

Draft

Dunes at Half Moon Bay Specific Plan

September 6, 2019



**Prepared by
EMC Planning Group**

DRAFT

DUNES AT HALF MOON BAY SPECIFIC PLAN

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Introduction

The Dunes at Half Moon Bay Specific Plan (“specific plan”) is a tool for guiding future development of the Dunes Beach/Surf Beach Planned Development site (“plan area”). As described in more detail below, a specific plan is required by the City of Half Moon Bay as a part of the entitlement process for sites designated Planned Development in the City of Half Moon Bay Local Coastal Program Land Use Plan (LUP), as amended in 1993. The plan area is designated Planned Development in the LUP. Surf Beach Partners LP and VG Investments (hereinafter “applicant”) have submitted applications to Half Moon Bay that if approved, would allow the plan area to be developed. A Planned Unit Development application is one of the applications. A specific plan is a required component of the Planned Unit Development application.

The specific plan addresses fundamental elements of site and development planning, as reflected in the following list of specific plan chapters and the topics addressed therein:

Chapter 1 – Introduction - setting, purpose, relationship to other plans, consistency with the City of Half Moon Bay Local Coastal Program;

Chapter 2 – Land Use Plan - land use types allowed, development capacity, development standards, and design guidelines;

Chapter 3 – Mobility Plan - vehicular, and pedestrian and bicycle access planning;

Chapter 4 – Conservation Plan - visual resources, water conservation, energy conservation and greenhouse gas emissions, coastal hazards, biological resources, agricultural resources, and cultural resources;

Chapter 5 – Infrastructure and Services - water supply plan, wastewater plan, storm water/water quality plan, and public services; and

Chapter 6 – Implementation Plan - specific plan administration, individual project entitlements and environmental review, development phasing, maintenance, and funding and financing.

The first sections of Chapters 2 through 5 include principles that guide the content of these chapters. As a whole, these principles capture the intent of planning guidance included in each chapter. Each of the chapters concludes with a set of policies. The policies provide specific direction for how development is to be implemented given planning issues identified in the body of the chapter.

1.1 Surf Beach/Dunes Beach Setting

Existing Features and Conditions

The plan area is located west of Highway 1 in northern Half Moon Bay. [Figure 1-1, Regional Location](#), presents the regional location of the plan area. The plan area encompasses

approximately 48 acres, consisting of areas north and south of Young Avenue. The specific plan boundary is identified in [Figure 1-2, Plan Area Location and Boundary](#).

The plan area is bisected by Young Avenue, an 18-foot paved access road connecting Highway 1 with the Dunes Beach public recreation area and the California Coastal Trail, both located to the west. Dunes Beach is part of the broader Half Moon Bay State Beach. The plan area is gently sloping with elevations between 30 feet in the northwest portion and 57 feet near Highway 1 in the southeast.

The plan area is divided into 206 legal parcels; 200 parcels north of Young Avenue and six parcels south of Young Avenue. A 200-lot subdivision was approved for the approximately 22 acres north of Young Avenue over 100 years ago and remains a legal subdivision. The subdivision, known as the Surf Beach Tract, was created at the same time as the neighboring City of Naples and Miramar Beach residential subdivisions, in anticipation being similarly developed with individual homes. Two homes have been constructed on a total of five of the lots that front on Highway 1. No other development has occurred north of Young Avenue. Twenty of the lots are owned by the Coastside Land Trust and eight lots are owned by others, including one owned by the City of Half Moon Bay. The City has no

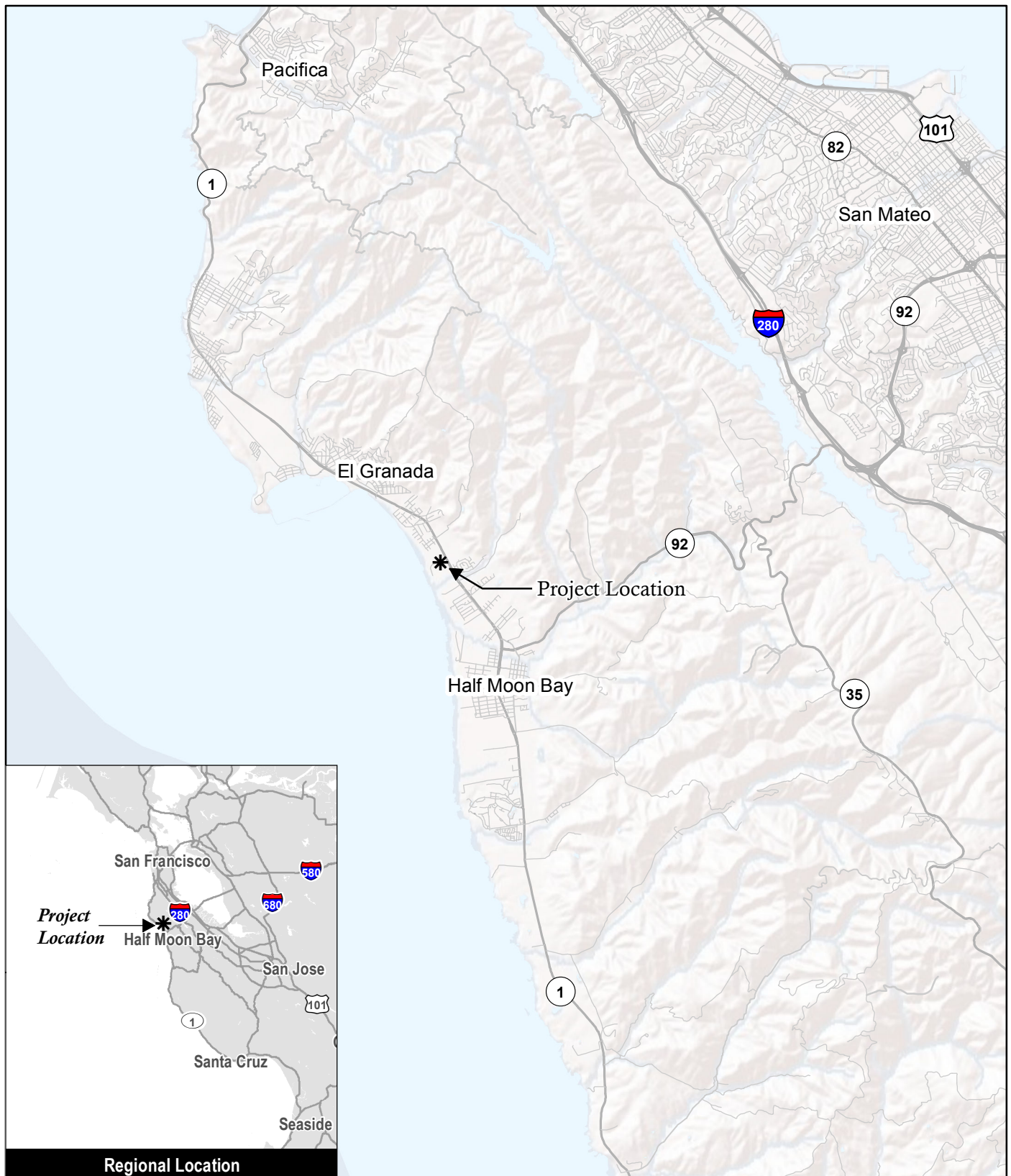


known intended use or purpose for the lot it owns. The applicant owns the remaining 167 Surf Beach Tract lots and has intermittently dry-farmed them for the past few decades. [Figure 1-3, Existing Conditions](#) shows the existing lot configuration as well as other information about existing conditions within the plan area described below.

The six parcels on the approximately 26-acre portion of the plan area south of Young Avenue are owned by the applicant. The eight-acre parcel adjacent to Young

Avenue is occupied by a private horse training facility and associated out buildings. A three-acre parcel fronting Highway 1 contains a single-family home with associated out buildings. The remainder of the 26-acre area is unimproved and occasionally hobby-farmed by the applicant with beans, pumpkins, and artichokes.

There are no surface water features within the plan area. A stand of cypress trees lines the north side of Young Avenue. Eucalyptus and cypress trees line much of the western side of Highway 1 north of Young Avenue. A stand of eucalyptus trees also lines a segment of the Highway 1 frontage at the southeastern corner of the plan area as do other types of vegetation. There are no sensitive biological resources within the plan



Source: ESRI 2019

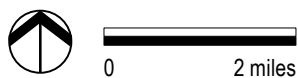


Figure 1-1
Regional Location
 Dunes at Half Moon Bay Specific Plan

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Source: ESRI 2019, San Mateo GIS 2018



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Project Boundary

Figure 1-2

Plan Area Location and Boundary

Dunes at Half Moon Bay Specific Plan



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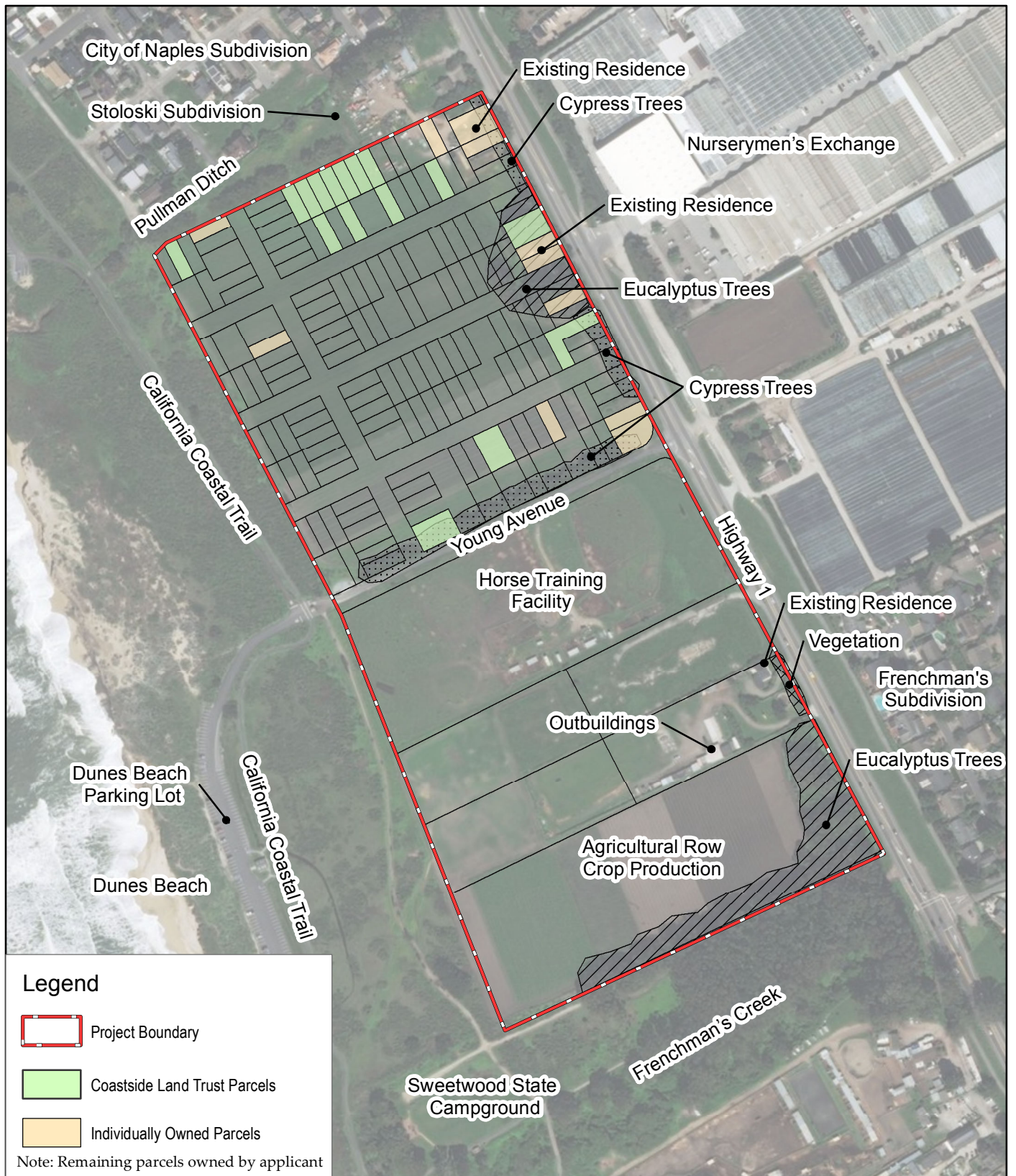


Figure 1-3

Existing Conditions

Dunes at Half Moon Bay Specific Plan

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area. Please refer to the discussion of biological resources in Chapter 4, Conservation Plan, for more information.

An Envirosearch report was run for the plan area to determine whether known hazardous conditions exist within it. This government records report uses a wide array of available databases and information sources to identify known hazardous conditions including hazardous waste, flood and fire hazards, geological hazards and other land use limitations information. No known hazardous conditions were identified.

Adjacent Land Uses and Features

The plan area is bounded on the west by Dunes Beach (a component of Half Moon Bay State Beach). The California Coastal Trail runs parallel to the western boundary of the plan area. North of Young Avenue, the Coastal Trail is approximately 100 feet from the western boundary of the plan area. South of Young Avenue, the Coastal trail is about 350 feet from the western boundary of the plan area. The Dunes Beach parking lot and the ocean are west of the Coastal Trail. Highway 1 borders the plan area on the east. Agricultural uses including greenhouses, a wholesale nursery, the Nurserymen's Exchange, and a residential subdivision are located across Highway 1 to the east. The Sweetwood State Campground and Frenchman's Creek are adjacent to the plan area on the south. To the immediate north are the four-lot Stoloski residential subdivision, Pullman Ditch, and the City of Naples residential subdivision.

1.2 Specific Plan Purpose and Content

Purpose

The purpose of the specific plan is to systematically and comprehensively implement LUP land use and development provisions pertaining to the Surf Beach/Dunes Beach Planned Development plan area. The plan area carries a designation of Planned Development District, as delineated on the Land Use Map of the LUP. The City of Half Moon Bay Zoning Map shows that the plan area is zoned Planned Unit Development (PUD). These designations are shown in [Figure 1-4, Existing Land Use Designation and Zoning](#), as are the zoning classifications of lands adjacent to the plan area. In concept, a PUD district provides land use flexibility to promote development integration with the plan area and its natural surroundings. The specific plan serves these purposes by providing specific guidance regarding land use type and intensity, circulation and mobility, conservation and management of resources, infrastructure and public services, and development implementation and phasing. The specific plan also includes development regulations and design guidelines that implement the land use vision for the plan area.

The specific plan will be used by developers of individual future projects within the plan area in designing and formulating their development plans, and by Half Moon Bay in reviewing and approving individual development applications.

Authority

Specific plans are authorized by California Government Code Sections 65450 through 65457. This law authorizes adoption of a specific plan for the systematic implementation of an area covered by a local land use plan. As a tool for implementing development guidance for the plan area as described in the LUP, the specific plan serves as an extension of the LUP. The development regulations contained herein supplement those contained in the City of Half Moon Bay Municipal Code, which acts as the implementation plan for the LUP. As such, the specific plan functions as both a policy and regulatory document.

Specific Plan Content

This specific plan must be consistent with the applicable elements of the LUP. The following excerpt identifies the content requirements for specific plans defined in Government Code Section 65451.

Section 65451. Content of specific plans

- (a) A specific plan shall include a text and a diagram or diagrams that specify all of the following in detail:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the Plan.

- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs 1), 2), and 3) above.

- (b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

California Government Code Section 65453 and Section 65454 provide additional specific plan content guidance as follows:

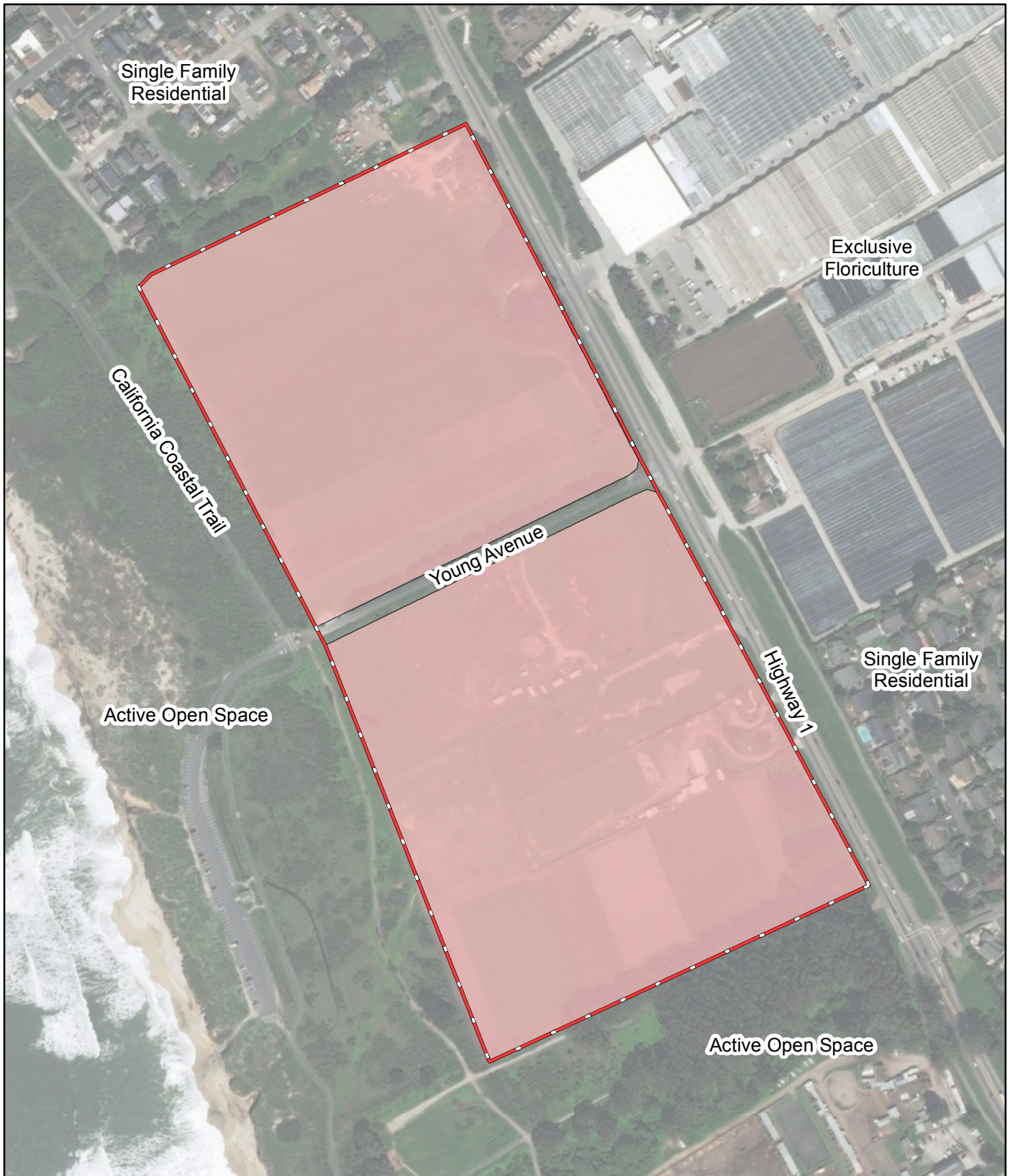
Section 65453. Adoption/amendment procedure

- (a) A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.
- (b) A specific plan may be repealed in the same manner as it is required to be amended.

Section 65454. Consistency with the General Plan

No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

This specific plan has been prepared pursuant to state law and complies with all requirements.



Source: ESRI 2019, San Mateo GIS 2018



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Project Boundary



Planned Development District/
Planned Unit Development

Figure 1-4



Existing Land Use Designation and Zoning

Dunes at Half Moon Bay Specific Plan

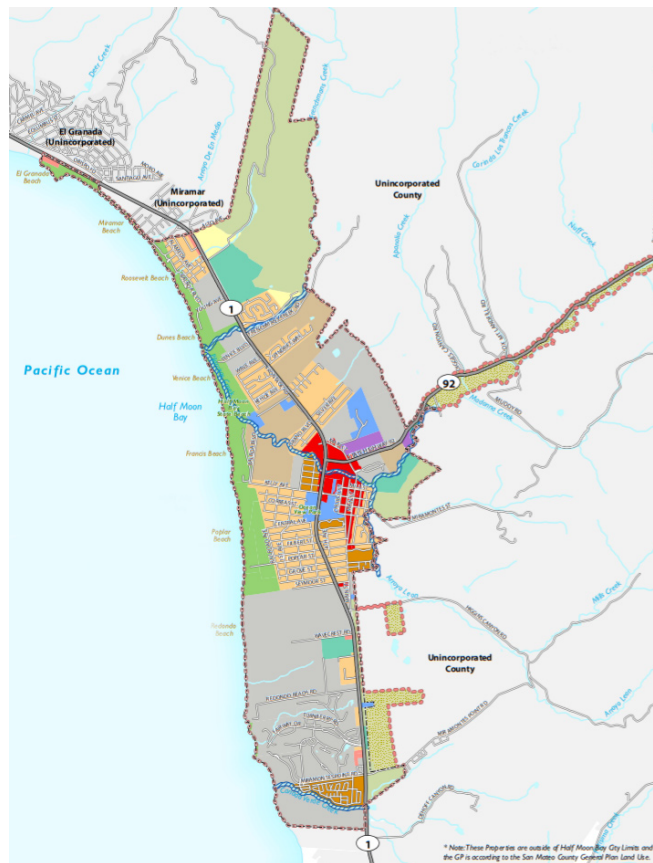
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1.3 Relationship to Existing Plans and Policies

Upon its adoption, land use and development within the Dunes Beach/Surf Beach Planned Development boundary will be guided by the specific plan.

General Plan

The City of Half Moon Bay General Plan (“general plan”) dates to the early 1990s. The general plan is the blueprint for future development in Half Moon Bay, and includes policies and regulations to carry out the community’s vision. The general plan defines the community’s long-term goals for land use, housing, conservation, open space, transportation, safety, noise and more. The general plan provides the overarching framework for the development vision and development capacity included in the specific plan. All of Half Moon Bay is within the coastal zone as described below. Thus, the LUP serves as the land use plan for the general plan. Therefore, a specific plan that is consistent with the LUP is by default also consistent with the general plan.



Local Coastal Program

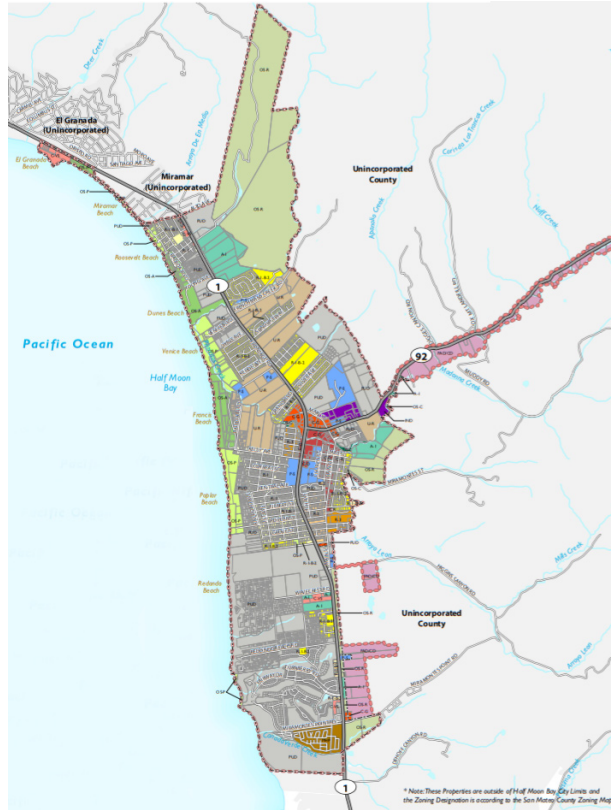
The California Coastal Act, passed in 1976, seeks to protect and enhance the unique characteristics and resources of the California coast for public, economic, and ecological benefit. It regulates land use and development within the California Coastal Zone, which generally extends from the State’s seaward limit of jurisdiction to 1,000 yards inland of the mean high tide line; it may, however, extend farther in significant habitats or recreational areas and less in urbanized areas. The Coastal Act provides

that local governments may prepare Local Coastal Programs that are consistent with and achieve the objectives of the Coastal Act. Once a Local Coastal Program is certified by the Coastal Commission, the local government assumes responsibility for issuing coastal development permits for most development within its permitting jurisdiction.

The LUP and the City of Half Moon Bay Zoning Municipal Code (“municipal code”) and zoning district map together constitute the Half Moon Bay Local Coastal Program (LCP). The current LUP was adopted in 1993 and certified by the California Coastal Commission in 1996 and is the policy component of the LCP.

The municipal code contains the regulations and development criteria that implement LUP policies.

This specific plan constitutes a link between the LUP policies and future individual project development. The LUP includes land use and policy direction for development within the Half Moon Bay coastal zone, including the plan area. The specific plan then provides more specific direction for how individual future development projects within the plan area are to occur.



factually outdated, to recommend changes that provide greater specificity and reflect current

conditions, and to recommend a limited number of additional changes to ensure that development guidance in the LUP and development guidance in the specific plan are consistent. The applicant is requesting approval of an LCP amendment that includes these LUP text and policy changes. The individual changes are shown in Appendix A.

At the public hearing in which the City Council is considering the full set of approvals being

1.4 Specific Plan Consistency with Local Coastal Program

State law requires that no specific plan may be adopted unless the proposed plan is consistent with the jurisdiction's general plan (Government Code Section 66454). This specific plan has been prepared pursuant to direction provided in the LUP, as amended in 1993. The 1993 LUP is the applicable land use policy plan with which the specific plan must be consistent.

As part of the specific plan preparation process, an assessment of its conformance with the LUP was conducted. The purpose was to identify LUP text and policies that are ambiguous and/or

requested by the applicant, the LUP amendment request would be considered and adopted by the City Council prior to making a subsequent decision to adopt the specific plan at the same hearing. Provided that the LUP amendment request is approved, the specific plan would be consistent with the LUP.

The specific plan includes several development regulations that modify regulations contained in the zoning ordinance. The City Council's adoption of the specific plan would signal its recognition that the specific plan is consistent with the LCP implementation plan, as modified by the standards contained herein.

1.5 Specific Plan Preparation and Consideration Process

EMC Planning Group, under contract to the applicant, has prepared this specific plan. Half Moon Bay staff was consulted about plan content and approach. The content of the specific plan content was informed by a range of variables, including review of LUP content with particular emphasis on policies and conditions applicable to the plan area, understanding of existing plan area conditions, coordination with the applicant regarding key issues of interest to Half Moon Bay staff and decision makers, issues of interest to the community, development feasibility, etc. Content was also informed by specific technical studies that addressed the following: visual resources, biological resources, coastal hazards, air quality/greenhouse gases, cultural resources, and geotechnical conditions. The specific plan content was then further refined based on Half Moon Bay staff review and comment.

The environmental effects of implementing the specific plan must be evaluated. The City of Half Moon Bay will prepare an environmental impact report for the project in conformance with the California Environmental Quality Act. As final steps in the process, the Planning Commission will consider the specific plan and make recommendations to the City Council. The City Council will then consider the recommendations and make a decision whether or not to adopt this specific plan. Please refer to Chapter 6.0, Implementation Plan, which contains more information about the specific plan consideration process, the City of Half Moon Bay review of individual future Coastal Development Permit applications for individual projects proposed within the plan area, and the environmental review process for the specific plan and subsequent individual projects.

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Specific Plan Land Use Plan

2.1 Land Use Plan Principles

As a tool for implementing the Planned Development land use designation, the specific plan must be consistent with the land use policy direction in the City of Half Moon Bay Local Coastal Program Land Use Plan (LUP). Key LUP policy direction is provided in Section 9.3.2, Specific Planned Development Policies, and in Section 9.3.3, Surf Beach/Dunes Beach. The specific plan must also be consistent with amendments to the LUP that are being proposed in correlation with the specific plan as part of the overall Dunes at Half Moon Bay project application. Please refer back to Section 1.4, Proposed Local Coastal Plan Amendments, for more information.

The following specific plan land use plan principles mirror fundamental development direction for the plan area as expressed in the LUP and the proposed amendments to the LUP:

- Catalyze development of higher-priority commercial visitor-serving uses;



- Include diverse uses to promote a range of coastal visitor experiences. Planned uses should include:
 - Visitor-serving accommodations at a range of costs to facilitate coastal access by a diversity of visitors. Accommodation types to include:
 - ♦ Hostel-type use (e.g. lower cost accommodation catering to bicycle touring users, travelers, non-profit organizations, etc.);
 - ♦ High quality RV park; and
 - ♦ High quality hotel/conference center.
 - A coastal recreation supporting use to provide bicycle and other recreational equipment that enhances use of Dunes Beach and the Coastal Trail, provide non-vehicular access to other coastal recreational resources, and provides non-vehicular access to other local destinations; and



- Heritage agriculture/visitor-serving retail to highlight the agricultural history of the plan area and Half Moon Bay and provide for the convenience needs (e.g. basic groceries, site-grown produce, incidentals, etc.) of plan area visitors and recreation users of Dunes Beach and the Coastal Trail;



- Prioritize uses which qualify for priority water supply, thereby enhancing development feasibility;
- Enhance the visual character of development and reduce visual change by substantially exceeding open space requirements for visitor-serving uses that reduces development intensity;
- Provide a framework of development regulations designed to protect high value coastal and visual resources; and
- Integrate existing lots under separate ownership that are located within the Surf Beach Tract subdivision north of Young Avenue into a unified development plan.

2.2 Specific Plan Land Use Plan

Priority Land Uses

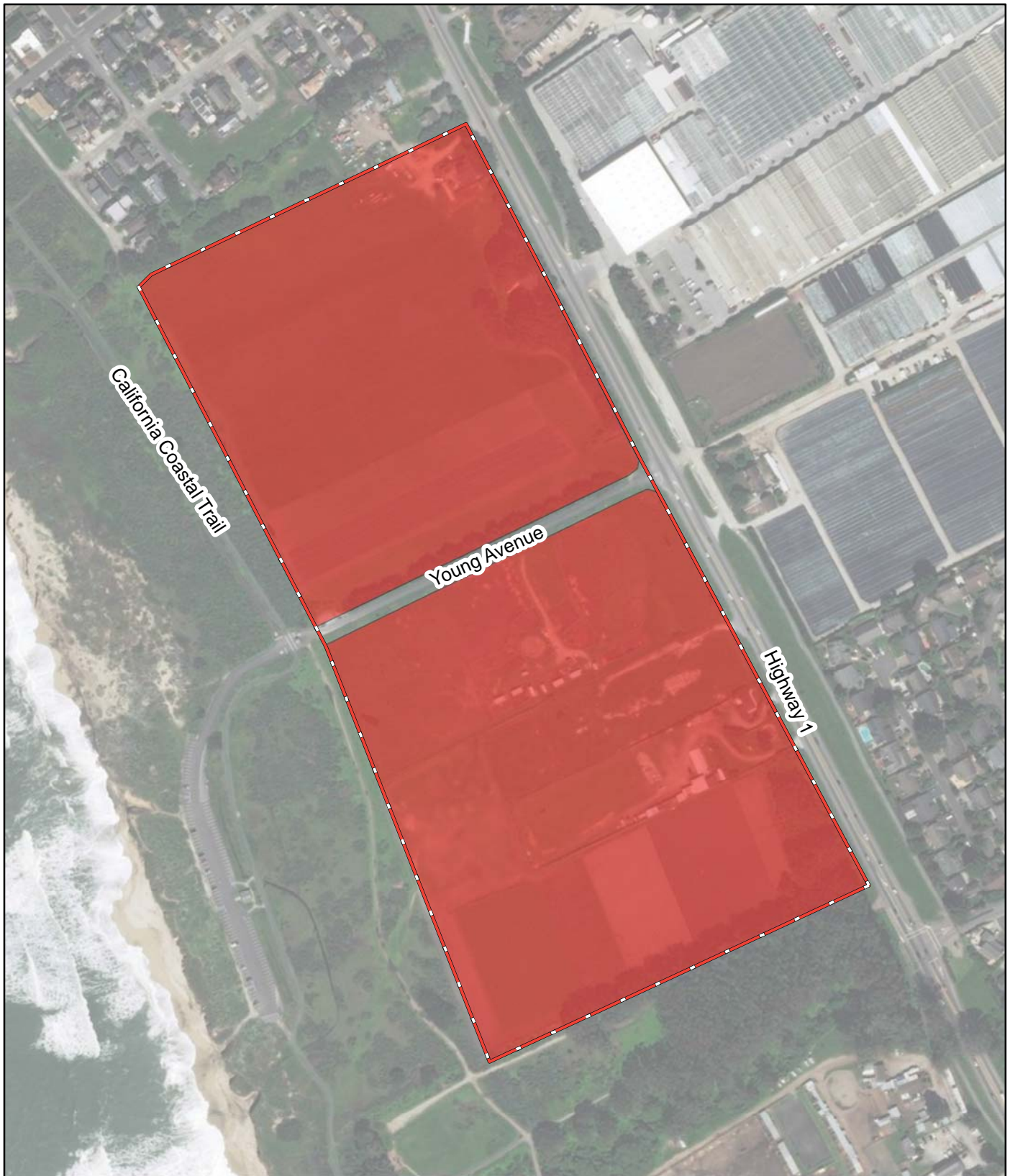
Figure 2-1, [Proposed Land Use Designation](#), shows that the entire plan area is proposed for designation as Visitor-Serving Commercial, a Coastal Act priority use. The basis for this



designation and the visitor-serving use types proposed are described below.

The land use types, densities, intensities and relationships in the specific plan land use plan reflect the land use principles described above. As stated in the LUP, the Surf Beach/Dunes Beach site presents opportunities for Coastal Act priority land uses, while also considering other local land use needs. Section 3022 of the Coastal Act states that the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development. In addition, LUPs are required to consider uses of more than local importance. The specific plan land use plan focuses on Coastal Act priority land use types.

Section 9.3.3 of the LUP notes that potential for priority uses is severely constrained by what was then an existing commercial recreational use (horse rental stables) which separated two large parcels south of Young Avenue (LUP p. 150). That use is no longer operational. Therefore, the prior perceived constraint on priority uses no longer exists. Enabling land use flexibility for the plan area further is reflected in LUP Policy 9-10, which identifies general use types to be considered for sites designated Planned Development:



Source: ESRI 2019, San Mateo GIS 2018



0 350 feet



Project Boundary



Commercial-
Visitor Serving

Figure 2-1

Proposed Land Use Designation

Dunes at Half Moon Bay Specific Plan



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- (a) Any uses permitted set forth in the zoning ordinance of the City of Half Moon Bay and consistent with the Local Coastal Plan;
- (b) Recreational facilities, including but not limited to tennis courts, golf courses, swimming pools, playgrounds, and parks for the private use of the prospective residents, or general public use.
- (c) Open space.

Land uses identified in the LUP specifically for the Surf Beach/Dunes Beach Planned Development area are described in LUP Section 9.3.3. These uses include:

- commercial recreation;
- visitor-serving development; and
- residential development (up to a maximum of 150 units).

Section 9.3.3 includes conditions (a) through (h) to which future development within the plan area is subject. Condition (e) states that a minimum of 20 acres shall be reserved for commercial recreation or visitor-serving development. Condition (f) states that the then existing horse stables located south of Young Avenue (approximately three acres in area) should be maintained or an equivalent amount of land be reserved for a different commercial recreation use. Though the LUP generally holds that residential development should be considered within most, if not all, areas that are designated Planned Development, residential use is not clearly a mandated use within the Surf Beach/Dunes Beach Planned Development area. Condition (b) states that “a maximum of 150 units *may* be developed

on the site” (emphasis added). This total unit number is validated in Table 9.1 of the LUP, which shows an assumption of 100 units north of Young Avenue (Category 2) and 50 units south of Young Avenue (Category 5). However, the assumed full residential use capacity appears to be inconsistent with conditions (e) and (f). These conflicts suggest that future residential use is not a required use type. Further, the *Plan Half Moon Bay Housing Element 2015-2023* does not assume that residential use of the plan area is required to support the City’s mandated fair-share of regional housing supply.

Commercial - Visitor-Serving Use Types Allowed

The intent of the commercial visitor-serving designation is to expand visitor access to Half Moon Bay’s coastal recreation opportunities and to coastal recreation opportunities in areas to the north and south of Half Moon Bay. A key function of this land use designation is to catalyze development that expands visitor access to coastal recreational resources. Towards this end, visitor-serving accommodation, visitor-serving recreation and visitor-serving retail uses are prioritized. Visitor-serving commercial retail uses must be subordinate to, but supportive of the accommodation/recreation uses and/or support use of coastal recreation resources.

Appendix B of the LUP includes the following description of visitor-serving commercial use:

COMMERCIAL-VISITOR SERVING

The intent of this designation is to cater to the needs of visitors attracted to coastal recreation. Visitor-serving commercial uses not also provided for in the general commercial areas will

normally be found adjacent to coastal recreation areas or along Highway 1.

The intensity and nature of commercial development shall be subordinate to the character of the recreational setting and existing neighborhood character. Uses may include hotels, motels, restaurants, bars, equestrian supply stores, clubs, guest ranches and lodges, recreational vehicle campsites, art galleries, fishing and boating facilities, golf courses and sales and related uses.

Uses not permitted under this designation include unrelated retail, office and professional services, service stations and other highway related services normally found in the general commercial area. This designation is intended to be generally consistent with, but more restrictive than the existing C-3, Recreational Commercial Zoning.

After the 1993 LUP was adopted, the City revised Title 19, Zoning, of the municipal code. The zoning ordinance now includes a Commercial Visitor Serving district (C-VS), which is considered to be more restrictive than standards in the C-3 district referenced in the text above.

Specific commercial visitor-serving uses allowed within the plan area are based on those permitted or allowed within the Commercial – Visitor Serving zoning district (C-VS). These uses are defined in Chapter 18.08.020 Permitted Uses, Table 18.08.020A, Commercial Uses, in Title 19, Zoning. However, for reasons summarized

below, uses for the plan area are restricted relative to those shown in Table 18.08.020A.

The plan area is located adjacent to the Coastal Trail and Dunes Beach to the west, the Sweetwood State Campground and trail to the south, and the Stoloski subdivision (a four-lot subdivision) and the City of Naples subdivision to the north. Compatibility of on-site uses with adjacent uses is an important consideration. Views over the site to the ocean are considered sensitive; uses which can be designed to be visually compatible with the site context should be prioritized. In addition, uses consistent with the land use principle of promoting visitor access to and support of coastal recreation should be prioritized. Other uses which are ancillary to and directly or indirectly support the priority visitor-serving uses are also considered viable.

Given the considerations noted above, [Table 2-1, Surf Beach/Dunes Beach Planned Development Use Table](#), shows uses allowed under the Visitor-Serving Commercial designation that would apply to the plan area. Information in the table is considered a component of the development regulations described in Section 2.4 below. With one exception, the visitor-serving uses in



Table 2-1 Surf Beach/Dunes Beach Planned Development Use Table

Use Type	Permitted	Use Permit Required
Visitor-Serving Commercial		
Accommodation		
Hostel-Type Use	X	
Campground or RV Park	X	
Bed and Breakfast Inn	X	
Hotel, Motel, Vacation Resort Rental or Time Share	X	
Spa Resort	X	
Retail		
Indoor Retail	X	
Visitor-Serving Retail (including recreational equipment rental)	X	X ¹
Other Uses		
Food or Beverage Sales (ancillary to visitor-serving uses)		X
Agricultural Heritage/Boutique Agriculture		X
Single-Family Residential (existing residences only)	X	
Open Space	X	
(Coastside Land Trust lots only)		
Accessory Use or Structure	X	

SOURCES: City of Half Moon Bay Municipal Code Chapter 18.08.020 Permitted Uses, and EMC Planning Group 2019.

NOTE: 1A use permit is required for prepared food service if proposed in the future for inclusion in the equipment rental facility.

Table 2-1 are a subset of those shown in Table 18.08.020A of the zoning ordinance. The agricultural heritage/boutique agriculture use shown is not found in the zoning ordinance; it is unique to the plan area. It would enable small-scale, non-commercial scale agricultural production, with associated agricultural products available for retail sale within an on-site visitor-serving retail building. The use is intended to reflect the agricultural history of Half Moon Bay. The related retail use would function as a support use for guests at the on-site visitor accommodation uses and for other visitors to Dunes Beach and the Coastal Trail.

2.3 Proposed Development Types and Development Capacity

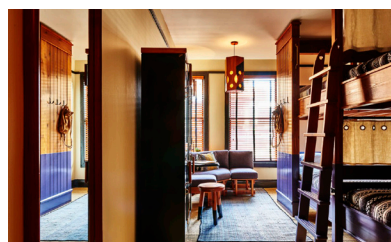
Given the land use planning framework and summary of allowed use types presented in Section 2.2, several specific uses are proposed for the plan area. These are summarized below. [Figure 2-2, Specific Plan Land Use Plan](#), shows the proposed arrangement of uses. The assumed development intensity for each use type is also defined below and used to determine a maximum development capacity for the plan area.

Proposed Development Types

The proposed use types are focused on visitor accommodations, with an emphasis on providing accommodation types that range from low cost to high cost. A fundamental principle is to ensure access opportunities to coastal visitors with a range of income/financial capacity. Accommodation types include a hostel-type use, an RV park, and a hotel/conference center. A coastal recreation use is also proposed to serve guests at on-site accommodations, Half Moon Bay residents, and other Dunes Beach and Coastal Trail users. An agricultural heritage/boutique agricultural use is also proposed. In association with a proposed visitor-serving retail market/general store, at which local agricultural products could be sold, the heritage/boutique agricultural use is designed to recall the City's agricultural heritage, with the retail component designed to provide for the functional needs of visitors to the plan area and other visitors seeking recreation opportunities afforded by Dunes Beach and the Coastal Trail.

Hostel – Visitor-Serving Accommodation

To provide for low cost accommodation, a hostel-type use is proposed. This use could be in the form of a single structure or a series of individual smaller cabins or bunkhouses. This use would cater to individuals or groups with the capacity to afford low-cost/budget



accommodation with immediate access to coastal recreation resources. Visitor

capacity would be limited, with up to 40 beds assumed, either in a larger structure with shared

use of common facilities or a series of smaller structures/cabins with individual facilities or facilities shared by a smaller number of guests. Total building area of up to 2,875 square feet is planned. The primary purpose of this use is to expand access to coastal recreation opportunities by providing lower cost accommodation to a range of users whose method and purpose for accessing coastal resources is differentiated from RV park and hotel/conference center users. While 2,875 square feet of building is currently proposed, an increase in building square footage could be warranted in the future to allow for design flexibility without increasing the proposed 40-bed capacity.

Figure 2-2, *Specific Plan Land Use Plan*, shows a potential location for this use. The location could be modified as needed depending on factors such as the final RV park design.

High Quality Recreational Vehicle Park – Visitor-Serving Accommodation

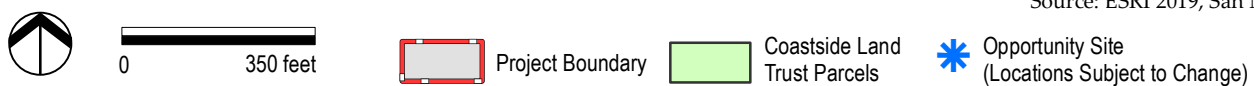
An RV park is planned north of Young Avenue. It is envisioned as a high quality, yet also a lower- to medium-cost form of visitor accommodation. A key concept is to differentiate this RV park from others along the coast by making it a premier RV destination in San Mateo County.



Up to 177 RV spaces are assumed. In keeping with a concept of maintaining a high quality experience, the density of spaces and uses will be minimized. Individual RV spaces would be significantly larger than is common, even



Source: ESRI 2019, San Mateo GIS 2018



Note: The boundary between the agricultural heritage and hotel/conference center is approximate

Figure 2-2

Specific Plan Land Use Plan

Dunes at Half Moon Bay Specific Plan

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in other high quality RV parks in the region. Spaces would range in size from about 2,000 to 4,000 square feet. Each space would be served with full water, electrical, and sewer hook-ups. The electrical hook-ups would eliminate the need for guests to use generators that create noise and reduce the quality of experience, and that otherwise might be a nuisance to adjacent residential development.

The quality of experience would be accentuated by including substantial open space. Open space would be included in the form of open, landscaped areas; landscaping screening; and pedestrian paths within greenbelts that link different features within the park including the clubhouse. Lots within the RV park site that are owned by the Coastside Land Trust are assumed to remain in open space, the acreage of which is in addition to the other open space features included in the RV park design. The low development intensity is intended in significant part to give the RV park an open, lower density and intensity feel to enhance its aesthetic character, especially as viewed from Highway 1. The low density use is also consistent with the character of the site and adjacent coastal resources.

Between 10 and 20 percent of the RV park spaces will be outfitted with RV units, sometimes referred to as “park models”. These will be available for rent to those who do not own RVs, but desire the experience of staying in a small, detached indoor space. Park models are expected to be available at a moderate cost and will provide a quasi-camping experience not found in moderately priced local motels.

A full-service RV park commonly includes a central clubhouse. A clubhouse of up 5,000 square feet is planned. It would house amenities

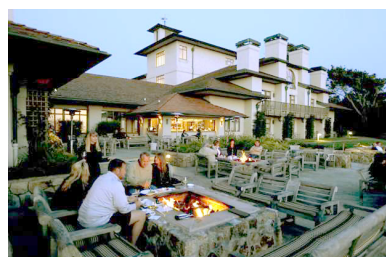
such as an outdoor lounge area, bathrooms with showers, laundry facilities, a manager’s office, and a small store where incidental, functional items specifically for RV recreation and travel are sold. Outdoor amenities would likely include a family swimming pool, barbeque, and fire-pit area.

RV spaces are not planned for the lots owned by the Coastside Land Trust as shown in Figure 2-2. As noted above, these lots are assumed to remain in open space, but are integrated into the overall RV site plan.

Hotel/Conference Center – Visitor-Serving Accommodation

A hotel/conference center use is proposed south of Young Avenue in the area shown in Figure 2-2. The boundary between the hotel/conference center use and the heritage agricultural use shown in the figure is approximate.

The hotel/conference center is designed to target a higher-end and higher-cost coastal



accommodation/conference center niche that is largely underserved in the Coastside area. To

differentiate this use from others in this coastal area, the use is envisioned to serve a market niche that is below the highest quality property, the Ritz Carlton, but above other properties in the market area both in terms of amenity quality/range and meeting/conference room capacity.

The facility would also provide services including a restaurant, spa, and meeting rooms for non-hotel visitors, including RV park and hostel

guests, and visitors to Dunes Beach and the Coastal Trail. Consequently, the facility would support broader visitor-serving coastal recreational activities and other visitor-serving coastal accommodations (RV park and hostel uses). The facility would also diversify the range of amenities available to residents of Half Moon Bay.

Components assumed to be part of the hotel/conference center use include:

- Up to 212 guestrooms;
- Main lodge – containing a lobby, lounge, restaurant, fitness center and conference and event space; and
- Full-service spa – consisting of a series of treatment rooms.



An overarching design goal for the hotel/conference center is to respect and enhance the existing dune and beach environment so that the plan area setting is maintained as an authentic coastal experience for guests. In this context, it is envisioned that guestrooms will be dispersed across the hotel site in a series of individual structures so that building mass, scale, and height can be reduced while accommodating the number of rooms. Similarly, it is assumed that the conference center, restaurant/lounge, and fitness center would be located in a central lodge building. This substantially reduced development density design approach is intentional. It allows substantial open space to be maintained within the hotel site. Thus, the visual attributes of the

project are superior to other design approaches or more intense use type options that could be permitted within the Surf Beach/Dunes Beach Planned Development area. This is important given the sensitivity of views across the plan area from Highway 1 and Young Avenue.

Movement between hotel functions would be by foot or by electric carts. Significant parking capacity would be needed to accommodate employees, guests, and non-guest visitors. While field parking is allowed, consideration may be given to utilizing structured parking as a means to reduce paved, impervious area and to reduce the visual intrusion caused by field parking. However, siting a parking structure in an appropriate location would be critical to avoid visual impacts, particularly as seen from Highway 1.

Recreation Equipment Barn - Visitor-Serving Recreation

To further support coastal recreation, a small-scale recreation equipment rental facility is proposed. Bicycle rentals are expected to be a focus. Other types of recreation equipment for water sports such as surf and boogie boards, wetsuits, paddle boards, and kayaks may also be considered. The equipment barn is planned at 1,268 square feet. An outdoor resting and observation area with tables and chairs may also be included. The use would serve guests at the



hostel, RV park, hotel, visitors to Dunes Beach, and Coastal Trail users. This use could also include sale of pre-prepared food and drinks as a convenience/amenity for recreating visitors. Figure 2-2 shows a potential opportunity site location for this use. This location nearest the Dunes Beach public parking area and Coastal Trail, with visibility from Young Avenue is presumed to be optimal.

Heritage Agriculture/Visitor-Serving Retail

This use has four purposes. First, it would allow a small-scale heritage agricultural use intended to preserve a component of Half Moon Bay’s agricultural past. Second, a small-scale retail market component is also envisioned. It would



function to sell fresh, site-grown agricultural produce, foods crafted from that produce and other locally-grown agricultural products, and convenience products (e.g. basic groceries and sundries). The primary customers are intended to be RV park guests, hotel guests, and recreational users of Dunes Beach and the Coastal Trail. The market building is planned at 4,225 square feet. Its location is shown on Figure 2-2 adjacent to the agricultural use. The third function of the agricultural use is as a visual resource benefit. It will serve as a visual buffer/setback from Highway 1 and Young Avenue, enhance the visual quality of the plan area as seen from Highway 1 and Young Avenue and help to maintain views

over the plan area to the ocean as viewed from Highway 1 near Young Avenue.

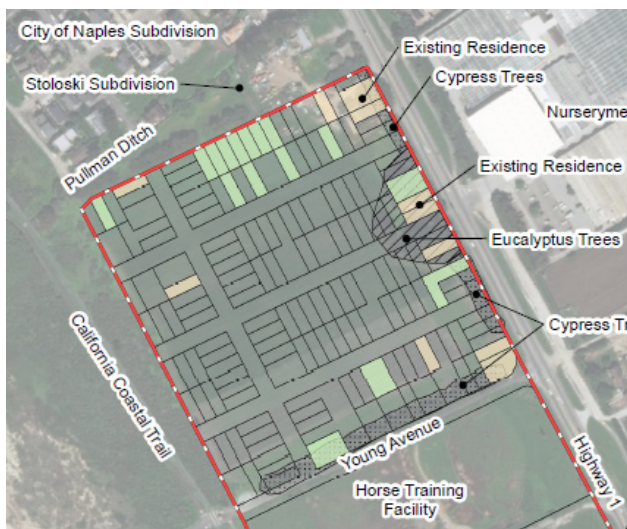
A fourth function is to reduce vehicle trip generation from the project. The market use will provide convenience goods to guests of the RV park, hostel, and hotel, and for visitors to Dunes Beach and the Coastal trail. Thus, it will capture vehicle trips that would otherwise be made by these customers to access similar goods in other parts of Half Moon Bay. Consequently, vehicle trips on Young Avenue and Highway 1 will be reduced relative to a development concept that does not promote “internal capture” of vehicle trips.

Non-Visitor-Serving Uses – Interests of Other Landowners

As discussed in Section 1.1, Surf Beach/Dunes Beach Setting, the applicant owns a substantial number of the lots of record within the old Surf Beach Tract north of Young Avenue. However, others own single or multiple lots within the tract. Please refer back to Section 1.1, Surf Beach/Dunes Beach Setting, for information on existing land ownership. As noted, the Coastside Land Trust owns 20 lots that are all currently undeveloped. Thirteen additional lots are individually owned, five of these by the owners of the two existing homes, and the remaining eight by others, including one of which is owned by the City of Half Moon Bay.

Owners of the eight individual, undeveloped lots will have the opportunity to share in the benefits and costs of developing the area north of Young Avenue as an RV park. The owners of the five lots associated with the existing two homes are assumed to remain in their current residential uses in perpetuity under the Visitor-

Serving Commercial use standards shown in Table 2-1. Similarly, lots owned by the Coastsides Land Trust are assumed to remain in open space (undeveloped). Open space is a permitted use that is solely applicable to these lots. The remaining eight individually owned lots are assumed to develop as additional RV spaces. Use of these lots is subject to development standards, design guidelines and policies included in this specific plan to assure their use and design is integrated with the broader RV park use and that the owners share in the costs of improvements and operations that benefit the lots. These eight lots are included in the projected maximum 177 RV space count.



The land use plan integrates the respective ownership interests into one unified plan to ensure that development is well-organized and respects coastal resources. To further the goal of unified planning, the applicant is also seeking approval of a vesting tentative map for the plan area. A primary purpose is to consolidate the numerous existing Surf Beach Tract paper subdivision lots north of Young Avenue that are owned by the applicant and to reconfigure the lots of record south of Young Avenue, all of which are controlled by the applicant. The

proposed subdivision is consistent with Planned Development goals for unifying properties for the purpose of catalyzing well-coordinated development.

Projected Development Capacity

Table 2-2, *Use Types and Projected Development Capacity*, summarizes key development information for the proposed uses illustrated in Figure 2-2. Applications for individual projects within the plan area will need to document that the uses and development capacities proposed are within those identified in Table 2-2.

The RV park and the hotel/conference center uses are each required to retain a minimum of 50 percent of their respective site areas in private, common and/or public open space. The Coastsides Land Trust lots that would remain in open space may not be counted towards the RV park open space requirement. The proposed heritage horticultural use may be credited towards the hotel/conference open space percentage.

The open space requirements for the RV park and hotel/conference center uses substantially exceed the minimum of 20 percent private, common and/or public open space required in LUP Policy 9-12. Please refer to the “Open Space Requirements” section below for reference to Policy 9-12 and definitions of each of the three types of open space. The minimum open space requirements are included in Section 2.4, Development Regulations and Design Guidelines. Individual applications for the RV park and hotel/conference center uses must demonstrate how each will provide a minimum of 50 percent combined private, common and/or public open space.

Table 2-2 Use Types and Projected Development Capacity

Proposed Use	Building Capacity (square feet)	Acreage	Characteristics
Hostel	2,875 ²	0.39	Building capacity = 40 Beds, 10 cabins assumed at 4 beds/cabin
RV Park ¹	5,000	20.00	177 RV spaces Building capacity = RV clubhouse structure Minimum 50% of site in open space (sum of private, common and public open space)
Hotel/Conference Center	212,260	21.00	Up to 212 rooms, lodge and associated uses, and conference/event space Minimum 50% of site in open space (sum of private, common and public open space)
Visitor-Serving Recreation	1,268	0.47	Building capacity = Recreational equipment rental structure
Visitor-Serving Retail	4,225	0.50	Building capacity = site-serving oriented retail market structure
Boutique Agriculture	0	3.50	Small-scale crop cultivation
Young Avenue ROW Dedication	0	0.66	Additional land dedication for widening Young Avenue/bike and pedestrian trail
Open Space ³	0	1.68	
Total ³	225,628	48.20 ⁴	

Notes:

¹Building capacity is proposed at 2,875 square feet. To create design flexibility, larger building capacity may be warranted while the 40-bed guest capacity.

²Includes parcels currently in single-family residential use/ownership as shown in Figure 1-3.

³Applies only to parcels owned by the Coastside Land Trust as shown in Figure 1-3.

⁴Site acreage is approximate.

Land Use Planning Considerations

Land Use Plan as Illustrative

The land use plan is illustrative. That is, the precise locations of proposed individual use types will be identified as part of individual project applications. Individual projects proposed within

the plan area must be in substantial compliance with the land use plan in particular, and the policies and guidance contained in the remainder of the specific plan in general. The process for determining consistency of individual projects with the specific plan is summarized in Section 6.0, Implementation Plan.

Visual Resources Considerations

Protecting “broad views of the ocean” from Highway 1 is expressed as a priority in several locations in the LUP. LUP Policy 7-12 identifies criteria for protecting such views within Visual Resource Areas; the plan area is within one such area. Chapter 18.37 of the zoning ordinance contains regulations for implementing Policy 7-12. Condition (d) for the Surf Beach/Dunes Beach Planned Development identifies criteria for development within the plan area, including defining and protecting view corridors to the ocean from Highway 1, to “...maintain views of the ocean from Highway 1” (LUP, p.152). New development within the plan area must be sensitive to this consideration.



Detailed analysis of available views to the ocean from Highway 1 across the plan area has been conducted in the *Dunes at Half Moon Bay Viewshed Assessment* (EMC Planning Group 2019) included in Appendix B. More information, including an illustration of available existing views from the highway to the distant ocean, which are represented as view corridors, is provided in Section 4.2., Visual Resources and Figure 4-1. Views from the highway through these view corridors to the distant ocean are available for a distance that is equivalent to about 30 percent of the plan area frontage with the highway. Where the ocean is visible, it appears as a narrow band on the horizon. The ocean is approximately 1,600 feet from Highway

1 and the visible portion of the ocean is more distant. Within the corridors, structure height and location and landscaping obstructions that could block available existing ocean views should be managed.

The City’s most recent investigation of views of the ocean from Highway 1 is reported in *Plan Half Moon Bay Existing Conditions, Trends, and Opportunities Assessment* (City of Half Moon Bay 2014 and 2016). The assessment identifies Young Avenue and a portion of the southern half of the plan area as view corridors from Highway 1. The area north of Young Avenue is not described as containing a view corridor to the ocean. The location and extent of the corridors identified in Figure 4-1 reflect current conditions regarding views to the ocean and refine the extent of “broad views of the ocean” as referenced in the LUP and the zoning ordinance.

Development regulations regarding building heights, setbacks, landscaping and open space requirements described in Section 2.4 are intended to manage new development to ensure its sensitivity to view corridors from Highway 1 and to the visual sensitivity of the plan area.

Development Constraints/Site Planning Variables

A plan area-specific development constraints analysis has been conducted as an input to the specific plan land use design process. The Dunes at Half Moon Bay Master Site Plan Assessment analysis is included in Appendix C. Visual resources, biological resources/environmentally sensitive habitat, coastal hazards, noise, agricultural resource and cultural resource constraints were evaluated. Only one factor, the applicant’s offer to dedicate 0.66 acres of land

on the south side of Young Avenue for widening the street to improve public access to Dunes Beach and the Coastal Trail, would reduce development capacity.

One additional site planning variable does affect development capacity. As noted previously, a number of lots within the Surf Beach Tract north of Young Avenue are owned by the Coastside Land Trust and by other private/public interests. It is assumed that the Coastside Land Trust lots would remain in open space and are not available for development. However, the site plan for the proposed RV park use should integrate all lots not controlled by the applicant as potential future RV spaces to ensure unified design and efficient, quality operation of the RV park use.

Open Space Requirements

New development within areas designed Planned Development is required to provide open space as part of the project design. The open space requirements are enumerated in LUP Policy 9-12. Policy 9-12 requires that a minimum of 20 percent of the gross area of a site designated Planned Development be reserved in public, private and/or common open space. Definitions of each type open space are described in the policy and are as follows:

(a) Public open space shall include but not be limited to public parks and parking lots, beaches, access corridors such as bike paths, hiking or equestrian trails, usable natural areas, and vista points which are accessible to members of the general public. Public open space shall not include areas which are unusable for recreational purposes, i.e.

private or public streets, private parking lots, or hazardous areas, such as steep slopes and bluff faces. Environmentally sensitive habitat areas and archaeological sites may be included in public open space only if such areas are usable by the public for light recreation, i.e. walking;

(b) Common open space shall include but not be limited to recreational areas and facilities for the use of prospective residents of the project, such as tennis courts, golf courses, swimming pools, playgrounds, community gardens, and other agricultural use, landscaped areas for common use, or other open areas of the site needed for the protection of the habitat, archaeological, scenic, or other resources. Common open space shall not include driveways, parking lots, private patios and yards, or other developed areas; and

(c) Private open space shall include but not decks, and yards for the private use individual units, and shall include land to agricultural use.

2.4 Development Regulations and Design Guidelines

Specific plans may contain development regulations that apply solely within the boundary of the specific plan. Such regulations may be appropriate where regulations in the municipal code are not sufficiently detailed to achieve plan area and project-specific development management needs. Specific plans may also include design guidelines. Design guidelines are a framework for development

design whose implementation by individual future projects within the plan area will achieve desired aesthetic outcomes.

Development Regulations

This section describes development regulations that apply solely to development within the specific plan area. In any case where these regulations conflict with provisions of the municipal code, the specific plan regulations have force over the municipal code. Where the specific plan regulations are silent, municipal code regulations apply.

Please refer back to Table 2-1, Surf Beach/Dunes Beach Planned Development Use Table,

for permitted use regulations. Additional development regulations for the project are shown in [Table 2-3, Surf Beach/Dunes Beach Development – Visitor-Serving Commercial Development Standards](#). The standards must be met by individual future development projects proposed within the specific plan boundary to which the standards are applicable. Design of future individual projects will also be subject to conformance with design review guidelines described below. Note that many of the development regulations focus on managing development with regard to view corridors from Highway 1 to the ocean. These regulations are rooted in discussion found in Section 4.2, View Corridors.

Table 2-3 Surf Beach/Dunes Beach Planned Unit Development – Visitor-Serving Commercial Development Standards

Topic	Standard
Visitor-Serving Commercial – Development within the Visual Corridors from Highway 1 to the Ocean as Shown in Figure 4-1.	<ol style="list-style-type: none"> 1. Building height within the portion of the visual corridor from Highway 1 to the ocean that is located south of Young Avenue: <ol style="list-style-type: none"> a. Building height within 100 feet of the southern edge of the proposed expanded Young Avenue right-of-way (see Chapter 2, Mobility Plan) shall be limited to one story. b. With the exception described in “a” above, building height of up to 30 feet is allowed where the proposed development provides a minimum of 50 percent open space (combined public, common, and private open space – heritage agricultural acreage may be credited toward the total open space percentage). c. Buildings shall be set back a minimum of 100 feet from Highway 1. This setback will also benefit visual quality within the Highway 1 travel corridor. 2. Building height within the portion of the visual corridor from Highway 1 to the ocean that is located north of Young Avenue: <ol style="list-style-type: none"> a. Building height shall be limited to one story, subject to the exception described in “b” below. b. Building height of up to 30 feet is allowed solely for an RV park clubhouse where the proposed development provides a minimum of 50 percent open space (combined public, common, and private open space).
Visitor-Serving Commercial Development – Highway 1 Building Setbacks Outside the Visual Corridors from Highway 1 to the Ocean Shown in Figure 4-1.	<ol style="list-style-type: none"> 1. Buildings shall be set back a minimum of 100 feet from Highway 1, except that a 50-foot setback is allowed where existing vegetation would substantially screen buildings from view. This setback will also benefit visual quality within the Highway 1 travel corridor. 2. To the extent possible, site less visually desirable elements of development such as parking areas, parking structures, and support facilities so they are at least partially screened from view from Highway 1 by existing vegetation along the western margin of the highway.

Visitor-Serving Commercial Development – Young Avenue Coastal Access Visual Corridor Enhancement and Protection	<ol style="list-style-type: none"> 1. A minimum of 25 feet of additional right-of-way shall be dedicated to widen Young Avenue and to expand the ocean view corridor down Young Avenue. 2. South of Young Avenue, building height within 100 feet of the southern edge of the proposed Young Avenue right-of-way shall be limited to one story. 3. North of Young Avenue: <ol style="list-style-type: none"> a. A landscape buffer of a minimum of seven feet shall be installed between the Young Avenue northern edge of pavement and the boundary of the RV park site to enhance the visual screening of the RV park provided by the existing row of cypress trees and to enhance the visual quality of the corridor; b. Building height shall be limited to no more than one story within a distance of 100 feet from the northern edge of the Young Avenue right-of-way; and c. Buildings shall be set back a minimum of 30 feet from the northern edge of the Young Avenue right-of-way. However, the proposed recreational equipment rental building may be located within 15 feet of the right-of-way to improve its visibility from Young Avenue and better promote coastal recreation opportunities near the entrance to Dunes Beach.
Visitor-Serving Commercial Development – Open Space	<ol style="list-style-type: none"> 1. The following open space requirements apply to the proposed RV park and hotel/conference center uses: <ol style="list-style-type: none"> a. The RV park use shall include a minimum of 50 percent combined private, common, and/or public open space (the Coastside Land Trust lots may not be counted towards this total); and b. The hotel/conference center use shall include a minimum of 50 percent combined private, common, and/or public open space (the heritage agricultural use may be credited towards this total).
Landscaping – RV Park	Landscaping shall be fully matured within five years of its installation to screen proposed RV park uses from public roads, public recreation areas and residential areas to the maximum extent feasible. However in no case may landscaping planted along the western margin of Highway 1 within the Highway 1 visual corridor block views of the ocean available within the Highway 1 visual corridor.
Heritage/Boutique Agriculture	<ol style="list-style-type: none"> a. Cultivated agricultural land shall be located adjacent to Highway 1 to enhance views of the plan area from the highway and to showcase the agricultural heritage of the plan area and Half Moon Bay; b. Active agricultural activities, including use of agricultural equipment, are prohibited within a minimum of 25 feet of Highway 1 and Young Avenue; c. Active agricultural production activities shall be limited to daylight hours; and d. Active agricultural activities shall not create noise, dust, or other nuisances or public safety hazards to uses located on land directly adjacent to the area in cultivation.
Reduction of Noise Generation – RV Park Use	Each RV park space shall be provided with electricity. Use of generators of any sort shall be prohibited at each and every RV park space.

Source: EMC Planning Group 2019

Design Guidelines

The purpose of the design guidelines is to establish an overarching design framework for new development that considers the sensitive context of the plan area. As a rural, coastal community, Half Moon Bay is typified by stretches of white, sandy beaches, redwood and

Monterey cypress trees, open spaces and rural fields, agricultural fields, hiking and biking trails, and a host of other attributes. With this beauty and history, the Half Moon Bay coast remains a jewel for locals and a destination for visitors. Any development along the coastline must embrace this context, with connectivity to the landscape as a guiding principle.

The plan area context reflects the broader rural, coastal historical character of Half Moon Bay. Its open space character and its aesthetic value, including its function in enabling limited views to the ocean from Highway 1; existing trees and other vegetation that impart natural character; gently sloping topography; historic agricultural uses; and value as a gateway to Dunes Beach and the California Coastal Trail are representative of that character.



The design guidelines set forth overarching site design and architectural principles to be considered in the design of all new development within the plan area. New development must be designed to reflect that it is part of a larger whole, the Half Moon Bay coastal experience, and must contribute by way of good design to the overall community.

The design guidelines are primarily oriented to the proposed hotel/conference center use as it includes substantially more building capacity

than do other proposed uses. However, the guidelines apply to conditions within the entire plan area and to all other buildings associated with the proposed market, RV park, hostel and recreational equipment rental uses.

Building Siting

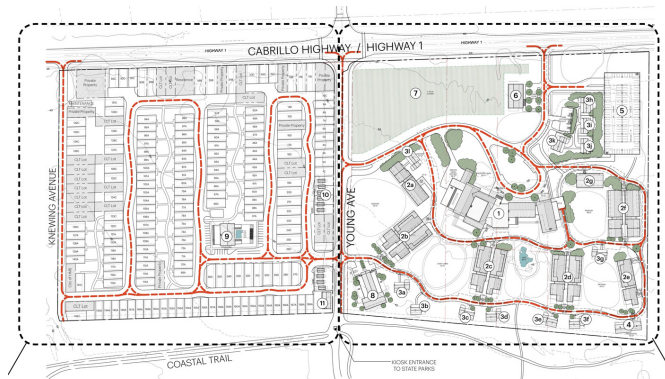
Building placement is critical to respecting the Half Moon Bay and plan area aesthetic context. Fundamental guidance for building siting is as follows:

- Balance building height and mass against opportunities to maintain rural development scale and conserve views. While taller, more massive buildings clustered in a limited area would reduce the development footprint, their scale would be inconsistent with the attributes of the site and its context. Smaller scale buildings and building footprints distributed throughout the plan area are to be encouraged, provided significant open space is retained and available views to the ocean are considered.
- Site buildings with sensitivity to existing topography. Reduce the apparent height and scale of buildings by placing them into the sloping landscape in an organic arrangement that respects rural landscape character.
- Buildings that are lower in scale and with least potential to affect ocean views from Highway 1 should have primary orientation to the west to capture ocean views and to minimize energy use through passive cooling



and heating (utilizing prevailing breezes and solar orientation). Where possible, taller buildings should be sited to balance the objectives of minimizing impact to views, especially from Highway 1, while capturing views from the buildings to the ocean.

- Building setbacks and building height limits adjacent to Highway 1 and Young Avenue should be maintained to reduce the apparent scale of development and minimize loss of available views over the plan area.



- Building footprints should be interspersed around common open space areas to reflect and capture natural landscape character and to reduce the visual intensity of development.



Building Design and Architectural Style

Building design and architectural style is intended to be unique, while fitting within the context of the agrarian, coastal vernacular of Half Moon Bay. Building designs should be low-profile in massing and scale, and feature

eco-friendly, natural materials. The architectural language should be forward thinking and contemporary with clean lines and elegant forms, evoking the spirit and context of Half Moon Bay. Key design guidance includes:

- **Building Massing:** Building massing should remain as low in scale as possible while accommodating the appropriate dispersal of building footprints and sizes that implement the development program. In keeping with the lower profile massing, architectural elements should be smaller scale and never be overly grandiose in size or nature. Like other agrarian buildings in Half Moon Bay, the building mass and the scale of architectural elements should feel appropriate within its context.
- **Building Form:** Breaking up the massing into smaller, lower-scaled building forms, and scattering them throughout the site, are key to striking a balance with preserving and activating the landscape while attempting to preserve views. Building height should not exceed 30 feet as measured from average natural grade.
- **Roofs:** Roof forms should look to the local agrarian context - low-profile, shed-like roof forms are encouraged to provide lower scale massing. Roofs can bear a more contemporary, thinner expression using newer technologies and lighter structural



framing. As compositional elements in the view, roofs should not be a main feature. Instead, they should be low enough to be de-emphasized. Roofing materials should not be overly dark or light in color but blend in with the surrounding tones and feature natural material such as asphalt shingles or standing seam metal.

- **Indoor-Outdoor Spaces:** Climate should be considered as an opportunity for creating indoor-outdoor spaces that are intrinsic to the California lifestyle. Architectural components should include covered porches, overhangs, trellises, and amenities such as outdoor fire pits and other heat sources.
- **Second Floors:** Limiting the amount of second floor area is encouraged where possible to reduce overall building mass. The conditioned portion of second floor footprints should not exceed the massing of the floor below. However, incorporating outdoor opportunities, opening interior spaces to view and blurring the lines between indoor and outdoor spaces remain key strategies even at upper levels of the building massing. Outdoor spaces should blend into the overall building mass, offer covering from the elements, and provide shelter to outdoor terraces at the floor below.
- **Materials and Color Palette:** Building materials should reinforce and complement the building massing. Natural, locally sourced, and eco-friendly materials are encouraged. Building materials should reflect natural colors and tone. Surfaces should preferably not be “painted” or painted surfaces should be limited in size. Like the building forms themselves, materials should also reflect the local agrarian architectural vernacular. Stone, wood, and metal should serve as the primary materials to showcase natural colors and reflect the landscape of greys, blues, greens, golds and browns.



- **Building Lighting:** Building lighting should highlight entries and outdoor terraces. Fixtures should be minimal so as not to overshadow architectural expression or material palette. Materials should be in keeping with the natural palette, but materials such as anodized metal that are compatible with salt air are acceptable. Exterior sconces



should wash the surfaces of the buildings with light, but lighting should never be directed outward toward the line of sight to avoid interfering with human vision. LED or other eco-friendly lighting is encouraged.

Landscape

The collaboration between landscape and architecture is particularly important in a site conceptually linked to the land. Together, they serve to support a set of design strategies that respect the natural ecology of the plan area and broader character of Half Moon Bay. Design guidance includes:

- **Landscape Design and Scale:** Landscaping should complement and blend with the architecture and site features, helping to

reduce scale, soften edges, and aid as a visual element in extending indoor experiences to the outdoors. While landscape can be used as a barrier between street and pathways, or between buildings and open land, landscape elements and planting should not detract from broader views.

- **Landscape Planting:** Additional trees and vertical planting should be used sparingly so as not to disrupt ocean views. Trees should be used sparingly that offer shade and shelter in key locations, but do not impede views or overwhelm the open, low-scale expression of the architecture and massing.
- **Plant Materials:** Integrating landscaping with existing foliage as much as possible is important in developing an appropriate planting palette. Native plants should be used that reflect local landscapes and habitats and drought resistant planting should be considered to reduce water demand.
- **Existing Foliage:** Preserving mature trees and other foliage is a critical strategy in protecting existing ecology and visually integrating development. Existing, dense foliage along Highway 1, including iconic cypress trees, should be maintained and used as visual screening of new development to the maximum extent possible.

Additional Design Elements

- **Pathways:** Pedestrian and bike paths should blend in with the natural landscape as much as possible. Natural materials for pathways should be used if possible. Where maintenance and safety are concerns,



pervious paving should be used, but edged with a natural look in either natural stone, grasses or other planting materials.

- **Fencing:** Open fencing should be used along Highway 1 and Young Avenue where needed to provide a physical barrier, but should not be a visual barrier to views from either roadway.



When privacy is paramount to programmatic use, solid landscape walls can be integrated, but should feel as though they are part of the landscape terracing and should never appear as tall, large-scale walls. If large walls are needed, their massing should be broken up and softened with landscaping. Fencing style should be compatible with adjacent architectural design and reflect agrarian, local vernacular. Materials such as wood and stone that might be found on Northern California farms should be considered.

- **Signage:** Signage should be integrated in the landscape and into the building architecture in keeping with the overall, natural look and feel of each part of the development program. Signage should enhance the architecture and landscape, providing clarity of wayfinding without overpowering a building elevation or open space or view. Signage should be well lit



either internally or via landscape or external building lighting and be built of natural materials that compliment and are part of the primary architectural palette of wood, metal, and stone.

- **Lighting:** Landscape lighting should safely illuminate pathways, outdoor public and private spaces, but not interfere with or impede views through the site or to the ocean. Lighting splay should be limited with appropriate shielding. As with other landscape and architectural elements, design should be drawn from the local vernacular and relate to the agrarian architectural story. Powder coated fixtures may be best to combat salt air and elements, but others may be considered.
- **Parking:** A combination of structured parking and surface parking are envisioned to meet demand. Where structured parking is needed and proposed, the structure(s) should be sited to be screened by existing vegetation/trees so that a substantial portion of the structure is screened from view from Highway 1. When structured parking is employed to meet major parking demand, surface parking should be minimized but provided for convenience. Surface parking should be integrated into the landscape and not overpower building and landscape design or dominate views. Landscape plantings, preferably larger planting areas, should be integrated into surface parking areas. Commercial loading areas should be direct and convenient and be visually and acoustically removed from any guest experience or from users of off-site properties to the extent feasible.

2.5 Land Use Plan Policies

- LU-1. New development within the plan area shall be focused on commercial

visitor-serving accommodation and retail uses, with other uses permitted as shown in Table 2-1, Surf Beach/Dunes Beach Planned Development Use Table. Proposed uses and development intensities for each use are as follows:

1. Hostel-Type Use – 40 beds in individual structures with 2,875 square feet of building.

Though 2,875 square feet of building is planned, if design flexibility is needed, an increase in building capacity may be warranted, while maintaining the proposed 40-bed capacity. If proposed in the future, this change would be subject to review of the Community Development Director for conformance with the specific plan and for CEQA compliance requirements;
2. RV Park –177 RV spaces, a clubhouse/office facility of 5,000 square feet, and accessory support structures as needed;
3. Hotel/Conference Center –212 rooms, a lodge (containing a lobby, spa, lounge, restaurant, fitness center, etc.) and conference/event space with 212,260 square feet of building;
4. Recreation Equipment Barn –1,268 square feet of building to provide rental of recreation equipment, with ancillary pre-prepared convenience food, snack and drink services and outdoor tables and chairs;

5. Heritage Agriculture – an approximately 3.5-acre area adjacent to Highway 1 and the hotel/conference center use to be reserved for small-scale, boutique agricultural production; and
 6. Small-scale retail market – 4,225 square feet of building for sale of agricultural products grown within the plan area or illustrative of Half Moon Bay’s agricultural heritage; small-scale food preparation and food sales showcasing local/regional agricultural products; and sale of convenience goods catering primarily to guests at plan area accommodations, and other visitors to Dunes Beach, the Coastal Trail or other local coastal recreation resources.
- To allow flexibility to respond to changing market conditions over time, the Community Development Director may consider and review future minor modifications to the specific plan that increase or decrease development capacity identified in the specific plan. Such minor modification requests must be accompanied by analyses acceptable to the Community Development Director to enable the Community Development Director to determine whether minor modification requests substantially conform to the adopted specific plan or have the potential to result in significant impacts under specific plan buildout conditions that are not identified in the EIR prepared for the specific plan. Where impacts may be greater, additional environmental review may be required. Please refer to Chapter 6.1, Specific Plan Administration, for more information on the review process for modifications to the specific plan.
- LU-2. The locations for the recreational equipment rental use, hostel use, and retail market use are flexible. The locations and actual sizes of each use shall be identified in individual Coastal Development Permit applications.
 - LU-3. To reduce the intensity of development for the RV park and hotel/conference center uses, each use shall include a minimum of 50 percent open space. The 50 percent threshold may be met through a combination of private open space, common open space and public open space as each type of open space is defined in the Half Moon Bay Municipal Code Chapter 18.02.040 as acceptable for meeting open space requirements. The heritage agricultural use may be counted towards the open space requirement for the hotel/conference center use.
 - LU-4. To reduce the site area committed to surface parking and reduce site area development intensity and impervious surface, a parking structure is permitted to meet parking demand from the hotel/conference center use. The structure

shall be placed on the same site as the hotel/conference center. A use permit is required if the parking structure is proposed to also meet parking demand for public recreational use of Dunes Beach or other non-hotel/conference center uses.

- LU-5. Twenty of the 200 lots in the Surf Beach Tract subdivision are owned by the Coastside Land Trust and are assumed to remain in open space use. These lots are not counted as part of the 177-space RV park use. However, these lots are integrated into the RV park site plan and are provided with access onto RV park streets and rights to utility easements within these streets. Future development of these lots, if proposed, will be subject the following requirements: 1) the owner of the developing lots(s) shall be responsible for securing any entitlements, including any supplemental environmental review, that may be required; 2) the owner of the lot(s) shall be responsible for obtaining utility services and restoring all streets that have been trenched to their prior condition; and 3) the owner of the lot(s) shall fairly reimburse the original RV park developer for pro-rata costs of all prior infrastructure and entitlement work benefiting that owner. An agreement signed by both parties to reimburse the original RV park developer for pro-rata costs for infrastructure and entitlement work shall be provided to the City prior to its issuance of a building permit for development of these lots.

- LU-6. Eight of the 200 lots in the Surf Beach Tract subdivision are owned by individuals other than the applicant, including one by the City of Half Moon Bay. These lots are counted as part of the 177-space RV park use. These lots are integrated into the RV park site plan and are provided with access onto RV park streets and rights to utility easements within these streets. Future development of these lots, if proposed, will be subject to the following requirements: 1) the owner of the developing lot(s) shall be responsible for securing any entitlements, including any supplemental environmental review, that may be required at the time of development; 2) the owner of the lot(s) shall be responsible for obtaining utility services and restoring all streets that have been trenched to their prior condition; and 3) the owner of the lot(s) shall fairly reimburse the original RV park developer for pro-rata costs of all prior infrastructure and entitlement work benefiting that owner. An agreement signed by both parties to reimburse the original RV park developer for pro-rata costs for infrastructure and entitlement work shall be provided to the City prior to its issuance of a building permit for development of these lots.

- LU-7. A professionally designed and operated, high-quality RV park is homogeneous in appearance, and uniform and well-managed in operation. Therefore, development of any Surf Beach Tract lot that is not within the control of the

applicant shall be subject to the following development conditions: 1) only development of additional RV spaces will be allowed, and such development must conform to the design and aesthetic standards of the park as a whole; and 2) owners of such lots shall enter into a mutually acceptable Operating Agreement with the owner of the RV park. The agreement shall include common rental policies and procedures, rules and regulations pertaining to guests renting spaces, and methodology for sharing costs of maintaining and operating common areas and other mutually beneficial improvements. An Operating Agreement signed by both parties shall be provided to the City prior to its issuance of a building permit for development of these lots.

- LU-8. The two existing homes within the Surf Beach Tract shall remain as existing uses. These lots will have the right, but not the obligation, to access the interior streets of the RV park, providing that fair reimbursement is made against the costs advanced by the RV park developer for these streets and improvements to Young Avenue.
- LU-9. Development regulations specified in Table 2-3, Surf Beach/Dunes Beach Planned Unit Development – Visitor-Serving Commercial Development Standards, shall apply to all future uses within the plan area.

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Mobility Plan

3.1 Mobility Principles

The mobility planning approach focuses on enhancing multi-modal public access to coastal resources, reducing the volume of plan area development-generated vehicle trips on the local road network, and reducing adverse effects on traffic flow conditions on Highway 1 where such can be affected by the project design.

The following mobility plan principles capture the fundamental aspects of the mobility plan:

- Expand and improve public access to Dunes Beach and the Coastal Trail;



- Expand pedestrian and bicycle facilities on Highway 1 and on Young Avenue to provide alternative modes of movement that reduce traffic volumes within the plan area and on Highway 1;
- Improve traffic flow/reduce traffic congestion on Highway 1 in vicinity of the plan area by:

- optimizing traffic operations at the Highway 1/Young Avenue intersection through carefully designed intersection improvements that reduce existing turning conflicts at this location under high traffic volume conditions;
- providing Highway 1/Young Avenue intersection control consisting either of a traffic signal or a roundabout, either of which that would further improve traffic operations, traffic flow and safety on Highway 1; and



- substantially reducing the number of legally permissible new access points from the plan area onto Young Avenue and Highway 1 to minimize potential disruptions to traffic flow that can worsen congestion and to avoid increased safety hazards.
- Protect coastal resources by limiting beach/bluff access from new development to existing public access locations at Dunes Beach and the Coastal Trail; and
- Ensure access to all lots of record located north of Young Avenue to support unified planning for this area.

3.2 Mobility Plan

A fundamental objective of the Coastal Act is to facilitate public access to coastal recreation resources. The land use plan described in Chapter 2, Specific Plan Land Use Plan, meets this priority objective by providing increased capacity for a variety of visitor-serving accommodation uses at a range of costs, a coastal recreation support use, and a plan area-serving market use. While this mobility plan facilitates access to coastal recreational resources for guests at plan area accommodations, it also improves access for existing residents of Half Moon Bay and other visitors to Half Moon Bay.

The land use plan and the mobility plan work together to address local concerns about traffic congestion on Highway 1. The land use plan includes uses that promote “internal capture” of vehicle trips that would otherwise be made by individual visitors onto the surrounding road network. The land use plan also merges and consolidates approximately 170 legal Surf Beach Tract subdivision parcels north of Young Avenue to eliminate more than thirty-five potential driveway and street openings onto Young Avenue and Highway 1. This will reduce potential for increased traffic congestion by substantially reducing turning movements onto and off of the roadways that slow or even stop traffic flow and by reducing potential vehicle and bicycle/pedestrian conflicts. In addition, the applicant is proposing to provide a shuttle service for hotel/conference center guests and possibly to RV park and hostel guests. The service would provide transportation to downtown Half Moon Bay and the harbor, and potentially other locations. Individual trips that might otherwise be made by guests to

these locations would be consolidated, thereby reducing vehicle trips on Young Avenue and Highway 1 and reducing parking demand/congestion at shuttle destinations.

The mobility plan results in increased opportunities for plan area visitors, Half Moon Bay residents, and other visitors to the coast to walk and bike to and from the plan area, the



Coastal Trail, and Dunes and Roosevelt beaches. This is achieved by: 1) providing new pedestrian and bicycle facilities on Young Avenue as recommended in the LUP; 2) expanding alternative transportation facilities in the form of a multi-use trail and bicycle lanes along the plan area frontage with Highway 1; and 3) providing a recreational equipment rental use (to include bicycle rentals) to help shift modes of transportation for visitors from vehicles to bicycles.

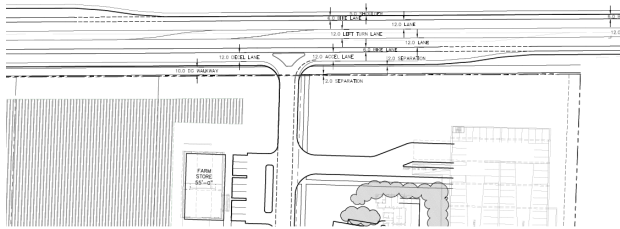


The mobility plan design features are informed by priorities and goals included in several key local transportation planning documents. These include, but are not limited to: the City of Half Moon 2013 Circulation Element of the General Plan, the 1993 LUP, Caltrans' 2010 Highway 1 Safety and Mobility Improvements Study, San

Mateo County’s 2016 Connect the Coastside study, and Half Moon Bay and Caltrans traffic improvement design guidelines and standards.

3.3 Vehicular Circulation and Roadway Design

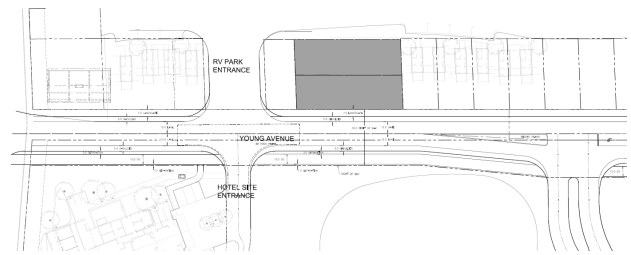
Young Avenue, as currently accessed via Highway 1, will serve as the backbone roadway serving the plan area. “Backbone” refers to the primary circulation infrastructure to which in-tract improvements for individual projects



(e.g. the RV park and hotel/conference center) will connect. Only one other access point to the plan area, a right-in/right-out from Highway 1 located south of Young Avenue is assumed. Improvements to the Highway 1/Young Avenue intersection are planned, as are other frontage improvements on Highway 1 within the existing Highway 1 right-of-way. All on- and off-site roadway improvements will be designed to meet the City of Half Moon Bay Standard Design Guidelines (2016). Storm water treatment features will be included in roadway improvements where appropriate to treat and infiltrate storm water runoff. [Figure 3-1, Mobility Plan](#), shows backbone mobility improvements. Figure 3-1 shows signalization as the traffic control for the Highway 1/Young Avenue intersection. A roundabout could also be utilized for intersection control. Plans for each option have been developed and are further described and illustrated below.

Young Avenue

Young Avenue consists of an 18-foot wide paved roadway within a 30-foot wide right-of-way controlled by the City. Young Avenue is also the public access route to the Dunes Beach parking lot and the Coastal Trail. As noted previously, LUP condition 9.3.3 (c) requires that 25 feet of additional right-of-way be provided within which Young Avenue would be widened and pedestrian and bicycle facilities constructed.



Additional right-of-way will be provided on the south side of Young Avenue consistent with LUP requirements. Between Dunes Beach and a point about 675 feet from Highway 1, 25 feet of right-of-way will be dedicated to provide 55 feet of total right-of-way. The 25-foot right-of-way dedication increases to 37 feet for the remaining segment of Young Avenue nearest to Highway 1, for a total right-of-way of 67 feet. The 55-foot section of Young Avenue would include a seven-foot landscape buffer adjacent to the RV park, a five-foot shoulder, two 12-foot travel lanes, another five-foot shoulder, a three-foot buffer strip, and a 10-foot wide multi-use bicycle and pedestrian path. The 67-foot section has the same components, but adds a 12-foot left-turn lane onto Highway 1. [Figure 3-2, Young Avenue Improvements](#), illustrates the respective section lane configurations. The seven-foot wide landscape strip is provided on the north side of Young Avenue to protect the existing cypress trees that line the roadway and

to create an aesthetically pleasing coastal access route to Dunes Beach. The landscaping will also supplement the cypress trees as a visual buffer and screen of the RV and hostel uses. Additional improvements include curb and gutter. The cypress trees are approximately 10 feet inside the Surf Beach Tract. Consequently, there will be about 22 feet of separation between the trees and the westbound lane of Young Avenue.



Consistent with LUP policies, Figures 3-2 and 3-3 show that a 10-foot wide decomposed granite pedestrian and bicycle trail would be included along the southern edge of Young Avenue. The trail would connect to a proposed new bicycle lane on Highway 1 and to a new proposed pedestrian walkway along the Highway 1 frontage, both described below. With the proposed Highway 1/Young Avenue improvements, also as described below, the Young Avenue trail would also connect to the existing portion of the Naomi Patridge Trail located on the east side of the highway and to the existing portion located south of the plan area where the trail runs along the west side of the highway.

Access points from Young Avenue to the northern (RV park) and southern (hotel/conference center) portions of the plan area will be further defined as part of future individual project applications.

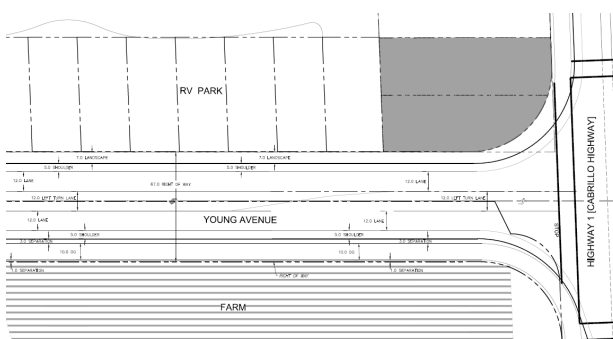
Other Access Points onto Highway 1

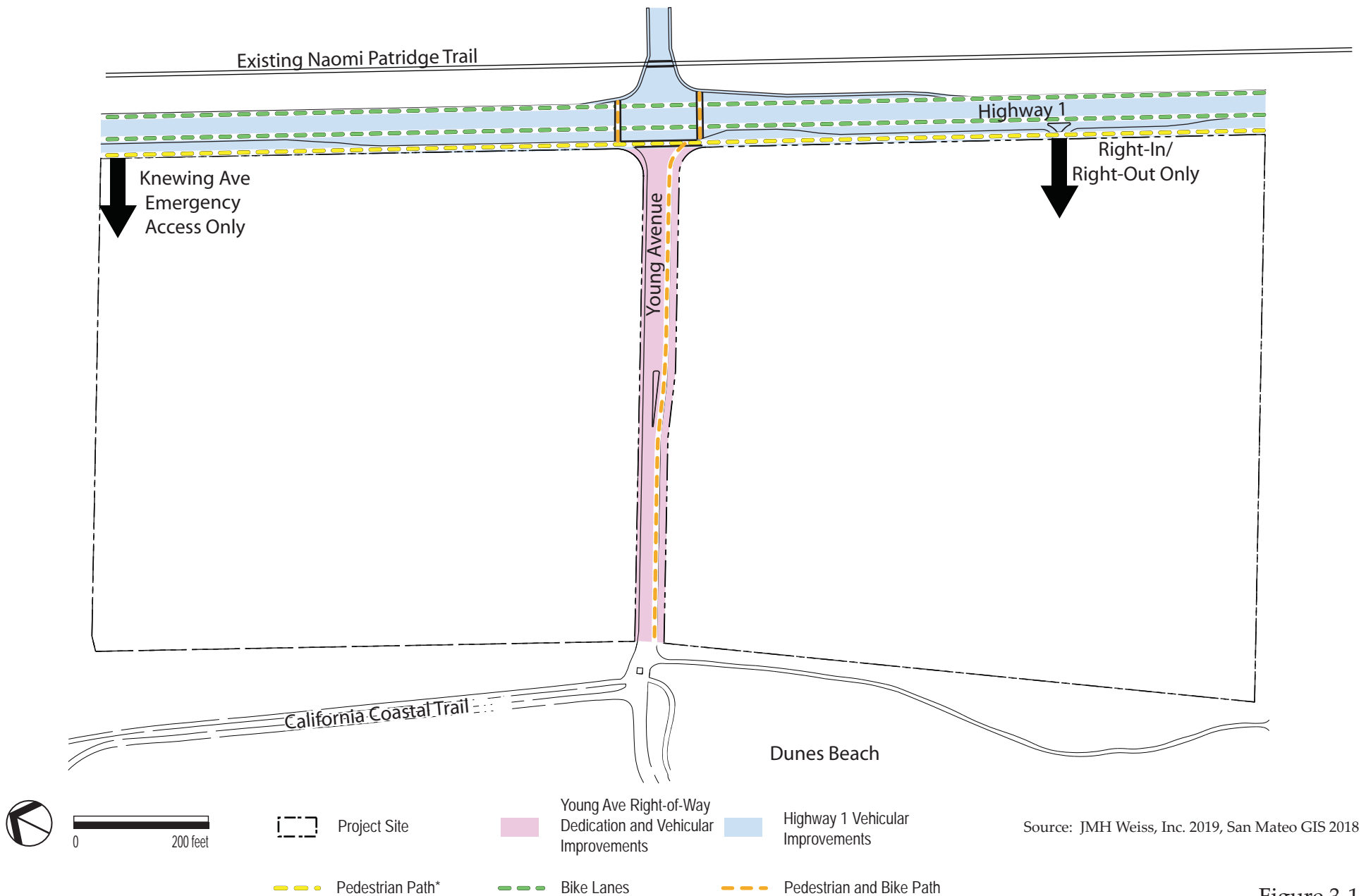
The mobility plan shows two new access points onto Highway 1. The first would be emergency access only, located north of Young Avenue. It is assumed that this access point would correspond with the location of Knewing Avenue, a paper street included in the Surf Beach Tract subdivision. The second would be a right-in/right-out access located south of Young Avenue. Its specific location would be determined based on needs of future development proposed south of Young Avenue.

Highway 1 Frontage Improvements

The Highway 1 right-of-way along the plan area frontage varies from about 160 to 165 feet in width. Two travel lanes with shoulders and the existing Naomi Patridge Trail (located to the east and separated from the northbound travel lane) are located within the right-of-way. The only existing stop control is on the Young Avenue leg of the intersection. There is also a northbound left-turn lane pocket on the highway for turns onto Young Avenue.

The mobility plan includes a series of proposed improvements to Highway 1, all of which will occur along the plan area frontage within the existing Highway 1 right-of-way. [Figure 3-3, Highway 1 Frontage and Highway 1/Young Avenue Signalized Intersection Improvements](#),



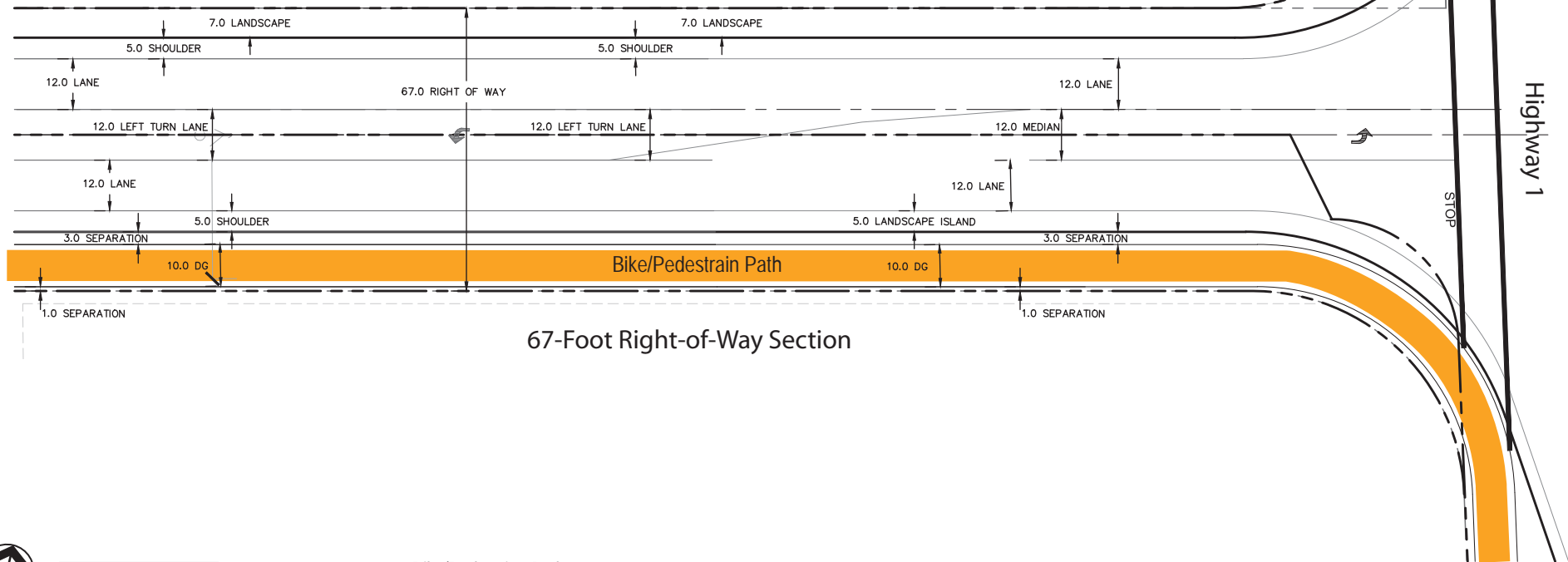
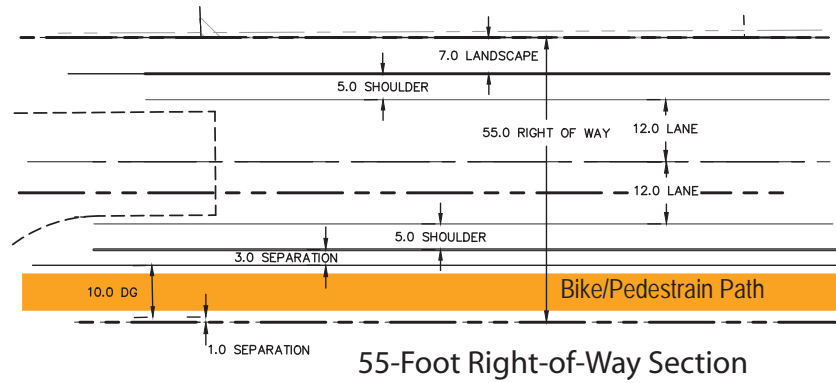


Source: JMH Weiss, Inc. 2019, San Mateo GIS 2018

*A roundabout is also identified as an option for intersection control at the Highway 1/Young Avenue intersection.

Figure 3-1
Mobility Plan

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Bike/Pedestrian Path

Source: JMH Weiss, Inc. 2018

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Highway 1 Frontage and Highway 1/Young Avenue Signalized Intersection Improvements

Dunes at Half Moon Bay Specific Plan

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shows the lane configurations on the approaches to Young Avenue as well as the signalized intersection configuration at this location. The latter is discussed in more detail below. The existing two travel lanes and associated shoulders on the highway would remain. Outside the shoulders, six-foot wide bike lanes are planned in both the northbound and southbound directions. Additionally, a six- to ten-foot-wide decomposed granite pedestrian trail will be provided on the west side of the highway. This trail would connect to the proposed trail on Young Avenue. The new dedicated bike lanes and pedestrian trail will substantially expand non-vehicular access opportunities to the plan area, Dunes Beach, and the Coastal Trail.

To the south of the Highway 1 segment shown in Figure 3-3, the lane configurations on the highway section would be modified to accommodate a right-in/right-out access point to the hotel/conference center site and eliminate the northbound deceleration lane for Young Avenue. To the north of the segment shown, the highway section would be modified to eliminate the southbound deceleration lane for Young Avenue.

Highway 1/Young Avenue Intersection Improvements

As noted previously, the only existing stop control at the Highway 1/Young Avenue intersection is on the Young Avenue leg of the intersection. There are no pedestrian or bicycle facilities. A northbound Highway 1 left-turn lane onto Young Avenue is the only turning lane at the intersection. With future development of the plan area, intersection improvements will be required. Two options are proposed - a standard signalized intersection and a roundabout. The decision about which option should be

implemented can be made in coordination with the City, Caltrans and other transportation management agencies as needed.

Signalized Intersection Option Design

Please refer back to Figure 3-3 for reference to the signalized intersection configuration option. The figure shows a number of significant features. The existing northbound left-turn lane onto Young Avenue would be widened and lengthened. A southbound left-turn lane into the Nurseryman's Exchange facilities located on the east side of the highway would be included. A Highway 1 southbound right-turn deceleration lane onto Young and a northbound Highway 1 right-turn deceleration lane into the Nurseryman's exchange are included. Crosswalks would be included on all legs of the intersection as would the proposed trails and bicycle lanes described above for Highway 1 frontage improvements. Direct linkages to the existing Naomi Patridge Trail on the east side of the highway are incorporated. The intersection design incorporates turning radius requirements for large trucks, especially for the fourth leg of the intersection into and out of the Nurserymen's Exchange.

Roundabout Option Design

A roundabout could help reduce traffic speeds and improve traffic flow on Highway 1, and increase vehicular and pedestrian safety relative to a traditional signalized intersection. As well as providing a traffic flow improvement function, a roundabout concept is consistent with Half Moon Bay's town boulevard concept for Highway 1. This concept includes establishing lower speed limits, implementing multimodal improvements with safe crossings, and providing

landscaping and other amenities. Approaches for implementing the town boulevard concept include roundabouts or grade-separations that slow traffic, improve highway safety for all forms of transportation, better serve residents and improve coastal access for visitors.

Roundabouts are also supported by Caltrans in its Transportation Concept Report for SR-1; Caltrans recommends that Half Moon Bay consider roundabouts on Highway 1.

Other regional studies, including *The Highway 1 Safety and Mobility Improvement Study* (Caltrans 2010) and the *2016 Connect the Coasts: Evaluation of Recommended Alternative to Address Potential Future Transportation*

Deficiencies, address improvements to consolidate access along Highway 1 along the existing Nurseryman's Exchange site frontage. A roundabout at Young Avenue could be a component of a solution to this access issue.

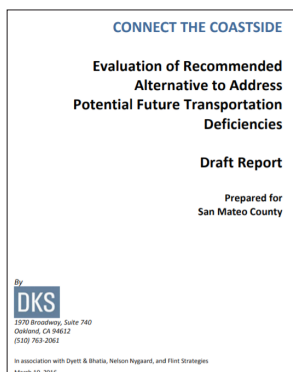
A potential roundabout configuration is shown in [Figure 3-4, Optional Highway 1/Young Avenue Roundabout](#). Features include a single lane, consistent with the existing highway lane configuration and bicycle and pedestrian connectivity facilities. Based on preliminary evaluation, a single-lane roundabout could be constructed within the existing Highway 1 right-of-way.

The same modifications to Highway 1 south and north of Young Avenue as described in the prior Highway 1 frontage improvements

discussion would also be made if the roundabout option is implemented.

3.4 Bicycle and Pedestrian Mobility and Connectivity

Bicycle and pedestrian circulation facilities are found intermittently throughout Half Moon Bay; connections between major destinations and the coast are often lacking. As shown in Figure 3-1, Mobility Plan, pedestrian and bicycle improvements are proposed on Young Avenue and along Highway 1 that will expand non-vehicular connectivity to Dunes Beach and the Coastal Trail, and to other coastal recreation



destinations within Half Moon Bay and beyond. The pedestrian and bicycle improvements are summarized in Section 3.2 above as part of the descriptions of proposed roadway and intersection improvements.



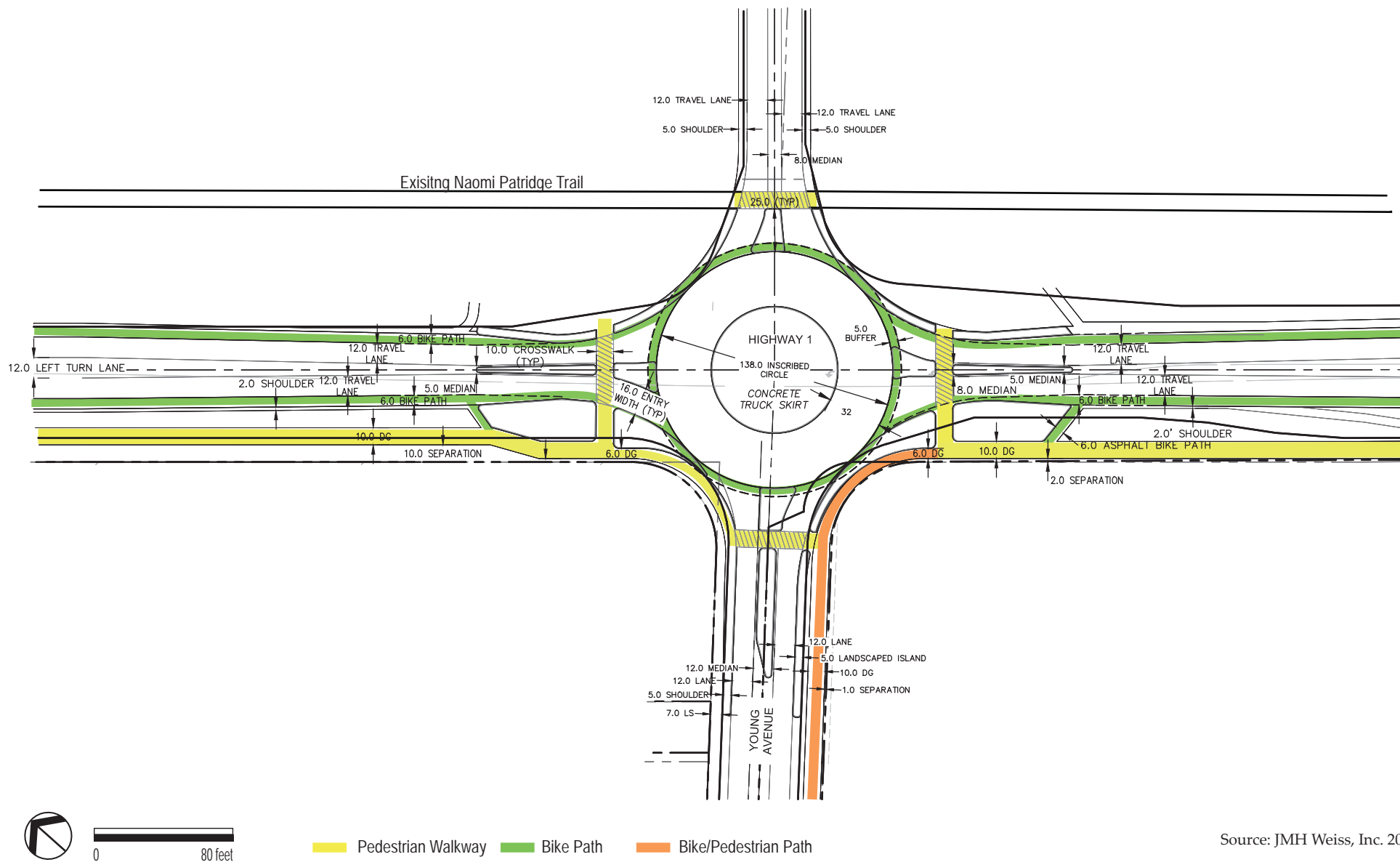


Figure 3-4
Optional Highway 1/Young Avenue Roundabout

Dunes at Half Moon Bay Specific Plan

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In addition to the bicycle lanes to be constructed along the Highway 1 frontage, the bicycle and pedestrian improvements included in the intersection design will be valuable for connecting visitors, Half Moon Bay residents, and Dunes Beach/Coastal Trail users to the existing Naomi Patridge Trail and the plan area. Lack of safe pedestrian and bicycle crossings of Highway 1 are a recognized constraint to improving non-vehicular connectivity in Half Moon Bay; the proposed improvements will provide benefit in this regard.

3.5 Transit

Public transit service in Half Moon Bay is limited. Scheduling and service frequencies are generally insufficient to enable public transportation to serve as a primary mode of travel. Stops can also be isolated and located on high-traffic routes, factors which also act as disincentives for using transit.

There are no Sam Trans bus stops in the immediate vicinity of the plan area. Two Sam Trans bus routes (17 and 18) pass by the plan area on Highway 1. One of these operates only on school days. At this time, it is presumed that Sam Trans is not able to provide a bus stop at the plan area. Transit ridership density in the vicinity of the plan area both under existing and post-project conditions is not likely to increase to a level sufficient to warrant a new transit stop at the plan area.

While the potential to utilize existing public transit or expand public transit opportunities may be limited, the applicant's proposal to provide a shuttle service for hotel/conference center guest

and possibly RV park and hostel guests will be an effective substitute for public transit.

3.6 Parking

Zoning ordinance Chapter 18.36 identifies parking standards for new development. Future projects proposed within the plan area will need to demonstrate compliance with those standards. No modification of these standards is proposed as part of the development regulations included in Section 2.4, Development Standards and Design Guidelines. Chapter 18.36 standards do not mandate the form in which parking is provided (e.g. surface parking in parking fields or other forms such as parking structures).

3.7 Mobility Plan Policies

- M-1. Developers of individual projects within the plan area shall pay a fair share of the costs for off-site vehicular and non-vehicular improvements within the Highway 1 right-of-way described in this section, including Highway 1/Young Avenue intersection improvements. If any developer funds more than a fair share for such improvements, the City will agree to reduce costs of other developer obligations commensurate with the overpayment or enter into a reimbursement agreement.
- M-2. Prior to approval of a final map or a grading permit for the first project within the plan area, whichever occurs first, the developer of the first project shall coordinate with the City of Half Moon Bay and Caltrans to define whether the Highway 1/Young Avenue

intersection shall be signal controlled or a roundabout. Improvement plans for the selected solution, if prepared by the applicant or a developer, shall be completed, submitted and reviewed and accepted by the City of Half Moon Bay and Caltrans prior to issuance of a grading permit for the first project proposed within the plan area.

M-3. Developers of individual projects within the plan area shall pay a fair share of the costs for all required Young Avenue vehicular and non-vehicular circulation improvements described in this section. If any developer funds more than a fair share for such improvements, the City will agree to reduce costs of other developer obligations commensurate with the overpayment or enter into a reimbursement agreement.

M-4. The developer of the first project within the plan area shall coordinate with California Department of Parks and Recreation to prepare a plan for linking proposed Young Avenue improvements with the Dunes Beach entrance and California Coastal Trail. Improvements for which plan area development is responsible for constructing shall be reflected on the final improvement plans. If any developer funds more than a fair share for such improvements, the City will agree to reduce costs of other developer obligations commensurate with the overpayment or enter into a reimbursement agreement.

M-5. Developers of individual projects within the plan area shall prepare plans for internal circulation and demonstrate how internal circulation improvements will connect to backbone infrastructure, including Young Avenue, Highway 1, and emergency access locations.

M-6. No more than one new vehicular access point onto Highway 1 north of Young Avenue and no more than one new access point south of Young Avenue will be permitted. Access points shall be right-in/right-out only. An additional access solely for emergency vehicle is also permitted north of Young Avenue.

M-7. Developers of the RV park project and the hotel/conference center project should consult with the California Department of Parks and Recreation to determine whether one or more pedestrian/bicycle paths from each of these sites to the Coastal Trail and Dunes Beach should be constructed to improve connectivity and direct traffic to controlled locations. If new trails are not desired by the California Department of Parks and Recreation, new pedestrian or bicycle paths through the coastal dunes shall be prohibited and all pedestrian and bicycle traffic from the plan area shall access the Coastal Trail and Dunes Beach via Young Avenue.

M-8. The developer of any visitor-serving hotel project of 150 or more rooms shall incorporate a guest shuttle service into the project operations plan. The

shuttle service shall be programmed and promoted to guests with the goal of reducing independent vehicle trips taken by hotel guests. Shared use of the shuttle service with hostel and RV park guests should also be considered to the extent feasible.

- M-9. The developers of the proposed hostel, RV park and hotel projects shall provide guests with information about pedestrian and bicycle routes and facilities that may be used to access off-site coastal resources and other amenities within Half Moon Bay.

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Conservation Plan

4.1 Conservation Plan Principles

This chapter addresses natural resources and natural resource values and includes standards for conserving resources. The following conservation plan principles frame how future development within the plan area will be guided to consider natural resources:

- Address foundational priorities for conserving visual resources associated with the Dunes Beach/Surf Beach Planned Development area as identified in the LUP and zoning code;
- Conserve water, energy, biological, agricultural and cultural resources consistent with regulatory requirements and through additional plan area specific requirements where needed;
- Implement project design and additional measures to reduce the rate of greenhouse gas emissions associated with new development; and
- Evaluate coastal resource/hazard conditions as factors in site planning.

Several analyses prepared for the project and/or project site have been used as reference in portions of this conservation plan. These include the *Dunes at Half Moon Bay Viewshed Assessment* (EMC Planning Group 2019) included in Appendix B, the *Dunes at Half Moon Bay*

– *Coastal Processes and Sea Level Rise Analysis* (Revell Coastal 2019), the *Dunes at Half Moon Bay Biological Resources Evaluation* (WRA Inc. 2018), *The Dunes at Half Moon Bay Biological Resources Evaluation Supplement* (WRA Inc. 2019) and the *Dunes at Half Moon Bay Master Plan Site Assessment* (EMC Planning Group 2019) included in Appendix C.

4.2 Visual Resources

Visual resources are a critical issue for development within the plan area. Key issues include views from Highway 1 over the plan area to the ocean, views from Young Avenue, and views from Highway 1 within the Highway 1 corridor that affect the quality of views.

LUP and Zoning Standards Framework

LUP policies and zoning ordinance standards that address visual issues set the framework for site planning.

LUP policy 7-11 describes site planning considerations regarding scenic quality on primary access routes from Highway 1 to the beach, one of which includes Young Avenue. Development along primary access routes are to be designed and sited so as to maintain and enhance the scenic quality of such routes, including building setbacks, maintenance of low height of structures, and landscaping to create a scenic gateway and corridor. Policy 7-12

emphasizes protecting broad ocean views from Highway 1 by: a) siting/clustering structures to the extent feasible; b) designing landscaping plans to avoid impeding views; and 3) limiting building height to one story or 15 feet unless taller heights would facilitate building clustering for greater views protection. The policy applies to areas, including the plan area, which are located on the Visual Resources Overlay Map included in the LUP.

LUP Section 9.3.3 addresses development planning for the Surf Beach/Dunes Beach Planned Development area. Condition “d” in that section states that structures shall be clustered, maintained low in height, or constructed at low elevations to the maximum extent feasible and specific view corridors shall be established (including the Young Avenue right-of-way) and protected by easements to maintain views of the ocean from Highway 1.

Sections 18.37.020 and 18.37.030 of the zoning code include standards that implement LUP policies. The first of these sections describes three types of scenic corridors within which standards for development design are provided. The first is a Highway 1 corridor, which extends 200 yards on both sides of the highway. The second, broad ocean views from Highway 1, describes locations from which such views are available, one of which is Highway 1 adjacent to the plan area. The third scenic corridor type includes primary coastal access routes, including Young Avenue.

Standards in section 18.37.030(A) apply to broad ocean view scenic corridors and include: 1) building siting to preserve unobstructed views and building clustering to the extent feasible; 2) avoiding landscaping with potential to

interfere with ocean views; and 3) limiting building heights to one story or 15 feet unless buildings are clustered for greater view protection, in which case buildings may be up to 28 feet tall. Standards in section 18.37.030(B) apply within the Highway 1 and beach access route corridors. The standards address building siting and heights to: 1) protect views of the ocean and scenic coastal areas; 2) locate buildings where least visible from public view; 3) designed to be compatible with the environment; 4) setback from Highway 1 and access routes (distance not defined); and 5) maintain a low height unless a greater height would not obstruct public views.

View Corridor Considerations and Definition

As noted in LUP condition 9.3.3(d), specific view corridors to the ocean from Highway 1, including views down Young Avenue, are to be identified in the specific plan. As a basis for identifying these views, EMC Planning Group prepared the Dunes at *Half Moon Bay Viewshed Analysis* included in Appendix B. The information has been used to inform the location of available view corridors, site planning decisions that affect view corridors and development standards such as building setbacks and height limitations. Development standards to address LUP policy regarding views along Highway 1 (the “Highway 1 corridor”) as specified in zoning code section 18.37.020 are also considered.

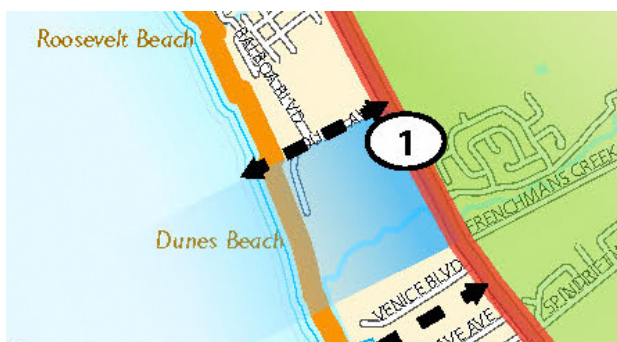
Changes in Scenic Resource Conditions

Since the LUP was adopted over 25 years ago, conditions that affect scenic views at the plan area have changed. This is especially true for

views from Highway 1 to the ocean as affected by changes in the extent, height, and density of existing vegetation.



While views from Highway 1 to the ocean do exist, they do not exist over the entire plan area as is implied in the LUP Visual Resources Overlay Map. A range of obstructions block such views. Traveling northbound on Highway 1, a number of obstructions block views through the southern portion of the plan area including vegetation along Frenchman's Creek and the western margin of the highway, fencing, and existing buildings including homes and horse training facilities. Obstructions that block views through the northern portion of the plan area include trees and existing homes along the western margin of the highway. The row of cypress trees that now exists along the north side of Young Avenue partially blocks views from the highway to the ocean across both portions of the plan area.



This current assessment of more limited available views of the ocean is supported by information recently prepared for the City. The *Half Moon Bay Existing Conditions, Trends, and Opportunities Assessment* (Half Moon Bay 2016) was prepared to support Half Moon Bay's coastal planning update process. That report describes only the southern half of the plan area as a primary view corridor from Highway 1 to the ocean.

View Corridor Locations

Given the obstructions discussed above, view corridors from Highway 1 and Young Avenue to the ocean have been defined and mapped as shown in [Figure 4-1, Existing View Corridors from Highway 1](#). It is within these corridors that policy direction in the LUP and standards in the zoning ordinance regarding views of the ocean from Highway 1 apply. The LUP does not offer definitions of "broad views of the ocean" or "unobstructed" as referenced in relevant policies, nor does it offer definitions of "maintained low in height" or "maintain views of the ocean" as referenced in condition "d" in Section 9.3.3. As the Implementation Plan for the LUP, the zoning code is presumed to contain the regulatory specificity for implementing the LUP policies and associated conditions for individual PUDs.

Figure 4-1 also reflects Highway 1 visual corridor conditions at the plan area, as these are also the areas within 200 yards of the highway in which new development within the plan area can be managed to protect Highway 1 view corridor conditions consistent with applicable LUP policy and zoning code standards.

As Figure 4-1 shows, the dominant portion of the existing view corridor is located south of

Young Avenue, but also includes Young Avenue. Figure 4-1 also shows a narrower view corridor over a portion of the plan area north of Young Avenue. This corridor is possible due to a gap between the cypress trees on Young Avenue and trees located along the western margin of the highway north of Young Avenue. The plan area has about 2,225 feet of frontage along the highway. The limited views of the ocean shown in Figure 4-1 and the limited views of the plan area within 200 yards of Highway 1 (the Highway 1 view corridor) are available from approximately 30 percent of the segment of the highway that passes by the plan area.

To reflect the intent of LUP policies and conditions and related zoning code regulation regarding scenic corridors, views to the ocean and site planning within the Highway 1 visual corridor, several policies are included in Section 4.10, Conservation Plan Policies. Development standards regarding building heights, building setbacks, landscaping and other plan area site planning and development design variables are included. The standards are incorporated into the full set of development regulations identified in Section 2.4, Development Regulations and Design Guidelines.

4.3 Water Conservation

Plans for individual future projects proposed within the plan area will be reviewed by the City of Half Moon Bay for conformance with a host of state and local regulations regarding water use and conservation. Representative examples of regulatory requirements include, but are not limited to the following: 1) Title 24, Part 11 of the California Building Standards Code, which requires improved energy efficiency and water

use efficiency in new commercial and residential development; 2) the California Water Conservation in Landscaping Act of 2006, which requires all local jurisdictions to adopt and implement; and 3) Half Moon Bay landscape and indoor water use efficiency regulations contained in chapters 13.04 and 13.05, respectively.

The Coastside County Water District (“water district”) would be the water purveyor for development in the plan area. The water district



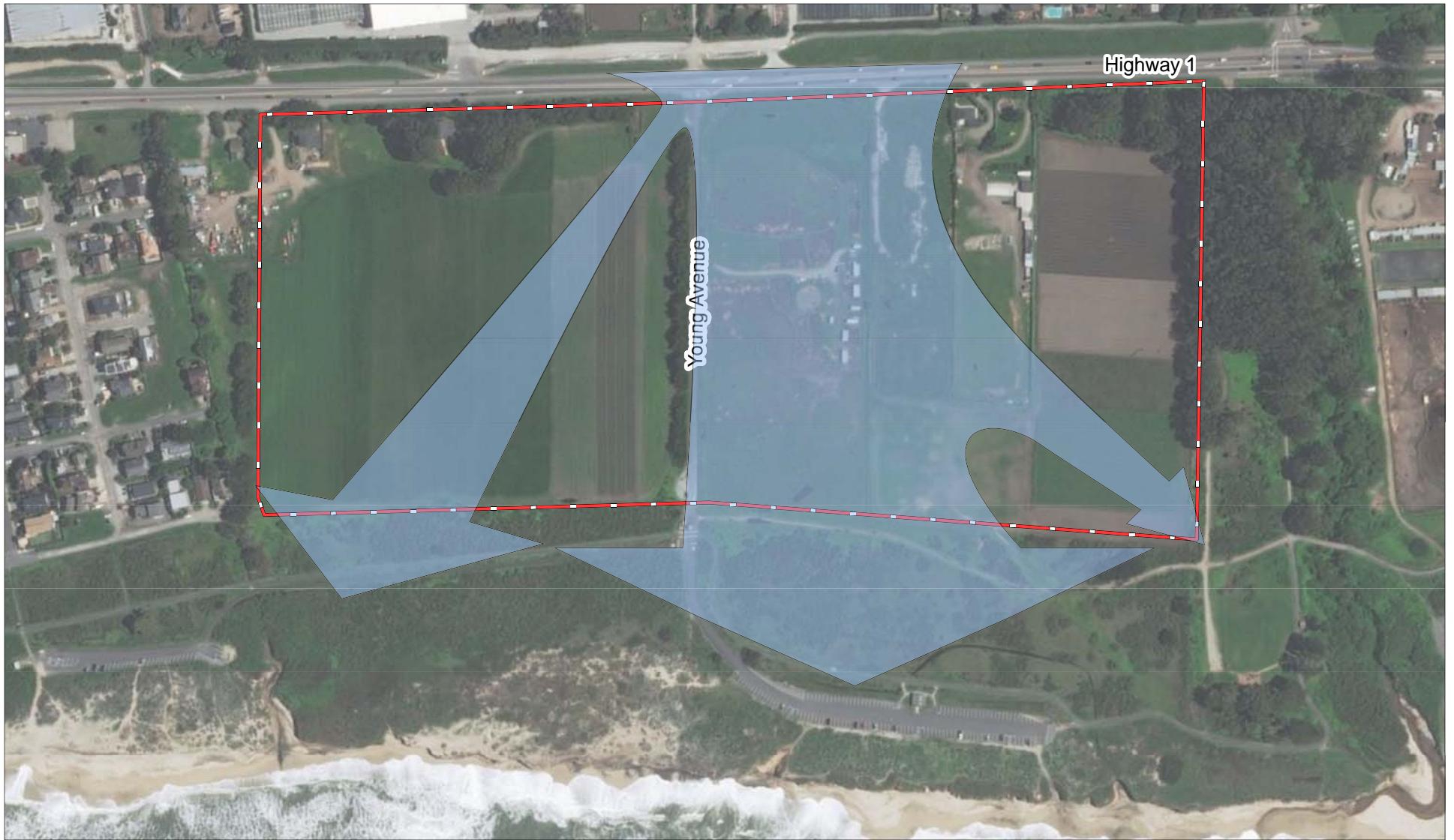
has implemented a number of demand management measures that include water waste prevention ordinances, metering, conservation pricing, public information outreach, programs to assess and manage distribution system real loss, and water conservation program coordination to reduce water demand.

Additional measures that directly or indirectly would reduce water demand from new development within the plan area are included in Section 4.10, Conservation Plan Policies.



4.4 Energy Conservation and Greenhouse Gas Emissions Reduction

The California Legislature has enacted a series of statutes and adopted a range of regulations aimed at improving transportation fuel efficiency, energy efficiency, enhancing energy conservation, and reducing greenhouse



0 350 feet



Project Site



View Corridor

Source: Google Earth 2019

Figure 4-1
Existing View Corridors from Highway 1
Dunes at Half Moon Bay Specific Plan

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gas (GHG) emissions across California. The landmark 2006 California Global Warming Solutions Act has driven action to reduce fossil-fuel based energy demand across California by 20 percent. With the passage of Senate Bill 32 in 2016, this goal has been increased to 40 percent by 2030. These laws and several related executive orders are being implemented through additional statutes and regulations.

Through its implementation of Title 24 of the California Code of Regulations regarding energy and water conservation, adoption of general plan policies that guide expectations of new development for implementing measures to reduce energy and GHG emissions, a housing plan that addresses energy and GHG emissions reduction opportunities, and addressing energy and climate change through the environmental review process for new projects, the City of Half Moon Bay recognizes the role of energy conservation planning and GHG emissions reduction in the development review process.

Transportation is the dominant source of liquid fossil fuel demand and GHG emissions both locally and statewide. This specific plan includes a number of land use and mobility features and policies that will reduce both fuel demand and GHG emissions from transportation as well as from other sources. These include, but are not limited to:

- Proposing land use types that work together to reduce vehicle trip numbers and to reduce vehicle trips distributed onto Highway 1 that would otherwise be taken to meet visitor needs;
 - Including opportunities to shift modes of travel from vehicles to walking and biking by:
 - incorporating pedestrian and bicycle paths and trails on Young Avenue and along Highway 1 that improve internal and external plan area connectivity for alternative modes of travel;
 - providing a commercial recreational use that includes bicycle rentals for motivating non-vehicular travel and coastal recreation; and



- providing a shuttle service for hotel guest and potentially hostel and RV park guests to major points of interest such as downtown and the harbor area to reduce vehicle trips and congestion on Highway 1.

- Requiring that each RV site be equipped with electricity to eliminate use of individual fossil fuel powered generators;
- Provisions for installing solar photovoltaic systems on select buildings; and



- Maintaining a significant percentage of the plan area in vegetated open space, with the result of reducing loss of carbon sequestration potential.

In addition to these project design measures, additional energy conservation and GHG reduction measures are required in new development as specified in the conservation policies included in Section 4.10, Conservation Plan Policies.

4.5 Coastal Hazard Areas

This section is based on the Dunes at Half Moon Bay – Coastal Processes and Sea Level Rise Analysis (Revell Coastal 2019). The Revell analysis addressed the potential for coastal hazards to affect development of the plan area. Coastal hazards addressed were bluff erosion, coastal wave flooding, sea-level rise, and tsunami hazards. The report concluded that there are no existing coastal hazards that affect the plan area. The analysis is also addressed in the master plan site assessment in Appendix C.

Changes in tsunami hazard potential occur when projected increases in sea level due to global warming are considered. By 2100, the probability of a five-foot increase in sea level rise is three percent under a “high emissions” (high global GHG) scenario and 0.8 percent under a low emissions scenario. No hazards from future bluff erosion or coastal wave runup are expected with a five-foot sea level rise scenario in 2100 or even a more remote scenario where sea level rises by over 16 feet by 2100.

Tsunami hazard mapping completed in 2013 shows no existing tsunami inundation hazard within the plan area. With a five-foot increase in sea level in 2100, up to 1.3 acres at the northwest corner of the plan area may be subject to inundation up to an elevation of 33 feet. This area is presented in [Figure 4-2, Tsunami Zones](#)

[with 5 Feet of Sea Level Rise](#). At a minimum elevation of about 30 feet, the lowest westerly edge of the 1.3-acre area has a remote chance of being inundated to a maximum depth of three feet, with inundation depth falling to zero at the eastern boundary of the area where elevation increases to 33 feet. Given the remote chance of a tsunami affecting this small area, the worst-case nominal inundation depth, and the 80-year timeframe at which the remote chance hazard exists, tsunami hazard is not considered a significant constraint to developing this portion of the plan area.

Tsunami hazard risk analyses do not consider recurrence intervals for tsunami given such events are not considered predictable.

4.6 Biological Resources

Information in this section is based on The Dunes at Half Moon Bay Biological Resources Evaluation (WRA Inc. 2018) and The Dunes at Half Moon Bay Biological Resources Evaluation Supplement (WRA Inc. 2019). The biological resources evaluation identified biological resources within the plan area (referred to as the approximately 48-acre “project area” in the report), as well as an approximately 300-foot buffer around the plan area (referred to in the report as “study area” and consisting of about 98 acres). The supplement provides clarification on several issues, and includes recommended mitigation measures.

This section of the specific plan focuses solely on those resources within the plan area. Sensitive biological resources within the 300-foot buffer area are discussed to disclose their relationship to future development within the plan area.



Source: Revell Coastal 2019, HKS Architects Inc. 2016

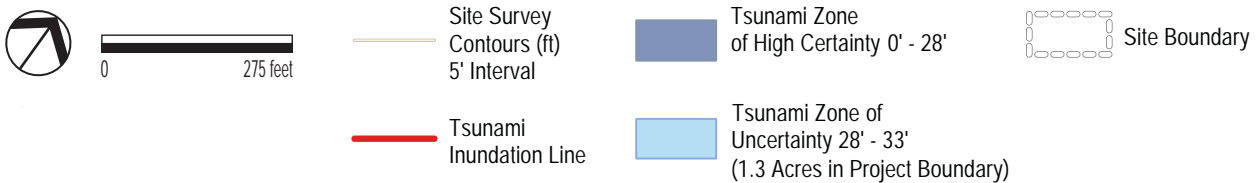


Figure 4-2

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Biological Communities

WRA biologists surveyed the plan area in April 2017 and prepared a biological resources evaluation. No sensitive biological communities were identified within the plan area. The majority of the plan area was classified as active agricultural fields and fallow fields/pastureland. Figure 4-3, *Biological Communities within the Plan Area and within 300 Feet*, presents the non-sensitive biological communities within the plan area and the biological communities within 300-feet of the plan area. Sensitive biological communities are located within 300 feet of the plan area boundary.

Wetlands

WRA performed a wetland delineation in 2017 and conducted several additional monitoring visits to evaluate one potential hydrological feature located in the southwestern portion of the plan area in 2018. No wetlands were determined to occur within the plan area.

Environmentally Sensitive Habitat Areas (ESHA) and Potential Jurisdictional Areas within 300 Feet

Although no ESHA or potential wetlands were identified within the plan area, the following ESHA and/or potential wetlands were identified within 300 feet of the plan area boundary:



1. Frenchmans Creek, a perennial stream (ESHA), is located a minimum of approximately 250 feet to the south of the plan area;
2. A sensitive section of Pullman Ditch, an intermittent stream (non-ESHA), is located as close as 45 feet from the northwest corner of the plan area; and
3. Riparian vegetation (ESHA) occurs approximately 172 feet south of the plan area along Frenchman's Creek and approximately 194 feet from the northwestern corner of the plan area along Pullman Ditch.

Special-Status Species

California Red-Legged Frog

The plan area does not contain suitable aquatic habitat for the California Red-legged frog, although there is potential breeding habitat approximately 0.5 mile to the south. Therefore, this species is unlikely to occur within the plan area except during overland dispersal events on rainy nights.

Monarch Butterfly

Monarch butterfly has potential to roost in the eucalyptus stand in the plan area along Highway 1 north of Young Avenue and within the eucalyptus stand immediately south of the plan area during the winter.

Nesting Birds

Special-status and non-special-status native birds are protected by the Migratory Bird Treaty Act and the California Department of Fish and Game Code. These species could be directly

and/or indirectly affected by noise, vibration and/or visual disturbances during vegetation removal and construction activities.

Bats of Special Concern

Two special-status bat species, western red bat and hoary bat, may utilize trees within the plan area for non-maternity roosting during the non-hibernation season. These species could be adversely affected during vegetation removal, excavation, and construction activities.

Please refer to Section 4.10, Conservation Plan Policies, for development guidance designed to avoid adverse effects on these species.

4.7 Agricultural Resources

Existing On-Site Agricultural Uses

Hay has been regularly grown in the area north of Young Avenue. Row crops of beans, pumpkins and artichokes have been hobby-farmed for about 30 years on about 10 acres located south of Young Avenue, but this farming activity has operated at a financial loss.

LUP Discussion

The agricultural value and use of the plan area (among other areas designated PUD) is discussed in the LUP. The following information is excerpted from the LUP.

The land north of Young Avenue has previously been committed to urbanization by subdivision and cannot feasibly be placed in agricultural use or open space habitat (LUP p. 131). The LUP also notes that the Surf Beach Tract subdivision area may contain Class I and II soils,

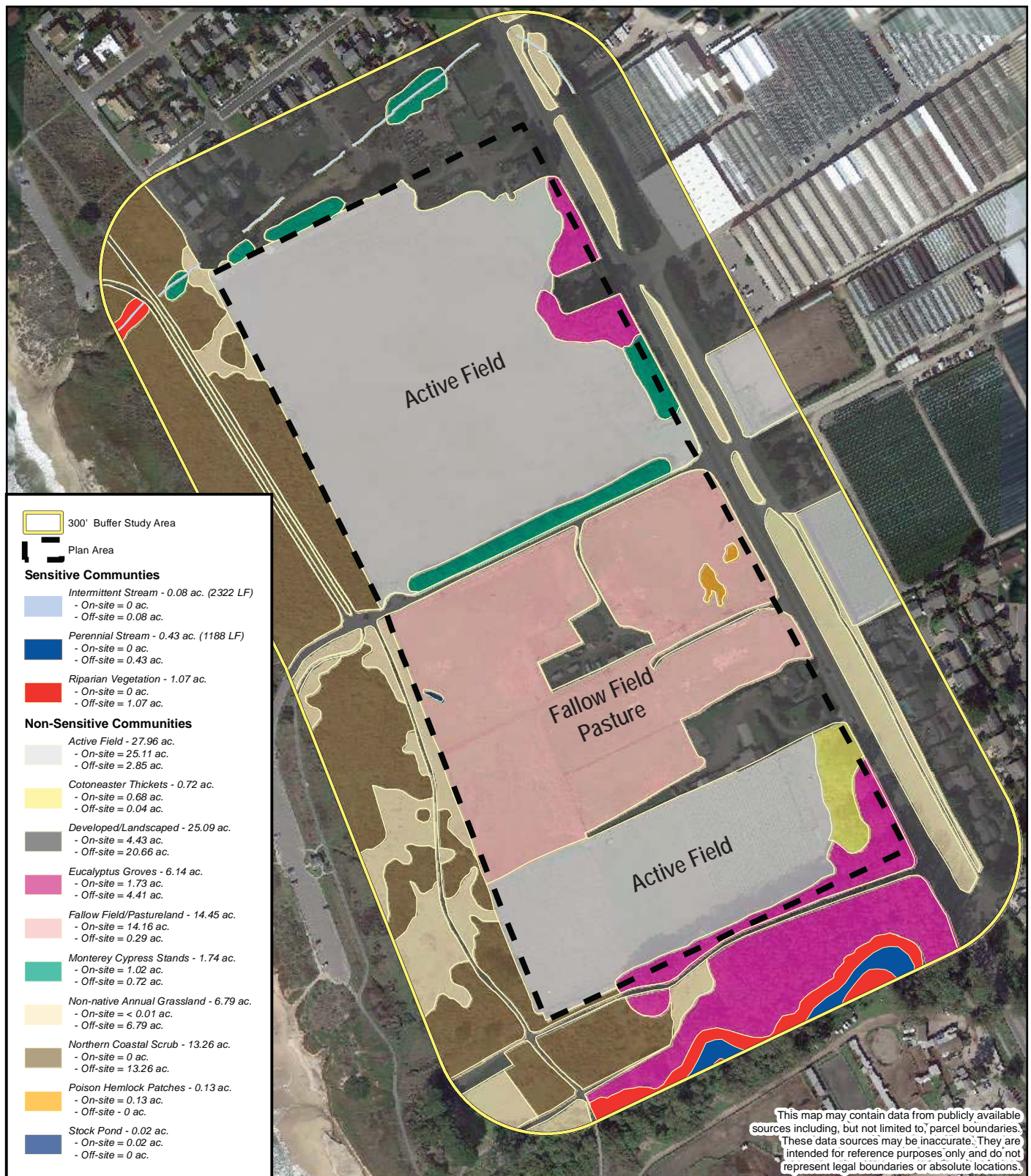
but that agricultural use is infeasible because of the existing residential subdivision, difficulty in assembling usable parcels for lease, severe conflicts with existing development, heavy recreational use of Young Avenue and Dunes Beach, lack of groundwater, and poor drainage.

The City recognizes agriculture as a valuable economic resource to the region (LUP Policy 8-1) and encourages the protection of prime agricultural lands (LUP Policy 9-9). Although the California Department of Conservation does not classify the plan area as prime farmland, a portion of the plan area does contain Class I and Class II soils. Policy 9-12 requires at least 20 percent of the gross area of a Planned Development to have common and public open space. Agricultural use is included in the definition of open space.



Land Evaluation and Site Assessment

An agricultural land evaluation and site assessment (EMC Planning Group 2019) was conducted for the plan area using the land evaluation and site assessment model (California Department of Conservation 2019). The land evaluation and site assessment model is a point-based approach for rating the relative



Source: WRA Environmental Consultants 2018

Figure 4-3



Biological Communities within the Plan Area and within 300 Feet
Dunes at Half Moon Bay Specific Plan

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importance of agricultural land resources based upon specific measurable features.

The model methodology is designed to ensure that potentially significant effects of agricultural land conversion are quantitatively and consistently considered in the environmental review process. Variables evaluated include soil resource quality, plan area size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. The factors are rated, weighted, and combined, resulting in a single numeric score. The project score is the basis for making a significance determination.

Loss of agricultural land with a score of between 60 and 79 is considered significant if either the Land Evaluation or the Site Assessment subcategory scores derived from the model are 20 or better. Loss of agricultural land with a score between 40 and 59 is considered significant if both the Land Evaluation and the Site Assessment scores are 20 or greater.

The score for the project is 41.6, the Land Evaluation subscore is 22.8 and the Site Assessment subscore is 18.8. Loss of the agricultural use is not considered significant.

4.8 Cultural Resources

LUP Policy 6-2 states that prior to the issuance of a permit for any development within 100 feet of any recorded archaeological site identified in Figure 6.1 of the LUP, the City will retain a qualified archaeologist to assess cultural resources and recommend mitigation measures as needed. Development permits can be conditioned to implement the specified mitigation measures, if any are required.

Figure 6.1 in the LUP identifies potentially sensitive archaeological areas, but does not identify recorded archaeological sites. The plan area is not within 100 feet of a recorded archaeological site. Nevertheless, an archaeological resources report was prepared by EMC Planning Group for the plan area in March 2019 to assess potential presence of cultural resources. There is nothing in the report to conclude that plan area development would be constrained by the presence of known or recorded archaeological or paleontological resources.

4.9 Conservation Plan Policies

Visual Resources

- C-1. Views from Highway 1 to the ocean available from Highway 1 as illustrated in Figure 4-1 shall be protected as follows:
1. Building height within the visual corridor located south of Young Avenue:
 - a. Building height within 100 feet of the southern edge of the proposed expanded Young Avenue right-of-way (see Chapter 2, Mobility Plan) shall be limited to one story;
 - b. Building height of up to 30 feet is allowed where the proposed development provides a minimum of 50 percent open space (combined public, common, and private open space – heritage agricultural acreage may be credited to the open space total); and

- c. Buildings shall be set back a minimum of 100 feet from Highway 1.
2. Building height within the visual corridor located north of Young Avenue:
 - a. Building height shall be limited to one story, subject to the exception described in “b” below; and
 - b. Building height of up to 30 feet is allowed solely for an RV park clubhouse where the proposed development provides a minimum of 50 percent open space (combined public, common, and private open space).

- C-2. Buildings located outside the visual corridor from Highway 1 to the ocean shall:
1. Be set back a minimum of 100 feet from Highway 1, except that a 50-foot setback is allowed where existing vegetation would substantially screen buildings from view; and
 2. To the extent possible, site less visually desirable elements of development such as parking areas, parking structures, and support facilities so they are at least partially screened from view from Highway 1 by existing vegetation along the western margin of the highway.

- C-3. The following development standards will be applied to promote a scenic gateway and corridor along the Young Avenue coastal access route:
1. As described in Section 3.0, Mobility, a minimum of an additional 25 feet of right-of-way will be dedicated on the south side of Young Avenue to accommodate its widening and to expand views of the ocean available for coastal visitors to Dunes Beach and the Coastal Trail;
 2. South of Young Avenue, building height within 100 feet of the southern edge of the proposed Young Avenue right-of-way shall be limited to one story.
 3. North of Young Avenue, the following will be required to create an enhanced, appealing entry for visitors to Dunes Beach and the Coastal Trail:
 - a. A landscape buffer of a minimum of seven feet shall be installed between the Young Avenue northern edge of pavement and the boundary of the RV park site to complement the existing row of cypress trees and enhance the corridor;
 - b. Building height shall be limited to no more than one story within a distance of 100 feet from the northern edge of the Young Avenue right-of-way; and

- c. Buildings shall be set back a minimum of 30 feet from the northern edge of the Young Avenue right-of-way. However, the proposed recreational equipment rental building may be located within 15 feet of the right-of-way to improve its visibility from Young Avenue and better promote coastal recreation opportunities near the entrance to Dunes Beach.
- C-4. Landscaping plans for development north and south of Young Avenue shall:
 1. Be designed to ensure that mature landscaping does not block views of the ocean from Highway 1 available within the Highway 1 visual corridor; and
 2. Landscaping proposed for north of Young Avenue shall be fully matured within five years of its installation to screen proposed RV park uses from public roads, public recreation areas and residential areas to the maximum extent feasible, with the exception identified in "1" above.
2. Low flow irrigation that exceeds requirements of the California Water Efficient Landscape Ordinance; and
 3. Native or drought-resistant landscaping.

To the extent practically and financially feasible, new development should also include rainwater harvesting and reuse and/or greywater capture and reuse systems.

Energy and Greenhouse Gases

- C-6. Developers of individual projects within the plan area shall incorporate the following on-site energy demand and GHG emissions reduction measures into project plans:
 1. Design buildings to exceed the 2019 Building Energy Efficiency Standards by at least 10 percent;
 2. Provide on-site rooftop solar installations to replace demand for grid electricity;
 3. Exceed higher than mandated energy efficiency standards for outdoor lighting;
 4. Install energy efficient appliances in all buildings;
 5. Provide bicycle parking facilities;
 6. Provide a pedestrian access network that internally links all uses and connects to all existing and planned

Water Conservation

- C-5. Developers of individual projects shall incorporate the following water conservation measures:
 1. Indoor water conservation measures, including ultra-low-flow toilets and faucets;

pedestrian facilities on Young Avenue and Highway 1.

7. Provide a shuttle service for hotel guests to access other locations in the city and beyond. Extend the service to hostel and RV park guests to the extent feasible; and
8. Incorporate low flow irrigation that exceeds requirements of the California Water Efficient Landscape Ordinance.

Biological Resources

C-7. Developers of individual projects within the plan area shall implement erosion control measures and storm water control plans to avoid indirect surface water quality effects on Frenchman's Creek and Pullman Creek.

C-8. Developers of individual projects within the plan area shall protect California red-legged frogs that may disperse through the plan area by limiting development activities to daylight hours only.

C-9. Developers of individual projects within the plan area shall protect potential roosting Monarch butterflies by implementing one of the following:

1. If feasible, work within 100 feet of the eucalyptus trees within the plan area and along the southern property boundary will not be initiated during the winter months (October 1st through March 15th), when monarchs could use the trees for roosting; or

2. If "1" above is not feasible, and construction activities are to commence during the period October 1st to March 15th, the following measures will be implemented:

- a. A pre-construction survey for roosting monarch butterflies shall be conducted within 7 days of the start of project activities occurring within the 100 foot area.

- b. If monarch butterflies are detected roosting in the trees, then consultation with CDFW will be required to determine how and when to proceed with activities and if additional mitigation measures are required.

- c. If monarch butterflies are not detected roosting in the trees, no further mitigation is required.

C-10. Developers of individual projects within the plan area shall protect nesting birds by implementing one of the following:

1. Begin construction activities August 16th through January 31st, which is outside of the nesting bird season; or
2. If "1" above is not feasible, and construction activities will begin during the nesting bird season (February 1st through August 15th), a qualified biologist will conduct a nesting bird survey no more than 14

days prior to the start of vegetation removal, grading, or other ground-disturbing activities and proposed mitigations as necessary.

- C-11. Developers of individual projects within the plan area shall protect bats during construction activities by requiring felled trees to lay undisturbed overnight before further tree moving (i.e. hauling off site, chipping, etc.) can proceed.

Cultural Resources

- C-12. In the event archaeological resources are unearthed during ground-disturbing activities conducted in association with any future development within the plan area, all ground-disturbing activities within the plan area shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find.

All archaeological resources unearthed by construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In anticipation of additional discoveries during construction, Archaeological Sensitivity Training shall then be carried out by a qualified archaeologist for all personnel who will engage in ground moving activities within the plan area.

If a newly discovered resource is, or is suspected to be, Native American in origin, the resource shall be considered as a significant Tribal Cultural Resource, pursuant to Public Resources Code 21074, until the City has determined otherwise with the consultation of a qualified archaeologist.

The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on all or part of the plan area. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center.

- C-13. If human remains are unearthed during construction associated with any new development within the plan area, the City shall comply with State Health and Safety Code Section 7050.5. The City shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage

Commission. The Native American Heritage Commission shall then identify the person(s) thought to be the Most Likely Descendent.

After the Most Likely Descendent has inspected the remains, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects.

Upon the reburial of the human remains, the Most Likely Descendent shall file a record of the reburial with the Native American Heritage Commission and the project archaeologist shall file a record of the reburial with the Native American Heritage Commission.

If the Native American Heritage Commission is unable to identify a Most Likely Descendent, or the Most Likely Descendent identified fails to make a recommendation, or the landowner rejects the recommendation of the Most Likely Descendent and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Infrastructure and Services Plan

5.1 Infrastructure and Services Principles

New development within the plan area must be supported by infrastructure, including water supply, wastewater collection and treatment, and storm water management systems. Public services such as fire and police protection, parks and solid waste disposal must also be considered. The following infrastructure and service principles illustrate direction for meeting infrastructure and service needs:

- Provide off-site and on-site backbone water and wastewater infrastructure commensurate with the requirements of new developments and costs for such infrastructure paid on a fair share basis;
- Develop in-tract water and wastewater infrastructure based on needs of individual developments;
- Ensure that surface water quality is protected by implementing storm water quality control measures during construction and implementing storm water quality control measures and best management practices; and
- Meet increase in demands on public services by funding such services consistent with requirements of individual service providers.

5.2 Water Supply Plan

Water Supply Service and Availability

The Coastside County Water District (CCWD) would provide water supply to future development within the plan area. Water is delivered to CCWD's system through the Denniston Water Treatment Plant near Half Moon Bay Airport and the Nunes Water Treatment Plant in Half Moon Bay. The CCWD water distribution system consists of 11 treated water storage tanks and over 100 miles of transmission and distribution pipelines (Coastside County Water District, <http://www.coastsidewater.org/production.html>).



The Coastal Act requires that priority be given to certain land uses with regard to the allocation of public works capacities, including water. The LUP includes policies and Chapter 18.05 of the zoning ordinance contains regulations that require reserving water supplies for four priority uses. Uses include commercial recreation and outdoor agriculture and horticulture. Commercial recreation includes the types of visitor-serving commercial services, hotels, and recreational vehicle campsites proposed for the plan area. Thus, the proposed uses are priority uses for water supply.

The CCWD manages priority and non-priority water supply demand from new development through allocating water connections. The number of new connections needed by an individual project is determined by CCWD through review of detailed project plans at the time building permits are sought. Based in part on informal communications with the CCWD, the applicant has projected that about 47 total connections could be needed to supply all proposed uses within the plan area. The applicant already owns 22 connections. Therefore, about 25 additional priority connections could be needed. Based also on communications between the applicant and CCWD, as of June 2019, CCWD had approximately 177 priority connections available for purchase. The CCWD expects this supply to last for years since it has historically sold only a few priority connections per year.

Water Demand Projection

Water demand projections for plan area build out were initially projected using the City's historic "rule of thumb" demand assumptions

for various land use types. Based on the initial analysis, evidence suggested that the historic demand rates are high and may not reflect more recent trends in water use, in part influenced by water conservation mandated through state and local regulations (e.g. CALGreen building standards). Therefore, an alternative method based on actual water demand within Half Moon Bay was used to project demand.

Water demand from the hotel/conference center is projected based on published data from the CCWD. Data shows that the combined water use of the approximately 20 hotels/bed and breakfast uses it serves was 27.3 million gallons in 2018 and 28.2 million gallons in 2019 (water years are July to June). Water use for some of the hotels includes landscaping demand, as some hotels do not have separate landscape water meters. CCWD data shows that the five largest hotels in Half Moon Bay use about 22 million gallons. With a total of 525 rooms among these five largest hotels, water demand averages about 115 gallons per day per room, which includes some landscaping water demand.

The 115 gallons per day per room rate can be used to estimate the proposed hotel/conference center demand, and can also reasonably be applied to the proposed RV park spaces and the proposed hostel cabins/bunkhouses. Each RV space will have water hookups and the shared RV clubhouse will have functions that demand water (e.g. restrooms, showers, etc.). The hostel would be of a similar character as a hotel use, but with no ancillary sources of demand such as a restaurant or spa; use of the hotel room rate for the hostel is conservative. [Table 5-1, Projected Water Demand](#), shows that at buildout, total demand is projected at 65,583

Table 5-1 Projected Water Demand

Land Use	Units	Water Demand Factor ^{1,2}	Water Demand (GPD)
RV Park	177 spaces	115 gallons per space	20,355
Hotel/Conference Center ²	212 rooms	115 gallons per room	24,380
Hostel	20 “rooms” ³	115 gallons per room	2,300
Visitor-Serving Recreation	1,268 SF	-----	200
Heritage Agriculture	3.5 acres	-----	2,100
Farm Market	4,225 SF	-----	1,800
Plan Area Landscaping ⁴			14,448
Total			65,583

SOURCE: CCWD 2019, JMH Weiss Engineers 2019, Guzzardo Partnership Inc., Landscape Architects 2019.

NOTES:

¹Per room/unit demand factors derived from CCWD hotel water demand data.

²Water demand factors and demand calculation for other proposed uses reflect historic “rule of thumb” factors from the City.

³For purposes of projecting water demand, the 10 proposed hostel use bunkhouses were assumed to represent 20 hotel rooms, each containing capacity for two guests.

⁴Landscaping water demand projection is from the landscape architect.

gallons per day based on the above-noted assumptions. The City’s standard water demand factors were used to project demand for the remaining proposed uses. These projections may also be conservative. Landscape water demand is based on landscaping plans prepared by the applicant’s landscape architect.

Note that there are two existing wells within the plan area. If well water can be used to supply the projected landscape water demand of 14,448 gallons per day shown in Table 5-1, total projected demand from CCWD would decrease by that volume. This potential will be evaluated in collaboration with the City and CCWD.

Water Distribution Infrastructure Plan

Water supply would be accessed through an existing 16-inch main located on the west side of Highway 1. The backbone water distribution system for the plan area would likely consist

of two connections to that main. The first would be an approximately 10-inch main in Young Avenue. It would provide supply to development north of Young Avenue. The second connection would be an approximately 10-inch main that would connect at a point south of Young Avenue. This southerly main would serve all development on the south side of Young Avenue. Supply for fire protection is likely to be accessed from the Young Avenue main. Water supply for in-tract development (development within the areas north and south of Young Avenue) is likely to be via eight-inch lines that connect to the respective 10-inch backbone mains. The exact locations of water supply distribution infrastructure will be verified as part of individual project applications, as will verification of sufficient fire protection flow and pressure.

The proposed water distribution backbone infrastructure is shown in [Figure 5-1, Water and Wastewater Backbone Infrastructure Plan](#).

5.3 Wastewater Plan

Wastewater Collection Service/Infrastructure

Wastewater from the plan area would discharge wastewater directly into collection infrastructure that is owned and maintained by the Granada Community Services District. An eight-inch



main runs east-west through the southern portion of the plan area. It then connects to an eight-inch line running north-

south adjacent to the western boundary of the plan area within the Dunes State Park property. These lines once served residential development within the 181-lot Frenchman's Creek subdivision located east of Highway 1. The east-west line has since been abandoned because wastewater from the subdivision is now delivered to a main in Highway 1. It is presumed that the main remains available for use. The north-south main still receives flow from the Dunes State Park restroom. This main drains north by gravity flow to a sewer pump station in the City of Naples subdivision, then by force main to Highway 1. A regional force main is located within Highway 1 that drains to the treatment plant. This main is owned and operated by the Sewer Authority Mid-Coastside.

Wastewater Treatment Service/Capacity

The Sewer Authority Mid-Coastside provides wastewater treatment services and contract collection maintenance services for several jurisdictions, including Half Moon Bay. The



wastewater treatment plant capacity is about 4.0 million gallons per day average dry weather flow (Sewer Authority Mid-Coastside, <https://samcleanswater.org/about>).

Projected Wastewater Generation

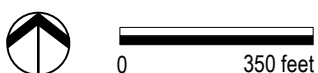
Wastewater generation can be approximated based on indoor water demand. Indoor water demand is assumed to be equivalent to total daily water demand shown previously in Table 5-1, less the landscaping water demand, or approximately 51,135 gallons per day. The vast majority of water used indoors is commonly discharged as wastewater (e.g. sinks, toilets, showers, etc.). A common rule of thumb is that 90 to 95 percent of indoor water is discharged to the sewer collection system. Using the 95 percent factor to be conservative (resulting in higher wastewater volume), about 48,578 gallons per day of wastewater would be generated. This estimate will be refined through detailed analysis once final building plans are developed for all proposed uses.

Wastewater Collection Infrastructure Plan

The on-site backbone wastewater collection system is expected to consist of two, eight-inch mains, both of which would discharge into the Granada Community Facilities District main located to the west. One would be placed in Young Avenue to service development south of Young Avenue. A second short main would serve development north of Young Avenue. In-tract collection lines would deliver wastewater to the respective backbone mains. The entire plan area is assumed to drain by gravity flow. The wastewater collection backbone infrastructure is shown in Figure 5-1, Water and Wastewater Backbone Infrastructure Plan.



Source: ESRI 2019, San Mateo GIS 2018, JHM Weiss 2019



Note: The boundary between the agricultural heritage and hotel/conference center is approximate

Figure 5-1



Water and Wastewater Backbone Infrastructure Plan

Dunes at Half Moon Bay Specific Plan

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Based on the previous flow projection, the project engineer has estimated that flow within the Granada Community Facilities District mains would increase relative to previous flows that had been generated by the Frenchman's Creek subdivision. The project engineer estimates that the north-south main would flow at about 37 percent of its capacity under plan area buildout conditions. Consultation with the Granada Community Facilities District may be required to refine the current analysis and to determine whether improvements to off-site wastewater collection infrastructure may be needed to accommodate the buildout flow volume.

The applicant and/or individual project developers will be required to plan, fund, and construct in-tract improvements, on-site backbone infrastructure, and if needed, improvements to off-site backbone infrastructure. The City will be required to provide the developer(s) with a reimbursement agreement for fair-share funding of infrastructure if more than one developer is involved in developing the plan area.

5.4 Storm Water/Water Quality Plan

Storm Water Quality Management

Storm water discharge in Half Moon Bay is regulated by Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) permit No. CA0029921. Construction phase storm water quality is managed by implementing a stormwater pollution prevention plan that must be prepared



by individual project developers and reviewed for conformity with required content and measures. The plan commonly includes erosion and sediment and other control measures to be implemented during construction to reduce potential water quality impacts.

New development also has potential to degrade surface water quality under post-construction conditions. All new and redevelopment projects must comply with the San Mateo Countywide Water Pollution Prevention Program, which implements NPDES

post-development storm water management/quality requirements. Provision C.3 of the Municipal Regional Storm Water NPDES permit requires that a stormwater management plan be prepared for



qualifying projects. The management plan must show how new development will be designed to comply with the C.3 provisions by incorporating low impact development and best management practices. Provision C.3 requires that all new and redevelopment projects that result in the addition or replacement of

impervious surfaces totaling 10,000 square feet or more to: 1) include storm water treatment measures; 2) ensure that the treatment measures be designed to treat an optimal volume or flow of storm water runoff; and 3) ensure that storm water treatment measures are properly installed, operated and maintained. Among other requirements, the C.3 standards specify that the rate of storm water runoff from a new development site may not exceed the rate of runoff that would have occurred under pre-existing conditions.

Section 13.15 of the municipal code defines the roles and responsibility of the City of Half Moon Bay for implementing the NPDES storm water management regulations. The City of Half Moon Bay is responsible for reviewing storm water management plans prepared for new development as described below. Section 18.38.120 of the zoning code describes types of construction and post-construction storm water quality control measures and features which must be employed to meet NPDES requirements, including compliance with C.3 provisions.

Plan Area Storm Water Management Planning

Rainfall currently either percolates into soils within the plan area, or in the case of larger rain events, results in sheet flow runoff to the west. Soils within the plan area appear to have high percolation rates due to upper layers of relatively sandy soils. There are currently no drainage structures to carry storm water from the plan area.

All storm drainage will be contained within the plan area via individual storm drainage management plans for development north and

south of Young Avenue, respectively. Because percolation rates are likely to be favorable, it is probable that infiltration basins will be a predominant storm water control and quality feature used to retain and percolate storm water. Percolation rates will need to be evaluated in detail to assure the validity of percolation assumptions. Infiltration basins will be distributed throughout the plan area and integrated into the landscaping as much as possible.

The applicant and/or individual project developers will be required to prepare a storm water pollution prevention plan and a storm water management plan. These will be subject to review and approval of the City of Half Moon Bay prior to approval of building permits. Storm water features required to meet C.3 standards must be integrated into site plans for individual projects early in the site planning process to ensure they can be accommodated and will function as designed.

5.5 Public Services

A range of public services are commonly needed to support new development. Public service providers and the service needs of new development within the plan area are summarized below.

Fire Protection

The Coastside Fire Protection District provides fire protection services to Half Moon Bay, neighboring communities and surrounding unincorporated areas. Its service area covers approximately 50 square miles along the San Mateo County coast and includes a population of approximately 30,000. The District is



staffed with 20 paid firefighter positions and 23 volunteer firefighter positions that are stationed at three locations. Fire Station 40 is in downtown Half Moon Bay, approximately 2.5 miles from the plan area; Fire Station 41 is in El Granada, approximately 1.4 miles from the plan area; and Fire Station 44 is in Moss Beach (Coastside Fire Protection District, <https://www.coastsidefire.org/about>).

Development of the plan area will result in an incremental increase in demand on District services. The District implements a fee program to help off-set the costs of services for new development.

Law Enforcement

The San Mateo County Sheriff's Office provides law enforcement for Half Moon Bay, as well as for unincorporated areas throughout the County. The Sheriff operates out of two substations. The Coastside Patrol Bureau is staffed with 27 full-time Deputy Sheriffs, four Sergeants, and one Lieutenant. Two full-time Community Policing deputies are also assigned to the San Mateo County Coast



(San Mateo County Sheriff's Office <https://www.smcsheriff.com/patrol-services/coastside-patrol-bureau>).

The Moss Beach Substation is the largest law enforcement facility on the San Mateo County coast and is responsible for law enforcement activities in the unincorporated Coastside. The Half Moon Bay Substation, at 537 Kelly Avenue, is the closest facility. It is staffed by six deputies and one sergeant.

Development of the plan area will result in an incremental increase in demand on law enforcement services.

Parks

The general plan includes a goal to provide eight acres of park land for every 1,000 residents. New projects that generate new resident population also create demand for additional park land. As the uses proposed for the plan area are not residential, no increase in demand for park land is assumed. Rather, this specific plan supports use of existing open space and recreation amenities, including Dunes Beach and the Coastal Trail, and improves both vehicular and non-vehicular access to these resources.

Solid Waste Collection and Disposal

The majority of the solid waste produced in Half Moon Bay is delivered to the Corinda Los Trancos Sanitary Landfill on Highway 92. The facility has a capacity of approximately 60,000,000 cubic yards. Remaining capacity

is estimated at approximately 20,000,000 cubic yards (CalRecycle, <https://www2.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail>). New development within the plan area will result in increased demand for solid waste disposal capacity. Demand for capacity will decline over time as local and regional solid waste management agencies continue to implement



state regulations that call for increased diversion of solid waste from landfills.



5.6

Infrastructure and Services Policies

The following policies shall guide development of infrastructure and services needed to support new development within the plan area.

IS-1. Developers of individual projects within the plan area shall coordinate with the Coastside County Water District to define the number of additional priority water service connections needed to support buildout of the plan area with commercial visitor-serving uses. Prior to issuance of a grading permit for individual projects, individual project developers shall present evidence from the Coastside County Water District to Half Moon Bay that an adequate number of connections have been obtained to serve their respective projects.

IS-2. The developer of the first individual project within the plan area shall prepare a water distribution supply master plan for review by Half Moon Bay and the Coastside County Water District. The plan shall identify on-site backbone water supply/fire protection supply infrastructure requirements and improvements to off-site Coastside County Water District facilities needed to serve the plan area. Individual project developers shall be responsible for paying a fair-share of costs for all off-site water distribution improvements and for on-site backbone improvements that provide benefit to their respective projects, and the City will provide reimbursement agreements where applicable. Individual developers shall be responsible for designing, funding and constructing in-tract improvements for their individual projects.

IS-3. The developer of the first individual project within the plan area shall prepare a wastewater collection master plan for review by Half Moon Bay and the Granada Community Facilities District. The plan shall identify all on-site backbone wastewater collection and conveyance infrastructure requirements and improvements needed to serve the plan area. Individual project developers shall be responsible for paying a fair-share of costs for all off-site improvements and for on-site backbone improvements that provide benefit to their respective projects, and the City will provide

reimbursement agreements where applicable. Individual developers shall be responsible for designing, funding and constructing in-tract improvements for their individual projects.

- IS-4. Individual project developers shall be responsible for preparing and implementing storm water pollution prevention plans to manage construction phase storm water quality. All individual project developers shall also be responsible for preparing and implementing storm water management plans which demonstrate how their projects will implement storm water control features and best management practices consistent with C.3 requirements. The respective plans must be reviewed by the City of Half Moon Bay prior to issuance of a grading permit for any new development.
- IS-5. Developers of individual projects shall pay all applicable development impact fees and other required exactions established by ordinance to the City of Half Moon Bay and to public services providers that are applicable to new non-residential development. Fees shall be paid prior to issuance of a building permit for individual projects.

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Implementation Plan

The prior chapters of this specific plan include guidance for developing the Surf Beach/Dunes Beach Planned Development plan area. Consistent with California Government Code Section 65451, an implementation plan is a required component of a specific plan. This chapter includes the requisite specific plan implementation guidance. Topics addressed include the following: specific plan administration responsibility, development entitlement processes, environmental review requirements, conformance of future projects with the specific plan, development phasing, infrastructure phasing, and infrastructure/development financing and funding.

6.1 Specific Plan Administration

Administrative Responsibility

The City of Half Moon Bay Community Development Department and the City of Half Moon Bay Public Works Department will have primary administrative responsibility for implementing the specific plan. Once the specific plan is adopted and other associated actions are taken by the City of Half Moon Bay to validate the specific plan as the plan area development implementation tool, the Community Development Director and Public Works Director will review and process subsequent applications for individual projects proposed within the plan area.

Actions Required to Adopt the Specific Plan

Prior to considering proposals for individual projects within the plan area, several actions are required by the City of Half Moon Bay to legally establish the specific plan as the legislative and regulatory guidance for that development. The actions described below will be taken sequentially by the City at its project consideration hearing to ensure that the land use, policies, development regulations, and design guidelines included in the specific plan serve as the governing planning document.

CEQA Compliance

In accordance with the California Environmental Quality Act, an environmental impact report (EIR) will be prepared by a consultant retained by Half Moon Bay. The purpose of the EIR is to analyze the environmental impacts of implementing the specific plan and to identify mitigation measures to reduce significant impacts to a less-than-significant level. The EIR will be circulated for public comment. Responses to comments received will be prepared. Changes to the EIR will be made in response to the comments if and where necessary.

The Half Moon Bay City Council will consider the EIR and mitigations contained therein as the initial step in deliberations to consider adopting the specific plan. The EIR must be certified

before the City Council can take subsequent actions, including adopting the specific plan.

Developers of individual projects within the plan area must comply with the mitigation measures contained in the EIR. These will be included as conditions of approval for new development. The City of Half Moon Bay will monitor the actions of developers to ensure that the mitigation measures are implemented.

LCP Amendment

The applicant is requesting approval of a LCP amendment. The amendment consists of a number of changes to the text and policies of the existing LCP LUP. The changes are described in Section 1-4, Specific Plan Consistency with Local Coastal Program. The City Council would consider and approve the LCP amendment prior to considering and adopting the specific plan. The action would be to adopt the specific plan as the governing land use policy document for the Surf Beach/Dunes Beach Planned Development area and to amend the LUP land use plan map to reference the specific plan as the governing policy document.

Municipal Code and Zoning Map Amendments

Subsequent to approving the LCP amendment, the City Council would consider amending the municipal code. Two changes would be needed. The first would be to identify the specific plan as the regulatory implementation tool for the Surf Beach/Dunes Beach Planned Development area. The second would change the Half Moon Bay Zoning Map to denote that the specific plan is the regulatory tool for developing the plan area.

Together, the specific plan regulations and municipal code regulations constitute the full set of regulations for guiding development. To the extent any standard or other provision in the municipal code conflicts with development regulations contained in the specific plan, the specific plan regulations prevail.

Subsequent Specific Plan/LUP Amendments

Over time, it is possible that due to changing conditions, newly derived alternatives for achieving specific plan principles, need to refine specific plan implementation direction, etc., the applicant, individual project developers and/or the City of Half Moon Bay could determine that modifications to the adopted specific plan are necessary. Such modifications could be minor or major in nature. The process for determining whether modifications are minor or major, and for considering and approving each type of modification is summarized below.

Minor Specific Plan Modifications

Minor specific plan modifications include administrative changes and changes that could result in limited adjustments to development type, density or intensity. Administrative changes may be required to clarify information, add definitions, update information or adjust policy direction where such changes do not substantially affect planned development outcomes. Other modifications could be requested that result in changes to development type, density or intensity. Such modifications are considered to be minor where they do not result in more than a 10 percent change in the total development capacity for the plan

area as identified in the adopted specific plan. For the City to make this determination, an assessment of land use type “equivalencies” may be required. The purpose of the equivalency assessment is to quantify how a proposed change in the development capacity of one or more adopted land use types compares to a proposed change in development capacity of another adopted land use type and/or to a new proposed land use type.

Where a minor modification substantially conforms to the adopted specific plan and can be demonstrated not to result new significant environmental impacts or more intense significant environmental impacts described in the certified specific plan EIR, a letter from the Community Development Director serves as the approval for the minor modification. An initial study may be required to determine whether a proposed minor amendment may result in new significant impacts or more intense significant impacts than were identified in the certified specific plan EIR.

If a minor modification does not substantially conform to the adopted specific plan, a letter from the Community Development Director with this determination is needed. The applicant or developer then may work to revise the requested modification to achieve substantial conformance or may instead request a major specific plan modification, with the process to follow that noted in the following section.

Major Modification

A major specific plan modification results in a greater than 10 percent change in development capacity limits identified in the adopted specific plan. As described above for minor specific plan

modifications, an assessment of land use type “equivalencies” may be required to make this determination.

A major modification request would likely require submittal of a specific plan/LCP amendment application because the adopted specific plan serves as the LCP policy and regulatory development implementation tool for the Surf Beach/Dunes Beach Planned Development area.

A major modification is generally more likely to trigger the need for additional CEQA documentation than a minor modification. An initial study may be required to determine if the major modification may result in new significant impacts or more intense significant impacts than were identified in the certified specific plan EIR. The type of additional environmental documentation required (e.g. negative declaration or EIR), if any, would be determined by the Community Development Director.

A major amendment and the associated LCP amendment request must be approved by the Planning Commission and City Council.

6.2 Subsequent Individual Project Entitlements

Individual Project Entitlements

Individual projects proposed within the plan area after the specific plan is adopted are subject to review and approval by the City of Half Moon Bay. The approval process will follow procedures contained in the municipal code. Individual discretionary approvals include, but may not be limited to: coastal development permits, minor or major subdivisions

(tentative and final maps), architectural review, conditional use permits, grading permits and/or building permits. As part of the application review process for individual projects, the Community Development Director will determine whether the project is in substantial compliance with the specific plan, LUP, and other associated regulatory documents including the municipal code. Once this review is complete, the Community Development Director will determine what, if any, further planning and permit process steps are needed. In some cases, a grading permit or building permit may be all that is required.

Environmental Review

The certified EIR prepared for the specific plan can be used to streamline environmental review for individual future project applications. CEQA Guidelines section 15183, Projects Consistent with a Community Plan or Zoning, declares that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

Information in the specific plan EIR will be used in consideration of the subsequent project-specific development proposals. Each project will be reviewed to determine whether it may have specific significant effects that were not adequately addressed and mitigated in the specific plan EIR. If not, no further environmental review would be necessary. If new significant impacts are possible, the type of additional environmental documentation needed to meet CEQA

requirements will be defined by the Community Development Director and completed before action to consider approving the individual project is taken by the City Council.

All future individual development projects will be required to implement the mitigation measures included in the specific plan EIR, as well as any additional mitigation measures included in project-specific environmental documents.

Conformance of Individual Projects with the Specific Plan

Individual development projects proposed within the plan area must substantially conform to the land use plan, policies, development regulations, and design guidelines contained in the specific plan. The overriding objective of ensuring substantial conformance is to ensure that individual projects are consistent with the specific plan principles. An individual project may be found to be in substantial conformance even if it does not conform precisely, provided the Community Development Director determines that the project meets the overall intent of the specific plan principles and policies.

6.3 Development Phasing

It is assumed that the plan area would be developed in two major phases. [Table 6-1, Projected Development Phasing](#), summarizes projected phasing by use type. At this time, it is anticipated that the hostel, RV park and recreational equipment rental uses north of Young Avenue would be developed in Phase 1. All Phase 1 uses are projected to be operational within three to four years of the date of final project approval.

Phase 2 is assumed to include the hotel/conference center, heritage agricultural, and farm market uses located south of Young Avenue. All Phase 2 uses are projected to be operational within four to five years of the date of final project approval.

The phasing plan is intended to be flexible and refinements may be needed based on market conditions and on development financing variables. If adjustments are made, similar adjustments to the infrastructure phasing plan described below may also be required.

Table 6-1 Projected Development Phasing

Development Phase	Uses to be Developed
Phase 1	Hostel RV Park Recreation Equipment Facility
Phase 2	Hotel/Conference Center Boutique Agriculture Farm Market

Source: Steven Weed, Surf Beach Partners 2019

6.4 Infrastructure Phasing, Funding and Maintenance

Infrastructure Phasing

Infrastructure needed to support new development must be constructed commensurate with the needs of that development. Preliminary mobility and utility infrastructure needs and plans are identified in Chapters 3 and 5. Infrastructure construction phasing is strongly linked to the development phasing plan described in Section 6.2 above. However, the timing for constructing specific infrastructure components will in part be contingent on financing and on the private and public benefit derived from the improvements. Table 6-2, *Infrastructure Phasing Plan*, shows a preliminary utility and infrastructure phasing plan. Figure 6-1, *Infrastructure Phasing*, graphically depicts the phasing plan. The information in Table 6-2 and Figure 6-1 is subject to refinement. Refinements may be needed if the development phasing approach is changed or as detailed improvement plans are prepared.

Table 6-2 Infrastructure Phasing Plan

Development Phase	Planned Infrastructure
Phase I	<ul style="list-style-type: none"> ▪ Highway 1/Young Avenue intersection improvements ▪ Highway 1 frontage and pedestrian/bicycle improvements ▪ Highway 1 frontage overhead electricity/cable/telephone line undergrounding ▪ Young Avenue utility and water and sewer infrastructure ▪ Young Avenue widening and pedestrian/bicycle improvements ▪ North of Young Avenue utilities and water and sewer infrastructure ▪ North of Young Avenue streets and emergency access ▪ South of Young Avenue sewer infrastructure ▪ South of Young Avenue water infrastructure in loop road alignment
Phase II	<ul style="list-style-type: none"> ▪ South of Young Avenue streets ▪ South of Young Avenue utilities and remaining water infrastructure

Source: JMH Weiss Engineers 2019

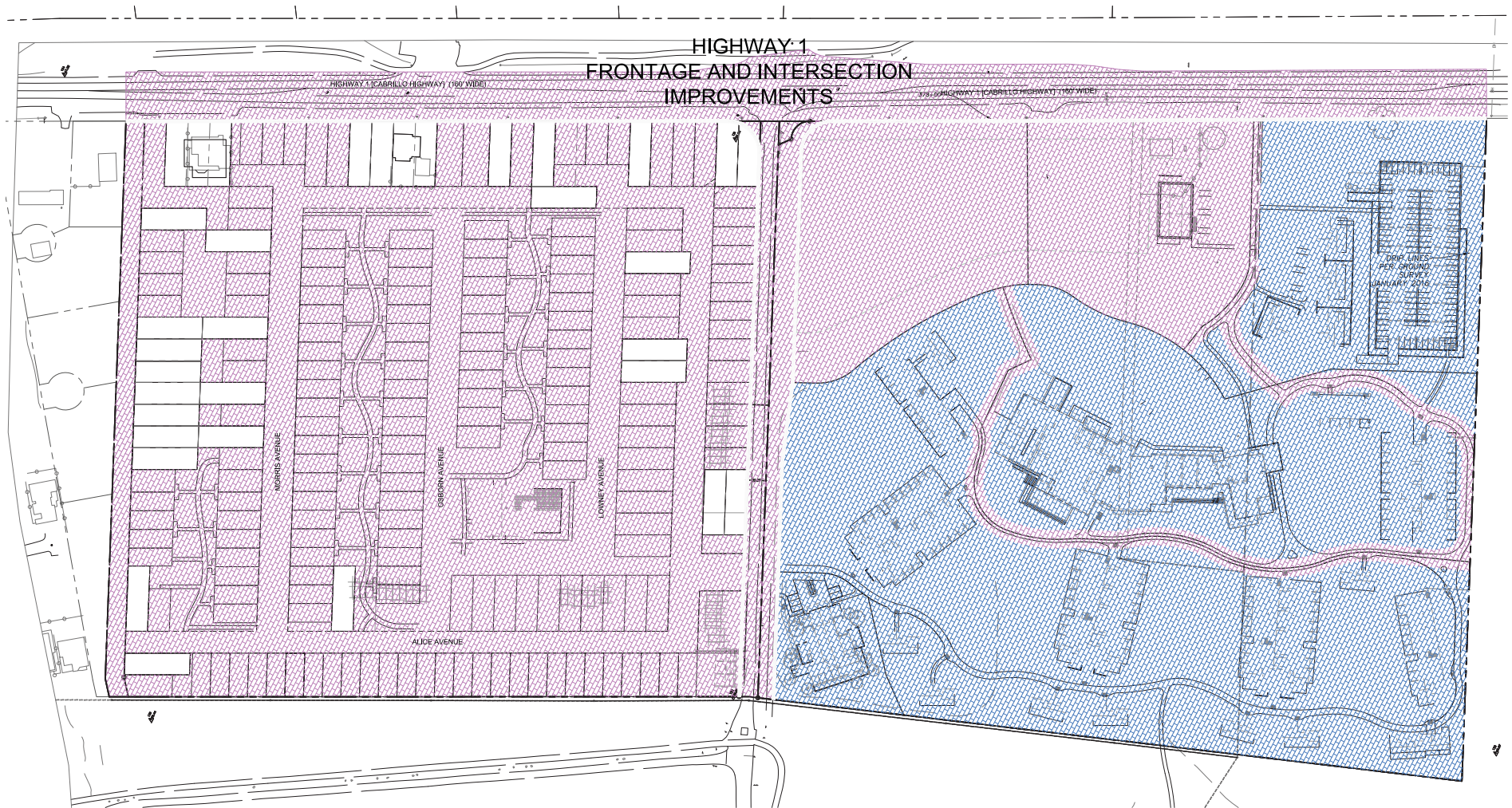
Infrastructure Financing and Funding

The following steps are generally undertaken to identify required infrastructure and facility financing mechanisms: 1) identify preliminary infrastructure and project development costs; 2) determine responsibilities for funding 3) finalize cost and phasing assumptions; and 4) establish preferred funding and financing mechanisms. Infrastructure costs will be identified by the applicant once the specific plan is adopted.

At this time, it is anticipated that the applicant and/or individual project developers will privately finance and fund development costs, including infrastructure. Some development costs will also be funded through development-based revenues, including but not limited to development impact fees collected by the City, reimbursement of transient occupancy tax, and other provisions contained in conditions of approval and/or development agreement(s) between the City of Half Moon Bay and applicant/individual developers.

If an alternative to applicant/individual developer financing is needed, financing may be provided through one or more property/tenant-based tools that must be initiated by a public agency, in this case, the City of Half Moon Bay. These tools could include special assessment district, community facilities district, and/or landscaping and lighting district.

Upon adoption of the specific plan, the applicant will coordinate with the City of Half Moon Bay to finalize and memorialize the development financing approach and the funding and financing commitments that will be made to construct the project, including the required on-site and off-site infrastructure.



Source: JMH Weiss, Inc. 2018

Figure 6-1
Infrastructure Phasing

Dunes at Half Moon Bay Specific Plan



0 300 feet



PHASE 1



PHASE 2



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