process, rather than planning or zoning policy changes. Some changes are required in order to conform with the State Subdivision Map Act. Others are proposed by staff. A major change is a requirement for identification of non-developable areas of the parcel to be subdivided, based on natural resource conservation, hazards and other factors, in order to determine the development footprint of the new lots. New subdivisions can establish this appropriate development footprint, but we will still be dealing with legacy issues on lots already

legally established. A GIS analysis throughout the County has been done to identify the potential for subdivisions in the unincorporated areas, but it does not consider physical constraints that might exist.

Timeline for approval:

Aug 2017 – advisory boards

Oct 2017 – Planning Commission workshop (2nd Wed), circulate CEQA document

Nov 2017 – Planning Commission hearing

Jan 2018 – Board of Supervisors hearing on final draft

Feb 2018 – LCP amendment to CCC

Answers to questions:

When and to whom should MCC advocate for policy change to exclude hazard areas (not on solid ground, under water, or off the cliff) from allowable floor area ratio (FAR)?

Joe: Bring it up during this amendment process, but it would need to be a follow-on policy effort. Need to determine how wide spread, whether a general policy is possible or needs to be specific to geographic areas.

How are traffic impacts for a project determined? Joe: Project traffic impacts are finite -- do not increase over time. The County currently requires traffic mitigation measures for large projects, determined by Level of Service (LOS), and based on maximum buildout of the project, such as Big Wave and Cypress intersection improvements.

[See also Connect the Coastside: LCP Policy 2.53 -- Comprehensive Transportation Management Plan “shall thoroughly evaluate the feasibility of developing an in-lieu fee traffic mitigation program...”]

When will mandatory lot merger program go into effect? Joe: Board of Supervisors originally approved the ordinance in 2006 as part of an earlier version of the LCP update that was denied by CCC. Revised LCP Update was certified in 2012 [including new Policy 2.53 requiring evaluation of feasibility of mandatory lot merger program]. Connect the Coastside looks at these broader questions. Substandard lot merger program will clarify the number of potential development sites on the Midcoast by eliminating substandard lots in common ownership from the total inventory.

Public comment:

Bill Kehoe, Moss Beach, suggested Bayside Creek designation be changed to something more generic to include the Coastside.

Kathryn Slater-Carter, Montara, suggested “riparian area” instead of “creeks”. Coastside subdivision maps were laid on paper, ignoring the features of the land. Open space is zoned RM/CZ on the Coastside, not RM. Can she put underlying lots of her RM/CZ parcel in names of family members to preserve the lots from mandatory merger?

Joe: Current merger plan is only for R-1 zone.

Gail Erickson, El Granada, asked who is doing erosion rate studies. Joe: They are being developed and currently incomplete. Gulf of the Farallones National Sanctuary and USGS are among the groups working on models.

Councilmember comment:

Section 7.006 (Time Limit to appeal/sue): Chris raised concern that elimination of this section would leave the impression that there is no way to object to decisions. David Petrovich replied County Counsel feels State provisions for objections are preferable and could offer more recourse than adding County-specific wording. Chris suggested including reference on where to find the pertinent governing regulations.

Section 7.005 (Consideration of Regional Housing Needs): Chris was concerned about deletion of the phrase “balance these needs against the public service needs of the residents”. Joe: will take another look at the wording. Development density is set by the zoning, not the subdivision regulations.

Certificates of Compliance Type B (Sec 7134: 4.c(1): *“For substandard size parcels, where a chain of title shows that the first separate conveyance of such a parcel would not have been allowed under the zoning district’s current minimum lot size requirements, a Certificate of Compliance (Type B), if issued, shall include a condition requiring said parcel to be merged with its parent parcel if under common ownership or, alternatively, a condition prohibiting new development on said parcel.”*

Lisa said she had never seen a CoC-B denied, or a condition limiting or prohibiting development applied, and that the County allows development of substandard parcels with a Use Permit. This wording seems to promise something different. MCC would like to prevent the situation at former Princeton Boatyard property, for example, with six adjoining substandard parcels under same ownership that were transferred in 2012 to two separate LLC’s in alternating ownership in order to protect a project under appeal for 6 separate warehouses.

b. (8:43) Progress Update for Cypress Roundabout and Connect the Coastsides

Report on 8/2/17 Cypress/Hwy 1 roundabout design charrette, and updated timeline for completion of Connect the Coastsides (Comprehensive Transportation Management Plan). (Joe LaClair and Dave Olson)

Connect the Coastsides is the project begun in 2014 to develop a Comprehensive Transportation Management Plan (CTMP), as required by LCP Policy 2.53. It assesses impacts of Midcoast build-out on transportation infrastructure and identifies strategies for addressing any mobility shortcomings in part to address coastal access that may be impaired due to traffic. It includes land use strategies such as the lot merger program and a proposal for lot retirement. A draft of the transportation plan and land use component will be available late this fall or early winter. County will conduct public workshops and publish the environmental document for public comment. Action by the Planning Commission and Board of Supervisors is expected late this year or early next year. Finally, the CTMP must be certified by the Coastal Commission.

Cypress roundabout: Traffic mitigation at Highway One and Cypress (signal or roundabout) was a Big Wave Project Condition of Approval. In 2016 DKS and also Big Wave proposed a traffic signal as the preferred alternative at Cypress, but MCC has supported a roundabout. Caltrans now requires that roundabouts be considered when intersection improvements are planned. DKS Connect the Coastsides contract was expanded to develop the roundabout conceptual design and throughput analysis at Cypress, which will be included in Connect the Coastsides.

County staff held a design charrette on Aug 2 in HMB. Attendees included Supervisor Horsley, County Planning and DPW staff, Nicholas Calderón from County Real Property, County consultants DKS, and Roundabout Expert Michael Wallwork and Dave Olson on behalf of MCC. Caltrans staff was scheduled to attend, but were unable to make it. Supervisor Horsley subsequently met with Caltrans District 4 Director, Bijan Sartipi, who expressed interest in exploring a roundabout at the Cypress intersection.

DKS’ conclusion is that the intersection currently meets the “signal warrant” and under current traffic volumes a one-lane roundabout would work. With increased traffic volumes over time, a partial two-lane roundabout (on Highway One portion) would likely be necessary. It was a productive meeting with general agreement supporting a roundabout. DKS expects to move quickly to prepare a range of alternatives to review.

Very rough construction estimates were \$1 million for a signal, \$3 million for a single-lane roundabout, \$5 million for a 2-lane roundabout. Lifetime cost/benefit trade off significantly favors roundabouts which have lower maintenance and crash/injury costs. Two-lane roundabout would require some land acquisition which increases cost considerably. There was considerable discussion about acquiring land and designing

for two lanes but implementing only one, which could be expanded more easily later. Using Etheldore as a temporary bypass would make construction faster, less expensive, and less disruptive overall.

Public comment:

Marcia Yeates, Moss Beach, noted the success of roundabouts at Stanford University.

She questioned Connect the Coastside projections and advocated for a big enough roundabout that it wouldn't have to be expanded in the future.

Kathryn Slater-Carter said members of MWSD board individually support the roundabout.

If Etheldore is used as a bypass, the developer should be liable for re-paving it. She prefers a single-lane roundabout, to be consistent with Highway One as a two-lane road.

Gail Erickson asked if the charrette was a recorded public meeting. Joe: It was not.

Councilmember comment:

Brandon asked about any needed acquisition of land, and expressed a hope that voluntary sales would be possible. He also hoped that Caltrans would do a good job.

Dan asked Joe LaClair's opinion about effectiveness of below-ground pedestrian crossings to help the flow of traffic. Joe said it would if pedestrians would actually use them, but many won't, and there are other drawbacks.

Chris thanked Len Erickson for connecting MCC with Michael Wallwork. He congratulated MCC for having the vision of roundabouts for Moss Beach and putting our money where our mouth is.

Lisa thanked Supervisor Horsley and acknowledged that if it wasn't for his support this wouldn't be happening now.

5. Council Activity – Correspondence, meetings attended

Dave: Invoice for Michael Wallwork attendance and travel to roundabout charrette is \$4,324.06 – 5% higher than 6/28/17 estimate but within project overall budget of \$5,000 approved 5/11/16.

6. Future Agendas

Aug 23: County Parks presentation on Ohlone/Portolá Heritage Trail
(& possibly an Update on FMR Master Plan Assessment and Progress Report)

Arbor Lane new bluff-top house coastal hazard issues (not design review)

Sept 13: SFO aircraft noise – presentation by SFO noise abatement office and Supervisor Dave Pine

MidPen 71-unit Moss Beach affordable housing pre-application public workshop (County meeting): Sept, date/venue TBD

Adjourn: 9:20 PM