

April 27, 2005

Mr. Thomas Dempsey
Project Officer, Golden State Section
California State Parks
Office of Grants and Local Services
P.O. Box 942896
Sacramento, CA 94296-0001

Re: Roberti-Z'Berg-Harris Grant Application of Half Moon Bay (December 10, 2004)
Specific Traffic Concerns of Residents

Dear Mr. Dempsey:

Concurrent with this letter, other residents of Half Moon Bay have written you to advise you the city's application contains certain serious misrepresentations of fact. This letter expresses the same level of concern, but is focused upon traffic and the broader topic of ingress and egress to the site (and therefore its usability for the purposes intended). We urge you not to further process the grant application until you are professionally satisfied that you have been told the whole truth about the traffic situation. To date, you have not, and in fact the most important data has been artfully obscured by the city and its counsel.

Proposed Park Uses and Questions Raised

The Application makes clear its primary purpose is funding for development of soccer fields and similar high-intensity team sport uses at pages 4, 6, 7, 9 and 14. The second line of the Project Summary banners "The lack of public soccer fields..." which reinforces the primary purpose of the Application. It is axiomatic that most of the usage would occur on weekends, when contestants are not in school or working. At the same time, the Application states "estimated annual visitation of the park is over 100,000 people, or 500,000 hours of use" (p. 7, under "Estimated Number of Users"). *What you were not told in the Application and what you must realize is the only entrance and exit to this park will be a 500-yard long street (Stone Pine Road) which is too narrow for parking and which offers no off-street parking at all. In light of this obstacle, the following questions must be asked concerning the Application:*

- Where is the park situated in relation to concentrations of population? Is it within walking distance?
- Is onsite parking adequate and if not, where will users park?
- Can these problems be effectively mitigated, or would the mitigation measures unavoidably and materially disadvantage other residents of the community?
- Has the city treated these issues in an open and above-board manner?

The Park is Not Situated for Walkers; Most Users Must Drive

We are not aware that a site visit by your office has been conducted or this question

would have answered itself. The park is not centrally located in any realistic sense of the word. The "service area" covers a number of miles along the San Mateo County coastline, and to say that it is "centrally located within the Service Area" (Application, p. 10) doesn't answer the issue. Concentrations of population only begin at a distance of about a half-mile from the site. The heaviest expected users live considerably further, some within bicycle distance, but the vast majority dependent upon automobiles. The application gives you virtually no actual data on usability, and the plain fact is that the park site is remote to most of the Service Area and is not currently integrated into any existing traffic circulation designs.

Onsite Parking is Inadequate and There Are No Available Mitigation Measures

This is a howling deficiency in the Application. The Application proposes on site accommodation for 50 vehicles. The narrow road (Stone Pine Road) which is the sole ingress and egress enables no curb parking. The road cannot be widened. The only two other parking areas along the street are the Post Office (which would strenuously object to such usage) and the small strip center at the foot of Stone Pine, which would similarly object if it were not fully parked up anyway (which it is). Equally important is the fact that the next available street is Main Street, upon which there is no parking north of the Stone Pine intersection nor for 150 yards South of the intersection; beyond that, there is diagonal street parking which is heavily used during the weekend hours which are core to the proposed park usage. A site visit would immediately show your Department that the parking problem here cannot be mitigated within at least a half-mile of the park site. Is that sufficient for most park users? Clearly not.

This is not merely argument. The city has in its possession traffic studies on all the major intersections in the area which amply demonstrate how badly degraded the level of service is at all the major intersections in the area, particularly on weekends. In the interests of full and adequate disclosure, the city should have made reference to these studies. It should be of interest to you that the studies have been illegally withheld from production under a very specific public records demand made to the city by the Cypress Cove Townhomes Association, forcing that entity to prepare for institution of court proceedings to get them. We think that the city's motive was, at least in part, to hide the traffic studies from your agency. You should demand them—all of them.

Pursuing this further, if your grant were made, enabling the park to be built, where would users then park? Stone Pine Road bisects the Cypress Cove townhome project, with its 128 dwelling units. The streets within this project (Erin Lane and Patrick Way) are private and so marked, but this would be the obvious place to attempt to park, particularly for short stays. Can this be adequately policed? Absolutely not! The city of Half Moon Bay has no traffic or parking control jurisdiction on any of the private property along Stone Pine. This throws the problem back on the property owners to hire private security services to enforce parking controls at immense cost. This is hardly fair, and your Department must take this into account.

The city has also ignored the implications of foot and bicycle traffic through the two private residential streets, Erin Lane and Patrick Way. These streets were designed for homeowner ingress and egress, have limited sidewalks, and no bicycle lanes. As Stone Pine becomes overburdened it should be expected vehicles, bicycles and foot traffic will divert to the

private streets in their search for outlets. The safety considerations of this cannot be understated. The hazard control alternatives for the Cypress Cove Townhome Association are limited and should have been considered by the city as part of their impact analysis.

Finally, and although this may have been covered in other correspondence, the city has moved its corporation yard to the park site and heavy equipment now regularly rumbles up and down Stone Pine. This industrial traffic will, by design, flow around the athletic fields proposed in the Application. The presence of such heavy equipment traffic and its effect upon usage is not discussed at any length in the Application.

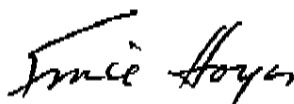
The City Has Not Treated These Issues Openly

In a parallel application for a Youth Soccer Grant, also under consideration by your Department, the city was required to submit a Draft Initial Study treating all of the normal areas under CEQA. We call your attention to this. The traffic problem is acknowledged as being of the highest significance at pp. 25-26 of the Study, and it is also admitted at p. 27 that there will be inadequate parking capacity. The conclusion is echoed in the finding that there potentially will be significant negative impact, found at p. 31. One must ask why the city "skated" these issues by extremely superficial treatment in your Application. We assert that it is for the same reason that the city has illegally withheld review of traffic studies admittedly in its files. This combined with the unavoidable conclusions reached from the other correspondence you have received from citizens, demands that your Department begin asking the right questions.

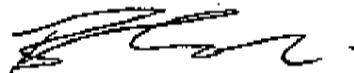
In summary, it is our opinion that the purposes of the Roberti enabling legislation and the rights of local residents are being systematically ignored by the Half Moon Bay City Council in connection with this Application.

Please stop this grant application in its tracks. Thank you for your time and attention to the needs of the citizens.

Very truly yours,



Ernie Hoyer
17 Erin Lane, Half Moon Bay 94019



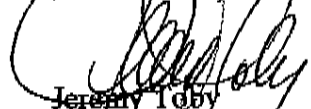
Brian Colucci
142 Patrick Way, Half Moon Bay, CA 94019



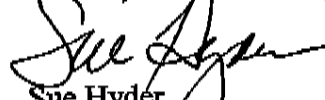
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Jeremy Toby
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51 Patrick Way, Half Moon Bay, CA 94019

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**cc: Mr. John Schmill, Office of Grants and Local Services
Supervisor Richard S. Gordon, San Mateo County Board of Supervisors
The Honorable Gene Mullin, California House of Representatives
The Honorable Jackie Speier, The State Senate, Sacramento
W. Stephen Wilson, Tobin & Tobin**