

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

Dave Olson . Claire Toutant . Lisa Ketcham . Dan Haggerty . Chris Johnson . Brandon Kwan . Barbra Mathewson
Chair Vice Chair Secretary Treasurer

Approved Minutes: Meeting on June 27, 2018, at GCSD

Call to Order. 7:00 PM

Attendance: all 7 councilmembers present

1 government staff; 6 members of the public

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

Ellie Dallman, Supervisor Horsley's Aide:

News conference this Friday to celebrate State budget allocation of \$1M for right-of-way easements at **Martin's Beach** and \$5M for development of a County Park at **Tunitas Creek Beach**. Senator Jerry Hill, Assembly Speaker Pro-Tem Kevin Mullin, Assemblymember Marc Berman, and Supervisor Don Horsley will attend.

Board of Supervisors allocated \$764K for immigrant **deportation defense fund**.

National Night Out is Tues, Aug 7 – annual nationwide community-building campaign, encouraging police & community partnerships and neighbor-to-neighbor connections for safer neighborhoods. County and City street-closing fees are waived for block parties.

Dave: Housing meeting Sun, July 15, 1:30 pm at Ted Adcock – an educational community conversation hosted by Half Moon Bay and Home for All San Mateo County. Deputy County Manager Peggy Jensen will give a preview presentation at July 11 MCC meeting.

2. Public Comment and Announcements

Dolores Silva, Moss Beach, on behalf of Resist Density expressed concern about planned Gray Whale Cove crossing with hybrid beacon. It does not appear to provide adequate sight distance and safety and will slow traffic.

Dave clarified that July 11 MCC agenda includes letters in support of 2 County grant applications for project construction. 2012 funding for planning effort to date is specifically for surface crossing and center turn lane, which will either go ahead or there will be no project in the near term.

3. Consent Agenda

a. Approve Minutes for June 13, 2018. 7-0 approved

4. Regular Agenda

a. (7:08) Study Session: Land Use Policies and the Development Approval Process in the unincorporated San Mateo County Midcoast (Ketcham).

Desired outcome: Raise community awareness and promote informed public participation in local government

Lisa gave the presentation:

<http://www.midcoastcommunitycouncil.org/storage/mtgs-com2018/2018-06-27-LandUse-DevApproval-process.pdf>

Q: Who prepares CEQA docs? A: County (either staff or hired consultant) prepares and applicant pays.

Q: How was HMB northern city limit determined? A: It was a decision of incorporation by City of HMB in 1959.

Q: Why now for these local government study sessions? A: There has always been a need to raise community awareness on this issue, but recent conversations on Nextdoor social network have highlighted the need.

Q: How are 2nd units tracked? A: County tracks new permits but they don't know how many unpermitted 2nd units exist.

Beverly Garrity, Montara & CDRC: Thank you for well-organized and informative document. Asked for more detail on CEQA.

Carl May, Moss Beach: Thank you for doing this. Keep this objective resource available to point people to. The info is very important to anybody who cares about the quality of life on the Coastside. It can take years to figure out how the process works. People generally complain way too late to have any say.

Bill Kehoe, Moss Beach: Thanks for very thorough listing of things we all should know. Keep an eye on state efforts to weaken CEQA due to housing crisis. Two attempts failed, but 2nd unit laws are another way discretionary approvals are taken from local jurisdictions.

Dolores Silva, Moss Beach: MCC website is tremendously useful. What is process for LCP amendments for Cypress Point?

Lisa: Notes in County Planning 2018-19 Work Plan indicate tasks for Cypress Point LCP amendments include research & analyze data/issues; review proposed amendments with stakeholders and present them to Planning Commission, Board of Supervisors, and submit to CCC for certification.

To understand CEQA review, it's helpful to look at examples, such as Initial Study, Mitigated Negative Declaration for Vallemar Bluff 4-house development. Will add page on CEQA to presentation for future reference.

Dave: HMB is in midst of updating LCP Land Use Plan and General Plan. Non-residents may attend and comment.

b. (8:02) Hazards of Highway 1 Informal Direct Vehicle Access (Ketcham).

Desired outcome: Request that Caltrans close off informal direct Highway 1 access at Surfers' Beach east side and in Moss Beach west side between California & Virginia.

Lisa gave the presentation and said the goal is to determine if MCC wants to advocate for the limited highway access policies at these locations to make the highway safer for all users. Then we can determine who to contact at Caltrans and get support from Supervisor Horsley and our state legislators.

<http://www.midcoastcommunitycouncil.org/storage/mtgs-com2018/2018-06-27-Hwy1-direct-access.pdf>

Dave added that GCSD has had complaints of vehicles using Burnham Strip as short cut to get on highway, and at last meeting they voted to put a line of logs along GCSD property line on Burnham Strip separating their property from Caltrans ROW. They had asked Caltrans to restore the berm, but it wasn't done.

Dan: Safety issue is driver bad behavior that could happen anywhere, not the wide-open highway access. Concerned about what treatment is used – doesn't want K-rail.

Beverly Garrity, Montara: Would like same request for commercial area of Montara.

Taquería has 2 access points on Virginia, one for parking in front and one for the onsite parking in back. Restaurant can always add way-finding signage. Add CHP crash data to support request. Caltrans specs are not coastal friendly design – see if that can be mitigated in the proposal.

Kris Lanin-Liang, Moss Beach: Thank you for this request. Lives on California – spoke to safety at that intersection, complicated by Wienke Way on the north and block-long open access on the south – vehicle movements she has seen would shock you.

California Ave is highway access for Sheriff and Fire Station. Only 2 blocks to the south is the Chevron station open access. Measures are needed to prevent vehicles from pouring out onto the highway, in close proximity to each other.

Bill Kehoe, Moss Beach, often crosses the highway at California as pedestrian and it's like the wild west. When opening appears on the highway, vehicles move in unpredictable directions all at once. When he first moved here the shoulder between California & Virginia was greenery which has disappeared over time due to vehicles pulling off the highway and killing the bushes that used to be there. How many years have we been talking about Safety & Mobility, traffic calming, sharper corners at intersections? Just ask Caltrans to enforce their access policy. A Caltrans railing along restaurant frontage would create more space for parking.

Barbra also remembers when there was no highway access on the restaurant frontage.

Chris: Caltrans is not enforcing their policies. Only on new construction are they insisting on following their standards to the letter (Gray Whale Cove, Parallel Trail).

Claire: This is definitely a pedestrian safety issue, not only crossing the highway but also along the west side because vehicles are turning on/off the highway all along the block fronting the restaurant and Chevron station. Could MCC ask County to apply for Complete Streets grant to address this?

Dave: Caltrans Complete Streets is set of guidelines and grants for state highways that bisect communities. Caltrans responds to community requests for project – not initiated by Caltrans. Dave will research Complete Streets program and report back at future Council meeting.

Lisa hopes for simple near-term fix -- restore dirt berm, or add logs at Surfers' Beach; at restaurant, take up as little space as possible to not impinge on the parking. When Supervisor Horsley asked Caltrans in 2012 for streetlight at Virginia due to pedestrian crashes there, Caltrans gave encroachment permit and DPW did the work – whole process took 3 years.

Ellie: In her experience with Caltrans (at GWC) what seems like simple fix generally hasn't been. Even though there was a berm there in the past, a berm might not be acceptable based on today's standards.

Brandon is concerned about loss of parking at Surfers' Beach if access to Caltrans dirt ROW is closed at highway and from GCSD property. Dave said there might be CCC coastal access concern if GCSD reduces existing beach parking. Lisa added if we get this done, GCSD would not need to add their own barriers.

Dan: Doesn't want to see K-rail at Surfers' Beach -- wants fitting solution, maybe could come out of the community. Re vehicles exiting onto highway in Moss Beach and crossing lanes of traffic, instead of using the side street, cannot solve all idiot drivers. He is opposed to requiring patrons to enter the business using the side street with 90 degree turn off highway requiring slowing to lower speed, backing up traffic, as opposed to along highway frontage at wider angle. Business will be hurt by limiting customer access.

Dave: Safety issue is unexpected vehicle movements, which cause crashes – that's why Caltrans requires limited access. California to Cypress is historically the most dangerous section on the Midcoast. Closing direct highway access fronting taquería will improve safety and won't hurt business. Recent installation of crash barriers to the north was largely driven by state legislator lobbying.

Claire: Part of the role of government is to facilitate good driving and discourage bad driving. Thinking again about leaving some opening at taquería.

Carl May: Ask to change the fog line to dashed line leading up to intersections, to encourage pulling onto the shoulder before turning.

Kris Liang appreciates Dan's concern about protecting neighborhood businesses, but Coastside Market has not suffered from side street access. In HMB she makes a right on Kelly then left into Valero station – seems safer than direct turn off fast-moving highway. Consider safety of your constituents who live on California Ave.

Motion (Barbra/Chris): Request that Caltrans close off informal direct Highway 1 access at Surfers' Beach east side, and in Moss Beach west side between California & Virginia.

Motion to Amend (Dan/Brandon) Table the item – motion failed 2-5.

Original motion approved 5-2 (Dan & Brandon opposed).

5. (9:13) Council Activity – Correspondence & meetings attended

Lisa: Airport St parking restrictions were approved by Board of Supervisors June 19.

Brandon: Elections will be certified on July 5.

Dave:

- **Ohlone/Portola Trail** planning will have 3 public meetings late Sept, early Oct, tentatively in Pescadero, Pacifica, Redwood City.
- **Quarry Park Master Plan** is on hold to accelerate Flood Park Master Plan. Staff can't do both simultaneously. Quarry Park Master Plan to Park/Rec Commission in Oct.

6. Future Agendas

July 11 – Housing presentation, Study Session on Transportation Planning & Projects, Gray Whale Cove grant support

Adjourn: 9:16 PM