

April 21, 2022

To: San Mateo County Planning Commission

Re: April 27, 2022 Planning Commission Meeting Regular Agenda Item # 6:  
File # PLN2014-00430: Connect the Coastside (CTC)

The comments below are an updated summary of Midcoast ECO's previous comments to date on the CTC draft plans, with a focus on the more recent October 2021 draft.

### **General CTC Comments:**

While the October 2021 Draft is well written to make it reader friendly, the long-range timelines and high cost projections for most of these projects raise the question as to their viability, especially considering the many agencies involved and the changing environment over the 30-year timeframe. We are very concerned that this plan may not provide timely mitigation for the impact of residential and commercial development on coastal access and environmental concerns as intended by the LCP and further that it may serve as a tool for developers to defer or avoid accountability for traffic issues related to their specific projects. In order to meet the intent of the LCP, **it is important that** certain elements of the current plan be prioritized and implemented much sooner and that **additional short-term solutions for the longer-timeline elements (e.g. roundabouts, traffic lights) be identified and implemented sooner** as well.

Below are some general points we believe are important to note:

1. **No Evacuation / Hazard Plan exists for the Coast** - A real evacuation / hazard plan for the coast does not exist and the County declares CTC "is a transportation plan that intends to improve traffic conditions for typical conditions." Connect the Coastside has provided additional information on other County emergency response and evacuation efforts on p.167 of the Plan. However, CTC does not adequately address evacuation options for the Midcoast, particularly with regard to the impact of further residential and commercial development and an increasing number of visitors.
2. **Significant costs and who will pay?** – The cost estimates totaling almost \$77 million are planning-level and conceptual and will likely be much higher and there is no funding identified for these projects. The process to secure grants and public funding is long and very competitive. The CTC team added a clause in "Overview" section of Chapter 8, "Implementation of Connect the Coastside will require strong partnerships with actors like Caltrans, other agencies, and ongoing support from the community to work together to find common ground on detailed project designs and funding mechanisms, such as pursuing competitive grants or using existing resources." With major questions on feasibility and cost still in the preliminary stage, can this CTC plan be considered 'comprehensive'?

3. **Exceedingly Long Timeline** - The project implementation timeline (Table 33) and early implementation actions (Table 34) are acknowledged as optimistic and yet many project timelines are exceedingly long. The major projects impacting the Highway 1 intersections along the Midcoast are projected to be completed beyond 8-16 years out. Completion of the Pe2 Multimodal Coastal Trail and T3 Increased Midcoast Transit Service are also out in the 8 to 16-year timeframe. These projects also require the cooperation and commitment of several key agencies (for example, Caltrans, SamTrans) who have yet to commit to this plan. Considering that residential and commercial development on the Coastside will likely progress, there is concern that the implementation timing of key projects in this CTC plan will not be completed in time to offset the traffic impacts of those developments.
4. **Transportation impacts due to visitors / non-residents are not considered** - "Connect the Coastside is intended to address LCP Policy 2.53 Transportation Management Plan, which is to address the cumulative traffic impacts of residential development. The Plan does not provide specific data on visitor-related traffic but does reference the impact of visitors more generally on travel conditions. Visitor traffic is an important consideration for the development of the recommendations and is incorporated into the analysis as part of weekend peak period traffic counts. The Plan's recommendations intend to mitigate for vehicle trips due to both residents and visitors with a focus on modal shift." --- Yet the timeline projected for the modal shift depends on implementation of transit improvements and new modes of transportation, both of which are optimistically out in the 8 to 16-year projection at best. Unless shorter-term or temporary solutions are identified, increases in traffic in the meantime will go unmitigated.
5. **LCP Policies Not Fully Addressed** - The LCP identifies specific policies that are to be part of the comprehensive traffic management plan as well as evaluation of the feasibility of in-lieu traffic fee mitigation, the expansion of public transit and the development of a mandatory lot merger program. Although the County intends to submit individual LCP amendments stemming from implementation of Connect the Coastside to the CA Coastal Commission for consideration, the above policies remain incomplete in this final draft.

### **Specific CTC comments:**

In order to be maximally effective in offsetting the impacts of commercial and residential development as well as ongoing increases in visitor traffic, CTC should prioritize completion of the following projects in the near-term (0-8 years).

**Near-term Projects** (currently proposed in CTC with longer timelines - indicated **in green** on the attached map):

1. Add marked (Class II) bike lanes on HWY1 from Devil's Slide to HMB.
2. Improve bike/ped access on Airport St.
3. Improve bus service for schools either through the school system or through SamTrans.
4. In Moss Beach and Montara, consider a combination of reduced traffic speeds and acceleration lanes for cross traffic at a few intersections to provide near-term improvements to circulation and safety at low cost. Specifically,
  - a. Widen Cypress Av and California Av approaches to HWY1, stripe separate lanes for right and left turns onto the highway and add acceleration lanes on the highway for left turns from Cypress Av and California Av.
  - b. Upgrade the HWY1/Carlos St north intersection: no left turn from Carlos onto HWY1, add median on Carlos to channel right turn traffic onto the highway, add a right turn acceleration lane on the highway, clear vegetation on the south facing berm of the highway to improve sight distance. Also, shorten the HWY1 left turn lane approaches north to the Lighthouse and south to Carlos St to provide better separation from the left turn lane for 16th St and to eliminate "suicide arrows".
5. Add smart pedestrian crossings on HWY1 with raised medians and flashing beacons at California Av and 2<sup>nd</sup> St. (exclude Cypress Av and 16th St - explained below).
6. Remove the unsafe and poorly-located crosswalk at HWY1/Virginia Av.
7. Complete the Parallel Trail section between 16th St and 14th St in Montara to provide a much-needed safe route from Moss Beach to Farallone View Elementary School.
8. Do not extend the parallel trail on Carlos St between 16th St and California Av. Instead, construct a new HWY1 pedestrian overpass bridge near the north end of Carlos Street connecting Carlos to the MWSD frontage road. This bridge could connect the Parallel Trail from Montara to the Coastside Trail, via Vallemar Av to the Vallemar Bluff Trail or Julianna Av, then proceeding via Weinke Way to California Ave.
9. Do not change Carlos St in the Moss Beach commercial area to one-way. The change is not adequately justified, will add to highway congestion, create confusion and inconvenience for residents and visitors and will likely result in a net increase in VMT.
10. Improve bike/ped access on California Av west for Coastal Trail connection to Airport St via Dardanelle/Bluff Trails and Cypress Av. Don't encourage bike/ped use of Cypress Av west, as it is too narrow and unsafe and cannot be easily widened due to the creek.

**Longer term projects** (should be reassessed after the above improvements are in place and include the use of updated traffic data at that time - indicated **in red** on the attached map):

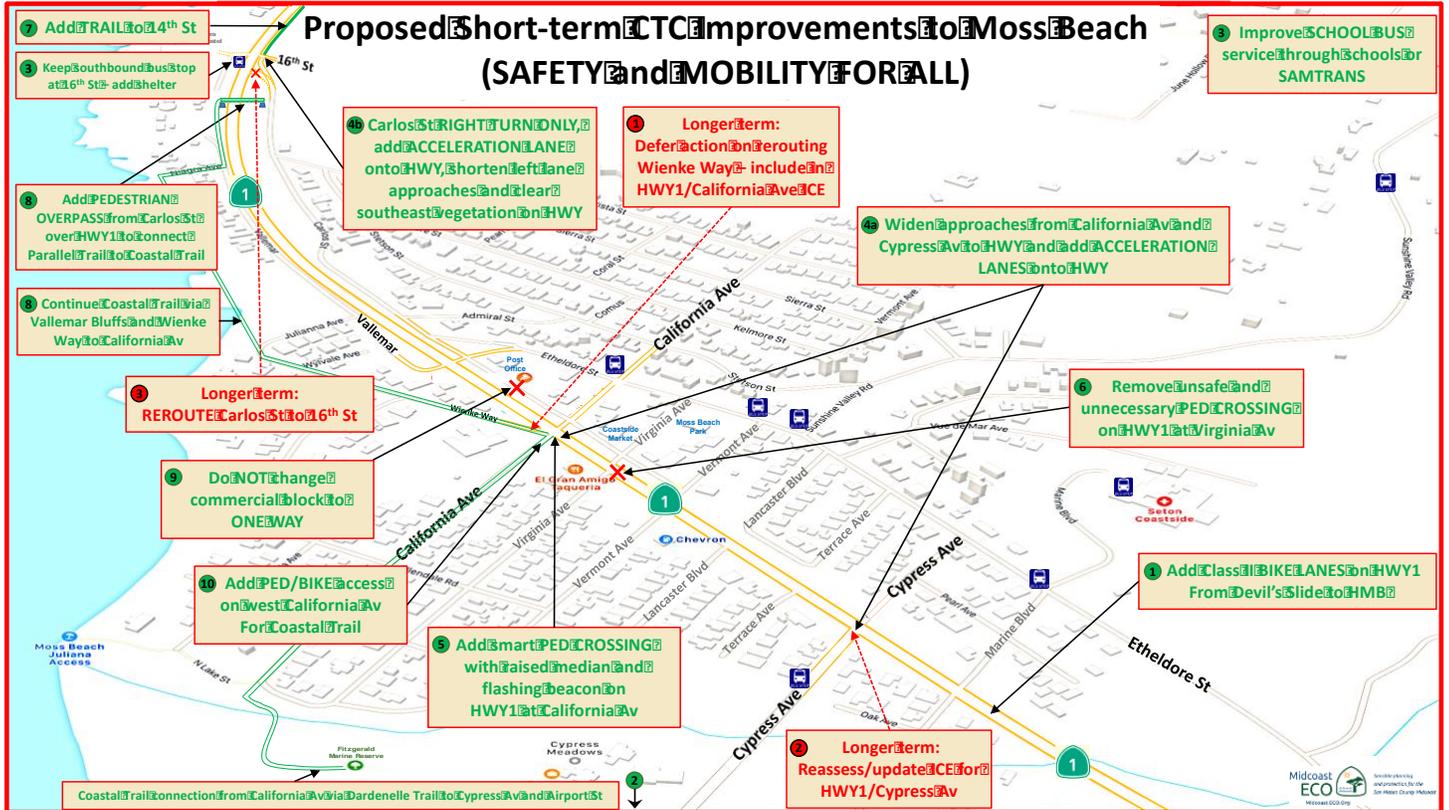
1. Perform ICE for HWY1/California Av. Include Coastal Trail access here and compare various signalization and roundabout options. Include options assessment for Wienke Way.
2. Reassess/update ICE for Hwy1/Cypress Av. Focus on vehicle traffic improvements only. Do not encourage bike/ped traffic on Cypress Av west.
3. Reassess the HWY1/16<sup>th</sup> St intersection and the Carlos/16<sup>th</sup> St realignment.

Thank you for your consideration,

Midcoast ECO Board of Directors

cc: San Mateo County Board of Supervisors  
Midcoast Community Council  
Mike Schaller, San Mateo County Senior Planner  
Steve Monowitz, San Mateo County Community Development Director  
Jill Ekas, Half Moon Bay Community Development Director  
Dina El-Tawansy, Caltrans District 4 Director  
Khoa Vo, San Mateo County DPW Director of Road Services  
Clemens Heldmaier, Montara Water and Sanitary District General Manager  
Montara Water and Sanitary District  
Mike Ferreira, Sierra Club Peninsula Regional Group  
Lennie Roberts, Green Foothills  
Surfrider Foundation  
Stephanie Rexing, North Central District Manager, CA Coastal Commission  
Clay Lambert, Coastside News Group Editorial Director  
Chris Johnson, Coastal Windage  
Katie Faulkner  
Chanda Singh

Attachment: Proposed Short-term CTC Improvements to Moss Beach





For Immediate Release, January 6, 2022

Contact: Peter Broderick, (503) 283-5474 x 421, pbroderick@biologicaldiversity.org

## **California Court Orders Lake County to Set Aside Approval of Mega-Resort**

### ***Supervisors Failed to Consider Community Wildfire Evacuation for Guenoc Valley Project***

LAKE COUNTY, *Calif.*— A judge has [ruled](#) that Lake County must set aside its approval of an ultra-luxury development in Northern California's Guenoc Valley because it failed to consider the effect on community safety and wildfire evacuation from bringing thousands of new residents and visitors to the highly fire-prone area.

The ruling, issued Tuesday in response to a Center for Biological Diversity lawsuit, prohibits the massive resort from moving forward. The undeveloped 16,000-acre project site contains oak woodlands, wildlife corridors and habitat for sensitive wildlife species, including golden eagles, [foothill yellow-legged frogs](#) and [western pond turtles](#).

"The court recognized that Lake County failed in one of its most important jobs, which was to consider how dangerous development in the path of fire can increase risks to surrounding communities," said Peter Broderick, a Center attorney. "Given the fire threats facing California, I hope decisionmakers and developers come to see how absolutely crucial it is to consider evacuation challenges when building projects this risky. No developer should be allowed to make it harder for people to escape deadly fires."

In 2020 the board of supervisors [approved](#) the sprawling resort and residential development on the property, which has a long history of wildfires and has burned repeatedly. A month after the county approved the project, the deadly LNU Lightning Complex fires tore through the property, causing evacuations and damage in the area.

Many fires are ignited by human sources, and low-density development increases fire risk.

The Center [sued](#) the county, declaring that the environmental review for the project violated the California Environmental Quality Act. In 2021 the state attorney general joined the lawsuit against the county, citing wildfire and other environmental concerns.

Tuesday's ruling from Lake County Superior Court confirmed that the county's findings on wildfire evacuation routes were not supported by substantial evidence and its environmental review did not comply with CEQA. The decision noted that a significant number of wildfire-related deaths in California occur during attempts to evacuate.

"The recent history of wildfires has taught us that we need to be prepared for the next disaster," Broderick said. "Part of that preparation is making sound land-use decisions and only approving developments that adequately address, not worsen, wildfire risks. Building in California's fire-prone wildlands is dangerous for people and terrible for our imperiled wildlife."



*This 2020 photo shows the area of the Guenoc Valley development site following the LNU Lightning Complex fires. Credit: Drew Bird Photography. [Image is available for media use.](#)*

*The Center for Biological Diversity is a national, nonprofit conservation organization with more than 1.7 million members and online activists dedicated to the protection of endangered species and wild places.*

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***BiologicalDiversity.org***

To: **The San Mateo County Planning Commission**

[planning\\_commission@smcgov.org](mailto:planning_commission@smcgov.org)

From: Carlisle Ann Young

180 San Lucas Avenue

Moss Beach, CA 94038

APRIL 23<sup>rd</sup>, 2022

Applicant: San Mateo County Planning and Building Department

**File Number: PLN2014-00430**

Location: Various Assessor's Parcel No: Unincorporated San Mateo County MidCoast

Recommendation to the San Mateo County Board of Supervisors to adopt a resolution to approve Connect the Coastsides, the San Unincorporated San Mateo County Midcoast Comprehensive Transportation Management Plan

Dear Commissioners,

I Feel that it is **EXTREMELY NEGLIGENT** for the County Planning Department to put this So-Called "Comprehensive" Traffic Management Plan forth for Approval when it is **ANYTHING BUT** Comprehensive.

On January 30<sup>th</sup>, of 2020, I started asking whomever I could "What about an Emergency Evacuation Plan for the MidCoast? (See attached Email sent to the then Planning Department person in charge of Connect the Coastsides, Joe LaClair and I also cc'd Supervisors Horsley and Canepa, Kevin Rose, the then OES Manager at the Emergency Services Council; Barbra Matthewson then Member of the Mid Coast Community Council and Brian Molver and Jonathan Cox of CalFire.)

Out of everyone I emailed, I only received one response, which meant that my email was kicked down to someone who wasn't even an initial addressee: Katie Faulkner [kfaulkner@smcgov.org](mailto:kfaulkner@smcgov.org) Planner III. She provided some FAQ sheet they'd made up. To his credit, Jonathan Cox did follow through with my concerns by seeing to the successful roll-out of the ZONE HAVEN electronic emergency evacuation notification plan later that year which went active just prior to the CZU LIGHTNING FIRES, but, I saw nothing about planning for EMERGENCY DISASTER EVACUATION in the forthcoming Connect the Coastsides document or in the "Virtual" Community Outreach Sessions. I also attended a "Virtual Half Moon Bay Land Use Plan Update Meeting" via Zoom, at which time I asked about why their LUP had NO EMERGENCY DISASTER EMERGENCY EVACUATION PLAN and Bob Nisbett, City Manager, responded that maybe we'll need to "Evacuate in Place" but that there would be a plan forthcoming in their 2021 General Plan update, (which I believe is behind schedule due to Covid.)

**My Concerns remain:**

- 1.) There is still **NO** Plan that has been put forth in two plus years (Or 20 years since the earliest mention of “Connect the Coasts” back in 2012) that addresses Emergency Evacuation for the Unincorporated MidCoast.
- 2.) The Unincorporated Area had no specific/designated Emergency Evacuation Center, such as a Community Center, so there is no place to “shelter in place” for Visitors or Residents.
- 3.) We are in Multiple Hazard Zones here, including potential community perils due to Tsunami Inundation, Earthquakes, Sea Level Rise (causing loss of Highway One by Surfer’s Beach) and as already seen, devastating Wildfire danger as demonstrated by the August 2020 Fires, which caused the destruction of **1,490 buildings** and **86,509 acres** in the fires areas located in San Mateo & Santa Cruz Counties  
[https://en.wikipedia.org/wiki/CZU\\_Lightning\\_Complex\\_fires](https://en.wikipedia.org/wiki/CZU_Lightning_Complex_fires) **Will Quarry Park & El Granada be next?**
- 4.) There are several traffic chokepoints, especially on a nice weekend) along Hwy 1, notably within the Northbound Highway One Eucalyptus Grove just north of the Tom Lantos Tunnel with flammable Eucalyptus vegetation closely growing on both sides of the roadway and that could block egress when attempting to escape the unincorporated areas of Montara, Moss Beach, Princeton or El Granada during a disaster, now that the 2020 Census puts our Population at around the same as Half Moon Bay. It would be futile to attempt leaving via Hwy 92 for our communities because the City of Half Moon Bay regularly has Gridlock caused by Visitors blocking intersections and backing up at various traffic signals. They have been kicking that “Traffic Can” down the road for decades and addressing it was not on their Priority List until 2022. ***Sadly, the County chose not to include all the unincorporated portions of Hwy 1 in this Project. But failure to plan will not prevent a disaster!***
- 5.) Approving this CTMP - **WITHOUT including any Emergency Evacuation Plans**, will simply guarantee that the County will fail to address it in the near future, as can be demonstrated by the 20 years it took them to get to this stage.
- 6.) Finally, in January of 2022, there was a Project in Lake County that was approved by the Lake County Bd. Of Supervisors, but ruled down by a Judge due to lack of sufficient Evacuation Planning and Escape Routes. ***So, please take heed***  
**Planning Commissioners:**  
<https://www.pressdemocrat.com/article/opinion/pd-editorial-developers-cant-just-brush-aside-fire-risk-anymore/>

Sincerely, “Cid” Carlisle Ann Young - Moss Beach, CA 94038

See ATTACHMENTS



**Flames from the LNU Complex fire, which burned portions of Lake County in 2020. (NOAH BERGER / Associated Press (See article from Jan 2022 Ruling))**



**CARS PARKED ON SHOULDERS ALONG  
HIGHWAY 1 near Montara on a nice beach day -  
Photo By Cid Young Moss Beach**



**DEVIL'S SLIDE EUCALYPTUS GROVE SOUTH OF  
THE TOM LANTOS TUNNEL -NO PLACE FOR BIKES  
OR AUTO BREAKDOWNS**

**Photo - Cid Young**



**FLAMMABLE EUCALYPTUS DEBRIS** covers the hillsides and the edges of the road on Highway 1 North of the Tunnel - **Imagine it in Flames!**



**“Bike Lanes” (Actually shoulders) along the Devil’s Slide portion of Highway One vary in width and become extremely narrow at some points (Less than 12 inches)**

**Photo Cid Young**



h

**BICYCLE LANES / SHOULDERS VARY IN WIDTH ON  
HIGHWAY 1 THROUGH DEVIL'S SLIDE -PHOTO: Cid  
Young Moss Beach**



**PEDESTRIANS WALKING ON NARROW SHOULDER  
- IN THE SHADE ARE DIFFICULT TO SEE!**



**CARS PARKED ON SHOULDERS LEAVE NO ROOM FOR PEDESTRIANS OR EMERGENCY EVACUATION ALONG HWY – NEAR MONTARA**



**FIVE GUYS CLIMBED OVER THE GUARD RAIL OPPOSITE THE PARKING LOT NEAR MONTARA ON HIGHWAY 1**

# AND....WHAT IF THE ESCAPE ROUTE IS IN



**FLAMES AND DRIVERS ARE IN “PANIC MODE”  
NO PLACE TO GO AND NO WAY TO ESCAPE!**



Sources: Nextzen, OpenStreetMap, Butte County Sheriff's Office, CHP

@latimesgraphics

Contact: Peter Broderick, (503) 283-5474 x 421, pbroderick@biologicaldiversity.org

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**ANY COASTSIDE DISASTER EMERGENCY EVACUATION PLAN?**

Inbox  
local issues



Cid Young <cid4houses@gmail.com>

Thu, Jan 30, 2020,  
5:00 PM

to Jlaclair, Don, Don, Barbra, Brian, Brian, John, kroese, dcanepa, pjensen

Hi Joe,

When you appeared at the Jan. 8th, Mid Coast Community Council Meeting with Supervisor Horsley and mentioned that the Phase II of the Connect the Coastsides would be forthcoming, (CTMP Portion starts at 1 hour 24 minutes) <https://youtu.be/OZTwSqhrNF0>

It was brought up, that it did not appear that the draft plan had addressed a **Disaster Emergency Evacuation Plan** for the Coastsides. You replied that you thought CalFire and SM County OES were working on a plan, but when I checked, it did not seem as if there is one...YET.

I first called OES, and was referred to Brian Molver (650) 726-4069 [bmolver@smcgov.org](mailto:bmolver@smcgov.org). He told me that he was "going to work on a plan" with a member of the MCC, Barbra Matthewson. She said they are working on it, but nothing concrete as yet. (650)-766-4854. [midcoastbam@gmail.com](mailto:midcoastbam@gmail.com)

I also called CalFire, and was referred to Johnathon Cox. [jcox@fire.co.org](mailto:jcox@fire.co.org) 650-861-4084 He said he is working on something that he hopes to be completed before "fire season" BUT has not done it in coordination of the OES "Plan"... (Since that does not exist yet).

Could I recommend **watching this PBS Special documentary regarding the Camp Fire in Paradise, CA** <https://www.pbs.org/video/fire-in-paradise-ncamrn/> (54 minutes)

and also **reading pages 38-73 of the Butte County Grand Jury Report** which is a review of what went wrong and what plans needed to still be put into place, regarding the Camp Fire.

<https://www.buttecourt.ca.gov/GrandJury/reports/2018-2019%20Grand%20Jury%20Report.pdf>

***"Jun 28, 2019 - Before it was ultimately contained on November 25, 2018, the Camp Fire consumed 153,336 acres, destroyed 18,793 structures, damaged another 664 structures and resulted in the deaths of 85 people."***

*Please read it, and then reply.*

In my mind, it is **negligent for San Mateo County** to not be preparing for some sort of comprehensive disaster evacuation plan, like the Camp Fire, which that could cause thousands of Coastsiders to need to suddenly evacuate. And we have tourists, too, who could also be trapped.

Also, it might be important to throw more than three people (working independently) on this task because CalTrans might need to clear some trees that line either side of the narrow escape routes (The groves of eucalyptus on the approach to Pacifica northbound Hwy One -going downhill just after the Tom Lantos Tunnel and the grove just before the Reservoir before the Junction of Hwy 92 and 280 Eastbound both come to mind. (After all, it is hard, if not impossible to escape with burning trees on both sides of the only roads out.)

I attended the Emergency Services Council Meeting Chaired by Supervisor Dave Canepa and expressed my concern. I was referred to OES Manager Kevin Rose at the meeting. So this letter is my follow-up to see just who is **RESPONSIBLE** to work out a plan and coordinate with all, for our *unincorporated areas*.?

Thanks,

C. Young

Concerned Moss Beach Resident

**Cid Young**

650-728-9271

[cid4houses@gmail.com](mailto:cid4houses@gmail.com)

**Carlyle Ann Young, REALTOR®**

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**180 San Lucas Avenue**

**Moss Beach, CA 940938**

**LICENSE # 01191410**

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Attachments area

Preview YouTube video MCC 1/8/20 - Midcoast Community Council Meeting - January 8, 2020



<https://youtu.be/OZTwSqhrNF0>

**Katie Faulkner** <kfaulkner@smcgov.org>

Jan 31, 2020,  
10:04 AM

to Joe, me

Hi Cid,

Thank you for your email and for taking the time to share your thoughts about the Connect the Coastsides plan. The Connect the Coastsides project team wants to better understand the interests, preferences and suggestions from those who live, work and recreate in the Midcoast.

The team is currently collecting and reviewing comments and questions from all interested members of the public. We will also be conducting additional community outreach during the next few months. Some comments and questions require thorough responses, and we want to hear from the broadest audience possible and share all relevant information with everyone who may be interested. All of this community input will be used to revise the Connect the Coastsides plan and we will provide responses to comments when the plan is revised. At this point, we anticipate that the next draft of the plan will be completed in April.

Please visit the project website – <https://planning.smcgov.org/connect-coastsides> – as we will be posting answers to the most frequently asked questions.

Thank you again for helping us better understand community perspectives. We will add your email address to our list so that you can receive updates on Connect the Coastsides, such as the release of future drafts and information about community outreach events. If you do not want to be added to the email list, please let us know by responding to this email.

Best,

**Katie Faulkner**  
Planner III

**County of San Mateo**  
Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063  
T: 650-363-1882  
[www.smcgov.org](http://www.smcgov.org)

**Katie Faulkner** <kfaulkner@smcgov.org>

Fri, Jan 31, 2020,  
2:19 PM

to me, Joe

Hi Cid,

I wanted to follow up on my previous email and let you know that we have been working on a few FAQs related to safety that we plan add to the Connect the Coastsides website shortly (likely sometime next week). In the meantime I thought you might be interested in reading the safety FAQs, so I have attached them to this email.

I hope that you have a good weekend,

**Katie Faulkner**

## Planner III

### County of San Mateo

Planning and Building Department

455 County Center, 2<sup>nd</sup> Floor

Redwood City, CA 94063

T: 650-363-1882

[www.smcgov.org](http://www.smcgov.org)

### FAQ PROVIDED BY KATIE FAULKNER JAN 31<sup>st</sup>, 2020:

(Does not address emergency evacuation adequately!)

#### HOW DOES CONNECT THE COASTSIDE PROMOTE ROADWAY SAFETY?

The Connect the Coastsides plan proposes many infrastructure projects that will make walking, biking, and driving on the Midcoast safer for both residents and visitors. The plan addresses safety by analyzing existing conditions and developing improvement strategies. The proposed projects are evaluated and prioritized using six measures, one of which is safety and circulation. For more information on the six prioritization measures see Chapter 6 Plan Implementation in the [public draft](#) of the Connect the Coastsides plan. Many of the proposed projects score highly on the safety and circulation measure, such as projects that would add:

- Turn lanes
- Stop signs
- Standardized paved shoulders
- Roundabouts
- Bike lanes
- Sidewalks
- Curb extensions
- Crosswalks

#### HOW DOES CONNECT THE COASTSIDE PROMOTE SAFETY IN THE EVENT OF AN EMERGENCY?

The projects recommended in Connect the Coastsides have been selected to improve safety and mobility for residents, businesses and visitors. In addition to the projects that promote everyday roadway safety, Connect the Coastsides also evaluates traffic conditions during times of peak traffic and suggests improvements to ease roadway congestion. In the event of an emergency, keeping traffic moving efficiently will be important for both emergency responders and those leaving during a possible evacuation. Many of the projects in Connect the Coastsides will improve the flow of traffic, such as projects for additional turn lanes and passing/climbing lanes.

Connect the Coastsides also suggests improvements to bicycle, pedestrian, and transit infrastructure that could aid in the evacuation of visitors and residents in certain emergency situations. For example, in the event of a Tsunami Warning, the County of San Mateo Office of Emergency Services suggests walking to high ground or inland immediately. Improvements to trails and walking paths will make it easier and safer for people to travel by foot.

#### HOW DOES THE COUNTY PLAN FOR EMERGENCY SITUATIONS AND EVACUATIONS?

Mobility on the Coastsides is of particular concern in emergency situations and if an evacuation is required. The following is an overview of different County departments and special projects related to emergency response:

- In the event of a disaster, the Office of Emergency Services (OES) coordinates countywide response and protection services. One of the missions of the Office of Emergency Services is to maintain and improve the Countywide Emergency Operations Plan. This plan establishes policies and procedures and assigns responsibilities to keep residents safe during an emergency situation.
- During an emergency or disaster, law enforcement is responsible for evacuation and the movement of the public away from a hazard area. Representatives from law enforcement and public safety agencies were part of the Connect the Coastside Technical Advisory Committee that reviewed and helped refine the plan proposals.
- In the event of an emergency, public safety agencies such as police and fire will be able to provide emergency information directly to people who have registered for the [San Mateo County \(SMC\) Alert service](#). These alerts may include life safety, fire, weather, accidents involving utilities or roadways or disaster notifications. For example, the SMC Alert service would be used to notify Coastside employees and citizens of available evacuation routes during an emergency.
- In March of 2019, Supervisor Don Horsley allocated \$75,000 of discretionary Measure K funds to launch the development of a countywide standardized emergency evacuation zone project. The goals of the project are to reduce the amount of time it takes to notify the public, create a common operating evacuation platform for all jurisdictions, information sharing, and help people to safely & efficiently evacuate in case of an emergency. Since the project began, the CAL FIRE San Mateo Division has worked with every fire and law enforcement agency in San Mateo County to identify over 300 evacuation zones. The project includes a public webpage that will show a map of each evacuation zone and a software application that will help first responders call for evacuations using the standard zones. This will greatly reduce the time from when an evacuation is called to when the public is notified. Additionally, the application integrates with Waze and Google Maps, so as soon as a zone is closed people will be directed accordingly. The project team anticipates launching this evacuation management platform in summer 2020.
- The County of San Mateo will be implementing updates of the Local Hazard Mitigation Plan and the Safety Element of the General Plan in the spring of 2020. The County will be working with emergency service providers such as CalFire, the Office of Emergency Services, and the new Flood and Sea Level Rise Resiliency District. These efforts will further evaluate hazard risks and identify safety measures on the Midcoast.

Search...



Subscribe

# PD Editorial: Developers can't just brush aside fire risk anymore



Flames from the LNU Complex fire, which burned portions of Lake County in 2020. (NOAH BERGER / Associated Press)

## THE EDITORIAL BOARD

January 21, 2022



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The 25-square-mile Guenoc Valley project, with its easy access to Wine Country, certainly sounded swank. It was going to include five boutique hotels, resort apartments and 1,400 estate villas. Guests wouldn't want for activities between a golf course, polo fields, equestrian centers, a spa and wellness facility and a shopping area.

County leaders desperate for economic development salivated, and Lake County supervisors certified the required environmental impact report.

That wasn't the end of it, though. As is often the case with these sorts of projects, a lawsuit followed. The nonprofit Center for Biological Diversity challenged the certification of the environmental impact report. The state attorney general joined the lawsuit.

This month, a Superior Court judge sided with the challengers. More accurately, he sided with them on a couple of points, which were enough to scuttle the project unless the developers make changes.

The judge's concerns came down to wildfires. The land for the project has seen multiple fires over the years, most recently as part of the 2020 LNU Complex fire, which burned 363,220 acres across multiple counties. Building there would require mitigating the risk.

In a lot of ways, the proposal did just that. Utility lines would be buried. Firebreaks would help contain any blaze. There would be an on-site fire station and helipad. And buildings would have exterior sprinkler systems. Would that more projects were so fire-conscious.

Where the developers' plan failed was in evacuations. Residents

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“The hazards of a wildfire are certainly exacerbated if community residents are unable to evacuate safely due to congested evacuation routes,” the judge wrote.

Less convincing was an argument that the resort needed to justify not being closer to public transit to cut down on greenhouse gas emissions. As if people visiting a resort are going to ride a bus to the polo fields or golf course.

Recognizing that wildfire mitigation and risk extend beyond a project site is key to future development in a state that is only getting more fire-prone thanks to drought and climate change. Santa Rosa will face similar considerations as it reviews future plans for the Chanate Road campus sold recently by the county to a Las Vegas developer.

People are entitled to rebuild after a fire, and economic development is important, especially in struggling rural areas. But fire safety must be upfront in land use planning, both during local review and under state rules. And that planning extends beyond the boundaries of the project. Fire risk and mitigation affect an entire community, not just one piece of developable land.

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I know, first hand, that warnings and concerns were raised before Fountaingrove 1 & 2 were constructed. City fathers and the developers called those concerns, “overly dramatic,” “unrealistic,” and my favorite “self serving.” It would seem now that those characterizations were self serving.

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**From:** [Chanda Singh](#)  
**To:** [Janneth Lujan](#)  
**Cc:** [Melissa Ross](#); [Katie Faulkner](#)  
**Subject:** Fw: Form submission from:  
**Date:** Thursday, April 21, 2022 5:07:04 PM

---

Hi Janneth, can you send to PC members as correspondence received on Item #6 for 4/27/22 agenda? Thank you!

---

**From:** websupport@smcgov.org <websupport@smcgov.org> on behalf of Planning and Building via Planning and Building <websupport@smcgov.org>  
**Sent:** Wednesday, April 20, 2022 7:41 PM  
**To:** Chanda Singh <csingh@smcgov.org>  
**Subject:** Form submission from:

Hello, Chanda.

Someone has just submitted the Connect the Coastside contact form. Here are the results:

Submitted on Wednesday, April 20, 2022 - 7:41pm  
Submitted by user: Anonymous  
Submitted values are:

Name: Tom Moore  
Email Address: Joannooo@sbcgobal.net  
Send Us a Comment:

Appreciate your effort. Same time, my personal opinion, perception, is this is all total BS. My perception is San Mateo Co will do whatever best for current/future county officials, business, real estate, irregardless of actual needs or desires of coastside residents. My impression of connect the coast, is SMC supervisors, officials, etc, will impose any or all regulations, rules, you name it, for benefit of real estate business, or for profit companies of any description, at expense of well being of residents of coastside.

I believe connect the coastside is scam to benefit real estate, tourist friendly businesses, or anything that adds to SMC tax income, with no regard whatsoever to coastside tax paying residents, or any concerns coastside residents may have for traffic, over population, fire hazards, commutes. My impression is Connect the Coast, or SMC supervisors, desire as much tax income possible, while disregarding coastside residents concerns, like traffic, over population, fire hazards, schools, water, sewer, police.

Connect the coastside, to me, a 30 year coastside resident, means San Mateo County is about to impose ridiculous new rules, usually to increase revenues, at expense of, & irregardless of, coastside residents actual needs. Since I am retired, fixed income, can not afford to dispute anything,

I

understand San Mateo Co 1st priorities are Atherton or Hillsborough, coastside is bottom of your list, let alone coastside residents who are not silicone valley billionaires. Would like to say continue with you BS. I can

do, or afford, nothing, to dispute you imposing whatever you want. Still, for whatever it's worth, (absolutely nothing), fuck you & connect the coast.  
Most sincerely,  
Tom Moore

The results of this submission may be viewed at:

<https://planning.smcgov.org/node/6816/submission/2446>

**To:** Planning Commission <[Planning\\_Commission@smcgov.org](mailto:Planning_Commission@smcgov.org)>  
**Cc:** Sean McPhetridge <[mcphetridges@cabrillo.k12.ca.us](mailto:mcphetridges@cabrillo.k12.ca.us)>; tvkelly <[tvkelly@smcoe.org](mailto:tvkelly@smcoe.org)>; vcastro <[vcastro@smcoe.org](mailto:vcastro@smcoe.org)>; Jason Owens <[owensj@cabrillo.k12.ca.us](mailto:owensj@cabrillo.k12.ca.us)>  
**Subject:** April 27th Planning Commission Meeting - Connect the Coastsides - Item #6

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Dear San Mateo County Planning Commission,

I am writing in support of approval for the Connect the Coastsides plan, which is agenda item #6 on the April 27th Planning Commission meeting agenda.

I am the Safe Routes to School (SRTS) Coordinator for Cabrillo Unified School District, and I'm listed as an advisor on the Connect the Coastsides plan. I was pleased to work with the Connect the Coastsides team to provide input regarding the Safe Routes to School plans for both Montara and El Granada, and to reinforce the need for pedestrian and bicycle safety and accessibility improvements along Highway 1, in support of concerns that have been voiced by Cabrillo Unified School District families over the years.

Recently, Cabrillo Unified School District has been working with the Midcoast Community Council to request some of the improvements that are described in the Connect the Coastsides plan, specifically we have requested stop signs at uncontrolled intersections near Farallone View Elementary School in Montara (e.g., 5th St., Le Conte Ave.), which is part of a plan to provide a safe route from Highway 1 to Farallone View Elementary School. Our request is currently under consideration.

Additionally, the San Mateo County Office of Education, Safe Routes to School team will be conducting a walk audit at El Granada Elementary School that had originally been scheduled in 2020, and is now rescheduled for April 27th. A walk audit is a community-driven process to identify changes to make walking and biking safer, more accessible, and comfortable for school children and the surrounding community. I expect that many of the concerns that will be raised during the walk audit could be potentially resolved with the implementation of the improvements described in the Connect the Coastsides SRTS plan for El Granada.

Thank you for taking the time to consider the Connect the Coastsides final draft for approval, and please know that I support the plan.

Sincerely,  
Carlene Foldenauer  
SRTS Coordinator, CUSD  
650-773-8882

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-----Original Message-----

From: Patrick Tierney <adrift650@comcast.net>

Sent: Wednesday, April 20, 2022 10:52 AM

To: Planning\_Commission <Planning\_Commission@smcgov.org>

Subject: Connect the Coast

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Commissioners,

I urge you to support the Connect the Coast proposed Plan. We need more bicycle and ped options on the Coastside. More emphasis, especially needs to be placed on safe crossings across and along Hwy 1, but not more stop lights. We need ped/bicycle under passes at places like Medio Creek and Gray Whale Cove. Why are these not in the proposed plan? But overall I have strong support.

Patrick Tierney  
241 Mirada Rd, Half Moon Bay, CA

Sent from my iPhone