Meeting Agenda

- Review of Project Objectives
- Description of Changes in Project Scope and Schedule
- Consideration of an Alternative Land Use Forecast
- Consideration of Alternative Transportation Performance Standards
- Next Steps
Review of Project Objectives
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
Workshop #1: Opportunities and Constraints - November 2014
Workshop #2: Alternatives - March 2015
Workshop #3: Land Use Forecast & Alternative Performance Standards - October 2015
Workshop #4: Revised Transportation Alternatives – March 2016
Workshop #5: Land Use Policy Concepts - April 2016
Workshop #6: Draft Plan - October 2016
Consideration of an Alternative Land Use Forecast
CTMP Study Area Extends from Devils Slide to South End of Half Moon Bay, I-280 to Ocean
Consideration of an Alternative Land Use Forecast

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

In generating Development Forecast we evaluated:

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

Constrained Development Forecast would account for:
- Midcoast and Half Moon Bay Growth Control Measures
- Market Projections for Half Moon Bay

Potential water and sewer constraints could change over time

Development trends and regional projections provide good yardstick
Zoning-based Buildout Used as Starting Point

Where is Future Development Likely to Occur?
- Vacant Land
- Underutilized Commercial Land
- Residential Land on Large Parcels

Density and Intensity Assumptions based on Typical Existing Development and What Zoning Allows

Current Development Projects Accounted For
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
**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 Residential Development Forecast

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Existing (2014)</th>
<th>Forecast Total (2040) (Percent Change)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Units</td>
<td>Single-Family</td>
</tr>
<tr>
<td>Unincorporated Midcoast</td>
<td>4,300</td>
<td>4,005</td>
</tr>
<tr>
<td>Half Moon Bay</td>
<td>4,481</td>
<td>3,493</td>
</tr>
<tr>
<td>Total</td>
<td>8,781</td>
<td>7,498</td>
</tr>
</tbody>
</table>
### Constrained Non-Residential Development Forecast

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Existing (2014)</th>
<th>Forecast New (Pipeline + Future)</th>
<th>Forecast Total (2040)</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jobs</td>
<td>Non-Residential Sq. Ft.</td>
<td>Jobs</td>
<td></td>
</tr>
<tr>
<td>Unincorporated Midcoast</td>
<td>2,551</td>
<td>1,154,800</td>
<td>2,443</td>
<td>4,994</td>
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<tr>
<td>Half Moon Bay</td>
<td>5,334</td>
<td>331,500</td>
<td>370</td>
<td>5,704</td>
</tr>
<tr>
<td>Total</td>
<td>7,885</td>
<td>1,486,300</td>
<td>2,812</td>
<td>10,698</td>
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</tbody>
</table>
Constrained Residential Development

- Unincorporated Midcoast
- Half Moon Bay
- Total

- Existing (2014)
- Pipeline
- Future (to 2040)
## Constrained Development Forecast

### Constrained Non-Residential Development

<table>
<thead>
<tr>
<th></th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unincorporated Midcoast</td>
<td></td>
</tr>
<tr>
<td>Half Moon Bay</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

- **Existing (2014)**
- **Pipeline**
- **Future (to 2040)**
Consideration of Alternative Transportation Performance 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
Recommendations

- LOS exemptions
  - Low minor-approach volumes
  - Segments that emphasize use of more than one mode
- Standards to ensure pedestrian and bicycle mobility, safety and comfort
- Standards to ensure sufficient transit service and parking
Roadway Segments
- Remove current capacity-based LOS standard
- Introduce Delay Index standard
  - Congested Travel Time vs Freeflow Travel Time

Intersections
- Signalized: Retain current LOS C standard
- Unsignalized: Apply current LOS D standard only if signal warrant is met
Walking Demand Score

- San Mateo County Comprehensive Bicycle and Pedestrian Plan
- Used to identify areas with potential pedestrian demand
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
## Recommendations

<table>
<thead>
<tr>
<th>Walking Demand Score&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Pedestrian Conditions</th>
<th>Crossing Density (wait time &lt; 45 sec)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 20 (Low)</td>
<td>N/A</td>
<td>Bus Stops, Trail Heads, and Beach Access</td>
</tr>
<tr>
<td>21-30 (Medium)</td>
<td>PEQI &gt; 40&lt;br&gt;&lt;i&gt;Basic Pedestrian Conditions&lt;/i&gt;</td>
<td>Every ¼ mile</td>
</tr>
<tr>
<td>&gt; 30 (High)</td>
<td>PEQI &gt; 60&lt;br&gt;&lt;i&gt;Reasonable Pedestrian Conditions&lt;/i&gt;</td>
<td>Every ¼ mile</td>
</tr>
</tbody>
</table>

<sup>1</sup>San Mateo County Comprehensive Bicycle and Pedestrian Plan
Alternative Standards - Bike

**Bicycle Environmental Quality Index (BEQI)**

- Intersection Safety
- Vehicle Traffic
- Street Design/ Bicycle Volume
- Land Use
- Perceived Comfort

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

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

<table>
<thead>
<tr>
<th>Minimum (daily) Ridership Required</th>
<th>Bus Stop with Bench</th>
<th>Bus Stop with Shelter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Standard used by Samtrans</td>
<td>125</td>
<td>250</td>
</tr>
<tr>
<td>Recommended Standard</td>
<td>25</td>
<td>100</td>
</tr>
</tbody>
</table>
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

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