



# Connect the Coastsides Presentation

## Workshop #3 Alternative Development-Potential Forecast and Transportation Performance Standards



October 22, 2015



# Meeting Agenda

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



# Review of Project Objectives



# What is Connect the Coastsides?

➔ 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



# Description of Changes in Project Scope and Schedule

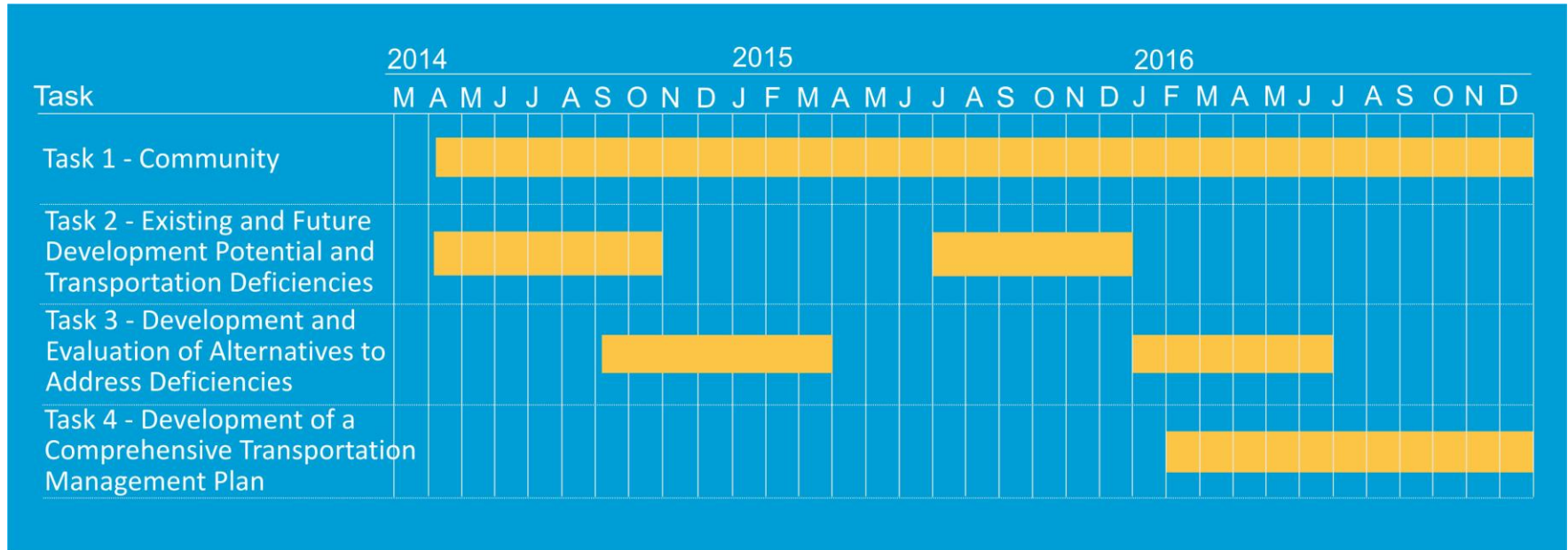


# Changes in Project Scope

- Changes resulted from community feedback received in Spring of 2015. The community wanted ...
1. Analysis of a more reasonable level of development potential than the “Full Buildout”
  2. Analysis of transportation needs and deficiencies based on multi-modal measures and standards – not just auto-oriented roadway measures
  3. More context-sensitive solution options – transportation and land use options
  4. More opportunities for community input
  5. More time to review project material in advance of workshops and other public meetings



# Revised Project Schedule



Workshop #1: Opportunities and Constraints - November 2014

Workshop #2: Alternatives - March 2015

Workshop #3: Alternative Development Forecast & Performance Standards - October 2015

Workshop #4: Revised Transportation Alternatives – March 2016

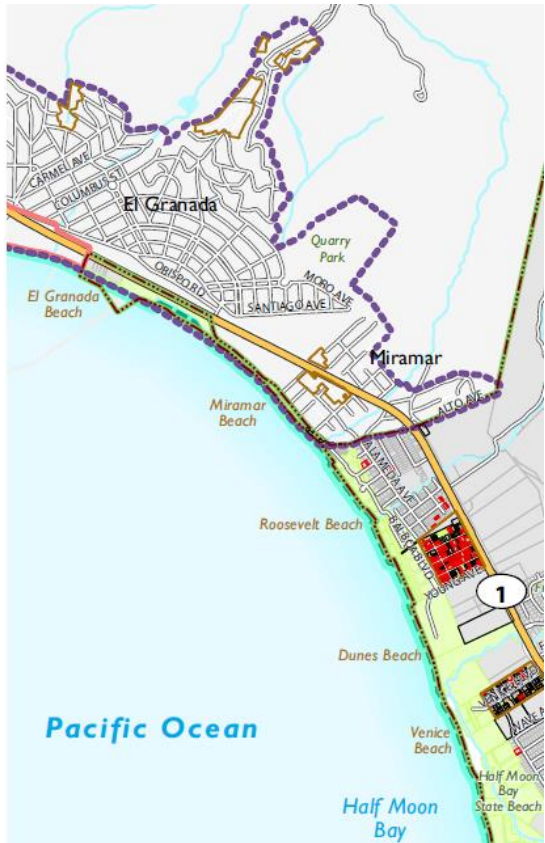
Workshop #5: Land Use Policy Concepts - April 2016

Workshop #6: Draft Plan - October 2016

**DKS**







# Consideration of an Alternative Forecast of Development Potential

Figure 5:  
CTMP Study Area

# Study Area

➔ CTMP Study Area extends from Devils Slide to south end of Half Moon Bay and from I-280 to the Ocean



Figure 6:  
Half Moon Bay Subarea

# Study Area

## ➔ Half Moon Bay Subarea

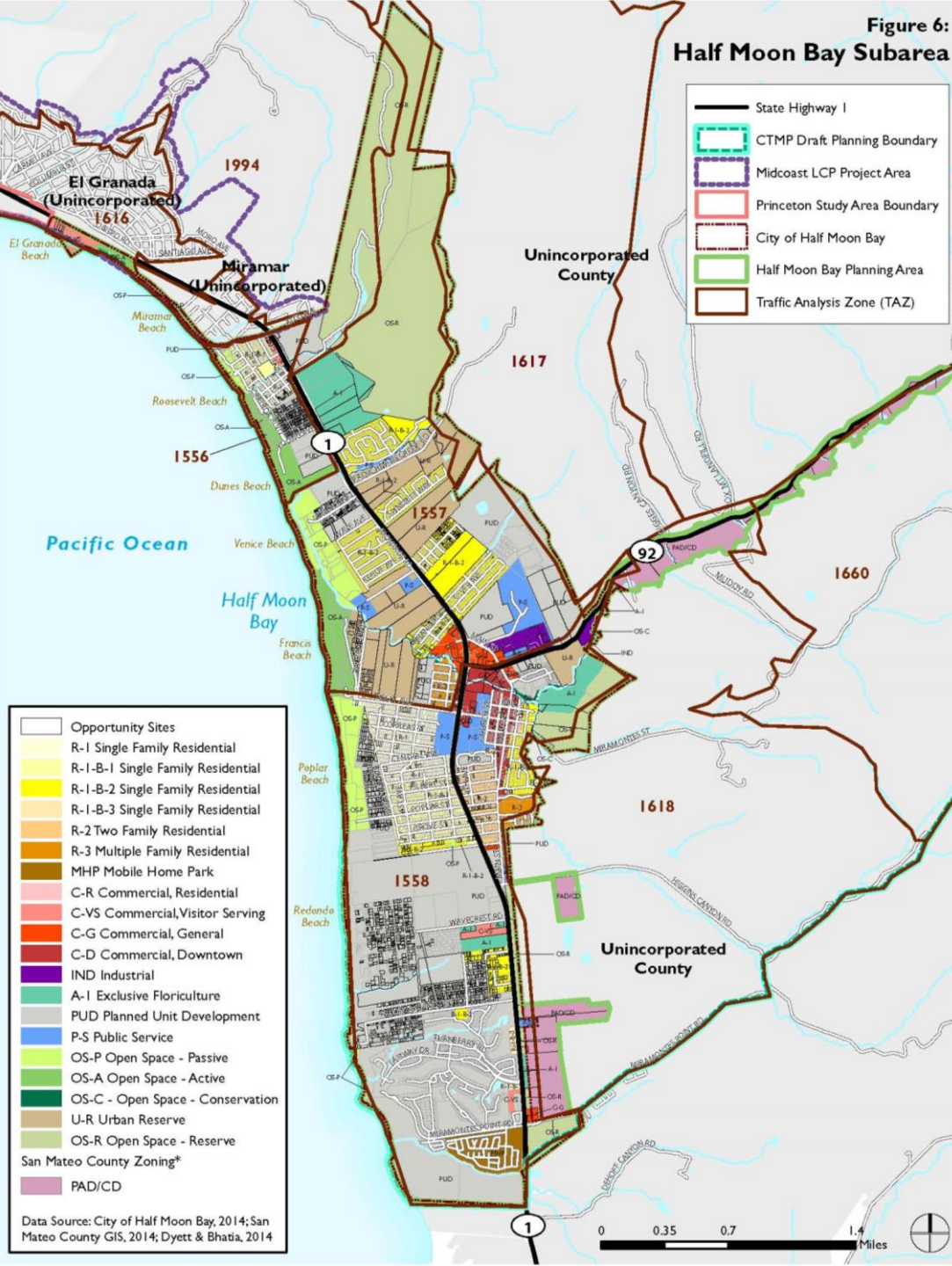


Figure 7: Princeton Subarea

# Study Area

## Princeton Subarea

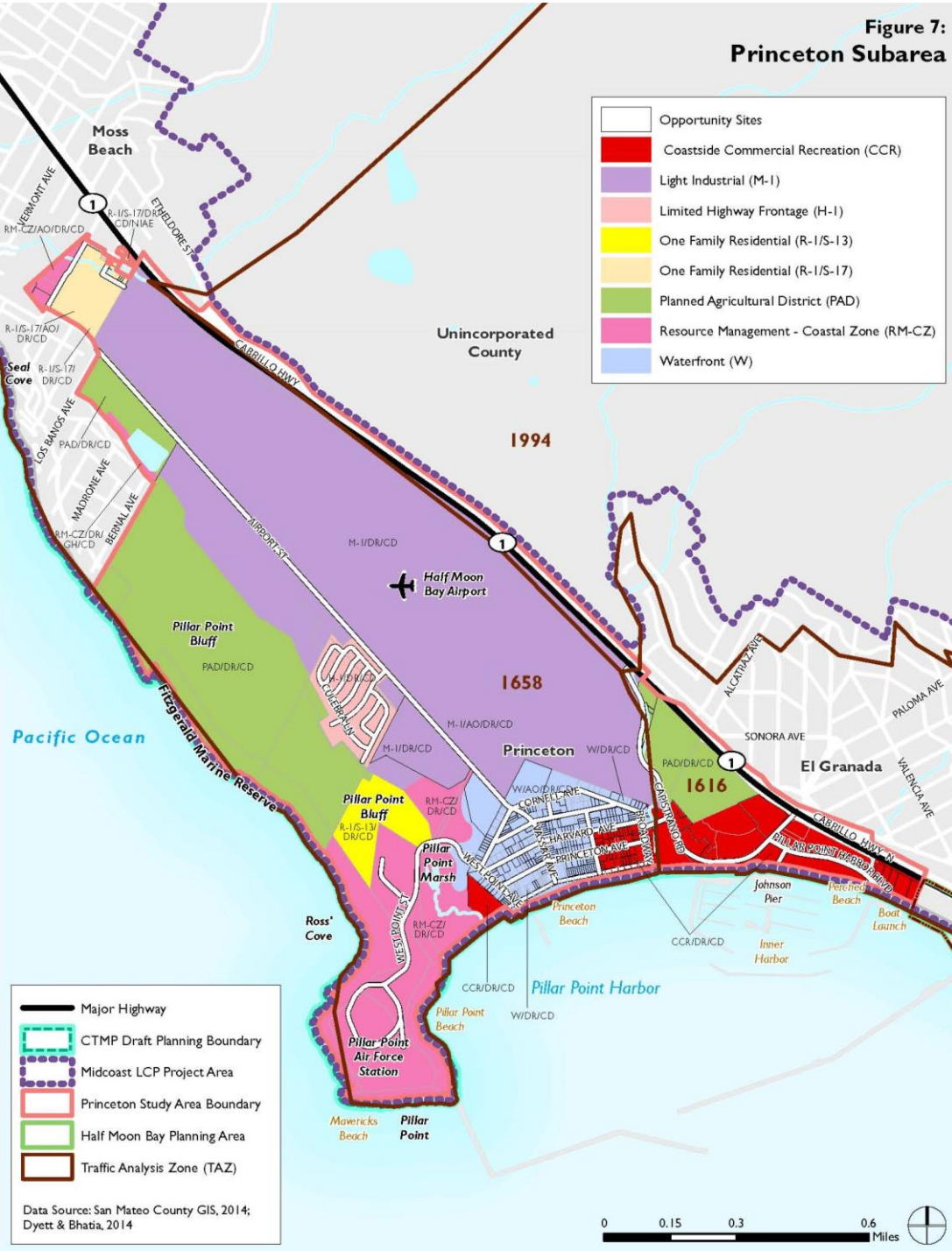


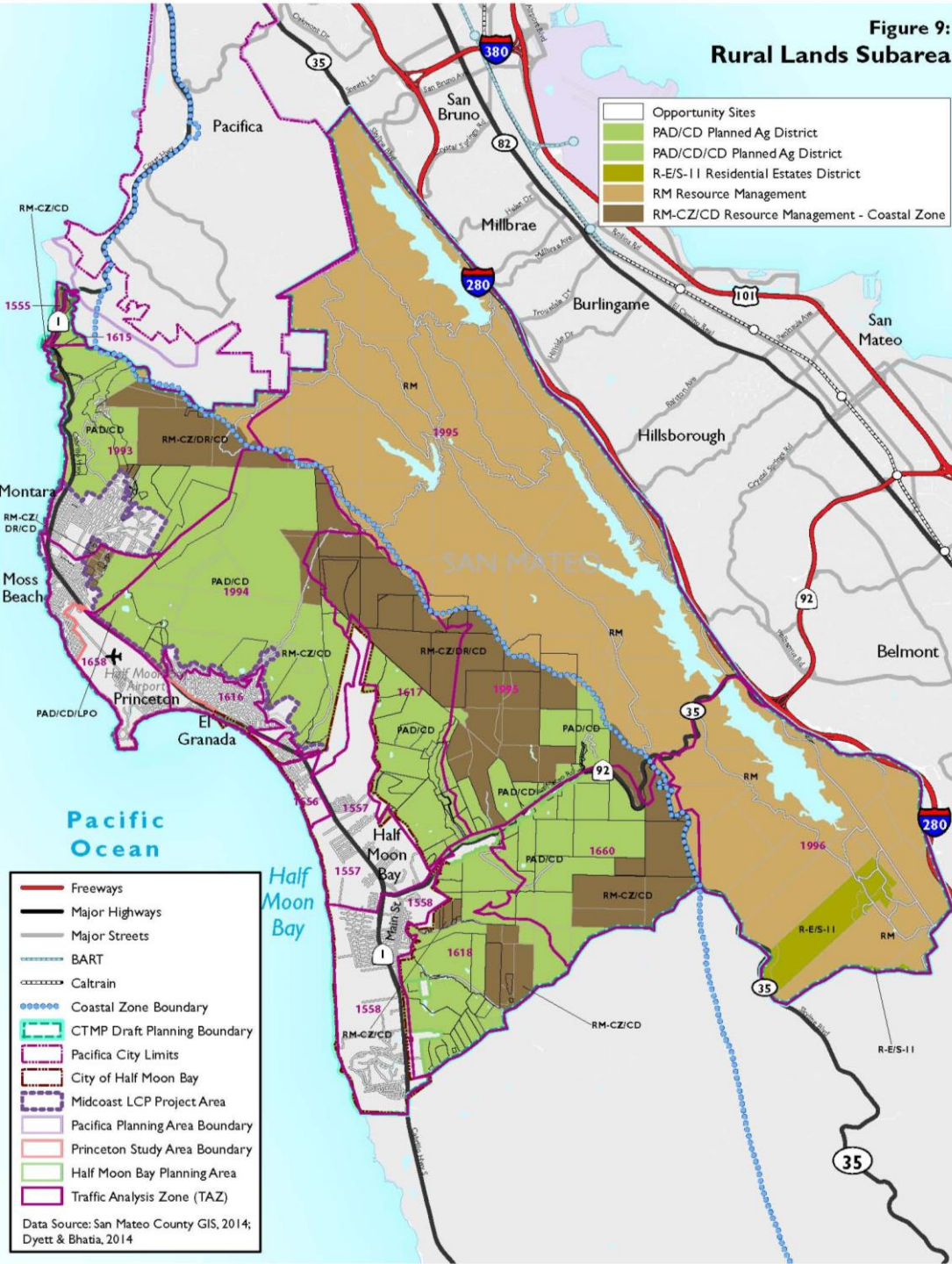
Figure 8: Midcoast Subarea

# Study Area

## Midcoast Subarea: Montara, Moss Beach, El Granada and Miramar



**Figure 9:  
Rural Lands Subarea**



# Study Area

➔ Rural Lands Subarea





# Consideration of an Alternative Forecast of Development Potential

## ➤ Assessment of Potential Development in the Study Area

- 25-year forecast
- To be used as baseline for CTMP
- Alternative to “Full Buildout” analysis presented in Fall 2014
- Updated data and assumptions



# Consideration of an Alternative Forecast of Development Potential

- **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 Forecast of Development Potential

- Constrained Development Potential 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 Forecast of Development Potential

## ➤ 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 were accounted for



# Constrained Forecast of Development Potential

## ➤ 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 Forecast of Development Potential

## ➤ 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



# Constrained Forecast of Development Potential

## ➤ Constrained Forecast of Residential Development Potential

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%)
<b>Total</b>	<b>8,781</b>	<b>7,498</b>	<b>1,283</b>	<b>10,750 (22%)</b>	<b>8,590 (18%)</b>	<b>1,868 (48%)</b>



# Constrained Forecast of Development Potential

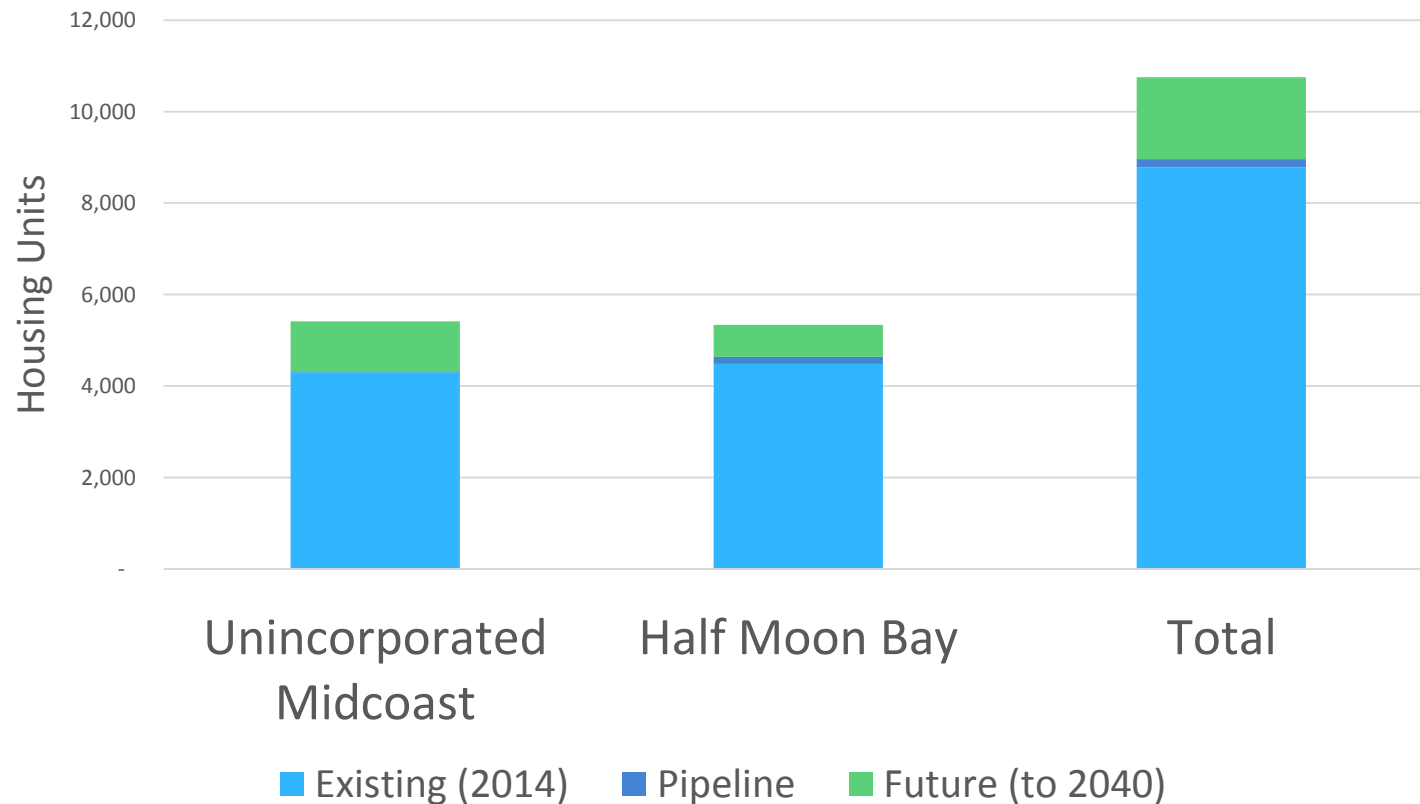
## ➔ Constrained Forecast of Non-Residential Development Potential

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



# Constrained Forecast of Development Potential

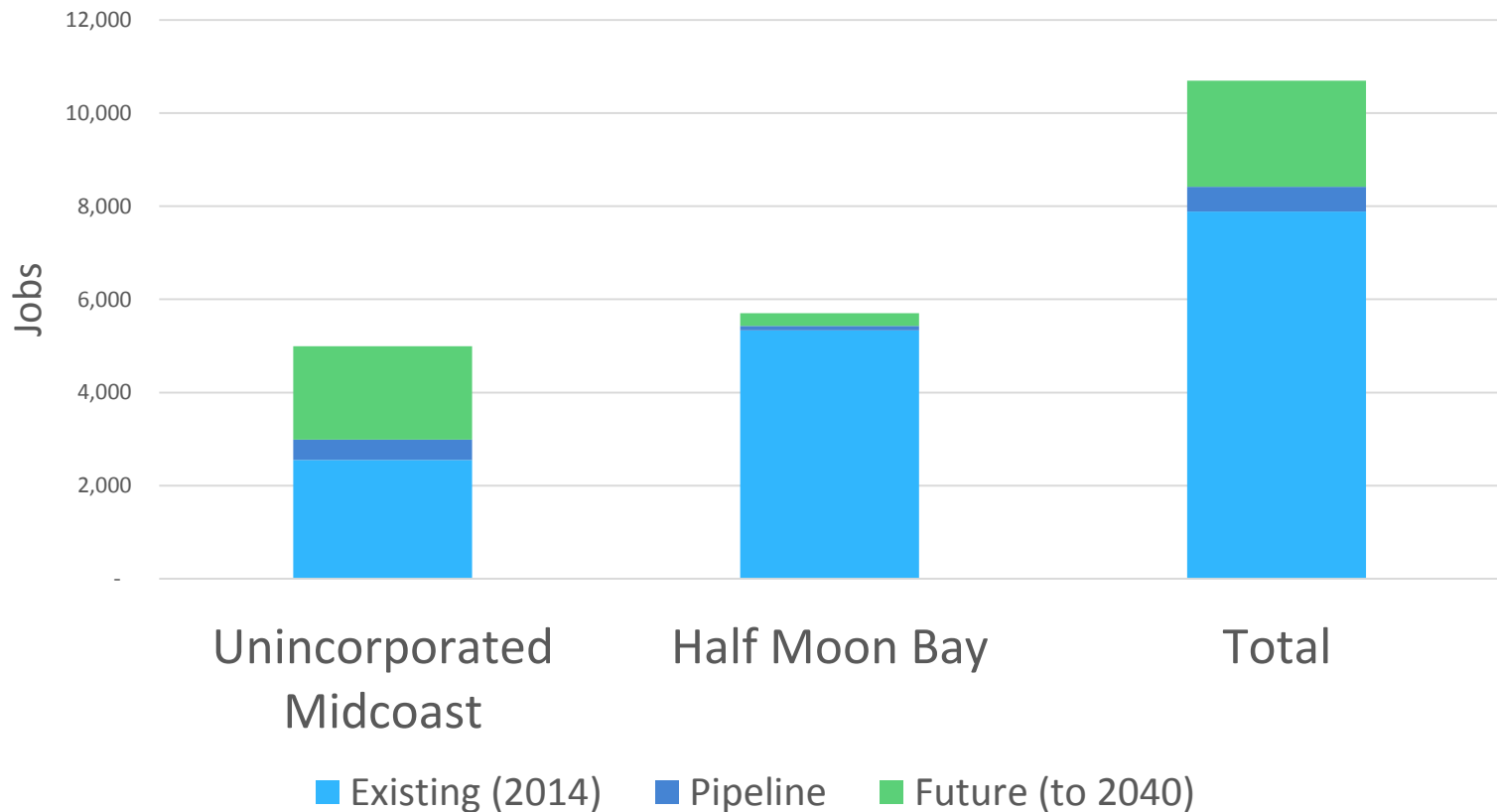
## ➤ Constrained Residential Development Potential





# Constrained Forecast of Development Potential

## ➤ Constrained Non-Residential Development Potential







# Consideration of Alternative Transportation Performance Standards



# 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 or modifications

- 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 standard
- Unsignalized: Apply current LOS 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 <sup>1</sup>	Pedestrian Conditions	Crossing Density (wait time < 45 sec)
< 20 (Low)	N/A	Bus Stops, Trail Heads, and Beach Access
21-30 (Medium)	PEQI > 40 <i>Basic Pedestrian Conditions</i>	Every ¼ mile
> 30 (High)	PEQI > 60 <i>Reasonable Pedestrian Conditions</i>	Every ¼ mile





# 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





# Next Steps

- Review of Community Input
- Presentation to San Mateo County Planning Commission – November 4
- Evaluation of Transportation Needs and Deficiencies with Alternative Forecast of Development Potential
- Development and Evaluation of Transportation and Land Use Strategies to Address Needs and Deficiencies
- Workshop #4 – March 2016

