CONNECT
THE COASTSIDE

Connect the Coastside Presentation

Midcoast Community Council Briefing

October 14, 2015

Meeting Agenda

- Review of Project Objectives
- Description of Changes in Project Scope and Schedule
- Consideration of an Alternative Land Use Forecast
- Consideration of Alternative Transportation Performance Standards
- Next Steps

Review of Project Objectives

What is **Connect the Coastside?**

- The Plan will identify measures to ensure future residential and non-residential development can be supported by the future transportation system and infrastructure.

Project Objectives

- Estimate the buildout development potential of the Midcoast and Half Moon Bay as permitted by the LCP, General Plan, zoning and pertinent regulations
- Identify the potential impacts of growth on traffic, mobility and safety
- Identify and evaluate measures to minimize and mitigate the impacts of growth
- Develop a plan for funding and implementing transportation improvements

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Description of Changes in Project Scope and Schedule

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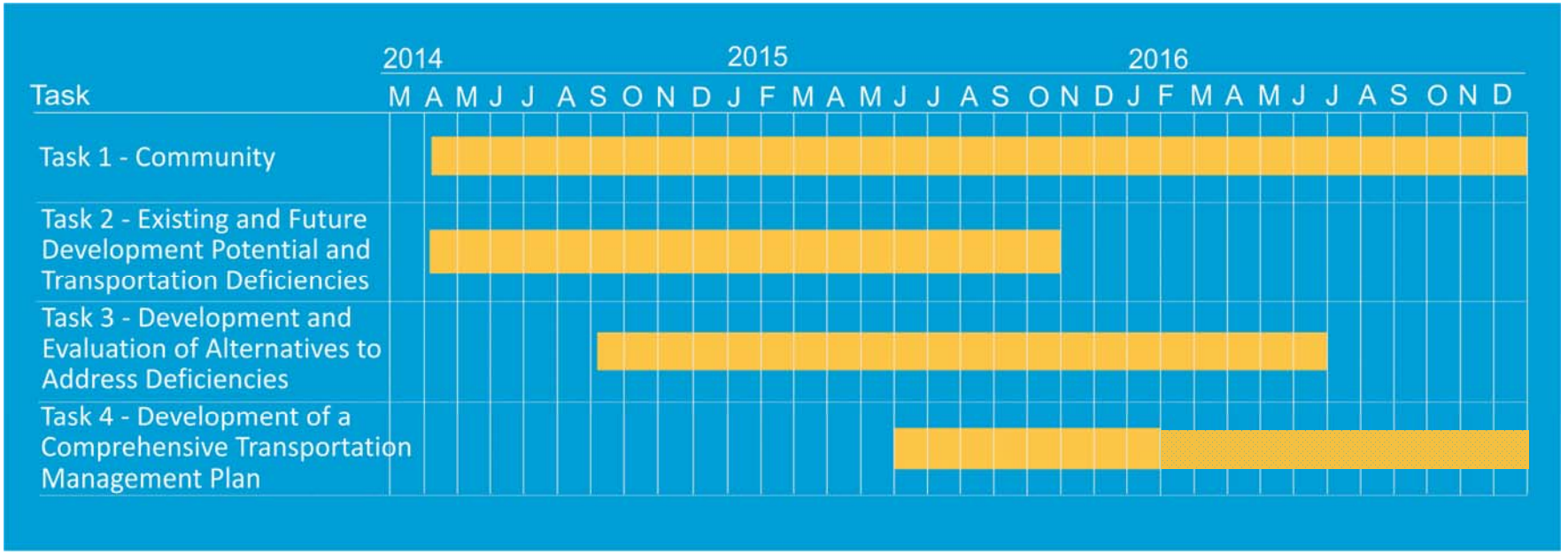
Project Schedule



Workshop #1: Opportunities and Constraints - November 2014
Workshop #2: Alternatives - March 2015
Workshop #3: Land Use Forecast & Alternative Performance Standards - October 2015
Workshop #4: Revised Transportation Alternatives – March 2016
Workshop #5: Land Use Policy Concepts - April 2016
Workshop #6: Draft Plan - October 2016

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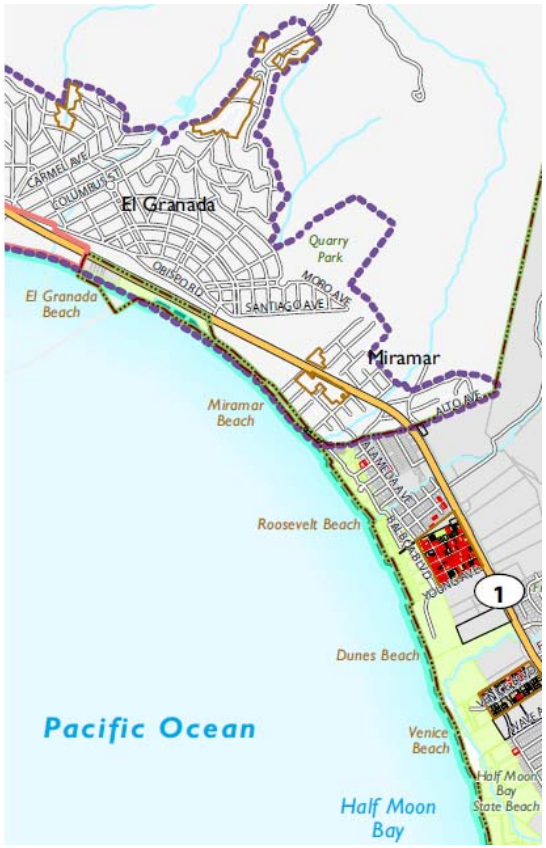

Consideration of an Alternative Land Use Forecast

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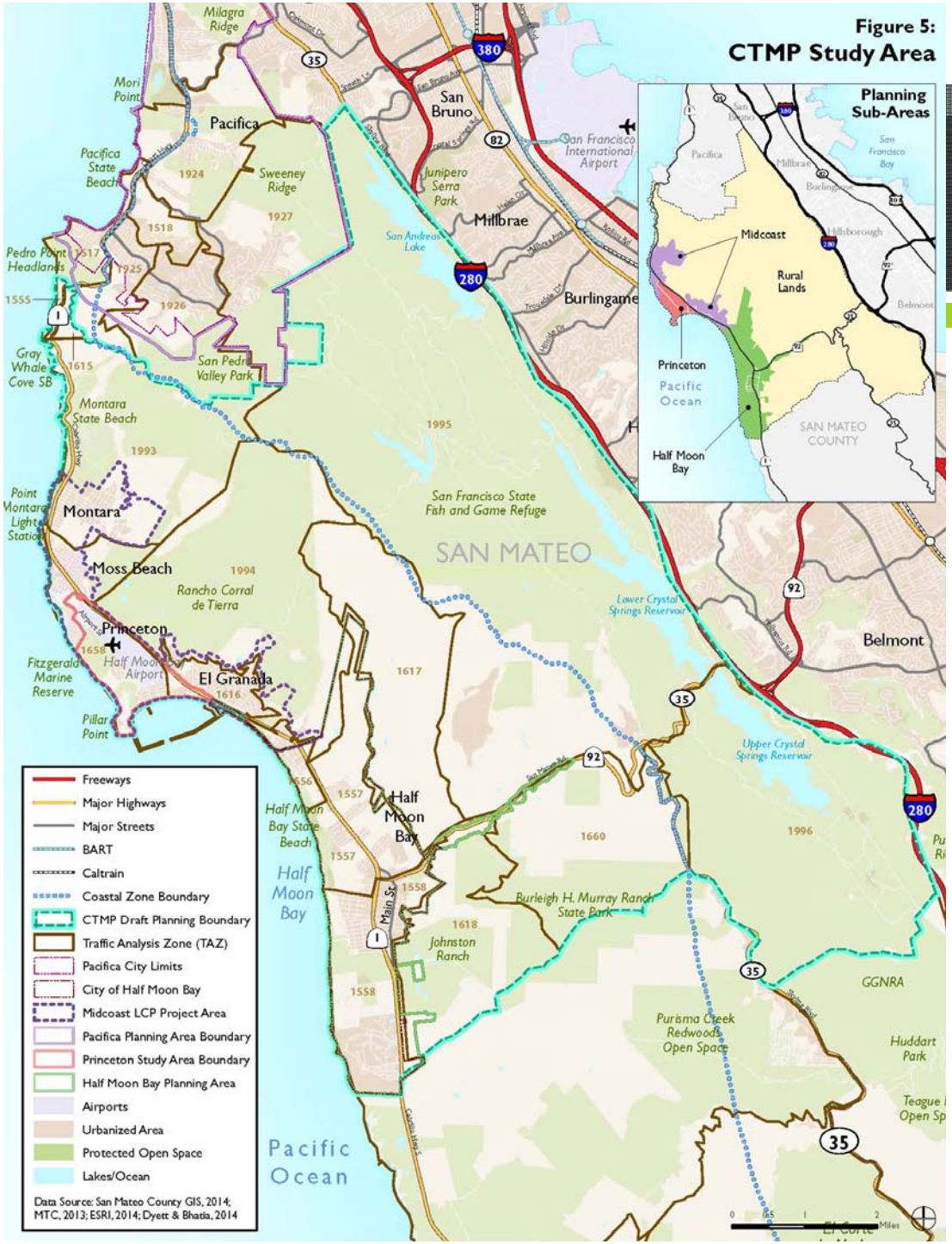
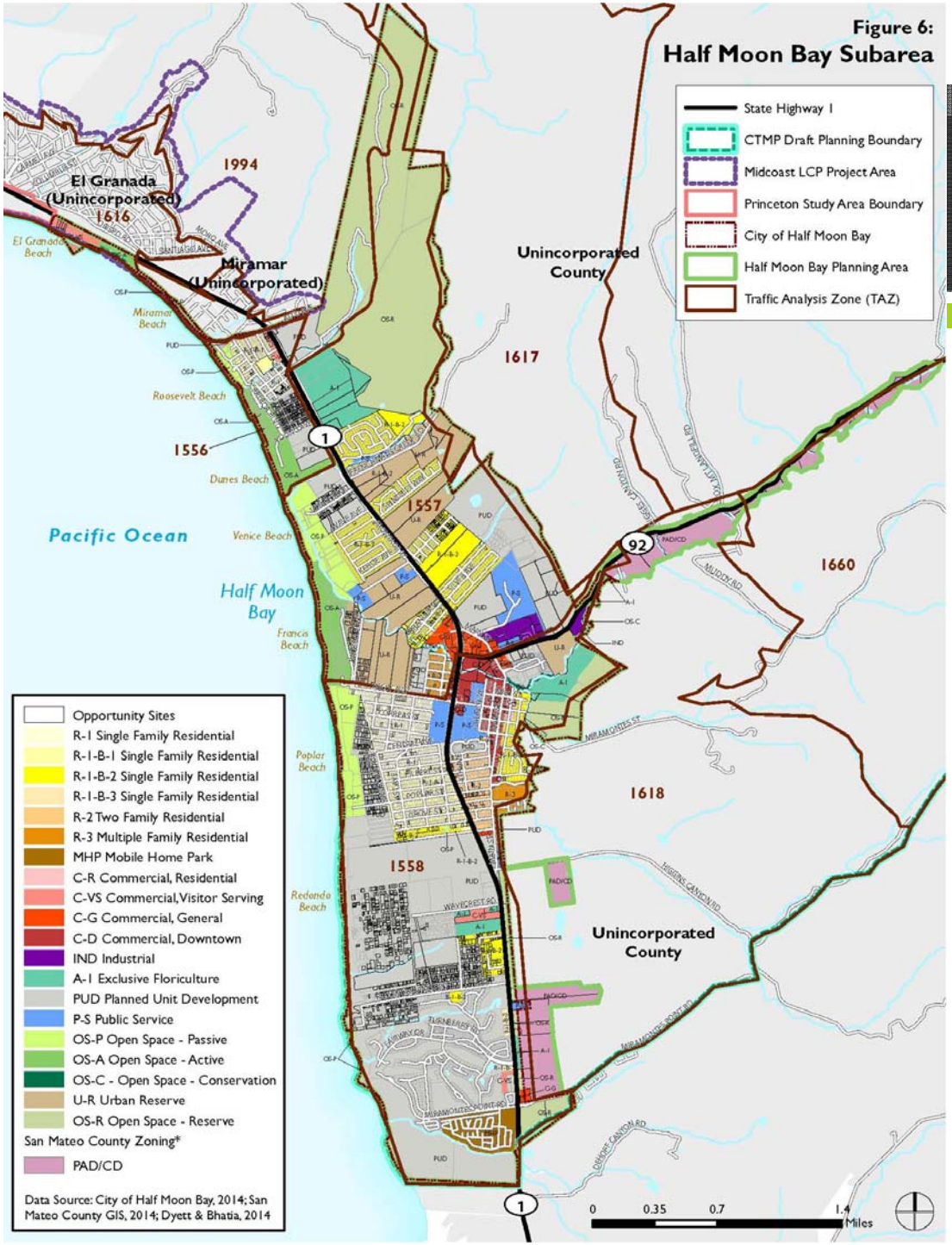
Study Area



- CTMP Study Area Extends from Devils Slide to South End of Half Moon Bay, I-280 to Ocean

Half Moon Bay

- Half Moon Bay Subarea



Consideration of an Alternative Land Use Forecast

- **Assessment of Potential Development in the Study Area**
  - 25-year forecast
  - To be used as baseline for CTMP
  - Alternative to “buildout” analysis presented in Fall 2014
  - Updated data and assumptions

Consideration of an Alternative Land Use Forecast

- **In generating Development Forecast we evaluated:**
  - Vacant and underutilized land
  - Zoning
  - Annual growth limits in Midcoast LCP and City of Half Moon Bay (Measure D)
  - Water capacity identified in CCWD and MWSD plans
  - Market study conducted for Half Moon Bay (2014)
  - Development trends since 1990
  - Regional growth projections for 2035

Recommended Development Forecast

- Constrained Development Forecast would account for:
  - Midcoast and Half Moon Bay Growth Control Measures
  - Market Projections for Half Moon Bay
- Potential water and sewer constraints could change over time
- Development trends and regional projections provide good yardstick

Constrained Development Forecast

- **Zoning-based Buildout Used as Starting Point**
  - Where is Future Development Likely to Occur?
    - Vacant Land
    - Underutilized Commercial Land
    - Residential Land on Large Parcels
  - Density and Intensity Assumptions based on Typical Existing Development and What Zoning Allows
  - Current Development Projects Accounted For

Constrained Development Forecast

- **Local Coastal Program (LCP) Consistency**
  - Midcoast LCP
    - Contiguously-Owned Substandard Parcels
    - Density Credits in Rural Lands
  - Half Moon Bay LCP
    - Development Allowed in Each Planned Unit Development (PUD) Area, Adjusted to Account for Conserved Land

Constrained Development Forecast

- **Constraints**
  - Growth Control Constraints
    - Midcoast LCP Policy 1.23: 40 units per year
    - Half Moon Bay Measure D: 1% annual growth
    - *Zoning-based analysis is more limiting than Measure D in Half Moon Bay*
  - Market Projections
    - Uses Market Study Conducted for Half Moon Bay General Plan Update (2014)
    - Applies Projected Growth Rates for Residential and Non-Residential Development in Half Moon Bay

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Constrained Development Forecast

Constrained Residential Development Forecast

Subarea	Existing (2014)			Forecast Total (2040) (Percent Change)		
	Total Units	Single-Family	Multifamily	**Total Units**	Single-Family	Multifamily
Unincorporated Midcoast	**4,300**	4,005	295	**5,416 (26%)**	4,740 (18%)	676 (129%)
Half Moon Bay	**4,481**	3,493	988	**5,335 (19%)**	4,106 (18%)	1,229 (24%)
Total	**8,781**	**7,498**	**1,283**	**10,750 (22%)**	**8,590 (18%)**	**1,868 (48%)**

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Constrained Development Forecast

Constrained Non-Residential Development Forecast

Subarea	Existing (2014)	Forecast New (Pipeline + Future)		Forecast Total (2040)	Percent Change
	Jobs	*Non-Residential Sq. Ft.*	*Jobs*	***Jobs***	
Unincorporated Midcoast	2,551	1,154,800	2,443	4,994	96%
Half Moon Bay	5,334	331,500	370	5,704	7%
Total	**7,885**	**1,486,300**	**2,812**	**10,698**	**36%**

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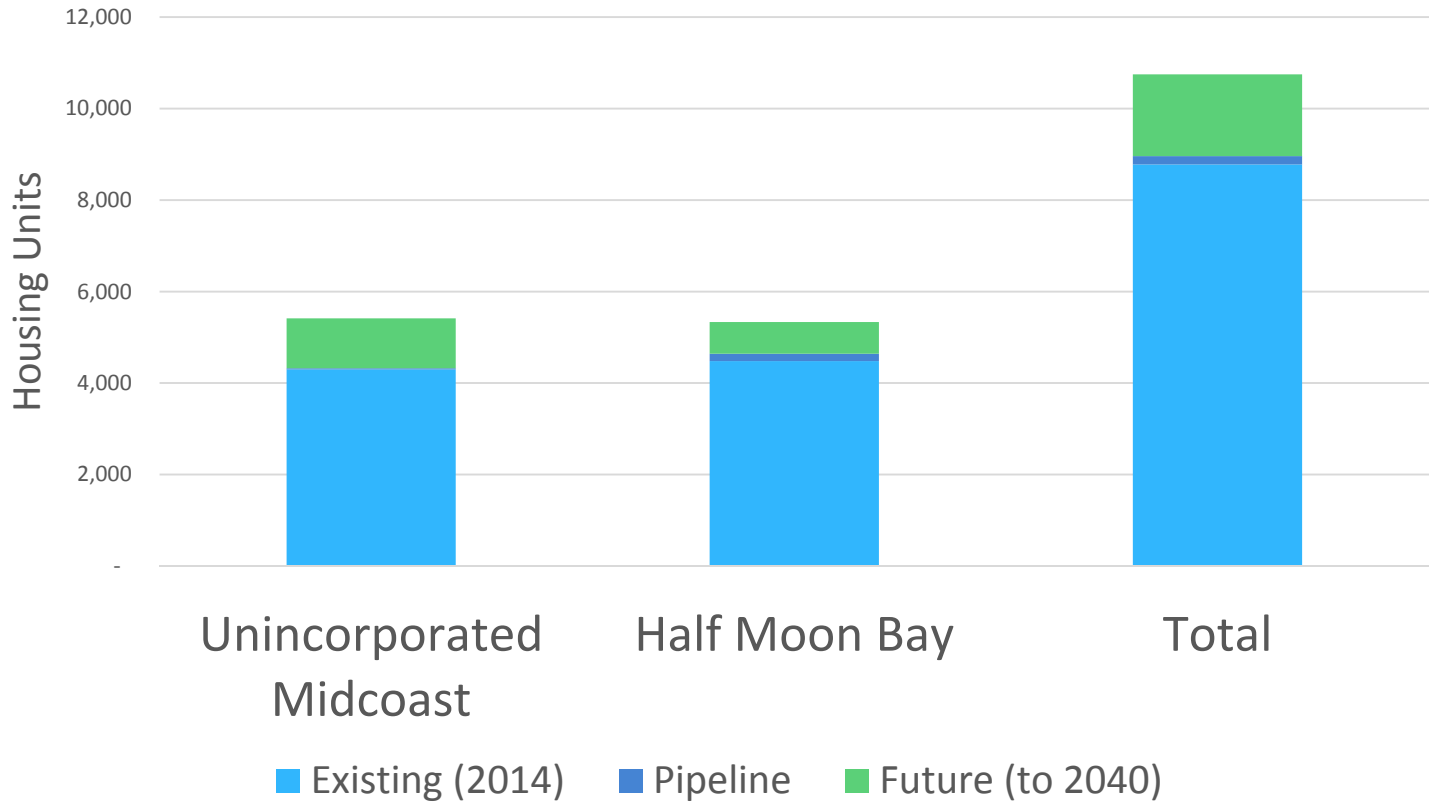
Constrained Development Forecast

Constrained Residential Development



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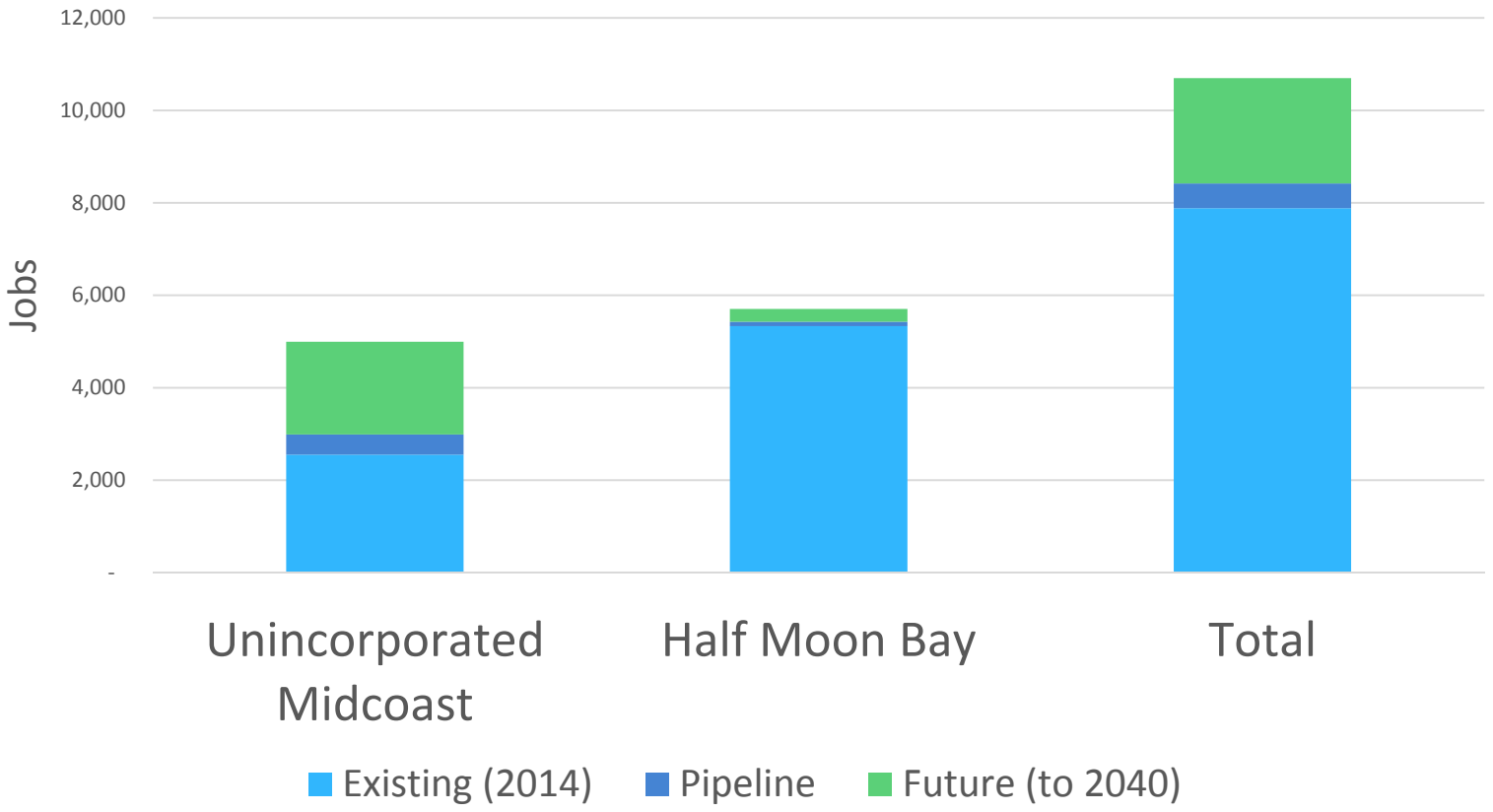
Constrained Development Forecast

Constrained Non-Residential Development



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Consideration of Alternative Transportation Performance Standards

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Alternative Standards

Purpose of Transportation Performance Standards

To evaluate whether **existing** and **planned** transportation infrastructure and services are adequate to meet the **expected travel demand from growth**

Alternative Standards

- Existing Standards
  - Auto focused
    - Roadway Segments – Capacity-Based LOS
    - Signalized Intersections – Delay-Based LOS
    - Unsignalized Intersections – Minor-Street-Delay-Based LOS
  - No performance standards for other modes

Alternative Standards

- Recommendations
  - LOS exemptions
    - Low minor-approach volumes
    - Segments that emphasize use of more than one mode
  - Standards to ensure pedestrian and bicycle mobility, safety and comfort
  - Standards to ensure sufficient transit service and parking

Alternative Standards - Vehicle

- Roadway Segments
  - Remove current capacity-based LOS standard
  - Introduce Delay Index standard
    - Congested Travel Time vs Freeflow Travel Time
- Intersections
  - Signalized: Retain current LOS C standard
  - Unsignalized: Apply current LOS D standard only if signal warrant is met

Alternative Standards - Ped

- Walking Demand Score
  - San Mateo County Comprehensive Bicycle and Pedestrian Plan
  - Used to identify areas with potential pedestrian demand

Alternative Standards - Ped

- Pedestrian Environmental Quality Index (PEQI)
  - Intersection Safety
  - Traffic Volume
  - Street Design/ Pedestrian Volume
  - Land Use
  - Perceived Comfort

0-20: Unsuitable
21-40: Poor Pedestrian conditions
41-60: Basic Pedestrian conditions
61-80: Reasonable Pedestrian conditions
81-100: Ideal Pedestrian conditions

Alternative Standards - Ped

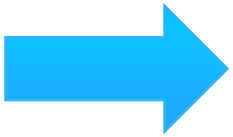
Recommendations

Walking Demand Score[1]	Pedestrian Conditions	Crossing Density (wait time < 45 sec)
< 20 (Low)	N/A	Bus Stops, Trail Heads, and Beach Access
21-30 (Medium)	PEQI > 40 *Basic Pedestrian Conditions*	Every ¼ mile
> 30 (High)	PEQI > 60 *Reasonable Pedestrian Conditions*	Every ¼ mile

[1]San Mateo County Comprehensive Bicycle and Pedestrian Plan

Alternative Standards - Bike

- Bicycle Environmental Quality Index (BEQI)
  - Intersection Safety
  - Vehicle Traffic
  - Street Design/ Bicycle Volume
  - Land Use
  - Perceived Comfort



0-20: Unsuitable
21-40: Poor Bicycle conditions
41-60: Basic Bicycle conditions
61-80: Reasonable Bicycle conditions
81-100: Ideal Bicycle conditions

Alternative Standards - Bike

- Recommendations
  - Segments along Highway 1
    - Reasonable Bicycle Conditions (BEQI score > 60)
  - Bicycle Parking
    - Beach access points, major trip generators, recreational facilities should have bicycle parking
    - Bicycle parking should have average occupancy of no greater than 85% occupancy during weekend midday peak

Alternative Standards - Transit

- Recommendations
  - No more than 85% Standing-Capacity Utilization
  - Revised Bus Stop Amenity Standards

Minimum (daily) Ridership Required	Bus Stop with Bench	Bus Stop with Shelter
Existing Standard used by Samtrans	125	250
Recommended Standard	25	100

Alternative Standards - Parking

- Recommendations
  - Weekend Midday Peak
  - No more than 85% Capacity Utilization within ¼ mile
  - Potential Mitigations include: Support for multimodal access, parking pricing, or additional parking

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Next Steps

- Revision of Memoranda for Public Release
- Half Moon Bay City Council Briefing - October 20
- Public Workshop #3 – October 22

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