

**CALIFORNIA COASTAL COMMISSION**

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May 15, 2026

Attn: Larry Bonner  
Brand Chief, Office of Environmental Analysis  
Caltrans, District 4  
111 Grand Ave #300  
Oakland, CA 94612

**Subject:** Approval of Draft Parking Plan with Conditional Acceptance (CDP A-2-SMC-24-0010/A-2-HMB-24-0025), Multi-Asset Roadway Rehabilitation Project, San Mateo County

Dear Mr. Bonner,

Thank you to you and your team for developing an updated draft Parking Plan for the Surfer's Beach area as required by Special Condition 2 of CDP A-2-SMC-24-0010/A-2-HMB-24-0025. We truly appreciate the collaborative effort over these past several months to come up with a solution to meet the permit condition of providing 75 parking spaces near Surfer's Beach. We are also very glad we were able to find a solution to balance those access needs while supporting the creation of new bike lanes along Highway 1 through this stretch, which we consider a very valuable improvement for this area.

As you know, your final draft plan includes support for the Harbor District to develop a new public parking area west of Highway 1 with roughly 90 public parking spots, approximately 0.3 miles from Surfers Beach that will be connected by the existing coastal trail here. The plan also includes our collective work with the Harbor District to increase public parking at the parking lot immediately north of Surfers Beach with 11 public spots. And the plan includes improvements to the existing dirt lot directly across the highway from Surfers Beach that currently provides informal beach parking, as well as additional improvements such as improved wayfinding signage.

Regarding the dirt lot, two points stand out. First, we continue to advocate that Caltrans or a future owner provide signage encouraging users to use the crosswalk at the intersection of Highway 1 and Coronado Street, and that space be left clear east of the bike lane for pedestrian access to that crosswalk from the dirt lot. We understand that at this time Caltrans cannot make those improvements for legal reasons, but we believe this will be a continuing need here.

Secondly, as we have discussed, the Granada Community Service District (GCSD) is currently designing a community park to be constructed on the Burnam Strip along Obispo Road which has the potential to remove access to Caltran's dirt lot from Obispo Road. This is at the same time that the new bike lanes and guardrail in your project will remove access from Highway 1. The GCSD project has not come forward as a CDP application with the county and therefore designs are not final. Staff have met with GCSD and indicated the need to maintain some form of access to that dirt lot in order to preserve that parking as a needed feature under Coastal Act public access policies. However, it is possible that the GCSD plan moves forward and eliminates the access to the Caltrans dirt lot that you are improving as part of this plan. As we discussed with you, if the community park is built and vehicle access to the dirt lot is no longer feasible via

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Obispo Road, Caltrans will need to work to either 1) provide access from Highway 1, or 2) provide equivalent parking in another nearby area, or 3) develop some other solution.

I also note here that Special Condition 2 states that if the new public parking improvements are not implemented in a timely fashion, Caltrans shall return the informal shoulder parking on Highway 1 and complete or fund an off-highway bike and pedestrian path that provides cycling access through the Surfers Beach Corridor. In the event the GCSD plan blocks access to the dirt lot and Caltrans is not able to provide access to that lot from Highway 1 or find other equivalent parking, this clause of the Special Condition will become applicable on Caltrans and Caltrans will need to complete those obligations.

Lastly, we note again that all of these efforts are short-term solutions, and set against your Surfers Beach Sea Level Rise Adaptation planning effort. This effort was required by CDP 1-98-057-A3, and again by Special Condition 3 of this CDP that also requires to include adaptation solutions that maintain adequate levels of public parking in the area sufficient to meet public demand. We continue to think that parking concerns will be resolved by the Long-Term Adaptation planning for this area and we continue to strongly encourage Caltrans to continue moving that effort forward expeditiously.

With those conditions and thoughts, the Executive Director approves the submitted draft parking plan to be implemented. Please prepare a final draft for public distribution and provide it to interested members of the public for their review.

Again, thank you for all your effort in developing an approvable plan that balances multimodal access with coastal public parking. We look forward to working with you to implement these additional parking improvements, seeing the bike lanes constructed, and developing a long-term adaptation plan for Highway 1 along this corridor that continues to provide adequate parking access and multimodal access.

Sincerely,

*Melba Policicchio*

Melba Policicchio  
North Central Coast Transportation Analyst

cc: Kelly Ma, Project Manager, Caltrans District 4  
Chanda Singh, Senior Planner, San Mateo County Department of Planning  
Jim Pruett, General Manager, San Mateo County Harbor District