

**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: March 25, 2020

TO: Planning Commission

FROM: Planning Staff

SUBJECT: EXECUTIVE SUMMARY: Consideration of a Coastal Development Permit to install and restore a low-profile landscape planter to an existing gas station located at 9400 Cabrillo Highway in the unincorporated Moss Beach area of San Mateo County. The project is appealable to the California Coastal Commission.

County File Number: PLN 2017-00199 (KN Properties)

PROPOSAL

In response to a violation notice (VIO 2016-00054) for the unpermitted removal of a landscape planter, the applicant proposes to construct one 136 sq. ft. (34 feet long, 4 feet wide, 6-inch-high) landscape planter within the Caltrans Highway 1 right-of-way, parallel and adjacent to the eastern property line of the existing Chevron gas station eastern property line. No tree removal is proposed, and less than 10 cubic yards of grading is proposed.

The proposed planter will be located in the same area as the previous planter (within the Caltrans right-of-way) but with narrower dimensions (the previous planter was 63 feet long by 13 feet wide).

According to the owner of the subject gas station, the original landscape planter was removed due to vehicles occasionally driving over it which may have been due to the lack of plants in the planter providing a taller visual barrier for drivers. For the replacement planter, staff is recommending a condition requiring 2-3 foot tall plants within the planter (maintained to 4 feet tall or less for line-of-sight purposes).

RECOMMENDATION

That the Planning Commission approve the Coastal Development Permit, County File No. PLN 2017-00199, by making the required findings and adopting the conditions of approval listed in Attachment A.

SUMMARY

The project includes construction of a 136 sq. ft. landscape planter within the Caltrans Highway 1 right-of-way, parallel and adjacent to the existing Chevron gas station eastern property line. The proposed new planter will replace a planter that was removed without permit approval in 2016.

The project is consistent with the Soil Resources, Visual Quality, Urban Land Use and Transportation policies of the General Plan and Community Design Manual and Shoreline Access Component of the Local Coastal Program. The project is also consistent with the C-1/S-3/DR/CD (Neighborhood Business District/Minimum 5,000 sq. ft. parcel size/Design Review/Coastal Development) zoning regulations.

The project was reviewed and granted conditional approval by the Coastside Fire Protection District and Caltrans. A Caltrans encroachment permit is required.

Midcoast Community Council Comments

Staff received comments from the Midcoast Community Council requesting a redesign of the gas station frontage along Cabrillo Highway 1 stating that existing conditions allow vehicles to enter and exit the gas station unsafely into vehicle traffic travelling over 50 mph on Highway 1. The Council submitted letters to both the County Board of Supervisors and Caltrans requesting the gas station entrance be closed off to direct vehicle access to/from Cabrillo Highway and requested asphalt curbs to be installed in Moss Beach along a two block stretch of the properties that front on Highway 1 between Lancaster Boulevard and Virginia Avenue.

Staff is in general agreement with the MCC's proposal to further restrict, and potentially eliminate direct vehicle access to and from the site along it's boundary with Highway One. The project proposed by the applicant is intended to resolve the violation associated with the removal of the prior planter, and does not represent the full extent of the improvements recommended along this segment of Highway One by the Safety and Mobility Studies and Connect the Coastside. One of the issues that will need to be addressed in order to implement larger scale improvements at this particular location is maintaining adequate access for fuel refilling trucks. The implementation plan that will be developed once Connect the Coastside is approved will provide an opportunity to identify and prioritize the resources that will be applied to work out the details of a more comprehensive project. In the meantime, the proposed replacement of the planter provides an improvement over current conditions and represents an appropriate interim step

Environmental Review

The project is categorically exempt from the California Environmental Quality Act pursuant to Section 15301, Class 1 for minor alterations of existing public or private structures, involving negligible or no expansion of use beyond that existing at the time.

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**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: March 25, 2020

TO: Planning Commission

FROM: Planning Staff

SUBJECT: Consideration of a Coastal Development Permit pursuant to Zoning Regulations Section 6328.4, to install and restore a low-profile landscape planter to an existing gas station located at 9400 Cabrillo Highway in the unincorporated Moss Beach area of San Mateo County. The project is appealable to the California Coastal Commission.

County File Number: PLN 2017-00199 (KN Properties)

PROPOSAL

In response to a violation notice (VIO 2016-00054) for the unpermitted removal of a landscape planter, the applicant proposes to construct one (1) 136 sq. ft. (34 feet long, 4 feet wide, 6-inch-high) landscape planter within the Caltrans Highway 1 right-of-way, parallel and adjacent to the eastern property line of the existing Chevron gas station. No tree removal is proposed, and less than 10 cubic yards of grading is proposed.

The proposed planter will be located in the same area as the previous planter (within the Caltrans right-of-way) but with narrower dimensions (the previous planter was 63 feet long by 13 feet wide).

According to the owner of the subject gas station property, the original landscape planter was removed due to vehicles occasionally driving over it which may have been due to the lack of plants in the planter providing a taller visual barrier for drivers. For the replacement planter, staff is recommending a condition requiring 2-3-foot-tall plants within the planter (maintained to 4 feet tall or less for line-of-sight purposes).

RECOMMENDATION

That the Planning Commission approve the Coastal Development Permit, County File No. PLN 2017-00199, by making the required findings and adopting the conditions of approval listed in Attachment A.

BACKGROUND

Report Prepared By: Olivia Boo, Project Planner, 650/363-1818

Applicant: Greg Ward

Owner: Keet Nerhan/KN Properties

Location: 9400 Cabrillo Highway, Moss Beach

APN: 037-171-860

Size: 22,644 sq. ft.

Existing Zoning: C-1/S-3/DR/CD (Neighborhood Business Districts/Combining Districts/Design Review/Coastal Development)

General Plan Designation: Neighborhood Commercial Urban

Local Coastal Plan Designation: Neighborhood Commercial Urban

Sphere-of-Influence: Half Moon Bay

Existing Land Use: Existing gas station/food mart

Water Supply: Montara Water and Sanitary District

Sewage Disposal: Montara Water and Sanitary District

Flood Zone: FEMA Flood Zone Map indicates the parcel is located in Zone X, area of minimal flooding, per Community Panel No. 06081C0119F, effective August 2, 2017.

Environmental Evaluation: Categorically exempt pursuant to Section 15301, Class 1, as a minor alteration of existing public or private structures, involving negligible or no expansion of use beyond what existed at the time of the lead agencies determination

Setting: Existing gas station/food mart, four (4) gas pumps located under an existing canopy. The property has one existing landscaped area, a ground level island planter where the existing gas station monument sign exists (near the corner of Cabrillo Highway and Vermont Avenue). The property is otherwise entirely covered with impervious hardscape cement and asphalt. Land use in the surrounding area consists primarily of residential uses with one commercial warehouse building located immediately east of the gas station. The properties to the south, across Vermont Avenue and north, across Lancaster Boulevard, are both undeveloped parcels. Single-family residences are located across Cabrillo Highway.

Chronology:

<u>Date</u>	<u>Action</u>
February 25, 2016	- Violation case opened in response to unpermitted removal of a cement planter from an existing gas station, located within the Caltrans right-of-way (VIO 2016-00054).
June 8, 2017	- Received Coastal Development Permit application.
July 26, 2018	- Received requested survey for Caltrans right-of-way jurisdiction and location of the proposed planter.
August 17, 2018	- Received Caltrans comments
March 29, 2019	- Project placed on hold by applicant to allow the applicant to work with Caltrans on access/turnaround requirements.
October 23, 2019	- Staff requested applicant to work with Caltrans regarding access/turnaround requirements prior in preparation of the March 2020 Planning Commission public hearing.
March 25, 2020	- Planning Commission public hearing.

DISCUSSION

A. KEY ISSUES

1. Conformance with the General Plan

Upon review of the applicable provisions of the General Plan, staff has determined that the project complies with the General Plan policies, including the following.

a. Soil Resources

Policy 2.17, (*Regulate Development to Minimize Soil Erosion and Sedimentation*) regulate development to minimize soil erosion and sedimentation; including, but not limited to, measures which consider the effects of slope, minimize removal of vegetative cover, ensure stabilization of disturbed areas and protect and enhance natural plan communicates and nesting and feeding areas of fish and wildlife.

Some grading and earthwork activities are required for construction. However, the site area has less than 1 percent slope, thus minimal grading is required. The applicant is required to have an approved

Caltrans encroachment permit and is required to install erosion and sediment control measures prior to commencing work. Staff has added a condition of approval requiring the applicant to submit a copy of the issued encroachment permit.

b. Visual Quality

Policies 4.15 (*Appearance of New Development*), 4.22 (*Scenic Corridors*) 4.36 (*Urban Area Design Concept*) and 4.45 (*Designation of Scenic Roads and Corridors*), 4.61 (*Roads and Driveways*) and 4.62 (*Parking and Paved Areas*) regulates development to promote and enhance good design; protect and enhance the visual quality of scenic corridors; ensures that new development in urban areas is designed and constructed to contribute to the orderly and harmonious development of the locality; construct road improvements to share driveways where possible to reduce the number of entries onto scenic roads; and integrate paved areas with their site and landscape and/or screen them to reduce visual impact from the scenic corridor.

The subject property is located within the Cabrillo Highway/Highway 1 County Scenic Corridor and improved with an existing gas station and food mart. The County Scenic Corridor does not require architectural review. There is minimal existing landscaping on site - one small ground level plant area of less than 200 sq. ft. is located near the existing monument gas brand business/pricing sign at the intersection of Highway 1 and Vermont Avenue.

The new curb planter will be located within the Highway 1 right-of-way, parallel to the east property line of the gas station, and is considered a minor addition to the existing gas station. Aesthetically, the planter will help soften the overall appearance of the existing hardscape and create visible distinction from Cabrillo Highway. The planter will also assist in directing gas station vehicle traffic by establishing designated entry and exit points to and from Cabrillo Highway and also utilize a decorative feature commonly use as traffic control and aesthetic enhancement for many gas stations.

c. Urban Land Use and Transportation

Policies 8.40 (*Parking Requirements*) regulates minimum on-site requirements and parking development standards in order to; accommodate the parking needs of the development; provide convenient and safe access; prevent congestion of public street; establish orderly development patterns; and requires in urban areas, where improvements are needed due to safety concerns or congestion.

The existing on-site parking is not expected to be affected since the landscape planter will be not be located in an area designated for parking. There are four (4) marked parking spaces on the subject property. Two (2) marked parking spaces are near the corner of Highway 1 and Vermont Avenue near the monument sign and another two (2) marked spaces are on the south side of the main building. The new landscape planter will provide convenient and safe access with designated areas for safe ingress and egress of vehicles and is intended to relieve vehicle congestion by providing orderly ingress/egress areas patterns. The new landscape planter creates channelizing necessary to move vehicles safely on and off Cabrillo highway and help prevent disorderly vehicle access to and from Cabrillo Highway given there is currently no directive for where vehicles enter and exit the gas station. The project was reviewed by the Coastside Fire Protection District who granted conditional approval and recommended the landscape planter to maintain a low profile in order to not obstruct fire vehicle access to the gas station. The 6-inch-tall planter curb has the typical low-profile design of a gas station planter and is not expected to obstruct emergency vehicle access.

2. Conformance with the Local Coastal Program

Policies 8.12 (*General Regulations*), 8.13 (*Special Design Guidelines for Coastal Communities*) and 8.32 (*Regulation of Scenic Corridors in Urban Area*) discuss applying the design standards of Section 6565.17 and the design criteria of the Community Design Manual and designing structures that are in scale with the character of their setting and blend rather than dominate or distract from the overall view of the urban scape.

The Community Design Manual requires commercial development to be compatible with the surrounding community, by using materials that blend with the site's environment, and by installing decorative paving and planting in parking areas to create a more aesthetically pleasant environment. The proposed landscape planter will provide landscaping on a property that is currently covered by hardscape, and will improve the aesthetics of the site consistent with the objectives of the Community Design Manual.

Urban Design Policies of the LCP require the design of structures to fit the topography of the site, and avoid the need for extensive cutting, grading or filling during construction. These policies also require structures to be designed in scale with the character of their setting and blend rather than dominate or distract from the overall view of the urban landscape. In this case, less than 10 cubic yards of grading is required to install the low-profile planter, which is of typical gas station landscape design.

The project also complies with Zoning Regulation Section 6565.17 (*Standards for Design in Other Areas*) discussed below.

- a. Proposed structures are designed and situated so as to retain and blend with the natural vegetation and landforms of the site and to ensure adequate space for light and air to itself and adjacent properties. The planter will be an added aesthetic feature to the existing gas station. It will be a standalone landscape feature creating a visible border to the gas station and Highway 1. No other structures will be located near the planter, thus allowing for adequate light and air on all sides.
- b. Where grading is necessary for the construction of structures and paved areas, it blends with adjacent landforms through the use of contour grading rather than harsh cutting or terracing of the site and does not create problems of drainage or erosion on its site or adjacent property. Ten (10) cubic yards of grading is proposed for construction of the landscape planter. The property is very flat, with less than 1 percent grade. No harsh cutting or terracing is required. Installing the planter will not create any new hardscape, as it will contain plantings and will assist with onsite drainage. The planter will be an improvement to the property by breaking up the large amount of existing hardscape.
- c. Structures are located outside flood zones, drainage channels and other areas subject to inundation. The project site is located in flood zone X, which are areas with minimal potential for flooding. There are no known drainage channels on the property, and the property is not located in any known hazard areas.
- d. Trees and other vegetative land cover are removed only where necessary for the construction of structures or paved areas in order to reduce erosion and impacts on natural drainage channels and maintain surface runoff at acceptable levels. No tree removal or vegetation removal is proposed. There are no trees existing on the property.
- e. A smooth transition is maintained between development and adjacent open areas through the use of natural landscaping and plant materials which are native or appropriate to the area.

Planter construction will include drought tolerant plant species (i.e., manzanita, rainbow flax). The planting area soil will be tested and free of debris with new potting soil to be fertilized and covered with a 3-inch layer of bark chips.

- f. Views are protected by the height and location of structures and through the selective pruning or removal of trees and vegetative matter at the end of view corridors. The planter has a proposed height of 6 inches. It will be a low structure and will not cause a significant impact on the view corridor.
- g. Construction on ridgelines blends with the existing silhouette by maintaining natural vegetative masses and landforms and does not extend above the height of the forest or tree canopy. The project site is not located on a ridgeline.
- h. Structures are set back from the edge of bluffs and cliffs to protect views from scenic areas below. The project site is not near to the edge of a bluff or cliff.
- i. Public views to and along the shoreline from public roads and other public lands are protected. The project site is not located along the shoreline.
- j. Varying architectural styles are made compatible through the use of similar material. The planter will be constructed of cement, which fits with the traditional material for a gas station.
- k. The design of the structure is appropriate to the use of the property and is in harmony with the shape, size and scale of adjacent building in the community. The concrete material of the structure fits with the typical material and look of a gas station. The planter will be low profile that is small in shape and size in relation to the gas station and surrounding single-family homes.
- l. Overhead utility lines are placed underground where appropriate to reduce the visual impact in open and scenic areas. The project does not propose utility lines.
- m. The number, location, size, design, lighting, materials, and use of colors in signs are compatible with the architectural style of the structure they identify and harmonize with their surroundings. No signs or lighting are proposed with the project.
- n. Paved areas are integrated into the site, relate to their structure, and are landscaped to reduce visual impact from residential areas and from roadways. The addition of the planter will break up the appearance of the hardscape and improve the curb side appearance of the gas station.

Shoreline Access Component

Policy 10.1 (*Permit Conditions for Shoreline Access*), requires some provision for shoreline access as a condition of granting development permits for any public or private permits (except as excepted by policy 10.2) between the sea and the nearest road. Policy 10.2.c.(3), (*Definition of Development*) exempts from this any structure which does not change the intensity of use, does not increase either the floor area, height or bulk of the structure by more than 10 percent, does not block or impede public access, and does not result in a seaward encroachment by the structure.

The project site is located between the sea and first through road as indicated on Local Coastal Program maps. The proposed planter is a minor addition to the gas station and will not change the intensity of the use. It will not increase floor area, height or bulk more than 10 percent since no floor area is being added. The planter will not impede or block public access to the shoreline.

3. Conformance with the Zoning District

The project is located in the C-1/S-3/DR/CD, (Neighborhood Business District/ Minimum 5,000 sq. ft. parcel//Design Review/Coastal Development). Automobile service stations are an allowed use in this district. Zoning standards regarding building site area, building height, lot coverage, and setbacks are not applicable to landscape features installed within the public right-of-way.

Due to the project scope, the project is exempt from Design Review permit requirements pursuant to Section 6565.3 *Requirement for Design Review and Approval* since construction does not require a building, grading, or tree cutting permit. That said, the project conforms to the Design Review criteria discussed in Section A.2., above.

B. REVIEW BY CALIFORNIA DEPARTMENT OF TRANSPORTATION

The project has been reviewed by Caltrans. The agency will allow the landscape planter to be constructed upon application for and approval of an encroachment permit. The applicant is required to follow the Caltrans Standard Plans and Highway Design Manual Design Guidelines and meet safety and setback requirements per the Highway Design Manual and the Encroachment Permit Manual. Caltrans also requires plants to be located so they will not obscure pedestrian and bicyclists at conflict points.

Caltrans also noted that alterations to site access beyond the restoration of the planting strip would require a vehicle turnaround within the gas station site which could cause operational conflicts on State Route 1, such as queuing vehicles

encroaching on upstream intersections and turning movement conflicts. That type of proposal would need to be evaluated for California Environmental Quality Act compliance to include impacts caused by rerouting traffic to local streets.

C. REVIEW BY MIDCOAST COMMUNITY COUNCIL MIDCOAST COMMUNITY COUNCIL

Comments received from the Midcoast Community Council (MCC) are outlined below followed by staff's response.

The Midcoast Community Council has requested a redesign for the frontage of the westerly property line which fronts Highway 1 (*the area of the planter*), stating its current open access, which is approximately 170 feet wide, allows vehicles to enter and exit the gas station unsafely onto Highway 1 where vehicles travel over 50 mph. Vehicles exit the gas station, driving both northbound and southbound instead of using the side street, Lancaster Avenue. The vehicles exiting the gas station are often moving quickly and abruptly into gaps of Highway 1 traffic in unpredictable directions. Midcoast Community Council has submitted letters to both the County Board of Supervisors and Caltrans requesting the gas station entrance be close off to direct vehicle access to Cabrillo Highway. The Council has also requested asphalt curbs to be installed in Moss Beach along a two block stretch of the properties that front on Highway 1, between Lancaster Boulevard and Virginia Avenue.

In submitting these comments, the Council referenced: the San Mateo County Highway 1 Safety and Mobility Improvement Study, which recommend to limit highway access openings to improve safety and mobility; Local Coastal Program (LCP) Policy 2.51(a), which prohibits new driveway connections to Highway 1 in the Midcoast area as shown on map 1.3 that do not serve recreation facilities unless there is no feasible alternative; and, Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2 which discusses access openings.

Staff's Response

The Highway 1 Safety and Mobility Improvement Studies conducted by the County seek to increase pedestrian, bicycle and vehicle safety along Highway 1 by introducing tools and strategies that, among other things, moderate motor speed in community areas, and improve visibility and safety for pedestrians and bicyclists in areas where they are prone to cross or must travel in or along the roadway. Local Coastal Program Policy 2.51 refers to new driveway connections. In this case, no new driveway is proposed. The Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2 aims to limit access openings to a minimum. The applicant will need to address this requirement, to the satisfaction of Caltrans, in order to obtain the required encroachment permit.

Staff is in general agreement with the MCC's proposal to further restrict, and potentially eliminate direct vehicle access to and from the site along its boundary with Highway One. The project proposed by the applicant is intended to resolve the violation associated with the removal of the prior planter, and does not represent the full extent of the improvements recommended along this segment of Highway One by the Safety and Mobility Studies and Connect the Coastsides. One of the issues that will need to be addressed in order to implement larger scale improvements at this particular location is maintaining adequate access for fuel refilling trucks. The implementation plan that will be developed once Connect the Coastsides is approved will provide an opportunity to identify and prioritize the resources that will be applied to work out the details of a more comprehensive project. In the meantime, the proposed replacement of the planter provides an improvement over current conditions and represents an appropriate interim step.

D. ENVIRONMENTAL REVIEW

Categorically exempt pursuant to Section 15301, Class 1 as a minor alteration of existing public or private structures, involving negligible or no expansion of use beyond that existing at the time.

E. REVIEWING AGENCIES

Building Inspection Section
Coastside Fire Protection District
Department of Public Works
California Coastal Commission
Midcoast Community Counsel

ATTACHMENTS

- A. Condition of Approval
- B. Vicinity Map
- C. Site Plan/Survey
- D. Site Photos
- E. Midcoast Community Council letter to the Board of Supervisors (dated September 26, 2018)
- F. Midcoast Community Council PowerPoint presentation, "Moss Beach Chevron, Highway access and landscape buffer 2011-2018.
- G. Connect the Coastsides Request for Proposal.
- H. San Mateo County Board of Supervisor Letter to Caltrans
- I. The San Mateo County Highway 1 Safety and Mobility Improvement Study
- J. The Caltrans Project Development Procedures Manual (Chapter 27, Topic 104.2)

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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT A

County of San Mateo
Planning and Building Department

RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

Permit or Project File Number: PLN 2017-00199 Hearing Date: March 25, 2020

Prepared By: Olivia Boo, Project Planner For Adoption By: Planning Commission

RECOMMENDED FINDINGS

Regarding the Environmental Review, Find:

1. That this project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301, Class 1, which applies to the minor alteration of existing public or private structures, involving negligible or no expansion of use beyond that existing at the time.

Regarding the Coastal Development Permit, Find:

2. That the project, as described in the application and accompanying materials and as conditioned, conforms with the plans, policies, requirements, and standards of the San Mateo County Local Coastal Program.
3. Where the project is located between the nearest public road and the sea that the project is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code). The project will not have an adverse impact on coastal access and recreation opportunities, and therefore does not conflict with Coastal Act or LCP policies calling for the protection and enhancement of such opportunities.
4. That the project conforms to the specific findings required by the policies of the San Mateo County LCP. The project conforms to applicable policies regarding Soil Resources, Visual Quality, and Urban Land Use and Design Review. The project is located in an urban area designated Commercial and the proposed use is an allowed use.

Regarding the Design Review Permit, Find:

5. That the project complies with the design guidelines and criteria of the Community Design Manual and the LCP's Visual Resources Component as the existing

planter is compatible with the surrounding and is appropriately scaled to the site. The proposed planter will include native plants that are drought tolerant and native to San Mateo County and shall maintain the plants at a maximum height of 4 feet for line of sight visibility.

RECOMMENDED CONDITIONS OF APPROVAL

Current Planning Section

1. This approval applies only to the proposal, documents and plans described in this report and approved by the Planning Commission on March 25, 2020. The Community Development Director may approve minor revisions or modifications to the project if they are consistent with the intent of, and in substantial conformance with, this approval.
2. The permit shall be valid for one (1) year from the date of final approval by which time a copy of the Caltrans encroachment permit shall be submitted to the Planning Department.
3. No site disturbance shall occur until a valid Caltrans encroachment has been issued.
4. All approved landscaping shall be maintained in a healthy condition to a height of 4 feet or less for the life of the gas station. Plants shall consist of drought tolerant and indigenous species. Any dead or dying landscape shall be removed and replaced with the same or similar species.
5. The applicant shall adhere to Best Management Practices for erosion and sediment control throughout the duration of project construction. Erosion control measure deficiencies, as they occur, shall be immediately corrected. The goal is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:
 - a. Stabilizing any denuded areas and maintaining erosion control measures continuously between October 1 and April 30. Stabilizing shall include both proactive measures, such as the placement of hay bales or coir netting, and passive measures, such as revegetating disturbed areas with plants propagated from seed collected in the immediate area.
 - b. Storing, handling, and disposing of construction materials and wastes properly, so as to prevent their contact with stormwater.
 - c. Controlling and preventing the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals,

wash water or sediments, and non-stormwater discharges to storm drains and watercourses.

- d. Using sediment controls or filtration to remove sediment when dewatering the site and obtaining all necessary permits.
 - e. Avoiding cleaning, fueling, or maintaining vehicles on-site, except in a designated area where wash water is contained and treated.
 - f. Delineating with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees and drainage courses.
 - g. Protecting adjacent properties, buildings, and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
 - h. Performing earth-moving or ground disturbing activities only during dry weather.
 - i. Limiting and timing application of pesticides and fertilizers to prevent polluted runoff.
 - j. Limiting construction access routes and stabilizing designated access points.
 - k. Avoiding tracking dirt or other materials off-site; cleaning off-site paved areas and sidewalks using dry sweeping methods.
 - l. The contractor shall train and provide instructions to all employees and subcontractors regarding the construction best management practices.
6. To reduce the impact of construction activities on neighboring properties and/or the public roadways, comply with the following:
- a. All debris shall be contained on-site; a dumpster or trash bin shall be provided on-site during construction to prevent debris from blowing onto adjacent properties. The applicant shall monitor the site to ensure that trash is picked up and appropriately disposed of daily.
 - b. The applicant shall remove all construction equipment from the site upon completion of the use and/or need of each piece of equipment which shall include but not be limited to tractors, back hoes, cement mixers, etc.
 - c. The applicant shall ensure that no construction-related vehicles will impede through traffic along any public right-of-way. All construction vehicles shall be parked on-site outside of any public right-of-way. There shall be no

storage of construction vehicles, equipment, or materials in any public right of-way or shared driveway.

7. The applicant shall ensure that during construction, noise, light, dust, odor and other interference with persons and property off the development site is minimized.
8. Noise sources associated with project implementation shall be limited to the hours from 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 5:00 p.m. Saturdays. Said activities are prohibited on Sundays, Thanksgiving and Christmas (San Mateo County Ordinance Code Section 4.88.360).

Caltrans

9. The proposed planter is required to meet safety and setback requirements per the Highway Design Manual, Chapter 900 and the Encroachment Permit Manual, Chapter 500.
10. Plants must be located so they will not obscure pedestrian and bicyclists at conflict points.
11. Any work or traffic control that encroaches into the right-of-way requires an encroachment permit issued by Caltrans.

Coastside Fire Protection District

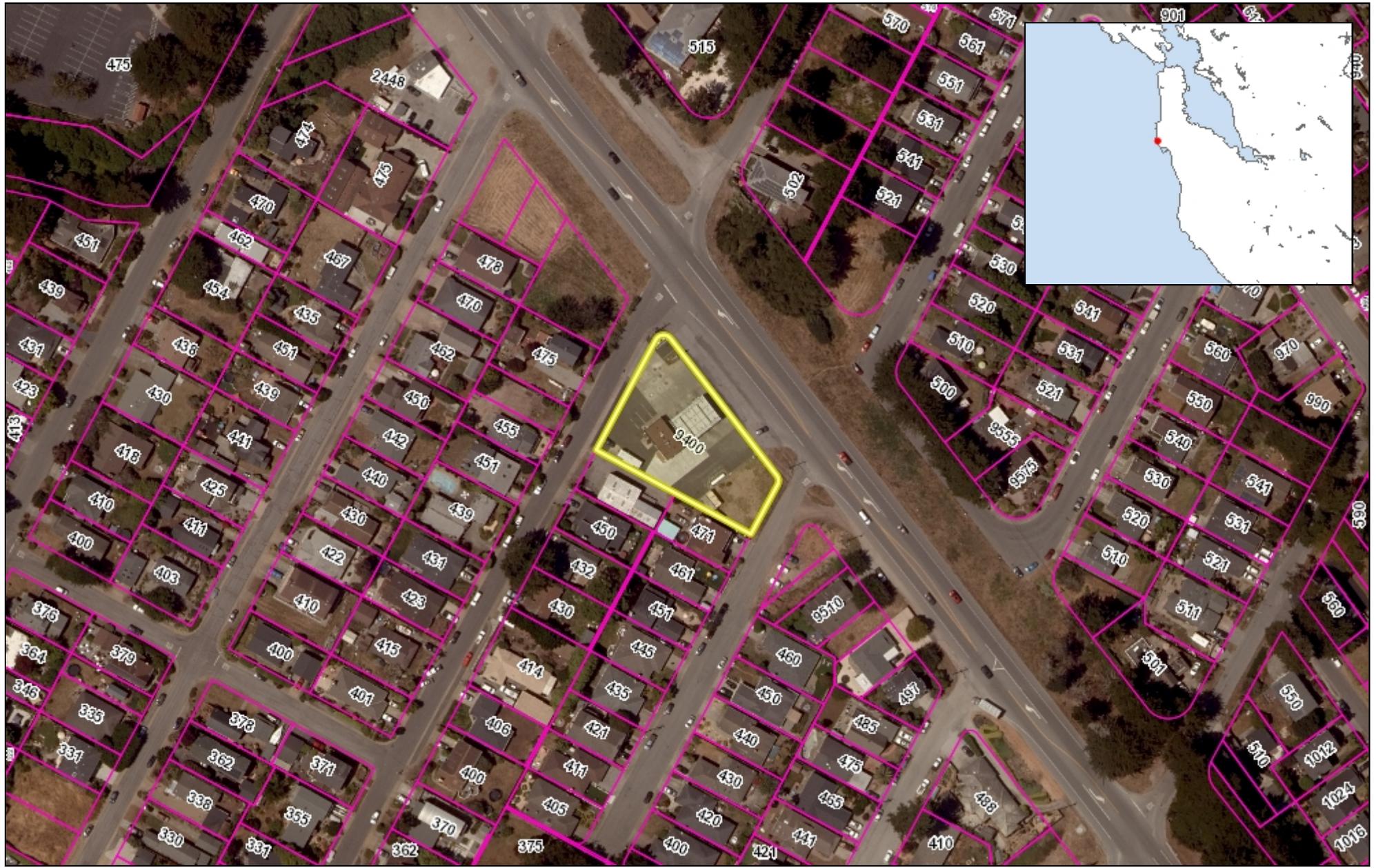
12. The curb planter shall maintain a low profile so as not to obstruct emergency vehicle access.

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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT B



WGS_1984_Web_Mercator_Auxiliary_Sphere
 © Latitude Geographics Group Ltd.

1:2,257 

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT C

GENERAL NOTES

1. PLANS PREPARED AT THE REQUEST OF: ROM STEFANICK, MANAGER, KN PROPERTIES.
2. TOPOGRAPHY AND SITE PLAN GENERATED FROM SINGO GIS INFORMATION AND SITE PLAN ROBERT H. LEE AND ASSOC. 1991.
3. THIS IS NOT A BOUNDARY SURVEY.

LEGEND

-  EXISTING CONTOUR
-  DIRECTION OF SURFACE DRAINAGE FLOW
- (N) NEW OR PROPOSED
- (E) EXISTING

DRAINAGE NOTES

NO CHANGES TO EXISTING DRAINAGE IS PROPOSED.

GRADING NOTES

MINIMAL GRADING PROPOSED - LESS THAN 10 CUBIC YARDS.

SECTION AND DETAIL CONVENTION

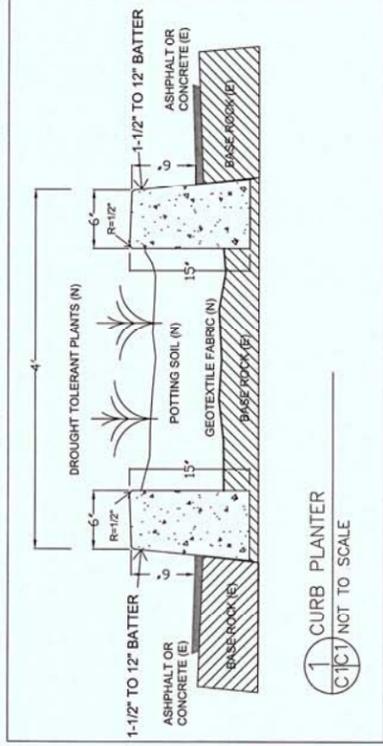
SECTION OF DETAIL IDENTIFICATION
 REFERENCE SHEET No. ON DRAWING SHEET No. OF TOTAL SHEETS
 REFERENCE SHEET No. ON DRAWING SHEET No. OF TOTAL SHEETS



DATE:	3-7-17
DRAWN BY:	AZG
CHECKED BY:	CMK
REV. DATE:	7-10-18
REV. DATE:	(650) 728-3590
REV. DATE:	332 PRINCETON AVENUE
REV. DATE:	HALF MOON BAY, CA 94019
REV. DATE:	SIGMA PRIME GEOSCIENCES, INC.

SITE PLAN
PLANTER CONSTRUCTION
 MOSS BEACH CHEVRON
 9400 CABRILLO HIGHWAY
 MOSS BEACH, CALIFORNIA
 APN: 037-171-860

SHEET
 C-1



1 CURB PLANTER
 C1C1 NOT TO SCALE



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT D









COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT E

Midcoast Community Council

representing Montara, Moss Beach, El Granada, Princeton, and Miramar
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

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

Date: September 26, 2018

To: Supervisor Don Horsley
Steve Monowitz, Community Development Director
Jim Porter, Director Public Works

From: Midcoast Community Council/ Dave Olson, Chair

Subject: **Limit Mid-Block Highway 1 Vehicle Access in west Moss Beach
in 3 commercial blocks, Lancaster to California**

MCC seeks the County's support and assistance in closing off informal direct Highway 1 access that has been expanding in the 3-block west Moss Beach commercial section between Lancaster & California. Wide-open highway access is a safety hazard for all highway users in this busy village context. Vehicles turn right or left, onto or off of the highway, anywhere mid-block, ignoring highway pavement markings, instead of using adjacent side street business access. Vehicle movements are often sudden and quick during gaps in traffic, with multiple vehicles moving at once in unpredictable directions.

Policies

- Highway 1 Safety & Mobility Improvement Study recommends limiting highway access openings to improve safety and mobility.
- Local Coastal Program (LCP) Policy 2.51(a) prohibits new driveway connections to SR 1 unless there is no feasible alternative.
- California statute designates SR 1 in the Midcoast as an expressway, defined as an arterial highway with at least partial control of access. Caltrans 2018 District 4 Transportation Concept Report for SR1 South confirms this designation. Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2:
 - On expressways, access from private property is permitted, but the size and number of openings are held to a minimum.
 - Parcels that have access to another public street are not allowed access to the expressway.
 - Access openings to an expressway are limited to one opening per parcel.

Specifics – please see attached for more detail.

Thank you for your assistance.

West Moss Beach 3-block commercial district, Lancaster to California

Yellow line is approximate edge of Caltrans ROW.



Northern block (Virginia/California):

Roadside vegetation has been worn away by vehicles taking short cuts to restaurant and informal parking. Virginia Ave. provides access to on-site restaurant parking and existing informal parking in Caltrans right-of-way.

MCC requests:

- Close vehicle highway access along the edge of the paved shoulder (red line) with 6-inch-high asphalt curb or “dike”, such as permitted by Caltrans for new Coastal Trail segment at La Costanera (specs attached).
- Mark paved shoulder for right turn deceleration lane on southbound approach to Virginia.



Middle block (Vermont/Virginia):

Proposed mixed-use development will likely result in the same conditions as adjacent block to the north if nothing is done to prevent it.

MCC requests the same asphalt curb installation along this block.

Southern block (Lancaster/Vermont):

Roadside curb and landscape buffer fronting the gas station were removed & paved without permit in 2011, creating the existing 144-ft-wide vehicle access (red line) and hazardous no-man's land on the wide paved shoulder. MCC has been trying to get this violation addressed since 2014.

Limiting direct highway access to 60-ft width (yellow line) at the south end of the pumps will help direct vehicles in a safer more predictable circulation utilizing the side street and obeying pavement markings on the highway. Northbound vehicles should enter via Vermont, using the highway center left-turn lane provided. Semi-trucks/trailers can safely maneuver the entrance on Vermont, as shown below.



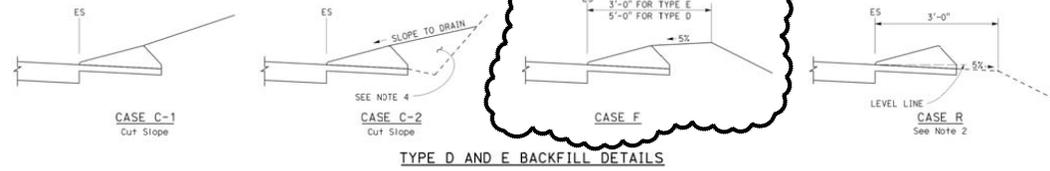
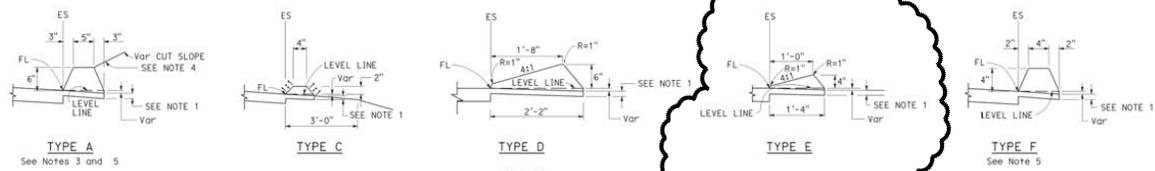
MCC requests:

- Reduce highway access opening from existing 144 ft to maximum of 60 ft wide by extending replacement landscape buffer north to property corner at Vermont.
- Restore full 819 sq/ft of landscape area -- no net increase of impervious surface.
- In addition to the visual enhancement and closure provided by the highway frontage landscape buffer (Zoning Regs Section 6121.a.4), Caltrans complete streets policies should provide for a sidewalk connecting to the one on Vermont, and pedestrian striping across the remaining highway access opening.
- Please expedite PLN2017-00199 to resolve this long-standing violation.

COUNTY	ROUTE	TOTAL MILES	SHEET NO.	TOTAL SHEETS
San Diego	163	1.0	1	1

January 15, 2016
 PLANS APPROVAL DATE

THIS PLAN IS FOR THE USE OF THE ENGINEER AND IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.



- NOTES:**
- For HMA shoulders only, extend top layer of HMA placed on the shoulder under dike with no joint at the ES. For projects with OGFC shoulders, do not extend OGFC under dike. See project plans for modified dike detail.
 - Case R applies to retrofit only projects where restrictive conditions do not provide enough width for Case F backfill.
 - Type A dike only to be used where restrictive slope conditions do not provide enough width to use Type D or Type E dike.
 - Fill and compact with excavated material to top of dike.
 - Use Type A or F dike, where dike is required with guardrail installations. See Standard Plan A77N4 for dike positioning details. See Standard Plan A77N3 for hinge point offsets with guardrail.

DIKE QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A	0.0135
C	0.0038
D	0.0293
E	0.0130
F	0.0066

Quantities based on 5% cross slope.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HOT MIX ASPHALT DIKES
NO SCALE

RSP A87B DATED JANUARY 15, 2016 SUPERSEDES STANDARD PLAN A87B DATED OCTOBER 30, 2015 - PAGE 126 OF THE STANDARD PLANS BOOK DATED 2015.
REVISED STANDARD PLAN RSP A87B

2015 REVISED STANDARD PLAN RSP A87B



**Kikuchi + Kankel
Design Group**
Landscape Architecture
Environmental Design
Site Planning
730 Hill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

ENCROACHMENT PERMIT SUBMITTAL

LA COSTANERA RESTAURANT

8150 CABRILLO HIGHWAY
MONTARA, CA
APNs:
036-046-050
036-046-310
036-046-380
036-046-390
036-046-400
036-046-998

NOT FOR CONSTRUCTION

Revision: 1/16/2016
 Date: 6/18/2011
 Scale: AS NOTED
 Drawn By: TPC/AL

ASPHALT DIKE DETAILS
 Sheet No. **3.01**

Exhibit 6
 P-77-0579-A3
 124 of 146



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT F

Moss Beach Chevron
Highway access & landscape buffer
2011 - 2018

Midcoast Community Council
4/25/2018 presentation
by Lisa Ketcham

Highway 1 Access Policies & Recommendations

Highway 1 Safety & Mobility Improvement Study recommends:

- Limit highway access openings to improve safety and mobility.

Local Coastal Program (LCP) Policy 2.51.a:

- Limitations on new driveway connections to SR 1

Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2

- On expressways, access from private property is permitted, but the size and number of openings are held to a minimum.
- Parcels that have access to another public street are not allowed access to the expressway.
- Access openings to an expressway are limited to one opening per parcel.

Landscape Buffer & Impervious Surface Area County Zoning Regulations

Parking -- Landscaping -- Section 6121 (a)4

A planter or landscaped area of at least 4 feet wide shall be provided adjacent to all street rights-of-way. Live landscaping shall be provided and maintained within any planter or landscaped area required by this section. Not more than 30% of the landscaped area may be covered with hard surfaces such as gravel or impervious materials. Such landscaped area or planter shall create the visual and physical separation necessary to reduce the traffic hazards between pedestrians and vehicles.

Midcoast Impervious Surface Area -- C-1 District, Section 6253

... the amount of parcel area covered by impervious structures less than 18 inches in height is limited to 10% parcel size... An exception to the limit may be granted ...upon finding that off-site project drainage will not exceed that amount equivalent to 10% parcel size... by directing runoff to on-site porous areas or through the use of detention basins.

Moss Beach Chevron at Highway 1 & Vermont 2011



Landscape island with curb, 63'x13' (removed & paved over June 2011)
Access openings: 2 on highway, 2 on Vermont



Moss Beach Chevron -- 2012

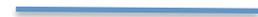
Unpermitted removal of highway frontage curb and landscaping resulted in 144-ft-wide unrestricted vehicle access 

-- a hazardous no-man's land.

Vehicles turn right or left, into and out of the gas station, anywhere between Vermont & Lancaster, disregarding pavement markings.

Vehicle movement is often sudden and quick during gaps in traffic on high-speed highway.

MCC requests:
Reduce highway access opening to 60 ft wide maximum.





Timeline 2011 - 2018

2011 Landscape area & curb removed & replaced with asphalt without permit.

2012 Apr: Email inquiry to Planning Dept re landscape requirement & limited highway access provisions. No reply

2014 June: MCC agenda & memo to Code Compliance.

2015 Feb: Former County Ombudsman recommended Code Compliance send notice to property owner re alleged work without County permits, based on emails with Caltrans Maintenance Div that landscaping ran up to but not into Caltrans ROW, thus under County jurisdiction.

2016 Feb: VIO2016-00054 case opened. CDP & Planning Commission hearing required.

2017 June: PLN2017-00199 CDP application submitted for reduced-size landscape strip.

2017 July: MCC agenda & comment on application referral.

2017 Aug: CalFire comment: "The Fire District would prefer that the planter box not be added as part of the landscaping as it may be a possible traffic hazard during ingress and egress of the gas station."

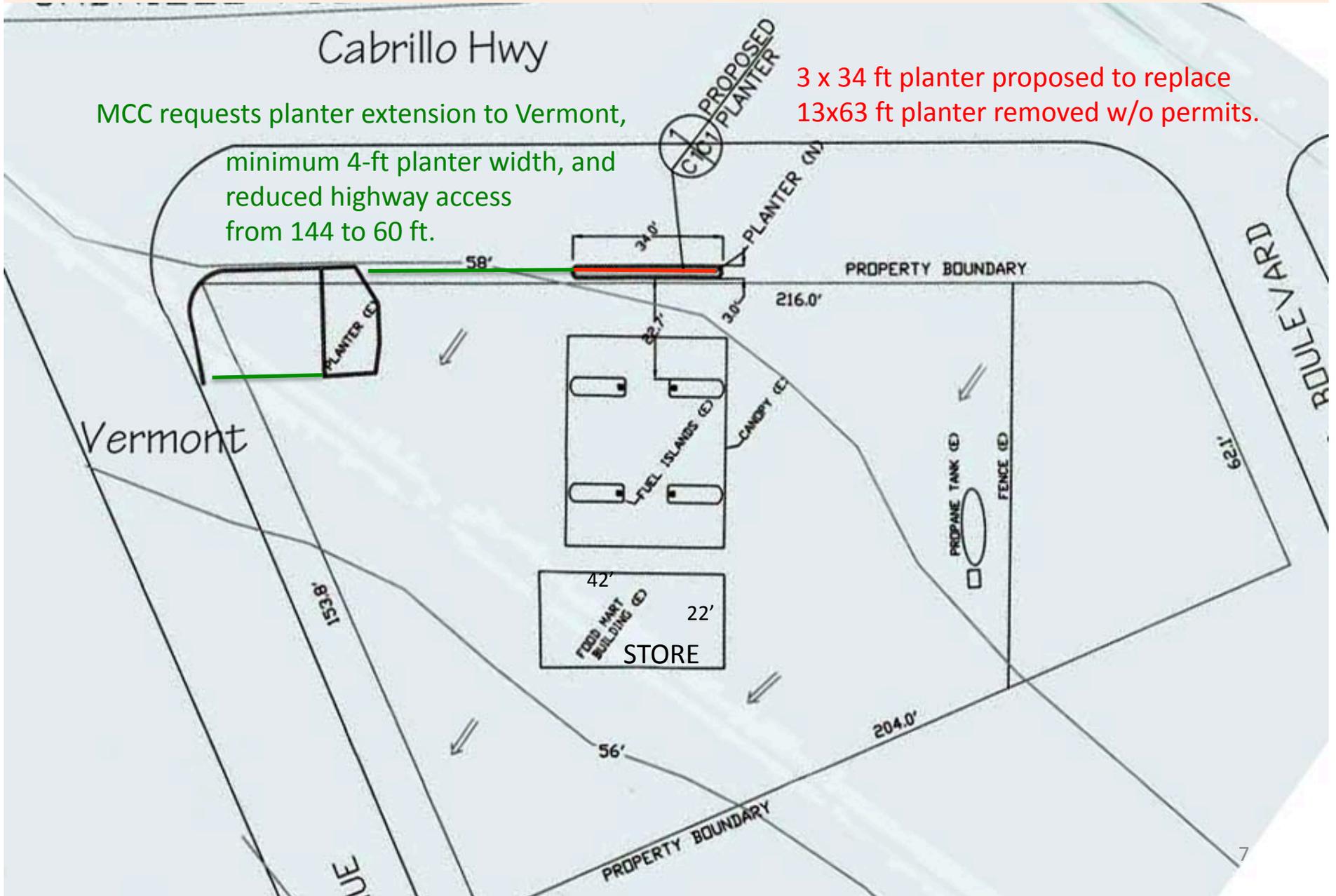
2018 Mar: No permit activity since Aug – MCC request update.

Reply: Planner will ask CalFire if there is an alternative based on MCC requests.
MCC request site visit to better understand emergency access requirements.

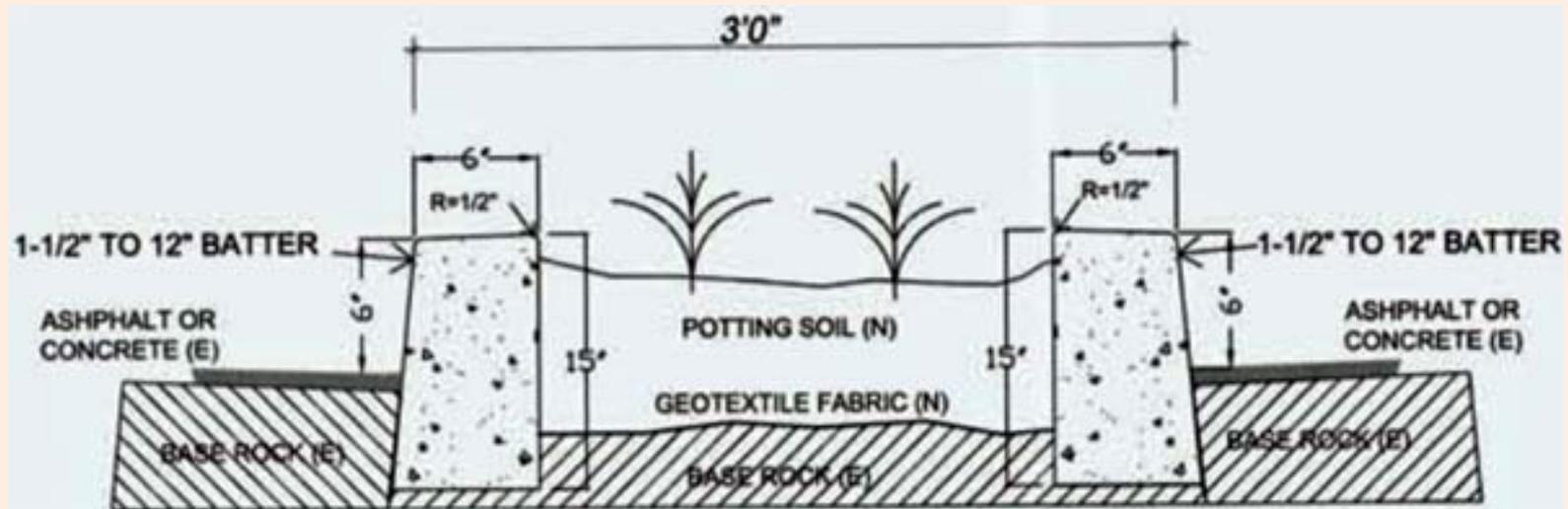
Moss Beach Chevron – 2017 site plan for planter construction

MCC requests planter extension to Vermont, minimum 4-ft planter width, and reduced highway access from 144 to 60 ft.

3 x 34 ft planter proposed to replace 13x63 ft planter removed w/o permits.



Proposed Curb Planter Detail Section 3 feet wide, 6 inches high



Curb (6" HxW) occupies one third of planter width.

Soil volume for plant growth:

- 2 ft wide, limited by concrete curb
- 1 ft deep, limited by geotextile fabric above base rock

No matter how drought tolerant, plant viability will be poor in this extremely limited soil volume.

Emergency vehicle access



Demonstrated fuel truck and trailer thru access via Vermont, and Hwy 1 near Lancaster. Additional thru access is available around back of convenience store.

Fire hydrant is at Vermont/Hwy 1 corner.

Wide paved highway shoulder could accommodate large trucks double-parked.



Summary MCC comments

4/25/2018

- Please expedite PLN2017-00199 to resolve this long-standing violation.
- Reduce highway access opening from existing 144 ft to maximum of 60 ft wide.
- Restore highway frontage landscape buffer with minimum 4 ft width, and adequate soil depth connecting directly to native soil.
- Extend proposed landscape buffer north to property corner at Vermont.
- Restore full 819 sq/ft of landscape area -- no net increase of impervious surface.



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT G

DKS Associates

1970 Broadway Ste 740, Oakland CA 94612

Planning Cost Estimate

Project Number

R3A

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Paved Shoulder and Curb (Phase A)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a consistent cross section along Highway 1 for vehicle and pedestrian safety. In addition to the 6' paved shoulder which currently exists in the developed portions of Half Moon Bay, El Granada, Moss Beach, and Montara, the project will construct a concrete curb and gutter. Phase A improvements of Project 4 will be implemented during Alternative 1, whereas Phase B and C improvements will be implemented during Alternatives 2 and 3.

Project Length (ft): Varies

Date of Estimate: Feb. 11, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Curb and gutter	2	LF/LF	\$35.00	\$ 70.00
2	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
3	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
4	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
5	Surveying	1	LF/LF	\$3.00	\$ 3.00
6	Misc. Drainage Modifications	1	LF/LF	\$7.00	\$ 7.00
				Cost Per Linear Foot:	\$ 88.00
7	Half Moon Bay Seg.- Terrace Ave to Seymour St	7350	LF	\$ 88.00	\$ 646,800
8	El Granada Seg.- Capistrano Rd to Coronado St	4460	LF	\$ 88.00	\$ 392,480
9	Moss Beach Seg.- California Ave to Cypress Ave	1430	LF	\$ 88.00	\$ 125,840
10	Montara Seg.- between 7th St and 9th St	545	LF	\$ 88.00	\$ 47,960
11	Mobilization	1	LS	\$ 121,300.00	\$ 121,300

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,213,000

Project Number **R3A**

Planning Engineering (TE)	\$ 122,000	Contract Items	\$ 1,334,300
Preliminary Engineering (Design/Survey)*	\$ 201,000	Other Costs (CON)	\$ 201,000
Utility Coordination (Design)	\$ 121,308	Contingency*	\$ 201,000
Environmental (Environmental, Real Property)	\$ 121,308	Subtotal (Contract Items)	\$ 1,736,300
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 122,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 443,616
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 201,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 766,616		
		Grand Total	\$ 2,301,916

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year 2015
Escalation Year 2015
Escalation Rate 0.0%

➤ TOTAL (in 2015 dollars) \$ 2,302,000

DKS Associates

Planning Cost Estimate

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R3B

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Paved Shoulder and Curb (Phase B)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a consistent cross section along Highway 1 for vehicle and pedestrian safety. In addition to the 6' paved shoulder which currently exists in the developed portions of Half Moon Bay, El Granada, Moss Beach, and Montara, the project will construct a concrete curb and gutter. Phase B improvements of Project 4 will be implemented during Alternative 2, whereas Phase A and C improvements were/will be implemented during Alternatives 1 and 3.

Project Length (ft): Varies

Date of Estimate: Feb. 11, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Curb and gutter	2	LF/LF	\$35.00	\$ 70.00
2	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
3	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
4	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
5	Surveying	1	LF/LF	\$3.00	\$ 3.00
6	Misc. Drainage Modifications	1	LF/LF	\$7.00	\$ 7.00
				Cost Per Linear Foot:	\$ 88.00
7	Half Moon Bay Seg.- Seymour to Redondo Bch & Ter	8930	LF	\$ 88.00	\$ 785,840
8	El Granada Seg.- Coronado St to Medio Ave & Capist	4800	LF	\$ 88.00	\$ 422,400
9	Moss Beach Seg.- Cypress Ave to Etheldore St	1720	LF	\$ 88.00	\$ 151,360
10	Montara Seg.- between 1st St and 7th St	1570	LF	\$ 88.00	\$ 138,160
11	Mobilization	1	LS	\$ 149,800.00	\$ 149,800

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,498,000

Project Number **R3B**

Planning Engineering (TE)	\$ 150,000	Contract Items	\$ 1,647,800
Preliminary Engineering (Design/Survey)*	\$ 248,000	Other Costs (CON)	\$ 248,000
Utility Coordination (Design)	\$ 149,776	Contingency*	\$ 248,000
Environmental (Environmental, Real Property)	\$ 149,776	Subtotal (Contract Items)	\$ 2,143,800
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 150,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 547,552
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 248,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 945,552		
		Grand Total	\$ 2,841,352

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 2,841,000

DKS Associates

1970 Broadway Ste 740, Oakland CA 94612

Planning Cost Estimate

Project Number

R3C

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: SR-1 Paved Shoulder and Curb (Phase C)
Project Location: Half Moon Bay to Montara

Description Project will provide a consistent cross section along Highway 1 for vehicle and pedestrian safety. In addition to the 6' paved shoulder which currently exists in the developed portions of Half Moon Bay, El Granada, Moss Beach, and Montara, the project will construct a concrete curb and gutter. Phase C improvements of Project 4 will be implemented during Alternative 3, whereas Phase A and B improvements were previously implemented during Alternatives 1 and 2.

Project Length (ft): Varies

Date of Estimate: Feb. 11, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Curb and gutter	2	LF/LF	\$35.00	\$ 70.00
2	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
3	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
4	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
5	Surveying	1	LF/LF	\$3.00	\$ 3.00
6	Misc. Drainage Modifications	1	LF/LF	\$7.00	\$ 7.00
				Cost Per Linear Foot:	\$ 88.00
7	Half Moon Bay Seg.- Redondo Bch to Miramntes Pt Rd & Frenchmar		LF	\$ 88.00	\$ -
8	El Granada Seg.- Medio Ave to Mirada Rd		LF	\$ 88.00	\$ -
9	Moss Beach Seg.- Carlos St to California Ave	3220	LF	\$ 88.00	\$ 283,360
10	Montara Seg.- between 9th St and 14th St	1345	LF	\$ 88.00	\$ 118,360
11	Mobilization	1	LS	\$ 40,200.00	\$ 40,200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 402,000

Project Number **R3C**

Planning Engineering (TE)	\$ 41,000	Contract Items	\$ 442,200
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 89,000
Utility Coordination (Design)	\$ 40,172	Contingency*	\$ 67,000
Environmental (Environmental, Real Property)	\$ 40,172	Subtotal (Contract Items)	\$ 598,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 41,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 180,344
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 89,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 310,344		
		Grand Total	\$ 819,544

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

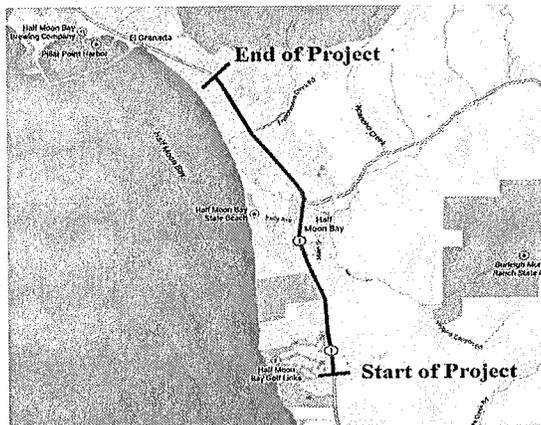
* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year 2015
 Escalation Year 2015
 Escalation Rate 0.0%

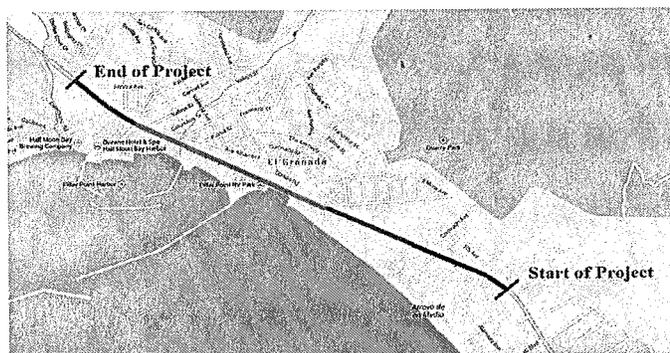
> TOTAL (in 2015 dollars) \$ 820,000

Project R3: SR-1 Paved Shoulder and Curb

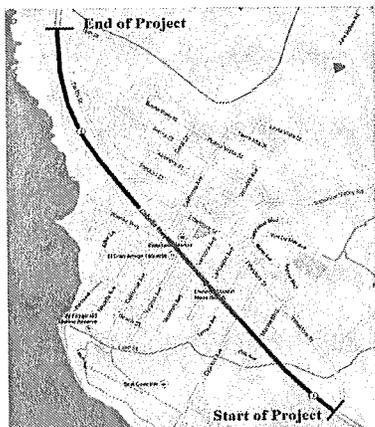
Half Moon Bay Segment



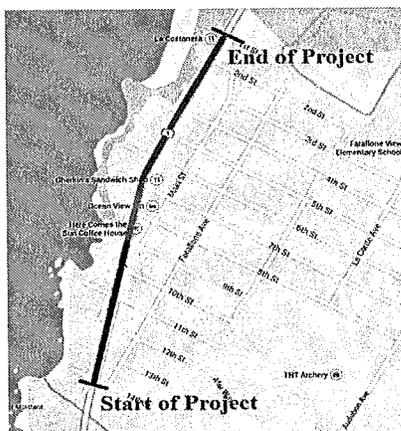
El Granada Segment



Moss Beach Segment



Montara Segment





COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT H

COUNTY OF SAN MATEO
DON HORSLEY
SUPERVISOR, 3RD DISTRICT

County Government Center
400 County Center, 1st Floor
Redwood City, CA 94063
650-363-4569
dhorsley@smcgov.org

December 10, 2018

Mr. Tony Tavares
District Director
Department of Transportation – District 4
111 Grand Avenue
Oakland, CA 94612

Re: SR1 Mid-Block Vehicle Access in west Moss Beach between Lancaster Boulevard & California Avenue

Dear Mr. Tavares:

I am writing to request that Caltrans review and address mid-block highway access along a section of SR1 between Lancaster Boulevard and California Avenue (see attached letter with detailed drawings). Safety is a priority for the County of San Mateo, Midcoast Community Council and residents. Wide-open highway access allows for unsafe and unpredictable vehicular movement turning right or left, onto or off of the highway, at any point between the side streets.

The Highway 1 Safety & Mobility Improvement Study recommends limiting highway access openings to improve safety and mobility. In addition, the Local Coastal Program (LCP) Policy 2.51(a) prohibits new driveway connections to SR1 unless there is no feasible alternative. California Statute designates SR1 in the Midcoast as an expressway, defined as an arterial highway with at least partial control of access. The Caltrans 2018 District 4 Transportation Concept Report for SR1 South confirms this designation. Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2, states:

- On expressways, access from private property is permitted, but the size and number of openings are held to a minimum.
- Parcels that have access to another public street are not allowed access to the expressway.
- Access openings to an expressway are limited to one opening per parcel.

Thank you in advance for your review and consideration of how we can work together to eliminate mid-block vehicular access on SR1 in the three block section between Lancaster Boulevard and California Avenue. We believe that eliminating these unlimited access points is essential to the function and safety of SR1 and we look forward to hearing from you regarding next steps. For additional information or questions, please contact Elizabeth Dallman at (650) 599-1016 or edallman@smcgov.org.

Sincerely,



Supervisor Don Horsley
San Mateo County, District 3

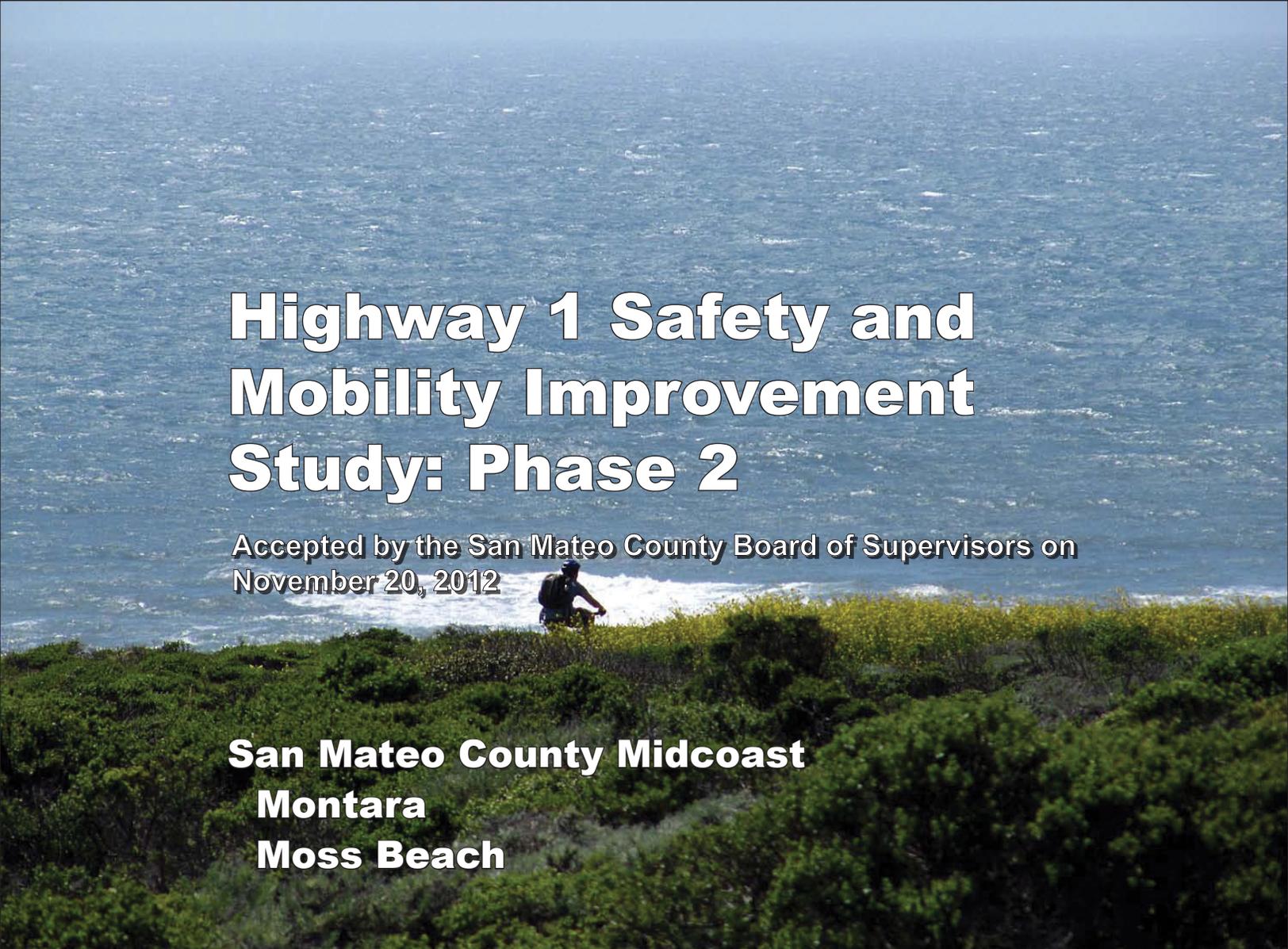
CC: San Mateo County Midcoast Community Council
Steve Monowitz, San Mateo County Planning and Building Director
Jim Porter, San Mateo County Department of Public Works





COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

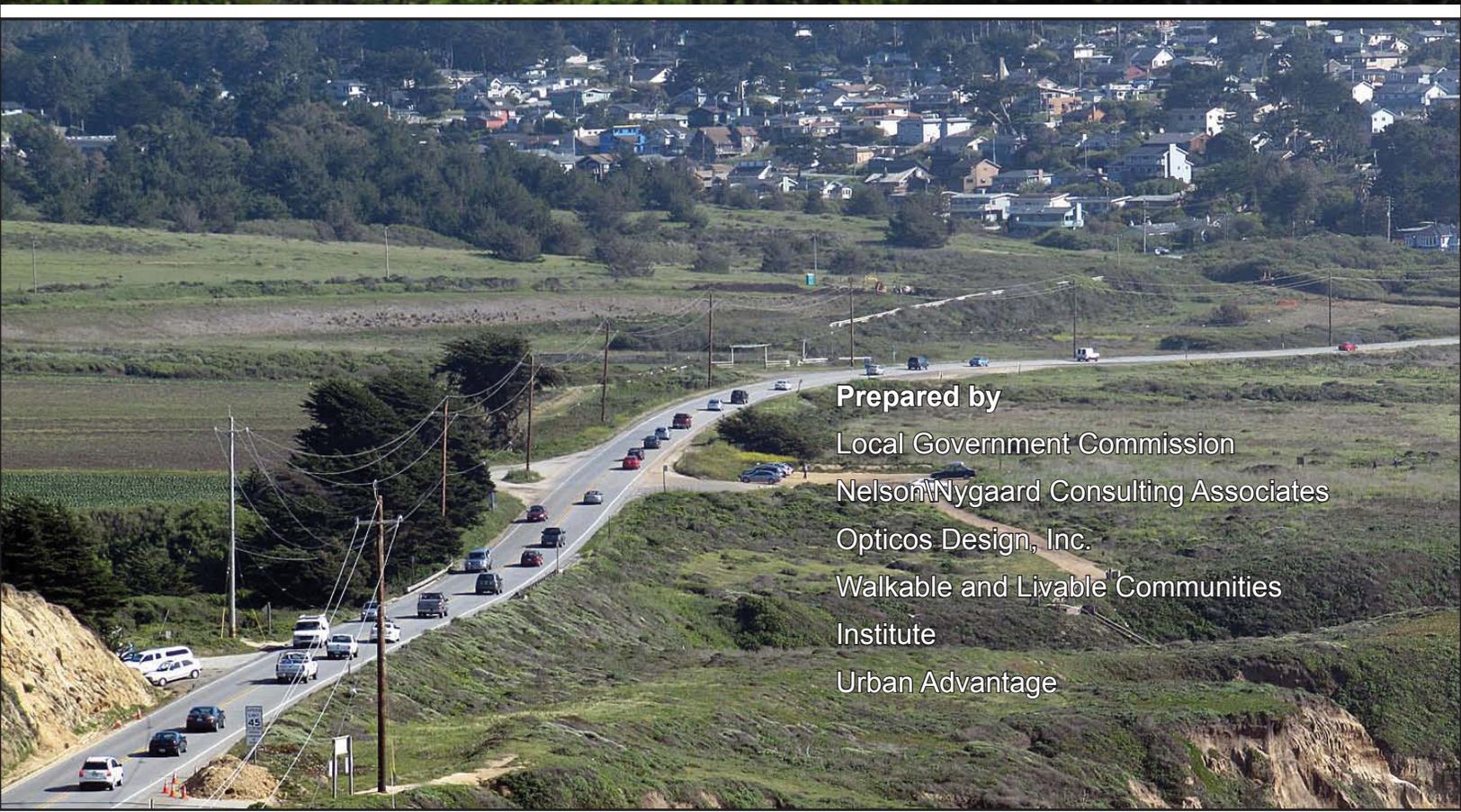
ATTACHMENT I



Highway 1 Safety and Mobility Improvement Study: Phase 2

Accepted by the San Mateo County Board of Supervisors on
November 20, 2012

**San Mateo County Midcoast
Montara
Moss Beach**



Prepared by

Local Government Commission

Nelson\Nygaard Consulting Associates

Opticos Design, Inc.

Walkable and Livable Communities

Institute

Urban Advantage

Study Purpose

The purpose of the study is to develop potential solutions for Highway 1 to better serve all users. Planning efforts by San Mateo County and other agencies are shaping development, recreation, infrastructure, and environmental policies within the study area. A community-based planning process was used to engage residents and stakeholders in developing transportation improvement strategies consistent with established regional policies. This process is described in the next section.

One of the biggest challenges is that the corridor must provide for commuters during the week and tourist traffic on weekends, while maintaining safety and comfort for residents. It must also provide for pedestrians and bicyclists of all ages and abilities who are using the highway right of way or trying to cross.

The highway lacks sidewalks or consistent, well-defined shoulder space in areas where pedestrians need to walk along the roadway and for bicyclists who use the roadway. The area also lacks easily recognizable, direct alternative walking and biking routes off the highway that link destinations. There are no stop controls or treatments at uncontrolled locations (with the exception of “pedestrian ahead” signs alerting southbound motorists entering Montara and motorists approaching a crossing at the Gray Whale Cove parking lot) to help pedestrians and bicyclists safely cross the highway. Formal, informal, and illegal parking along the highway, especially near beach and trail attractions, generate additional crossing issues, as well as points of conflict between vehicles and traffic circulation issues.

Highway traffic speed is cited by residents as a challenge throughout much of the study area. There are few visual cues or physical treatments to encourage driver speed moderation and awareness of the transition from open highway conditions to places of increased cross traffic, vehicles entering and exiting the highway, and higher pedestrian and bicycle use.

Finally, considerable discussion and planning activity has occurred to explore and identify the alignment for a continuous parallel multi-modal trail from the City of Half Moon Bay to Montara. The trail would run predominantly on the east side of the Highway, except where constraints or opportunities may make a west side alignment more feasible or desirable. In addition, portions of the California Coastal Trail have been developed or are planned on the west side of the highway, but some extents may need to occur on the east side of the highway (perhaps merging with the proposed parallel trail) where there is insufficient space between the highway and coastline for a continuous alignment. While this trail system will provide safe routes for non-motorized users and an alternative to some car trips on the highway, trail access has the potential to increase pedestrian and bicycle crossing demand at some points along the corridor. Anticipating these potential connections and developing strategies for facilitating safe crossings at these locations will be needed.



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT J



California Department
of Transportation

Highway Design Manual

U.S. Customary Units

Sixth Edition

Safety, Resurfacing, Restoration, and Rehabilitation (RRR), and operational improvement projects should be designed on the basis of current ADT.

Complimentary to the design period, various components of a project (e.g., drainage facilities, structures, pavement structure, etc.) have a design life that may differ from the design period. For pavement design life requirements, see Topic 612.

Topic 104 - Control of Access

104.1 General Policy

Control of access is achieved by acquiring rights of access to the highway from abutting property owners and by permitting ingress and egress only at locations determined by the State.

On freeways, direct access from private property to the highway is prohibited without exception. Abutting ownerships are served by frontage roads or streets connected to interchanges.

104.2 Access Openings

See Index 205.1 for the definition and criteria for location of access openings. The number of access openings on highways with access control should be held to a minimum. (Private property access openings on freeways are not allowed.) Parcels which have access to another public road or street as well as frontage on the expressway are not allowed access to the expressway. In some instances, parcels fronting only on the expressway may be given access to another public road or street by constructing suitable connections if such access can be provided at reasonable cost.

With the exception of extensive highway frontages, access openings to an expressway are limited to one opening per parcel. Wherever possible, one opening should serve two or more parcels. In the case of a large highway frontage under one ownership, the cost of limiting access to one opening may be prohibitive, or the property may be divided by a natural barrier such as a stream or ridge, making it necessary to provide an additional opening. In the latter case, it may be preferable to connect the physically separated portions with a low-cost structure or road rather than permit two openings.

104.3 Frontage Roads

(1) General Policy.

- (a) Purpose--Frontage roads are provided on freeways and expressways to:
- Control access to the through lanes, thus increasing safety for traffic.
 - Provide access to abutting land ownerships.
 - Provide or restore continuity of the local street or road systems.
 - Provide for bicycle and pedestrian traffic that might otherwise need to use the freeway.

(b) Economic Considerations--In general, a frontage road is justified on freeways and expressways if the costs of constructing the frontage road are less than the costs of providing access by other means. Right of way considerations often are a determining factor. Thus, a frontage road would be justified if the investment in construction and extra right of way is less than either the severance damages or the costs of acquiring the affected property in its entirety. Frontage roads may be required to connect parts of a severed property or to serve a landlocked parcel resulting from right of way acquisition.

(c) Access Openings--Direct access to the through lanes is allowable on expressways. When the number of access openings on one side of the expressway exceeds three in 1,600 feet, a frontage road should be provided (see Index 104.2).

(2) *New Alignment.* Frontage roads generally are not provided on freeways or expressways on new alignment since the abutting property owners never had legal right of access to the new facility. They may be provided, however, on the basis of considerations mentioned in (1) above.

(3) *Existing Alignment.* Where a freeway or expressway is developed parallel to an existing highway or local street, all or part of the existing roadway often is retained as a