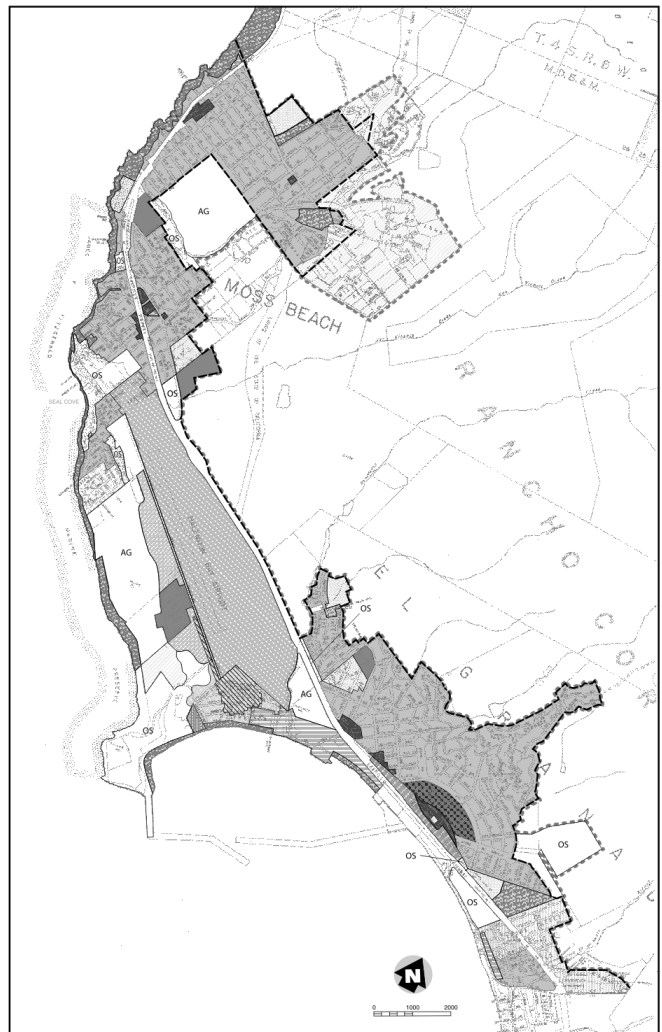


MidCoast LCP Update Project Summary Sheets

August 2003



TASK 1

TASK 1 – Recalculate LCP residential buildout based on existing LCP policy. Account for all residential units, including single-family units, multiple-family units, second dwelling units and caretakers quarters.

BACKGROUND

Buildout is the state when all available land in a community has been developed to its full potential as permitted under the planning and zoning designations. In other words, buildout is the planned endpoint in a community's growth.

The 1980 Local Coastal Program includes a table entitled *Estimated Buildout of the Land Use Plan*. The table shows the estimated buildout for the urban Midcoast to be 6,200 dwelling units. This tabulation omitted certain non-conforming parcels and the residential potential for commercial zoned parcels.

The Midcoast LCP Update recalculation involved a more precise, comprehensive and representative accounting of residential buildout for the project area based on existing land use designations and density limits. The tabulation is based on 2001 development data, and an assumption that substandard lot merging (Task 5) and residential being limited to mixed-use development in commercial zoning districts (Task 10) will be adopted.

EXISTING RESIDENTIAL DEVELOPMENT

The number of existing dwelling units in the project area is, as follows:

R-1 Zoning District	3,141 units
R-3 Zoning District	117 units
R-3-A Zoning District	0 units
RM-CZ and PAD Zoning Districts	62 units
Second Units	64 units
Caretakers Quarters	9 units
Existing Units in Non-R Districts	99 units
El Granada Mobile Home Park	227 units
TOTAL	3,719 units

The estimated number of dwelling units at buildout is, as follows:

R-1 Zoning District	4,804 units
R-3 Zoning District	443 units
R-3-A Zoning District	513 units

RM-CZ and PAD Zoning Districts	160 units
Second Units	466 units
Caretakers Quarters	21 units
Existing Houses in Non-R Districts	99 units
El Granada Mobile Home Park	227 units
TOTAL	6,733 units

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Accept this data as a correct count of possible residential units under existing policies and regulations and the implementation of a limited merger policy.
- Determine the complete number of second units (including those without permits) and establish a legalization procedure for non-permitted units up to allowed limit (466).
- Assure that the creation of or sale of non-conforming parcels in contiguous ownership does not increase the buildout number.
- Analyze the density of residential development at buildout for conformance to Coastal Act policies. Afterwards, set the number of units for each residential district and enforce that limit.
- Adjust the data to reflect Midcoast Community Council recommended changes to the proposed merger policy in Task 5.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Accept this data as an accurate estimate of residential buildout based on current available information.
- Adjust the data as necessary to reflect ultimate policy changes adopted by the Board of Supervisors.

TASK 2 – Determine the number of residential zoned non-conforming parcels/sub-standard lots in the project area based on a reliable count.

BACKGROUND

A non-conforming parcel is any parcel whose area is less than the minimum parcel size for the zoning district in which it is located. Thus, where the zoning requires 5,000 sq. ft., a parcel smaller than 5,000 sq. ft. is a non-conforming parcel.

A substandard lot is a mapped property created and numbered by an approved subdivision whose area is less than the minimum parcel size.

A non-conforming parcel may be comprised of one or more substandard lots.

Between 1906 and 1910, most of the Midcoast had been subdivided into residential tracts. The predominant lot size was either 2,500 sq. ft. (25'x100') or 3,000 sq. ft. (30'x100'). This preceded County regulation of zoning, including minimum parcel size. Property owners have combined many of the substandard lots into conforming parcels for development purposes; however, numerous substandard lots remain.

Project determination of the number of conforming parcels involved manually counting residential substandard lots and organizing the data by the ability to merge such lots into 5,000 sq. ft. minimum parcels.

NUMBER OF RESIDENTIAL SUBSTANDARD LOTS

There are **4,899 residential zoned substandard lots** in the project area. Of the 4,899 substandard lots, 3,294 lots occur on developed parcels and 1,605 lots occur on undeveloped parcels.

Developed Lots

The 3,294 residential zoned substandard lots occur on 1,604 developed parcels that were voluntarily combined into parcels and built upon. Of the 1,604 developed parcels:

- 197 parcels consist of 1 substandard lot.
- 1,131 parcels consist of 2 combined substandard lots.
- 269 parcels consist of 3 combined substandard lots.
- 7 parcels consist of 4 combined substandard lots.

Alternatively stated, individual property owners have combined 3,294 substandard lots into building sites and developed each, as follows:

- 197 lots are developed as one-lot parcels.
- 2,262 lots are developed as two-lot parcels.
- 803 lots are developed as three-lot parcels.
- 28 lots are developed as four-lot parcels.

Undeveloped Lots

The 1,605 vacant residential zoned substandard lots make up many of the Midcoast's undeveloped parcels. The project (Task 5) includes a proposal to merge or combine these lots into 870 undeveloped parcels, of which:

- 271 parcels would consist of 1 substandard lot (no merger).
- 472 parcels would consist of 2 merged substandard lots.
- 118 parcels would consist of 3 merged substandard lots.
- 9 parcels would consist of 4 merged substandard lots.

Alternatively stated, the 1,605 undeveloped substandard lots would be merged as follows:

- 271 lots would remain as one-lot parcels (no merger).
- 944 lots would be merged into 472 two-lot parcels.
- 354 lots would be merged into 118 three-lot parcels.
- 36 lots would be merged into 9 four-parcels.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Accept this data as a correct count of Midcoast substandard lots.
- Expand the proposed merger policy in Task 5 to merge lots up to the minimum parcel size of each residential zoning district, e.g., to 20,000 sq. ft. in the R-1/S-105 zoning district.
- Prohibit the creation of or sale of non-conforming parcels that were in contiguous, common ownership.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission accept this data as an accurate count of residential zoned non-conforming parcels/substandard lots based on current available information.

TASK 3 – Recalculate the infrastructure capacity necessary to serve Midcoast buildout and project future ability to meet this demand using the most current data.

BACKGROUND

The ability of a community to realize its planned development buildout is dependent on key infrastructure availability, notably water supply, wastewater treatment, and roadway capacity. Quality of life can also be influenced by infrastructure availability, e.g., roadway capacity, and type of infrastructure, e.g., individual wells and septic tanks. This task determines the relationship between future infrastructure capacity and the projected infrastructure demand at buildout. The projected supply/demand ratio is only an estimate that is based on current available data.

The report assumes that at buildout, generally all parcels will receive water supply and wastewater treatment from a water service utility and sewage treatment agency, respectively. One notable exception are those parcels designated Agriculture and Open Space, and many designated Very Low Density Residential in the Portola Heights/Rural Residential area.

WATER SUPPLY

Coastside County Water District – The annual average and peak day demand for water supply at buildout in the Coastside County Water District service area (generally south of HMB Airport) is **1.19** million gallons/day (mgd) and **2.14** mgd, respectively.

Average annual water supply capacity (Midcoast) is **1.13** mgd (Normal Year) and **0.79** mgd (Drought Year). Peak day capacity is **2.02** mgd (Normal Year) and **1.85** mgd (Drought Year).

Comparison between the annual average capacity and annual average demand at buildout shows a 5% shortfall (Normal Year) and a 34% shortfall (Drought Year).

California-American Water Company – The annual average and peak day demand for water supply at buildout in the California-American Water Company (Montara Water and Sanitary District) service area (generally north of HMB Airport) is **0.90** mgd and **1.62** mgd, respectively.

Average annual water supply capacity is **0.51** mgd (Normal Year) and **0.36** mgd (Drought Year).

Comparison of the annual average capacity and the annual average demand at buildout shows a 48% shortfall (Normal Year) and a 63% shortfall (Drought Year).

Additional water supply sources may exist that could raise the utility's future annual water supply capacity to **0.84** mgd (Normal Year) and **0.59** mgd (Drought Year). Should future improvements occur and become operational, comparison between the future annual average capacity and annual average demand at buildout shows an **11%** shortfall (Normal Year) and a **63%** shortfall (Drought Year).

WASTEWATER TREATMENT

The Midcoast's daily demand for wastewater treatment at buildout is **1.53** mgd. The existing treatment capacity of the Sewer Authority Midcoastside (SAM) treatment facility for Midcoast customers is **1.71** mgd. If enlarged, the maximum approved size would be **2.031** mgd (Midcoast).

Comparison of existing capacity and the demand at buildout shows an 11% surplus. However, transmission improvements are needed and occurring to assure that the system is adequate for wet weather flow.

ROADWAYS

The existing (1999) and projected (2010) Level of Service (LOS) for the most congested sections of Highways 1 and 92 roadway segments during the peak afternoon commute is summarized below.

ROADWAY SEGMENT	1999	2010
Highway 92 (1 to 280)	LOS "E"	LOS "F"
Highway 1 (Miramontes to Frenchman's Creek)	LOS "E"	
Highway 1 (Miramontes to El Granada)		LOS "F"
Highway 1 (Frenchman's Creek to Pacifica)	LOS "D"	
Highway 1 (El Granada to Montara)		LOS "E"
Highway 1 (Montara to Pacifica)		LOS "F"
Highway 1 (Pacifica to San Francisco)	LOS "F"	LOS "F"

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Accept the projected demand and future capacity figures as a correct estimate based on current available information.
- Adjust the demand data to reflect ultimate policy changes adopted by the Board of Supervisors.
- Complete hydrological studies to determine available water resources, and limit growth to that level the available resources can support.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Accept this data as a correct estimate based on current available information.
- Adjust the data to reflect ultimate policy changes adopted by the Board of Supervisors.

TASK 4 – Evaluate whether the existing residential annual growth rate (125 units/year) should be lowered, and if so, by how much.

BACKGROUND

The LCP manages residential growth by limiting the number of building permits for new residences, other than affordable housing, to 125 per year. The limit is to ensure that new development would occur gradually so as not to overburden available infrastructure and natural resources.

The 125-unit limit was set in 1980 and based on the assumption that buildout would occur in 30 years. The actual development rate since 1980 has averaged 52 units/year (1/2 of the permitted 125), due largely to varying water supply and sewage treatment availability and economic conditions. For 1995-1999, 75% of new housing construction occurred in El Granada, where utility connections were available.

Issues related to rate of development include disrupting local street traffic, rapid change in community character, increased surface runoff and accelerated soil erosion.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – maintain the existing limit of **125 units/year**.
- **Distributed 30-Year Buildout Alternative** – lower the limit to **80 units/year** (30-year planning period) and proportionately divide the units among the Midcoast communities.
- **Historic Development Rate Alternative** – lower the limit to **52 units/year** (average since 1980).
- **Half Moon Bay Based Alternative** – lower the limit to **38 units/year** (1% of population).
- **Regional Planning Alternative** – lower the limit to **30 units/year** (ABAG projected Midcoast housing growth 2000-2020).

WORKSHOP OUTCOME

89% of the workshop speakers endorsed the Status Quo alternative.

11% of the workshop speakers endorsed Half Moon Bay Based alternative, plus proportionately dividing the 38 units/year among the Midcoast communities.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Apply Half Moon Bay's approved 1% growth rate, i.e., Half Moon Bay Based alternative.
- Under no circumstances should the annual growth limit exceed the historical rate of 52 housing units per year.
- Distribute the number of new units among the Midcoast communities according to their growth potential, i.e., remaining undeveloped lots.
- Count all residential units including second units and caretaker units.
- Apply the growth limit to new dwelling units, not building permits.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Lower the growth rate limit from 125 to 80 units/year and proportionately divide/distribute this limit among the Midcoast communities, i.e., 30-Year Buildout alternative.
- Apply the limit to all residential units, except those on the designated affordable housing sites zoned R-3-A, i.e., include single-family units, multiple-family units, second units, mixed-use units, and caretakers quarters.
- Clarify that the growth limit applies to the number of residential units, not the number of building permits.

TASK 5 – Evaluate the adequacy of existing development controls for non-conforming parcels; consider whether to merge substandard lots.

BACKGROUND

A non-conforming parcel is a parcel whose area is less than the zoning minimum parcel size, and typically comprised of a 2,500 to 3,500 sq. ft. substandard lot. Approximately 18% of new houses built occur on parcels smaller than 5,000 sq. ft., and 3% on parcels smaller than 3,500 sq. ft. The existing development controls for such parcels are:

- Limit house size to 0.48 (parcel size), i.e., 1,200 sq. ft. house on 2,500 sq. ft. parcel.
- Require daylight plane or facade articulation features.
- Require use permit review for parcels <3,500 sq. ft.
- Require Design Review Committee approval.
- Prohibit exceptions to floor area, height, and parcel coverage limits.

Approximately 1,600 vacant substandard lots could be merged into 600 parcels at least 5,000 sq. ft. in size. There are approximately 280 vacant substandard lots that cannot be merged. The existing policy is to merge substandard lots at the time of development application.

Issues related to non-conforming parcel development include increased community density and oversized houses in relation to parcel size.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – maintain existing development controls.
- **Lot Merger Alternative** – merge contiguous vacant residential substandard lots in common ownership now; merge developed substandard lots when the unit is enlarged or demolished.
- **Half Moon Bay Proportionality Rule Alternative** – limit house size proportionate to amount of parcel nonconformity. For 2,500 sq. ft. parcel, 0.25 (parcel size), or 625 sq. ft. house, plus 200 sq. ft. garage.
- **Affordable Housing Alternative** – for parcels <4,500 sq. ft., provide owner the choice and incentive to build an affordable unit instead of a market rate unit. Limit market rate unit house size to 0.39 (parcel size), and affordable unit house size to 0.53 (parcel size).

WORKSHOP OUTCOME

Development Controls

50% of the speakers endorsed the Status Quo alternative.

32% of the speakers endorsed the Half Moon Bay Proportionality Rule alternative, and the remaining elements of the Status Quo alternative.

14% of the speakers endorsed the Affordable Housing alternative.

4% of the speakers endorsed prohibiting houses on non-conforming parcels.

Merging Substandard Lots

63% of the speakers endorsed the Lot Merger alternative.

37% of the speakers endorsed the existing practice of merging substandard lots at time of development.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Immediately approve a merger policy that would create conforming parcels in each of the zoning districts.
- Prohibit construction on contiguous non-conforming parcels if each of the parcels is less than 88% of the required zoning, whether the lots are in common ownership or not.
- Adopt Half Moon Bay's Proportionality Rule.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Maintain the existing non-conforming parcel development controls (Status Quo alternative).
- Comprehensively merge vacant substandard lots to the extent allowed by law (Lot Merger alternative).

TASK 6 – Revise design review standards to complement existing house size limits and promote the preferred scale and character of the Midcoast community.

BACKGROUND

Design review is to evaluate development proposals for compliance with criteria that assures community compatibility with regard to site planning, architectural design, building materials, colors, landscaping, etc. Since September 2001, the Coastside Design Review Committee (CDRC) has evaluated all residential development in the R-1 zoning district, while the remaining Midcoast development is reviewed by staff.

The Midcoast community has long requested that existing design review regulations be revised and updated. In 2001-2003, the CDRC developed draft design review standards principally for single-family residential development.

Issues include extent of compatibility between new and existing development, protecting the natural setting, and balancing individual architectural desire with community-wide objectives.

ALTERNATIVES

There are two alternatives which follow the same format, but vary in regulatory degree. They are:

- **CDRC Alternative** – developed by the Coastside Design Review Committee.
- **Non-CDRC Alternative** – developed by a subgroup of participants in the workshop process.

The **CDRC Alternative** is generally more restrictive than the **Non-CDRC Alternative**. The key differences are discussed below:

Background – Specifies where the design standards apply, their purpose, and how the standards are to be used in conjunction with other County regulations.

- CDRC Alternative – The purpose of the design standards is to encourage new homes with individual character, while ensuring that they complement neighboring houses, the overall neighborhood character and the surrounding natural setting. Design changes may be required, providing that the resulting house size or height is not substantially less than that permitted by zoning.
- Non-CDRC Alternative – The purpose of the design standards is to assist property owners in designing residences within the context of community character. Design changes may not be required which have the effect of reducing house size or height to less than that permitted by zoning.

Neighborhood Definition and Neighborhood Character – Defines key terms including “neighborhood” and “neighborhood character.” There are no major differences between the two alternatives.

Site Planning and Structure Placement – New homes should be integrated with the natural setting and complement other homes in the neighborhood.

- CDRC Alternative – Homes should be designed to fit their site, rather than a site altered to fit a proposed home. Minimize tree and vegetation removal, make the finished grade similar to the existing grade, and avoid streams and other natural drainage features.
- Non-CDRC Alternative – A site may be altered for home construction. Only native tree and vegetation removal must be minimized, finished grade may conflict with existing grade on certain sloped sites, and structures need only avoid locating “immediately adjacent” to streams.

Elements of Design – New homes should have proportional, consistent architectural features, and complement the (1) mass, shape and scale, (2) architectural style, (3) roof design, and (4) materials and colors of other neighborhood homes.

- CDRC Alternative – Requires that (1) exposed under floor areas be minimized, (2) second stories be centered and of minimal size where one-story homes predominate, and (3) roof massing be reduced, but allows some flat roof portions.
- Non-CDRC Alternative – Does not require that: (1) exposed under floor areas be minimized, (2) second stories be centered and of minimal size, and (3) allows larger/higher flat roof portions.

Remaining sections (with fewer differences between the alternatives) include: Additional Site Planning and Design Considerations, Landscaping, Paved Areas, Fences, Lighting and Noise, Utilities, and Second Units.

WORKSHOP OUTCOME

48% of the workshop speakers endorsed the Coastside Design Review Committee (CDRC) alternative.

52% of the workshop speakers endorsed the Non-Coastside Design Review Committee (Non-CDRC) alternative.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County adopt the CDRC alternative.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission endorse the CDRC alternative, subject to the qualification that required design changes shall not have the effect of reducing house size more than 5% of that allowed by zoning development standards, or increase house size or height more than 5% of that allowed by the zoning development standards.

TASK 7 – Establish additional traffic mitigation requirements for all new development, including single-family residences, that may be used to improve State highways.

BACKGROUND

The County currently collects mitigation fees from new development for County public road and associated drainage improvements in the area where the money was collected. Fees can only be spent on County roads, not State highways, such as Highways 1 and 92.

In 2000, C/CAG adopted guidelines that require local jurisdictions to mitigate traffic impacts from new development on designated roadways, which in the Midcoast are State Highways 1 and 92. However, the C/CAG guidelines apply only to large scale projects, i.e., development generating ≥ 100 trips peak hour trips and require CEQA review. Mitigation can involve collecting mitigation fees or employing Transportation Demand Management (TDM) measures.

Issues include projected (2010) extreme traffic congestion on Highways 1 and 92, sharing responsibility for mitigating traffic impacts, and degraded community character/quality of life.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing traffic mitigation requirements.
- **Increase Mitigation Fees Alternative** – Increase mitigation fees for road improvements to the portion of State Highway 1 directly adjacent to the Midcoast.
- **Extend C/CAG Guidelines Alternative** – For development that generates < 100 peak hour trips and is not exempt from CEQA, consider requiring Transportation Demand Management (TDM) measures to mitigate traffic congestion on Highway 1.
- **Transit Improvements Alternative** – Study the feasibility of expanding transit service between the Midcoast and Bayside.

WORKSHOP OUTCOME

Most/all of the workshop speakers endorsed all four alternatives.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Revise the Countywide Mitigation Fee ordinance to authorize use of collected mitigation fees as the dollar-for-dollar match for funds from the new Local Transit Alternatives fund. In particular, explore new shuttle (small van, on-demand) transit programs.

- Revise the Countywide Mitigation Fee ordinance to require mitigation fees for Highway 1 improvements (directly adjacent to the Midcoast) from all new construction based on a per-square-foot formula.
- Require TDMs from all new construction that requires CEQA review, i.e., require TDMs from relevant projects that generate <100 trips.
- When CalTrans makes Highway 1 improvements, require the agency to provide multi-modal trail improvements parallel to the roadway (see Task 17).

STAFF RECOMMENDATION

- Staff recommends that the Planning Commission endorse all four alternatives, i.e.:
- Continue to require mitigation fees for local roads, and apply C/CAG guidelines to projects with \geq peak hour trips (Status Quo alternative).
- Require mitigation fees for Highway 1 improvements adjacent to the Midcoast (Increase Mitigation Fees alternative).
- Require TDM measures for projects that generate <100 peak hour trips and not exempt from CEQA (Extend C/CAG Guidelines alternative).
- Study expanding shuttle service between the Midcoast and Bayside (Transit Improvements alternative).

TASK 8a – PRINCETON (W DISTRICT – INLAND AREA)

Evaluate opportunities for increasing commercial development and related job growth, with emphasis at Princeton and Half Moon Bay Airport.

BACKGROUND

The Midcoast is primarily a residential community with a disproportionate amount of housing in relation to jobs. The “jobs-housing imbalance” contributes largely to the heavy traffic congestion during peak commute hours. Increased commerce and local job creation can reduce or reverse the jobs-housing imbalance, reduce traffic congestion, generate local tax revenue, and provide additional land use opportunities for landowners.

A purpose of Princeton’s existing (waterfront) W District is to provide service and industrial uses that support commercial fishing and recreational boating. The W District is approximately 45% developed.

Issues include land use compatibility, i.e., not displacing commercial fishing and recreational boating support services, existing underutilization of designated commercial/industrial sites, and changing community character.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing zoning, i.e., existing permitted uses.
- **Increase Inland Area Uses Alternative** – Permit additional uses in the W District (Inland Area), including R&D, office, e-commerce, and construction uses.

WORKSHOP OUTCOME

50% of the workshop speakers endorsed a variant of the Increase Inland Area Uses alternative that would add five new permitted uses:

- Limited R&D facilities ($\leq 5,000$ sq. ft. per establishment).
- Limited business offices ($< 5,000$ sq. ft. per establishment).
- Limited retail ($\leq 3,000$ sq. ft. per establishment, except for goods made on-site).
- Limited restaurants ($\leq 3,000$ sq. ft. per restaurant).
- Construction and maintenance firms (trades businesses).

In addition, require (1) a use permit for the new uses that limit floor area, and (2) a recorded deed statement indicating that marine-related uses are emphasized, and persons may experience noise, dust, odor, or vapor.

20% of the workshop speakers endorsed another variant of the Increase Inland Area Uses alternative that would add two new permitted uses:

- Limited retail businesses (goods made on-site only).
- Construction and maintenance firms (trade businesses).

In addition, require a deed statement for new development (as in above).

20% of the workshop speakers endorsed the Status Quo alternative, plus require a deed statement (as in above).

10% of the workshop speakers endorsed other proposals.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Permit one additional use in the Waterfront (W) District (Inland Area) – retail businesses for goods made on-site only, providing that the retail component is limited to 25% of the floor area. The remainder of the area may be used for on-site manufacturing of the commodities sold on-site.
- Not permit additional uses in the W District until the potential development of those uses in the M-1 District has been exhausted and there is a demonstrable need for additional locations to support such uses.
- Require a deed restriction outlining the special W District considerations (noise, odor, lighting, equipment storage) if new uses are allowed in this district.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Permit the following three additional uses in the W District Inland Area:
 - Limited business offices (<5,000 sq. ft. per establishment).
 - Limited retail (≤3,000 sq. ft. per establishment, except for goods made on-site).
 - Construction and maintenance firms (trades businesses).
- Require a use permit for the new uses that limit floor area.
- Require of all uses, a recorded deed statement indicating that marine-related uses are emphasized, and persons may experience associated noise, dust, odor, or vapor.

TASK 8b – PRINCETON (SHORELINE AREA)

Evaluate opportunities for increasing commercial development and related job growth, with emphasis at Princeton and Half Moon Bay Airport.

BACKGROUND

The Midcoast is primarily a residential community with a disproportionate amount of housing in relation to jobs. The “jobs-housing imbalance” contributes largely to the heavy traffic congestion during peak commute hours. Increased commerce and local job creation can reduce or reverse the jobs-housing imbalance, reduce traffic congestion, generate local tax revenue, and provide additional land use opportunities for landowners.

A purpose of Princeton’s existing (waterfront) W District is to provide service and industrial uses that support commercial fishing and recreational boating. The W District is approximately 45% developed.

Issues include land use compatibility, i.e., not displacing commercial fishing and recreational boating support services, existing underutilization of designated commercial/industrial sites, and changing community character.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing zoning, i.e., existing size of shoreline area and permitted uses.
- **Enlarge Shoreline Area Alternative** – Increase size of W District (Shoreline Area) 1/2 block to protect shore area for marine related uses.

WORKSHOP OUTCOME

Size of Shoreline Area

70% of the workshop speakers endorsed not changing the size of the Shoreline Area (Status Quo alternative).

30% of the workshop speakers endorsed the Enlarge Shoreline Area alternative.

Additional Permitted Uses

50% of the workshop speakers endorsed no additional permitted uses in the Shoreline Area (Status Quo alternative), but require a deed statement for new development.

50% of the workshop speakers endorsed one additional permitted use:

- Limited restaurants ($\leq 3,000$ sq. ft in floor area, where locally caught seasonal fish is served, and the dining area faces the shoreline).

In addition, require a deed statement for new development.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Not enlarge the W District (Shoreline Area) to include W zoned properties on the seaward side of Princeton Avenue, i.e., the Status Quo alternative.
- Restrict future development in the Shoreline Area to those uses currently allowed, i.e., no new uses (Status Quo alternative).
- If new uses are allowed in this district, require a deed statement indicating that marine related uses are emphasized and that noise, odor, lighting, and equipment storage may result.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Maintain the existing size of the shoreline area, i.e., status quo.
- Add one new permitted use:
 - Limited restaurants ($\leq 3,000$ sq. ft in floor area, where locally caught seasonal fish is served, and the dining area faces the shoreline).
- Require of all uses, a recorded deed statement indicating that marine-related uses are emphasized, and persons may experience noise, dust, odor, or vapor.

TASK 8c – HALF MOON BAY AIRPORT

Evaluate opportunities for increasing commercial development and related job growth, with emphasis at Princeton and Half Moon Bay Airport.

BACKGROUND

The Midcoast is primarily a residential community with a disproportionate amount of housing in relation to jobs. The “jobs-housing imbalance” contributes largely to the heavy traffic congestion during peak commute hours. Increased commerce and local job creation can reduce or reverse the jobs-housing imbalance, reduce traffic congestion, generate local tax revenue, and provide additional land use opportunities for landowners.

Two sites at Half Moon Bay Airport have been identified as not necessary for Airport use: (1) 23-acre in NE portion of the Airport and (2) 9-acre site in SE portion of the Airport. In addition, 47 acres of M-1 (Light Industrial) zoned land is located beside Airport Boulevard, and is 95% undeveloped.

Issues include land use compatibility, existing underutilization of designated industrial sites, and protecting site resources.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing zoning, i.e., existing permitted uses.
- **Half Moon Bay Airport Alternative** – Permit commercial and office uses at the two Half Moon Bay Airport sites that are not necessary for Airport-related activities.

WORKSHOP OUTCOME

63% of the workshop speakers endorsed the Half Moon Bay Airport alternative, providing there is adequate setback from riparian and flood areas.

22% of the workshop speakers endorsed the Status Quo alternative, thereby emphasizing existing M-1 zoned sites on Airport Boulevard and elsewhere for new office development and job growth.

11% of the workshop speakers endorsed deferring all proposals pending additional study.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County maintain the existing zoning (Status Quo alternative) until: (1) a comprehensive wetlands investigation of the Airport sites occurs, (2) the Airport Master Plan is complete, and (3) there is an analysis of the water supply aquifers that underlie the Airport property.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission consider revising the zoning to permit commercial and office uses at the two Half Moon Bay Airport sites that are not necessary for Airport-related activities (Half Moon Bay Airport alternative).

TASK 9 – Revise the Airport Overlay (AO) zone to increase development opportunities.

BACKGROUND

To reduce safety risks from aircraft on property located near the end of the runway at Half Moon Bay Airport, the AO (Airport Overlay) District regulations control the size and intensity of development otherwise permitted by zoning. Specifically, the AO District regulations: (1) prohibit new residential development, and (2) limit site intensity to three persons per parcel.

In addition to the AO District regulations, the Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) require a Runway Protection Zone (RPZ) and Approach Protection Zone (APZ), respectively. These zones, located at the end of the runway, are generally required to be structure-free. Approximately 3/4 of the AO District is also subject to RPZ or APZ requirements.

The County Public Works Department is currently coordinating an update of the Half Moon Bay Airport Master Plan. After completion of the Master Plan update and upon review of the most current recognized protection guidelines, ALUC staff will evaluate whether the configurations of the RPZ and APZ should be revised.

Issues include aircraft-land use compatibility, determining appropriate level of protection, and encouraging economic development.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing AO zone configuration and use limitations.
- **Reduce AO Zone Alternative** – Reduce the size of the AO zone ~1/4 to correspond with the current RPZ and APZ delineation.
- **Revise Site Intensity Alternative** – Revise AO District regulations to permit more than three persons per parcel.

WORKSHOP OUTCOME

63% of the workshop speakers endorsed the Reduce AO Zone alternative, and that this change occur before completion of the Airport Master Plan, i.e., before ALUC staff evaluates whether the RPZ and APZ configurations should be revised.

21% of the speakers endorsed deferring any change in the AO zone until ALUC staff evaluates whether the RPZ and APZ configurations should be revised, and that this evaluation occur as a special study before the Airport Master Plan is complete.

16% of the speakers endorsed deferring any change in the AO zone until the Airport Master Plan is complete and ALUC staff evaluates whether the RPZ and APZ configurations should be revised, i.e., the Status Quo alternative until the Master Plan and all studies are complete.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County not change the AO zone (status quo) until the Airport Master Plan is revised, the Airport Land Use Plan is completed and updated safety standards are developed.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Defer any change in the AO zone until the Airport Master Plan is complete and ALUC staff has evaluated whether the RPZ and APZ configurations should be revised, i.e., the Status Quo alternative until the Master Plan and all studies are complete.
- When the RPZ and APZ configurations are ascertained, reduce the size of the AO zone to correspond with the RPZ and APZ delineation.

TASK 10 – Evaluate whether residential units in the C-1 (Neighborhood Commercial) and CCR (Coastside Commercial Recreation) districts should be limited to mixed-use development.

BACKGROUND

The C-1 District allows residential uses subject to a use permit. There is no requirement that a commercial use be located on the parcel or that the residential use be located above the first floor. The C-1 District height limit is 36 feet.

The CCR District is intended primarily for visitor serving uses, including hotels, restaurants, and small retail shops. The CCR District requires that residential uses be located above the first floor, and the residential floor area cannot exceed that of the commercial use on the parcel. The CCR District height limit is 36 feet at Princeton and 28 feet elsewhere.

Issues include compatibility of residential uses, displacement of commercial uses, change in the community character, and worsening the jobs/housing imbalance and traffic congestion.

ALTERNATIVES

C-1 District

- **Status Quo Alternative** – Maintain allowing any residential use with a use permit, and 36 feet height limit.
- **Mixed Use Alternative** – Limit residential use to above the first floor with use permit, and residential floor area may not exceed commercial floor area. Reduce height to 28 feet.
- **Mixed Use TDR Alternative** – Permit residential use only by transferring development rights from R-1 zoned non-conforming parcel (substandard lot). Otherwise, same as the Mixed Use alternative.
- **No Residential Alternative** – Prohibit new residential development.

CCR District

- **Status Quo Alternative** – Maintain that residential use is limited to above the first floor with use permit, and residential floor area is limited to that of commercial floor area.
- **No Residential Alternative** – Prohibit new residential development.

WORKSHOP OUTCOME

C-1 District

39% of the workshop speakers endorsed the Mixed Use alternative, although 3/4 of this group favored reducing the height limit to 28 feet while 1/4 endorsed maintaining 36 feet.

39% of the speakers endorsed the No Residential alternative.

22% of the speakers endorsed other options, including the Status Quo and the Mixed Use TDR alternatives.

CCR District

77% of the workshop speakers endorsed the Status Quo alternative.

14% of the speakers endorsed the No Residential alternative.

9% of the speakers endorsed other proposals/options.

Most speakers endorsed requiring a deed statement for new development indicating that (1) the C-1 District emphasizes neighborhood trades and services, and persons may experience inconveniences from commerce activities, and (2) the CCR District emphasizes visitor serving and boat related businesses, and persons may experience inconveniences from such activities.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- For the C-1 District, enact the Mixed Use alternative, i.e., permit residential units only above the ground floor and residential floor area cannot exceed the commercial floor area. Building height would be reduced to 28 feet.
- Notwithstanding the Mixed Use alternative, as existing residential development is demolished or converted to commercial uses, preclude new residential development on the site.
- For the CCR District, maintain the Status Quo alternative, i.e., no change.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- For the C-1 District, limit residential use to above the first floor with use permit, and residential floor area may not exceed commercial floor area. Reduce height to 28 feet (Status Quo alternative).
- For the CCR District, maintain that residential use is limited to above the first floor with use permit, and residential floor area is limited to that of commercial floor area (Status Quo alternative).
- Require deed statements for new development.

TASK 11 – Whether residential units in the W (Waterfront) zoning district should be limited to caretakers quarters, with a cap at 20% of the developed parcels.

BACKGROUND

The chief purpose of Princeton’s W District is to provide service and industrial uses that support commercial fishing and recreational boating. The W District also permits a limited number of caretakers quarters. Caretakers quarters are residential units inhabited by the property owner or a lessee to look after the site.

The W District limits the number of caretakers quarters to 20% of the developed parcels in the district. The unit must be located within the same building as the primary use and not exceed 35% of the building floor area, up to 750 sq. ft. Caretakers quarters do not require a use permit.

In addition to their security function, many endorse caretakers quarters as an opportunity to provide “live-work” housing, i.e., housing for the business owner or main employee on the site.

Issues include compatibility of increased residential development with preferred waterfront uses, potential displacement of preferred uses, possible change in the community character, and worsening of the jobs/housing imbalance.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing limits on number of units (20% of developed parcels) and unit size (35% of building floor area, not to exceed 750 sq. ft.).
- **Conforming Parcel Alternative** – Prohibit caretakers quarters on non-conforming parcels, i.e., parcels must be 5,000 sq. ft. Reduce limit on number of units to 20% of developed conforming parcels. Otherwise, same as the Status Quo alternative.
- **Increase Upper Limit Alternative** – Increase limit on number of units to 35% of developed parcels. Otherwise, same as the Status Quo alternative.
- **No Upper Limit Alternative** – No limit on the number of caretakers quarters. Increase unit size limit to 1,000 sq. ft. Require a use permit.
- **Prohibit Caretakers Quarters Alternative** – Prohibit new caretakers quarters, i.e., eliminate caretakers quarters as a permitted use in the W District.

WORKSHOP OUTCOME

55% of the workshop speakers endorsed the No Upper Limit alternative.

25% of the workshop speakers endorsed the Status Quo alternative.

20% of the workshop speakers endorsed the Prohibit Caretakers Quarters alternative.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County prohibit caretakers quarters on non-conforming parcels and that the limit be reduced to 20% of developed conforming parcels, i.e., the Conforming Parcel alternative. This approach also encourages merger of parcels into conforming minimum parcel sizes prior to development.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Revise the name of the use to “caretakers quarters/live-work units.”
- Prohibit caretakers quarters/live-work units on non-conforming parcels, i.e., parcels less than 5,000 sq. ft.
- Increase the limit on the number of caretakers quarters/live-work units to 35% of all developed parcels in the W District (including AO Zone parcels and developed non-conforming parcels).
- Maintain existing caretakers quarters size limit, i.e., 35% of building floor area not to exceed 750 sq. ft.

TASK 12 – Evaluate whether residential units should be prohibited in the COSC (Community Open Space Conservation) zoning district.

BACKGROUND

The COSC District is located beside Highway 1 at what is often considered the entry or gateway to El Granada. The purpose of the COSC District is to provide for low intensity development that best preserves the visual and open characteristics of this area.

The COSC District permits agriculture, public recreation, nurseries, commercial recreation, institutional facilities and single-family residences. The height limit for residences is 16 feet. The parcel coverage limit 10%. Of the 11 parcels located in the COSC District, nine are vacant and two are developed; one with a residence and one with school.

Issues include compatibility of increased residential development with preferred community oriented and open space uses, view preservation, change in the community character, and assuring economic use of land.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing permitted uses, including residences with height and parcel coverage limits until the community has identified alternative land uses that would provide a reasonable economic return to landowners.
- **No Residential Alternative** – Prohibit new residences, i.e., eliminate residential as a permitted use in the COSC District.

WORKSHOP OUTCOME

52% of the workshop speakers endorsed the Status Quo alternative.

48% of the workshop speakers endorsed the No Residential alternative.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County amend the COSC District regulations to prohibit single-family residences in the District, i.e., the No Residential alternative.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Not amend the COSC District regulations and continue to permit single-family residences until alternative land uses are identified that would provide a reasonable economic return to landowners, i.e., the Status Quo alternative.
- If the COSC District regulations are amended to permit an alternative land use that provides a reasonable economic return, prohibit new single-family residences in the district.

TASK 13 – Evaluate methods to increase the protection of Midcoast land designated Agriculture (PAD) and Open Space (RM-CZ).

BACKGROUND

The Midcoast includes properties that are designated Agriculture or Open Space. As explained by LCP Policy 1.3: *... some land has been included within the urban boundary which should be restricted to open space use and not developed at relatively high densities.* There are 12 Midcoast sites designated Agriculture or Open Space. Those largely vacant and some publicly owned properties are zoned Planned Agricultural District (PAD) or Resource Management-Coastal Zone (RM-CZ), respectively.

The development density (or subdivision potential) is limited to one unit per 40-160 acres. The LCP permits primarily low intensity land uses compatible with agriculture and open space, although oil and gas exploration, timber harvesting, solid waste facilities, timber harvesting and surface mining are allowed.

Development shall be located and designed to fit its environment and be subordinate to the site's natural character. Grading shall be minimized and public views from scenic roads protected. For parcels designated Agriculture, non-agricultural development may occur only in areas most protective to agricultural operations. The existing height limit is 36 feet.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing LCP policy and zoning regulations.
- **Compatible Uses Alternative** – Prohibit timber harvesting, oil and gas exploration, and solid waste and surface mining facilities. Otherwise, same as the Status Quo alternative.
- **Scaled House Alternative** – Limit house height to 28 feet and floor area to 0.53 (parcel size), not to exceed 6,200 sq. ft. Otherwise, same as the Status Quo alternative.
- **Combination Compatible Uses and Scaled House Alternative.**

WORKSHOP OUTCOME

Permitted Uses

78% of the workshop speakers endorsed the Compatible Uses alternative, with either an exception for limited timber harvesting and surface mining on public owned land (85%) or plantation tree harvesting (15%).

22% of the speakers endorsed prohibiting oil and gas exploration and solid waste facilities. Otherwise, same as the Status Quo alternative.

House Size

67% of the workshop speakers endorsed a more restrictive variant of the Scaled House alternative limiting floor area as follows:

<u>Parcel Size</u>	<u>Maximum House Size</u>
Less than 10,000 sq. ft.	0.30 (parcel size)
10,000 sq. ft. - 5 acres	3,000 sq. ft. - 5,000 sq. ft.
More than 5 acres	5,000 sq. ft.

22% of the speakers endorsed the Status Quo alternative.

11% of the speakers endorsed limiting house height to 16 feet, floor area to ~0.15 (parcel size), and merging contiguous parcels to 40 acres.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Limit uses to those compatible with scenic resources and protection of sensitive habitats, including wetlands; base buildout on carrying capacity only.
- Rezone to DR and adopt design review standards and procedures.
- Limit house height to:
 - Within 500 feet of shoreline: 16 feet
 - Elsewhere: 28 feet
- Limit house size as follows:

<u>Parcel Size</u>	<u>Maximum House Size</u>
Less than 10,000 sq. ft.	0.30 (parcel size)
10,000 sq. ft. - 5 acres	3,000 sq. ft. - 5,000 sq. ft.
More than 5 acres	5,000 sq. ft.

- Merge parcels in common ownership on November 1,2003, to the zoning minimum.
- Prohibit expansion of water and sewer services into these areas.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission maintain existing LCP policy, except (1) prohibit timber harvesting, oil and gas exploration, and solid waste and surface mining facilities, and (2) limit house height to 28 feet and floor area to 0.53 (parcel size), not to exceed 6,200 sq. ft., i.e., the Combination Compatible Uses and Scaled House alternative.

TASK 14 – Evaluate the adequacy of zoning controls for the Rural Residential Area designated Very Low Density Residential (RM-CZ).

BACKGROUND

The rural residential area is a 233-acre region adjoining Montara that is largely subdivided into small lots. This area, located on the rural side of the urban-rural boundary, is designated Very Low Density Residential (one dwelling unit per 5 acres) and zoned Resource Management-Coastal Zone (RM-CZ). Although some of this area is within water and sewer service areas, much of it lacks public water supplies, and the entire area lacks sewer lines.

The development density (or subdivision potential) is limited to one unit per 40-160 acres. Generally, the LCP permits only low intensity land uses compatible with open space, although oil and gas exploration, timber harvesting, solid waste facilities, timber harvesting and surface mining are allowed.

Development shall be located and designed to fit its environment and be subordinate to the site's natural character. Grading shall be minimized and public views from scenic roads protected. The existing height limit is 36 feet.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain existing LCP policy and zoning regulations.
- **Compatible Uses Alternative** – Prohibit timber harvesting, oil and gas exploration, and solid waste and surface mining facilities. Otherwise, same as the Status Quo alternative.
- **Scaled House Alternative** – Limit house height to 28 feet and floor area to 0.53 (parcel size), not to exceed 6,200 sq. ft. Otherwise, same as the Status Quo alternative.
- **Combination Compatible Uses and Scaled House Alternative.**

WORKSHOP OUTCOME

Permitted Uses

78% of the workshop speakers endorsed the Compatible Uses alternative, with either an exception for limited timber harvesting and surface mining on public owned land (85%) or plantation tree harvesting (15%).

22% of the speakers endorsed prohibiting oil and gas exploration and solid waste facilities. Otherwise, same as the Status Quo alternative.

House Size

67% of the workshop speakers endorsed a more restrictive variant of the Scaled House alternative limiting floor area as follows:

<u>Parcel Size</u>	<u>Maximum House Size</u>
Less than 10,000 sq. ft.	0.30 (parcel size)
10,000 sq. ft. - 5 acres	3,000 sq. ft. - 5,000 sq. ft.
More than 5 acres	5,000 sq. ft.

22% of the speakers endorsed the Status Quo alternative.

11% of the speakers endorsed limiting house height to 16 feet, floor area to ~0.15 (parcel size), and merging contiguous parcels to 40 acres.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Limit uses to those compatible with scenic resources and protection of sensitive habitats, including wetlands.
- Rezone to DR and adopt design review standards and procedures.
- Limit house height to:
 - Within 500 feet of shoreline: 16 feet
 - Elsewhere: 28 feet
- Limit house size as follows:

<u>Parcel Size</u>	<u>Maximum House Size</u>
Less than 10,000 sq. ft.	0.30 (parcel size)
10,000 sq. ft. - 5 acres	3,000 sq. ft. - 5,000 sq. ft.
More than 5 acres	5,000 sq. ft.

- Prohibit new connections of water and sewer services in this area.
- Merge lots in common ownership on November 1, 2003, to the zoning minimum.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission maintain existing LCP policy, except (1) prohibit timber harvesting, oil and gas exploration, and solid waste and surface mining facilities, and (2) limit house height to 28 feet and floor area to 0.53 (parcel size), not to exceed 6,200 sq. ft., i.e., the Combination Compatible Uses and Scaled House alternative.

TASK 15 – Evaluate opportunities to protect the CalTrans’ Devil’s Slide bypass “preferred alternative” property for very low intensity land uses, e.g., park, trail, open space.

BACKGROUND

Historic landsliding and closing of Highway 1 at Devil’s Slide caused CalTrans to select a roadway alignment that bypassed Devil’s Slide (known as the “preferred alternative,” and purchase the underlying land for a future ~4.5-mile long roadway. Subsequently, the San Mateo County electorate approved an LCP amendment authorizing a tunnel through San Pedro Mountain as the only roadway alternative to Devil’s Slide. The bypass right-of-way thereby becomes superfluous for roadway use.

Senate and Congressional legislation is being considered to expand the boundary of the Golden Gate National Recreation Area (GGNRA) to include the bypass right-of-way. If this legislation becomes law, CalTrans is expected to convey the bypass through the County to the National Park Service. Adding the bypass to the GGNRA would open a new low intensity, passive recreation area, and could provide a future trail link between the Midcoast and the southern GGNRA entry point.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **LCP Policy Support Alternative** – Add LCP policy to support use of the CalTrans “preferred alternative” bypass property as a low intensity recreation area to be managed by GGNRA or other parker provider.
- **Designate Trail Alternative** – Revise LCP policy to designate a trail on the CalTrans “preferred alternative” bypass property.
- **Designate Open Space Alternative** – Redesignate the portion of the CalTrans “preferred alternative” bypass property currently designated Residential to Open Space; rezone to RM-CZ or COSC.

WORKSHOP OUTCOME

All of the workshop speakers endorsed all three alternatives.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Revise LCP policy to support use of the bypass property for low intensity recreation managed by a public park provider, i.e., LCP Policy Support alternative. (Refer to wording discussed at workshop.)

- Designate a trail on the bypass property, i.e., Designate Trail alternative.
- Redesignate the portion of the bypass property designated Residential to Public Recreation, and rezone to COSC.
- Merge all substandard lots in right-of-way into a single parcel.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Revise LCP policy to support use of the bypass property for low intensity recreation managed by a public park provider, i.e., LCP Policy Support alternative.
- Designate a trail on the bypass property, i.e., Designate Trail alternative.
- Redesignate the portion of the bypass property designated Residential to Public Recreation, and rezone to RM-CZ.

TASK 16 – Evaluate opportunities to add remaining segments to the Coastal Trail, and update LCP trail descriptions and the role of trail providing agencies.

BACKGROUND

The Coastal Trail is a partially completed, primarily bluff-top, trail route that follows the San Mateo County coastline that ultimately would connect nearby parks and beaches. In the project area, the Coastal Trail would connect Montara State Beach on the north with the City of Half Moon Bay on the south.

The State legislature recently designated the Coastal Conservancy as the lead agency in delineating the Coastal Trail alignment and coordinating its implementation. Previously, the exact trail alignment was unclear. New trail segments are generally added on a piecemeal or incremental basis.

Existing Coastal Trail segments include: (1) publicly owned formal trails, (2) informal trails on public land, (3) informal trails on private property, or (4) dedicated coastal access easements. The most common methods of acquiring coastal trail segments include: (1) a government agency exacting shoreline access as part on a development request, (2) an individual voluntarily dedicating a conservation easement, or (3) a land trust or park provider purchasing the trail segment.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Support Coastal Trail Development Alternative** – Revise LCP policy to support and facilitate the Coastal Conservancy’s efforts in coordinating the Coastal Trail’s development and delineation.
- **Update LCP Trails Policies Alternative** – Revise LCP policy to update trails policies, particularly trail names and the role of trail providing agencies.

WORKSHOP OUTCOME

All of the workshop speakers endorsed both alternatives.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Revise LCP policy to support and facilitate the Coastal Conservancy’s Coastal Trail development efforts.
- Revise and update LCP trails policies, particularly trail names and role of trail’s agencies (refer to list and wording of trail and agencies discussed at the workshop, plus add “Beach to Ridge Trail”).

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Revise LCP policy supporting and facilitating the Coastal Conservancy's "Coastal Trail" development efforts.
- Revise and update LCP trails policies, particularly trail names and role of trail's agencies.
- Refer to wording discussed at the workshop and suggested by the Midcoast Community Council.

TASK 17 – Evaluate opportunities to establish a parallel trail within the Highway 1 right-of-way and grade separated pedestrian crossings at locations along Highway 1.

BACKGROUND

The width of existing unused portions of the Highway 1 right-of-way is sufficient for development of a parallel pedestrian or multi-purpose trail. In addition, the Park and Recreation Division's Midcoast Recreational Needs Assessment endorsed construction of underground pedestrian crossings at select Highway 1 locations, and that preference was given to alignments that corresponded with existing stream culverts.

The development of a parallel trail in the Highway 1 right-of-way and/or pedestrian crossings at locations along Highway 1 would require the involvement and support of CalTrans. It would also require a public agency would take the lead as the project sponsor, such as C/CAG, Midcoast Community Council, or County Public Works Department.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Promote Highway 1 Trail Development Alternative** – Revise LCP policy to promote coordination with CalTrans to develop a pedestrian/multi-purpose trail parallel to Highway 1.
- **Promote Grade Separated Crossings Alternative** – Revise LCP policy to promote coordination with CalTrans to develop above or below ground pedestrian crossings at locations along Highway 1.
- **Condition CalTrans Projects Alternative** – Revise LCP to require that CalTrans' Highway 1 improvement projects be conditioned to require development of adjacent pedestrian access.

WORKSHOP OUTCOME

All of the workshop speakers endorsed all three alternatives.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Support the development of a commuter trail parallel and east of Highway 1, using the CalTrans right-of-way where feasible.
- Revise LCP policy to promote coordination with CalTrans to develop commuter trail parallel to Highway 1.

- Revise LCP policy to promote coordination with CalTrans to develop “safe crossings” at locations along Highway 1 (shown in the Midcoast Recreational Needs Assessment).
- Revise LCP policy to require that Highway 1 projects adjacent to the Midcoast be conditioned to require pedestrian access (refer to wording in letter and discussed at the workshop).
- Revise LCP Policy 11.27(e) to direct in-lieu fees to a Parks and Recreation account rather than the general fund.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Promote development of a multi-purpose trail within the Highway 1 right-of-way, i.e., Promote Highway 1 Trail Development alternative.
- Promote development of pedestrian crossings along Highway 1, i.e., Promote Grade Separated Crossings alternative. Consider the locations suggested by the Midcoast Community Council.
- Require CalTrans to develop adjacent pedestrian access for Highway 1 improvement projects, i.e., Condition CalTrans Projects alternative.

TASK 18 – Update and revise the Midcoast LCP Sensitive Habitats Map and policies to correct omissions and incorporate new data and cited resources.

BACKGROUND

Sensitive habitats are areas that host plants or animals which are either rare or have special ecological importance. These areas include: (1) habitats supporting “rare and endangered” species, (2) streams and creeks, (3) lakes and ponds, (4) riparian corridors and wetlands, and (5) game and wildlife reserves.

The existing LCP definition of sensitive habitats and Sensitive Habitats Map were prepared in 1979. The definition is limited by not including (1) federally listed endangered and threatened species, (2) State listed threatened species, and (3) the California Native Plant Society’s key protective designations. The map is limited by showing only information that was available in 1979.

The primary objective in updating the map was to prepare an accurate and usable resource without performing community-wide field reconnaissance. The methodology included consulting the most current U.S. Fish and Wildlife Service’s National Wetlands Inventory, California Department of Fish and Game’s Natural Diversity Data Base, site-specific biological reports, aerial photography, and local experts, as well as performing limited site visits.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain the existing LCP sensitive habitats definition and Sensitive Habitats Map.
- **Updated and Revised Definition Alternative** – Revise LCP sensitive habitats definition to include all federal and state endangered species listings, the California Native Plant Society’s key protective designations, the updated wetlands definition (Task 19), vernal pools, and additional unique species, including monarch butterfly roosting sites.
- **Updated and Revised Map Alternative** – Revise LCP Sensitive Habitats Map to reflect the updated sensitive habitats definition, based on data derived from the National Wetlands Inventory, Natural Diversity Data Base, biological reports, aerial photography and local expert site visits.
- **Clarify Purpose of Map Alternative** – Revise LCP policy to clarify that the purpose of the LCP Sensitive Habitats Map is to indicate where habitats may be located pending confirmation by a biological report.
- **Habitat Restoration Measures Alternative** – Revise LCP policy to require that biological reports include on-site habitat restoration/preservation measures for species recovery, even when the species is not present on the property.

WORKSHOP OUTCOME

55% of the participants endorsed all four alternatives calling for change to the map and definitions, although continued suggestions for map refinement were offered.

45% of the participants did not endorse any of the four alternatives calling for change. This group did not endorse the updated map, definitions, and revisions for reasons including that: (1) mapped areas are too extensive, (2) suspected sites should not appear on the map, and (3) habitat restoration measures proposal is not reasonable or feasible in the Midcoast.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Accept the proposed LCP Sensitive Habitats Map, definition of sensitive habitats and accompanying LCP policy revisions, i.e., all four alternatives calling for change.
- Amend the list of LCP Unique Species the following local endemic plants: San Mateo Tree Lupin, San Francisco Wallflower, Golden Linanthus, and Rose Linanthus.
- Implement a program to track and maintain new information on sensitive habitats as it is discovered, to be kept as an easily referenced addendum to the new map.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Amend the definition of sensitive habitats and LCP Sensitive Habitats Map, and related policy revisions that constitute the four alternatives calling for change.
- Amend the list of LCP Unique Species the following local endemic plants: San Mateo Tree Lupin, San Francisco Wallflower, Golden Linanthus, and Rose Linanthus.
- Collect and maintain new sensitive habitats information as it pertains to the LCP Sensitive Habitats Map. Consult such information when reviewing development requests, and as necessary, formally update the map through the LCP amendment process.

TASK 19 – Update and revise the LCP definition of wetlands.

BACKGROUND

Wetlands are generally lands on which water covers the soil or is present down to the root zone long enough for saturated (hydric) soils to form and for plants (hydrophytes) to grow which are adapted to this condition. Wetlands are valued for their role in purifying water by (1) filtering excess polluting nutrients and sediments, (2) controlling flooding by slowly releasing stored water to waterways and aquifers, (3) providing habitat to numerous threatened and endangered species, and (4) offering opportunities for people to view and photograph wildlife.

Although all wetland definitions embody the same general characteristics, regulatory agencies have developed specific definitions that vary in their scope. The primary distinction is whether water saturated land, hydric soils, and hydrophytes all have to be present to constitute a wetland or whether only one of these variables needs to be present.

The existing LCP wetland definition generally requires that water saturation be present to facilitate the formation of hydric soils or support hydrophytes, but specifically requires a wetland must contain at least a 50% cover of some combination of 12 specified hydrophytic plants.

The Coastal Commission uses a wetland definition that relies heavily on the State Department of Fish and Game regulations. Essentially, Coastal Commission defines a wetland as having at least one of the following attributes: (1) the land is predominately comprised of undrained hydric soil, (2) land periodically supports hydrophytes (>50% of the vegetation, or (3) land is not comprised of soil but is saturated or covered with water for a portion of the annual growing season.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain the existing LCP wetland definition.
- **Coastal Commission Based Alternative** – Revise the LCP wetland definition consistent with the definition used by the Coastal Commission.

WORKSHOP OUTCOME

55% of the participants endorsed the Coastal Commission Based alternative.

45% of the participants did not endorse the Coastal Commission Based alternative. This group did not endorse this revised definition for reasons including that (1) the definition is too broad and (2) there is no precedent for regulating manmade wetlands.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County accept the proposed wetland definition, i.e., Coastal Commission Based alternative, providing that the final paragraph is revised to read that soil may be poorly developed or absent as a result of . . . “disruption by mowing, disking, grading, pumping or other mechanical means.”

STAFF RECOMMENDATION

Staff recommends that the Planning Commission endorse the proposed wetland definition, i.e., Coastal Commission Based alternative,:

TASK 20 – Resolve policy conflicts and clarify ambiguous provisions.

BACKGROUND

This task identified instances where conflicts, inconsistencies or ambiguities in LCP provisions affecting Midcoast may exist. The report described, analyzed and proposed resolution of identified issues.

KEY ISSUES – WORKSHOP OUTCOME – RECOMMENDATIONS

- Least Visible Site – Clarify whether LCP Policy 8.5, requiring that development be located at the least visible site from a scenic road, should apply in the urban area. **63%** of the workshop participants endorsed applying the policy only to urban lands designated Agriculture and Open Space. The Midcoast Community Council recommends applying the policy only to urban lands designated Agriculture and Open Space, as well as on any parcel larger than 20,000 sq. ft. Staff recommends the policy be revised to apply to all rural lands and only urban parcels larger than 20,000 sq. ft.
- Safe Yield – Clarify whether the policy requiring safe yield applies to utility wells only or all wells including individual wells. **78%** of the workshop participants endorsed revising the policy to explicitly apply to all wells, including individual wells. The Midcoast Community Council also recommends revising the policy to explicitly apply to all wells, including individual wells. Staff recommends no change until Phase 2 of Midcoast Groundwater Study is complete.
- Rural Residential Density – Improve consistency between LCP density for Rural Residential area (1 unit/5 acres) and actual higher density found in the area. **86%** of the workshop participants endorsed merging contiguous lots in common ownership. The Midcoast Community Council recommends merging contiguous lots in common ownership to a minimum of 5 acres. Staff recommends consideration of merging contiguous lots in common ownership to the parcel size necessary for on-site water and wastewater requirements.
- Rural Residential Map/Policy Consistency – Correct inconsistency between LCP Policy 1.14 (which describes a smaller area as Rural Residential) and Map 1.1 (which shows a larger area as Rural Residential). **80%** of the workshop participants endorsed reducing the size of the Rural Residential area consistent with the policy, with the remainder to become Rural. The Midcoast Community Council also recommends reducing the size of the Rural Residential area consistent with the policy, with the remainder to become Rural. Staff recommends not reducing the size of the Rural Residential area, but rather revise the policy to be consistent with the map.
- Agriculture Area Map/Policy Consistency – Correct inconsistency between LCP Policies 5.2 and 5.4 (which excludes urban areas being designated Agriculture) and the Land Use Map (which shows urban areas designated Agriculture). **86%** of the workshop participants endorsed correcting the policy to retain existing lands designated Agriculture in the urban area. The Midcoast Community Council also recommends correcting the

policy to retain existing lands designated Agriculture in the urban area. Staff recommends revising the policies consistent with the map, thereby not changing the designation of existing urban lands designated Agriculture.

- Election Requirement – Clarify whether LCP Table 1.3, requiring an election to amend the density provisions of Agriculture and Open Space designated lands, should apply in the urban area. **40%** of the workshop participants endorsed applying the election requirement in the urban area, and **40%** endorsed inquiring with the authors of the ballot initiative Measure A to determine whether the election requirement was intended to apply in the urban area. The Midcoast Community Council recommends applying the election requirement in the urban area, consistent with existing policy for the rural area. Since this provision was enacted through the electoral and not legislative process, staff has no recommendation.
- Remaining Corrections/Clarifications – The remaining issues involve: (1) clarifying the types of permitted affordable housing, (2) improving the wording of farm labor housing site policies/map, (3) standardizing policy references to the LCP Land Use Map, (4) revising select policies to include a reference to LCP Land Use Map, (5) precluding oil and gas well drilling on RM-CZ and PAD zoned land, (6) correcting riparian corridor policy to eliminate an erroneous reference to wetlands, (7) removing ambiguities in biological report requirements, (8) adding scientific names for species, and (9) standardizing references to Sensitive Habitats Component policies. **Most/all** of the workshop participants endorsed these changes. The Midcoast Community Council also recommends these changes. Staff recommends these changes.

TASK 21 – Evaluate the County’s effectiveness in responding to tasks assigned to it by LCP policies.

BACKGROUND AND ANALYSIS

The Local Coastal Program includes policies which direct the County to perform specific tasks unrelated to administering LCP land use and zoning regulations. These policies typically involve follow-up measures such as monitoring or reporting on LCP implementation. Task 21 does not involve evaluating the County’s effectiveness in review of development proposals.

Planning staff believes that the County has effectively met most of the tasks assigned by the LCP. These include to: (1) consolidate lots in Seal Cove and Miramar, (2) request LAFCO to assign sphere-of-influence lines consistent with the urban-rural boundary, (3) establish process to discourage the creation of illegal parcels, (4) monitor the number of new residential units in the Midcoast, (5) request funding to monitor wells, (6) establish a trails program, and (7) designate approximately 40 acres as community park.

Planning staff also believes that the County has only partially met several tasks assigned by the LCP. These include to: (1) coordinate with SamTrans in developing a park and ride facility, (2) evaluate alternative affordable housing techniques, (3) reestablish the Coastal Access Acquisition and Development Fund, and (4) review planned public works projects.

WORKSHOP OUTCOME

The workshop speakers generally commented on the County staff assessment, and expressed a range of viewpoints regarding County adequacy in meeting the stated responsibilities. All speakers agreed that the partially accomplished tasks be completed as soon as possible.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Merge all lots in common ownership to the extent allowed by law (not solely lots in Seal Cove and Miramar).
- Markedly improve the process to discourage the creation of illegal parcels; file a “Notice of Violation” on deeds, when applicable.
- Actively work with Half Moon Bay toward establishing the stated park and ride facility.
- Explore methods to create affordable housing in existing neighborhoods, rather than confining it to the “designated sites.”
- Require that water wells be metered and that collected data be reported to the County annually.

- Reestablish the Coastal Access Acquisition and Development Fund.
- Secure capital improvement plans for future public works projects
- Improve urban trails planning.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission direct staff to complete all partially completed responsibilities as soon as possible. These include to: (1) coordinate with relevant agencies in developing a park and ride facility, (2) improve the evaluation of alternative affordable housing techniques, (3) reestablish the Coastal Access Acquisition and Development Fund, and (4) request and review planned public works projects.

TASK 22 – Evaluate whether the LCP should incorporate the Coastal Act development policies (Coastal Act Sections 30250-30254 or 30210-30264).

BACKGROUND

Task 22, as developed during the scoping sessions, is to evaluate whether to incorporate and include Coastal Act Sections 30250-30254 as LCP policy. At the community workshops, several participants indicated that the task should have included a wider set of Coastal Act sections.

In 1976, the State legislature adopted the Coastal Act as California's primary coastal planning policy. The Coastal Act designates the Coastal Zone boundary and establishes Statewide coastal land use policy, which places highest priority on protecting wetland and marine habitats, and preserving prime agricultural land.

The Coastal Act authorizes coastal counties to prepare a Local Coastal Program (or LCP), which is the local equivalent of the Act. It also requires that the Coastal Commission certify that a County's LCP incorporates or adapts all relevant Coastal Act provisions for local application. In 1980, the Coastal Commission certified the County LCP as conforming with the Coastal Act. As such, the policies of the LCP (not the Coastal Act) became and are the standard of review for proposed development in the unincorporated Coastal Zone.

Key Coastal Act requirements found in Sections 30250-30254 are:

- Locate new development close to existing developed areas.
- When not in existing developed areas, locate visitor-serving facilities in existing isolated developments or at selected visitor attraction points.
- Site and design development to (1) protect ocean and scenic coastal views, (2) minimize alteration of natural landforms, (3) be visually compatible with surrounding areas, and (4) be subordinate to the character of its setting in highly scenic areas.
- Minimize risks in high geologic, flood, and fire hazard areas, (2) avoid significant erosion, and (3) require protective devices near bluffs and cliffs.
- Protect special communities and neighborhoods, which are popular visitor destination points.
- Limit public works facilities to accommodate needs generated by permitted development.

Planning staff's analysis concludes that the existing LCP policies effectively conform to the related Coastal Act provisions of Sections 30250-30254.

Key additional requirements found in Sections 30210-30264 are:

- Development shall not interfere with the public's right of access.

- Provide public access from nearest public roadway to the shoreline and along the coast.
- Encourage the location and expansion of coastal dependent industrial facilities. Permit oil and gas development in accordance with specific conditions.

WORKSHOP OUTCOME

50% of the workshop speakers endorsed no change, i.e., not to include any Coastal Act sections as LCP policy.

50% of the workshop speakers endorsed including Coastal Act Sections 30210-30264 as LCP policy.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Adopt and incorporate by reference Coastal Act Sections 30200-30265.5.
- Adopt a revised version of Coastal Act Section 30007.5 to assure that resolution of LCP policy conflicts occur in a manner most protective of significant coastal resources.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Endorse no change, i.e., do not include the identified Coastal Act sections as LCP policy, particularly since: (1) Coastal Act consistency was required for LCP certification, (2) the existing LCP policies effectively conform to the provisions of the cited Coastal Act sections, (3) adding these sections to the LCP would essentially create redundancy, which is not a government objective, and (4) the LCP operates as the local equivalent of the Coastal Act, there could be conflicts related to existing local oil and gas policy.
- Enact a new LCP policy based on Coastal Act Section 30007.5 to assure that resolution of LCP policy conflicts occur in a manner most protective of significant coastal resources.

Task 23 – Develop impervious surface zoning standards and update LCP non-point surface runoff controls.

BACKGROUND

Non-point source pollution is contamination from diffuse sources, e.g., precipitation and surface runoff. Rainwater runoff can collect contaminants as it flows and deposit them in lakes, streams, marshes or coastal waters. Impervious surfaces, e.g., pavement, buildings and compacted soils facilitate non-point source pollution, while pervious surfaces increase the ability of land to retain water and reduce non-point source pollution, as well as erosion, sedimentation and flooding, and increase groundwater recharge.

Local government is required to control development related discharge through the National Pollutant Discharge Elimination System (NPDES) program administered by the Bay Area Regional Water Quality Control Board. In San Mateo County, the Board has issued C/CAG a NPDES Permit based on the existing Countywide Stormwater Pollution Prevention Program (STOPPP).

Existing STOPPP requirements include: (1) best management practices for development, e.g., berms to control runoff, planting vegetation to control erosion, permeable pavements, and drainage system improvements, (2) erosion and sediment control plans when discretionary permits are required, and (3) limiting land disturbance to the dry season. The zoning standard that comes closest to an impervious surface limit is the lot coverage limit, which applies to all buildings or structures higher than 18 inches, i.e., excluding ground level pavement and patio surfaces.

ALTERNATIVES

Among the alternatives discussed at the community workshops were:

- **Status Quo Alternative** – Maintain the existing STOPPP and future program improvements.
- **Impervious Limit Through Lot Coverage Alternative** – Establish 10% (parcel size) impervious surface limit that is incorporated into lot coverage limit and revise the lot coverage limit to include structures <18 inches in height.
- **Separate Impervious Surface Limit Alternative** – Establish a separate 10% (parcel size) impervious surface limit and apply it only to structures <18 inches in height.
- **Prohibit Winter Grading Alternative** – Prohibit any grading during the rainy season (October 15 to April 15), regardless of whether a grading permit is required.

WORKSHOP OUTCOME

All of the participants endorsed the Status Quo alternative.

All of the participants endorsed an approach similar to the Separate Impervious Surface Limit alternative, but were divided on its application, as follows:

- **12%** endorsed applying the 10% (parcel size) limit in all circumstances.
- **88%** endorsed applying the 10% (parcel size) limit, but permit additional impervious surface coverage when demonstrated that no added off-site drainage would occur, pending submittal of a professionally prepared site plan showing topography and drainage for County engineering review. Thereby, off-site drainage from impervious surfaces shall never exceed 10% of parcel size.

All of the participants endorsed establishing on winter grading limits/requirements, but were divided on the approach, as follows:

- **12%** endorsed the Prohibit Winter Grading alternative.
- **88%** endorsed permitting winter grading subject to rigorous site containment requirements that prevent erosion or sedimentation.

MIDCOAST COMMUNITY COUNCIL RECOMMENDATION

The Midcoast Community Council recommends that the County:

- Maintain the existing STOPPP best management practices defined in the County's NPDES Permit, and other existing controls of stormwater runoff (Status Quo alternative).
- Require that pavement and ground level impervious surfaces not exceed 10% of the parcel size in all zoning districts. In non-residential districts, allow this amount to be exceeded provided that a professionally prepared site plan can demonstrate to the satisfaction of County engineering that there is no additional off-site drainage runoff (variant of Separate Impervious Surface Limit alternative).
- Adopt operational policies to rigorously control and prevent erosion and sedimentation from construction sites. Compliance shall be demonstrated before any grading or ground disruption activity begins.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

- Maintain the existing STOPPP and future program improvements (Status Quo alternative).
- Establish a 10% (parcel size) impervious surface limit, but allow an exception for non-residential development only, providing that the off-site drainage does not exceed 10% (parcel size), subject to a professionally prepared site plan for County engineering review (variant of Separate Impervious Surface Limit alternative).
- Permit winter grading only when shown that rigorous site containment will occur to prevent erosion and sedimentation.

The workshop outcomes identified in the Summary Sheets reflect only the preference of those community members who participated at a given workshop. The outcomes may not represent the preferences of the entire community, nor future County policy. They, however, will be presented to the Planning Commission to assist in its recommendation to the Board of Supervisors.