

April 14, 2014

**Re: Road Improvements on Portions of Del Mar, Madrone, and San Ramon  
Avenues in the Seal Cove/Moss Beach Area – Project Update**

Dear Property Owner:

On March 27, 2014, the public comment period for the draft environmental document (“Draft IS/MND”) for this project closed.

As stated in our letter to you dated March 14, 2014, responses to the comments received by the Department of Public Works (Department) will be included with the Draft IS/MND for consideration by the County of San Mateo Planning Commission (Planning Commission). The Planning Commission is scheduled to consider certification of the Draft IS/MND and approval of a Coastal Development Permit at their meeting on April 23, 2014 at 10:00 am in the Board of Supervisors Chambers located at 400 County Center in Redwood City. The documents, including the responses to public comments, will be available on the Planning Commission website (<http://planning.smcgov.org/public-hearings>) on Thursday, April 17, 2014.

Based on our review of the comments, we thought it would be beneficial to provide additional or clarifying information at this time. Responses to the items listed below will also be included in the information available for the Planning Commission to consider.

**Request for Field Markings**

There was a request that the proposed road improvements be delineated in the field. The Department placed field markings on the above-mentioned streets during the week of April 7, 2014. As has been communicated previously, the proposed asphalt road surface is to be 16-foot wide centered within the public right-of-way with surface drainage features on both sides of each road. The inner-most markings placed in the field delineate the outside limits of the 16-foot wide asphalt road surface, which also marks the inner limits of the surface drainage features (biotreatment measures). The outer-most field markings delineate the outside edge of the surface drainage features. The enclosed “Typical Section” drawing depicts the road improvements within the road right of way and the locations of the field markings.

**Request Consideration of Reduced Swale Sizes**

To comply with the Municipal Regional Stormwater NPDES (National Pollutant Discharge Elimination System) Permit (Order R2-2009-0074) (MRP), issued by the California Regional Water Quality Control Board, specific biotreatment measures are required to be incorporated into the project.

The surface drainage features serve as the above-mentioned biotreatment measures and consist essentially of vegetated swales of



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widths varying from 3.5 to 5.6 feet with depths ranging from 0.35 to 0.6 feet along the outside edges of the roadway. A series of rock check dams are to be constructed across the swales in specific locations to retain the stormwater runoff and help facilitate stormwater treatment and infiltration. ***The widths and depths of the swales have been designed to meet the required stormwater treatment volumes for compliance with Provision C.3 Requirements of the MRP.*** As stated in our letter dated March 14, 2014, additional stormwater measures will be constructed at an alternate location (Carlos Street between Virginia and California Avenues) to comply with the stormwater requirements as accommodating all stormwater measures within the project limits was found to be infeasible due to the need for even wider swales.

**Request for Traffic Calming Measures and Signage**

**(1) Traffic Calming Measures:** Traffic calming measures such as speed humps and stop signs are only installed if a traffic analysis performed by the Department indicates the road or intersection meets certain criteria. Such analysis cannot be conducted until the roads have been constructed; therefore, traffic calming measures cannot be considered for this project at this time.

Once the project has been completed and upon majority resident request, a traffic analysis of the streets by the Department can be conducted. However, in order to allow traffic to settle into more consistent traffic patterns, such an analysis would not be conducted for a minimum of three months after the completion of the project.

**Speed Humps:**

The County has a **Residential Speed Control Device Program**, which requires the following:

- a) The 85<sup>th</sup> percentile speed on a street is at least 32 MPH. The 85<sup>th</sup> percentile speed is the speed at and below which 85 percent of all vehicles traveled during traffic count surveys, and is considered the standard for traffic engineering practice.
- b) Applies only to residential streets.
- c) Cannot be placed on a curve or a steep slope.
- d) Approved by emergency services and a majority of the residents.

Additional information regarding the County's Residential Speed Control Device Program requirements and process can be found on the Department's website under the "Information For Residents" tab at: <http://publicworks.smcgov.org/>.

**Stop Signs:**

The Department must perform a traffic analysis to determine if specific intersections meet required criteria before stop signs can be considered. An analysis regarding stop signs could be conducted after the project is completed and sufficient time has elapsed for traffic patterns to be established. Meanwhile, right of way rules still apply at uncontrolled intersections.

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- (2) No Parking Signs:** This will be evaluated upon completion of the Project, but “No Parking Signs” will not be installed as part of the project. Parking restrictions are generally initiated or requested by property owners. Upon receipt of such a request, including a description of the specific problem, the Department’s Traffic Section would evaluate the issue. After the roads have been constructed the Department will monitor the biotreatment measures for maintenance issues that may arise as a result of parking. If a no parking remedy is determined to be appropriate, the Department must make a formal recommendation to the Board of Supervisors for consideration and approval before parking restrictions can be implemented.
- (3) Signage to Points of Interest:** The Department may permit installation of these types of signs through an encroachment permit process. The request must come from the entity that is managing the specific resource to be signed. Such signs belong to the entity which was permitted to install the signs. The Department has no responsibility relating to the installation or maintenance of Points of Interest type signs.

If you have any questions, please contact Eric Chen, Wency Ng, or Gil Tourel of my staff at (650) 363-4100. They can also be reached via email at:

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Very truly yours,



James C. Porter  
Director of Public Works

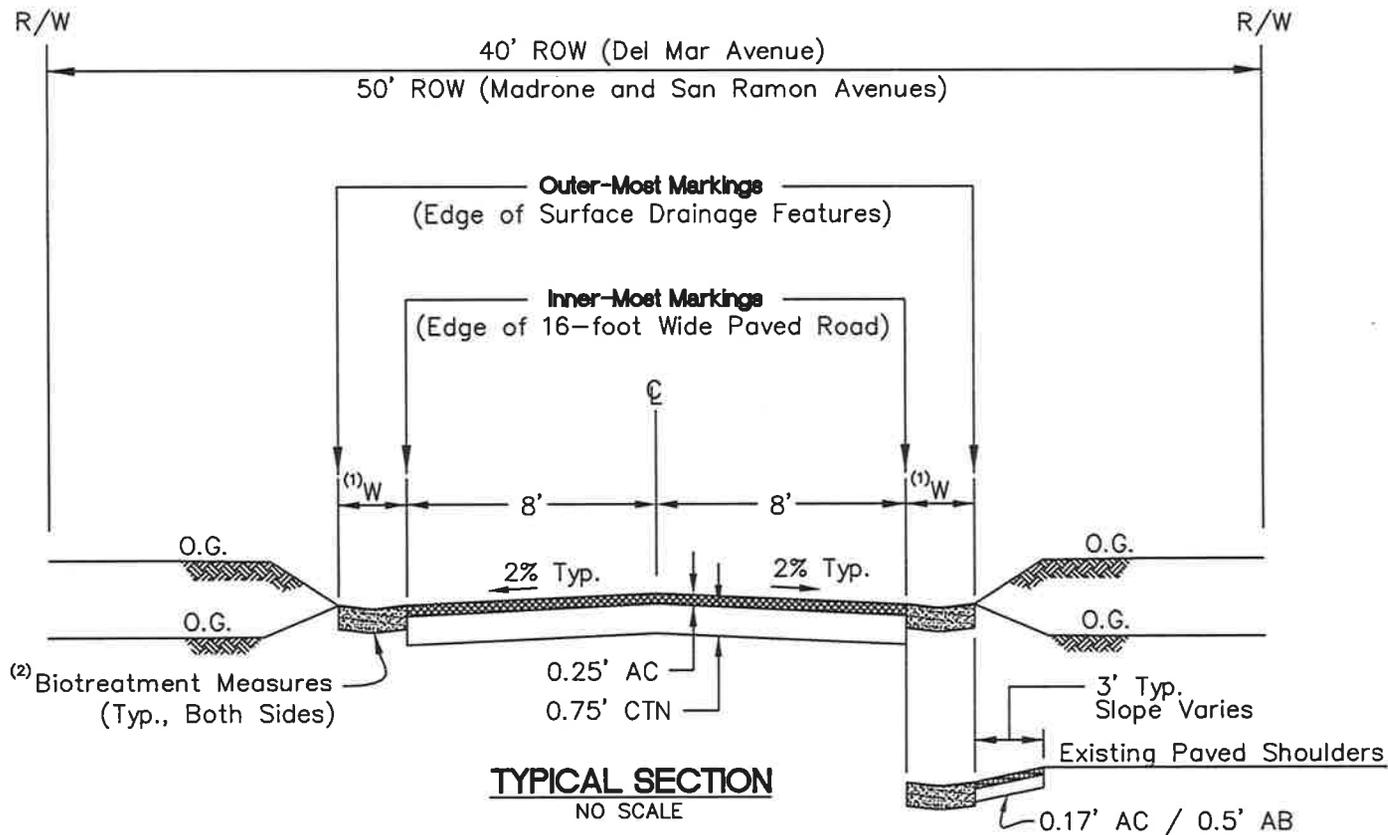
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[County Project No. P23G1]

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Encl: “Typical Section” drawing

cc: Supervisor Don Horsley  
Lisa Ketcham, Chair, MidCoast Community Council  
P.O. Box 248, Moss Beach, CA 94038  
Jim Eggemeyer, Director, Department of Planning and Building



**LEGEND:**

- AB Aggregate Base
- AC Asphalt Concrete
- CTN Cement-Treated Native
- O.G. Original Ground
- ROW Right-Of-Way
- Typ. Typical

**NOTES:**

- | (1) Street       | W    |
|------------------|------|
| Del Mar Avenue   | 5.6' |
| Madrone Avenue   | 3.5' |
| San Ramon Avenue | 5.0' |
- (2) The biotreatment measures are essentially self-retaining vegetated swales consisting of 0.17 Mulch over 0.50' of Amended Soil, with Rock Check Dams as needed and spaced at various intervals. Rock Check Dam spacing is dependent upon the slope of the road - the greater the road slope, the more frequent the interval.

FILENAME: F:\USERS\DESIGN\DD\4903000\Draw\Detail\PO LTR E4903 TYPICAL SECTION.dwg



DESIGNED BY: EPC  
 CHECKED BY: WN  
 DRAWN BY: EPC

**SEAL COVE ROAD IMPROVEMENTS ON  
 DEL MAR AVENUE, MADRON AVENUE AND SAN RAMON AVENUE  
 TYPICAL SECTION**

SCALE: AS SHOWN  
 DATE: APRIL 2014  
 FILE NO: 1/4903

JAMES C. PORTER, DIRECTOR OF PUBLIC WORKS  
 SAN MATEO COUNTY

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