CITY COUNCIL AGENDA
REGULAR MEETING
CITY OF HALF MOON BAY

TUESDAY, MARCH 5, 2024

HYBRID MEETING (SEE NEXT PAGE)
ADCOCK COMMUNITY CENTER
535 KELLY AVENUE
HALF MOON BAY, CA 94019

Joaquin Jimenez, Mayor
Harvey Rarback, Vice Mayor
Robert Brownstone, Councilmember
Deborah Penrose, Councilmember
Debbie Ruddock, Councilmember

7:00 PM

This agenda contains a brief description of each item to be considered. Those wishing to address the City Council on any matter not listed on the agenda, but within the jurisdiction of the City Council to resolve, may come forward to the podium during the Public Forum portion of the agenda and will have a maximum of three minutes to discuss their item. Comments on City Manager Updates and Consent Calendar items should be made during the Public Forum section of the agenda. Those wishing to speak on a Business or Public Hearing matter will be called forward at the appropriate time during that item's consideration.

Please Note: Anyone wishing to present materials to the City Council, please submit seven copies to the City Clerk.

Copies of written documentation relating to each item of business on the agenda are on file in the Office of the City Clerk at City Hall where they are available for public inspection. If requested, the agenda shall be available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132.) Information may be obtained by calling 650-726-8271.

In compliance with the Americans with Disabilities Act, special assistance for participation in this meeting can be obtained by contacting the City Clerk's Office at 650-726-8271. A 48-hour notification will enable the City to make reasonable accommodations to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II).

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HYBRID MEETING PARTICIPATION PROTOCOLS

*This meeting will be held in-person and via Zoom for public participation. Remote participation is provided as a supplemental way to provide public comment, but this method does not always work. The public is encouraged to attend in person to ensure full participation. Public comments may be made in-person or remotely via Zoom, and interpretation will be available. All Councilmembers and staff will participate in person. During any public comment portions, attendees may use the "raise your hand" feature and will be called upon and unmuted when it is their turn to speak. The meeting will also be streamed on Channel 27, on pacificcoast.tv, and on Facebook at www.facebook.com/cityofhalfmoonbay. Please click to join the webinar: https://us06web.zoom.us/j/87674804231 or join by phone at 669-900-9128, using Webinar ID 876-7480-4231. If joining by phone, use *9 to raise your hand, *6 to mute and unmute.*

ROLL CALL / PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PROCLAMATIONS AND PRESENTATIONS

MAYOR'S ANNOUNCEMENTS OF COMMUNITY ACTIVITIES AND COMMUNITY SERVICE

REPORT OUT FROM RECENT CLOSED SESSION MEETINGS

CITY MANAGER UPDATES TO COUNCIL

COMMUNITY SERVICES FINANCIAL ASSISTANCE GRANTS UPDATE
REPUBLIC SERVICES ANNUAL UPDATE

PUBLIC FORUM

1. CONSENT CALENDAR

1.A WAIVE READING OF RESOLUTIONS AND ORDINANCES

1.B ADOPTION OF THE 2024 LEGISLATIVE PLATFORM

Staff Recommendation: Adopt a resolution establishing a Legislative Platform for 2024.

STAFF REPORT

RESOLUTION

1.C AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH GRIFFIN STRUCTURES, INC., FOR ADDITIONAL CONSTRUCTION MANAGEMENT SERVICES FOR THE CARTER PARK PROJECT (CIP NO. 0611)

Staff Recommendation: Adopt a resolution authorizing the City Manager to execute Amendment No. 1 to the Professional Services Agreement with Griffin Structures, Inc. (Griffin), for additional construction management services for the John L. Carter Park Improvements Project (Project) (CIP No. 0611), increasing the contract by $105,000 for a new total not-to-exceed the amount of $350,000.

STAFF REPORT

ATTACHMENT 1

ATTACHMENT 2

2. ORDINANCES AND PUBLIC HEARINGS

2.A TWO APPEALS "FERREIRA APPEAL" AND "SAN MATEO LAND EXCHANGE APPEAL" OF THE PLANNING COMMISSION DECISION TO APPROVE COASTSIDE LAND TRUST'S PROPOSED EXTENSION OF THE CALIFORNIA COASTAL TRAIL AND RELATED COASTAL ACCESS IMPROVEMENTS

Staff Recommendation: Conduct a public hearing on the Coastside Land Trust's proposed Coastal Trail Extension Project, PDP-16-032, review the matters brought forth within the two appeals received, and approve the proposed project, by taking the following actions:

1. Acknowledge that the adopted IS/MND and Mitigation Monitoring and Reporting Program and that the matters under consideration with these appeals do not require recirculation or supplemental environmental review; and
2. Deny the Ferreira appeal per the Resolution provided in Attachment 1; and
3. Deny the San Mateo Land Exchange appeal per the Resolution provided in Attachment 2; and
4. Uphold the Planning Commission approval of PDP-16-032 per the Resolution including Exhibit A (Findings) and Exhibit B (Conditions of Approval as approved by the Planning Commission with added Conditions of Approval) provided in Attachment 3.

STAFF REPORT

ATTACHMENT 1

ATTACHMENT 2

ATTACHMENT 3

ATTACHMENT 5

ATTACHMENT 6

ATTACHMENT 7

ATTACHMENT 8

ATTACHMENT 9

3. RESOLUTIONS AND STAFF REPORTS

3.A APPOINTMENT OF CALPERS RETIRED ANNUITANT AS INTERIM COMMUNITY DEVELOPMENT DIRECTOR

Staff Recommendation: Adopt a resolution authorizing the City Manager to appoint Steven McHarris, a retired CalPERS annuitant, as the Interim Community Development Director.

STAFF REPORT

ATTACHMENT 1

ATTACHMENT 2

3.B DOWNTOWN STREETSCAPE MASTER PLAN - PROJECT UPDATE

Staff Recommendation: Receive a presentation and provide feedback to staff and consultants on the Downtown Streetscape Master Plan

STAFF REPORT

ATTACHMENT 1

ATTACHMENT 2

ATTACHMENT 3

3.C INTRODUCTION TO COASTSIDE VENTURE STUDIO

Staff Recommendation: Receive an update on a new business incubator, Coastside Venture Studio.

STAFF REPORT

ATTACHMENT

3.D SEWER AUTHORITY MID-COASTSIDE (SAM) OPERATIONS BUDGET AMENDMENT REQUEST - PRINCETON PUMP STATION CAPITAL PROJECT

Staff Recommendation: Adopt a resolution approving, under protest, the requested budget augmentation increasing the previously approved Princeton Pump Station Capital Replacement Project in the amount of $823,849, and repeal Resolution 2024-08 approved on February 12, 2024. If the Council takes no action on this item, staff will proceed pursuant to Resolution 2024-08 and continue to seek a renewed stipulation of the parties.

STAFF REPORT

ATTACHMENT 1

ATTACHMENT 2

ATTACHMENT 3

3.E MID-YEAR REVIEW AND ADOPTION OF RESOLUTION TO AMEND THE FISCAL YEAR 2023-24 BUDGET

Staff Recommendation: Accept the Financial Report for the quarter ended on December 31, 2023 and adopt a resolution to amend the FY 2023-24 Operating and Capital Budget.

STAFF REPORT

ATTACHMENT 1

ATTACHMENT 2

ATTACHMENT 3

ATTACHMENT 4

ATTACHMENT 5

3.F DISCUSSION OF POTENTIAL REVENUE ENHANCEMENT MEASURES FOR THE NOVEMBER 5, 2024, GENERAL MUNICIPAL ELECTION

Staff Recommendation: Receive a presentation from staff on potential revenue enhancement measures for the November 5, 2024, General Municipal Election, direct staff accordingly.

STAFF REPORT

COMMISSION / COMMITTEE UPDATES

FOR FUTURE DISCUSSION / POSSIBLE AGENDA ITEMS

CITY COUNCIL REPORTS

ADJOURNMENT

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Jessica Blair, Communications Director / City Clerk

TITLE: **ADOPTION OF THE 2024 LEGISLATIVE PLATFORM**

RECOMMENDATION:
Adopt a resolution establishing a Legislative Platform for 2024.

FISCAL IMPACT:
There is no fiscal impact associated with this item.

STRATEGIC ELEMENT:
This action supports the *Inclusive Governance* Element of the Strategic Plan.

DISCUSSION:
The City has contracted with Townsend Public Affairs for the past six years for legislative advocacy services. In collaboration with Townsend, the City Council Legislative Subcommittee and staff have developed a proactive Legislative Platform to enable advocacy on the City's behalf with legislators and regulatory agencies.

The 2024 Legislative Platform highlights the position of the City Council on important issues that align with community goals and policy documents. City staff currently monitors bills introduced into California Legislature and U.S. Congress. This platform provides staff direction and allows the City, on the Council's behalf, to respond in support of or opposition to bills and other legislative and administrative actions.

The draft of the 2024 Legislative Platform represents the City's values and interests in areas such as Quality of Life, Environmental Protection, Economic Development, Public Safety, and Affordable Housing. These priority areas, among others listed in the draft, have been identified as fundamental legislative issues deemed critical to the City. Upon City Council approval, the legislative platform will allow staff to respond to the rapidly changing nature of legislative items.

The platform was developed using legislative positions taken by the City Council, a review of legislative priorities from the League of California Cities, input from the City Council and staff, research into current law and pending legislation, and discussion with Townsend. The Legislative Subcommittee has reviewed and approved the platform. The City Council would delegate its authority to the Mayor and / or City Manager to sign position letters consistent with the legislative platform. The platform is adopted annually by the City Council, updated accordingly to reflect legislative changes and positions taken in the prior year.

ATTACHMENT:
Resolution approving the 2024 City of Half Moon Bay Legislative Platform

Resolution No. C-2024-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY ADOPTING THE 2024 LEGISLATIVE PLATFORM AND AUTHORIZING THE MAYOR AND / OR CITY MANAGER TO SIGN POSITION LETTERS ON THE CITY COUNCIL'S BEHALF THAT REPRESENT THE POSITIONS CONTAINED IN THIS DOCUMENT

WHEREAS, the City has contracted with Townsend Public Affairs for the past six years for legislative advocacy writing services; and

WHEREAS, Townsend, in conjunction with the City Council Legislative Subcommittee and staff, has prepared the 2024 Legislative Platform which represents the City's position on legislative issues; and

WHEREAS, the platform was developed using legislative positions taken by the City Council, a review of legislative priorities from the League of California Cities, input from the City Council and staff, research into current law and pending legislation, and discussion with Townsend; and

WHEREAS, adoption of the platform would allow staff to respond more efficiently and effectively to the rapidly changing nature of legislative items.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay hereby approves the 2024 Legislative Platform (Exhibit A) and authorizes the Mayor and / or the City Manager to sign position letters on the City Council's behalf that represent the positions contained in this document.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5th day of March, 2024 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

_____

Jessica Blair, City Clerk

APPROVED:

_____

Joaquin Jimenez, Mayor

TOWNSEND
PUBLIC AFFAIRS
EST TPA 1998

M E M O R A N D U M

To: **The Honorable Joaquin Jimenez, Mayor**
Honorable Half Moon Bay City Council Members
Matthew Chidester, City Manager
Jessica Blair, Communications Director/City Clerk

From: **Townsend Public Affairs**
Christopher Townsend, President
Andres Ramirez, Deputy Director
Ben Goldeen, Federal Advocacy Manager

Date: **February 29, 2024**

Subject: **2024 State and Federal Legislative Platform**

Townsend Public Affairs, Inc. (TPA) has drafted a recommended 2024 State and Federal Legislative platform for discussion and adoption by the full City Council.

City of Half Moon Bay 2024 Legislative Priorities

The City of Half Moon Bay's legislative platform for 2024 reflects the priorities of the Mayor and the City Council. The strategic platform has and will continue to include advocating for legislation, regulations, and funding that is consistent with the City's goals.

In 2024, the Administration and Legislature are looking to focus on the following priority topics:

- Climate Resiliency
- Affordable Housing
- Homelessness
- Behavioral Health
- Fiscal Sustainability

The following policy areas are being recommended for close monitoring, analysis, and potential action. The City Council may choose to take a position on a piece of legislation, continue to monitor without a position, or determine if any further response is required.

TPA maintains a constantly updated matrix of state legislation during the legislative session and can provide recommendations when bills are introduced, as well as rolling updates and suggestions as legislation moves along. TPA will monitor bills in numerous policy areas, and will closely track legislative activity in the following policy areas:

Climate Resiliency

1) Support legislative efforts to protect against sea level rise and other threats to coastal communities

2) Support legislation that promotes sustainability locally, regionally, and statewide

3) Support legislation that preserves open space and endangered species

4) Support efforts to reduce greenhouse gas emissions statewide

5) Support legislation that bolsters clean-tech businesses and the clean-tech economy in California

6) Advocate for legislation that bolsters de-carbonization efforts including tax credits for green development and an overall increased focus on electrification of critical infrastructure

7) Support the efforts of the San Mateo County Flood and Sea Level Rise Resiliency District

8) Support legislation that bolsters agricultural vitality.

9) Support legislation related to wildfire suppression and preemptive mitigation.

Housing/Affordable Housing

1) Support legislative efforts to protect tenants and small property owners

2) Support legislation that advances the creation or funding of appropriately scaled affordable housing, with sensitivities to the uniqueness and character of a small coastal community

3) Support legislation that focuses on housing and resources for farmworkers and those who work in low wage sectors

4) Funding for innovative programs to prevent displacement and address hazardous housing conditions

Homelessness

1) Prevent displacement of tenants and property owner residents

2) Support legislative efforts that will require counties to partner with cities relating to unspent Prop 63 mental health funds

3) Support legislative efforts that seek to ensure the compassionate treatment of homeless individuals

Economic Development

1) Support legislation the preserves vital local funding streams

2) Support legislation that relives local governments of additional administrative burdens, especially as staff are taking on increased responsibilities during COVID-19 and the subsequent local recovery efforts

3) Support efforts to address the digital divide, including increasing access to broadband and high-speed internet

Infrastructure

1) Support legislation that works to bridge the digital divide and fosters broadband connectivity to vulnerable populations as well as the development of microgrids

2) Coordinate with the San Mateo County Transit District, regional transit operators, and other transit advocates and stakeholders to monitor and support legislative efforts that would enhance transit reliability and access for residents

3) Support legislation that will help reduce vehicle congestion

4) Support legislation that helps accelerate the development of Electric Vehicle Infrastructure

5) Support increased funding for traffic and pedestrian safety improvements

6) Advocate for programs and funds that will help bolster the development of key water infrastructure

7) Advocate for increased funding for transportation and active transportation projects

8) Oppose budget cuts to transportation and active transportation funding streams

9) Monitor legislation and regulations related to wind energy

Elections

1) Support legislation that encourages and expands civic engagement and voter participation in elections

2) Monitor legislation that affects municipal elections

3) Monitor legislation that affects the California Voting Rights Acts and by-district elections

4) Support legislation that lowers the voting requirements for passage of local special purpose agency funding propositions

Public Safety

1) Support legislation related to disaster preparedness, training, response, and resilience efforts

2) Monitor and choose where to engage as it relates to criminal justice and police reform legislation

3) Support state funding to municipalities to establish community response programs for non-violent emergency calls

Government Transparency

1) Monitor legislation that affects the Brown Act

2) Monitor legislation that affects special districts and joint powers authorities and regulations of such

3) Monitor legislation that affects the Public Records Act

4) Monitor legislation that affects the Political Reform Act

5) Monitor legislation that impacts the ability of local governments to utilize digital communication

6) Support legislation that promotes accessibility to public proceedings

Health Equity

1) Support legislation that increases health equity across the City, County, and State

2) Support legislation and funding to grow the behavioral health workforce

3) Advocate for funding for mental health treatment facilities

4) Explore and consider working on legislative efforts to create health care services districts

Process for Reporting/Next Steps

In addition to legislative updates and other communications we send to the City Team, TPA suggests verbal reports to the City Council.

Due to the ever-changing nature of legislation in Sacramento, we will update our Legislative Tracking Matrix, tailored specifically for Half Moon Bay, either biweekly or monthly, thereby providing the City Council timely updates with the option to form a new position or change their current position on respective legislative items.

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maz Bozorginia, Public Works Director/City Engineer
Jonathan Woo, Assistant Engineer

TITLE: **AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH GRIFFIN STRUCTURES, INC., FOR ADDITIONAL CONSTRUCTION MANAGEMENT SERVICES FOR THE CARTER PARK PROJECT (CIP NO. 0611)**

RECOMMENDATION:
Adopt a resolution authorizing the City Manager to execute Amendment No. 1 to the Professional Services Agreement with Griffin Structures, Inc., for additional construction management services for the John L. Carter Park Improvements Project (CIP No. 0611), increasing the contract by $105,000 for a new total not-to-exceed the amount of $350,000.

FISCAL IMPACT:
The Capital Improvement Program, Carter Park Improvements Project (CIP Project No. 0611), has adequate funding to support this action.

STRATEGIC ELEMENT:
This action supports the *Infrastructure and Environment*, and the *Healthy Communities and Public Safety Elements* of the Strategic Plan.

BACKGROUND:
The Parks Master Plan, adopted by the City Council on February 5, 2019, identified John L. Carter Memorial Park (Carter Park) as an opportunity to increase community recreation at an underutilized City park. The design for the John L. Carter Park Improvements Project (Project) includes a new performing arts amphitheater including terraced seating, a performance stage with storage space and changing room, a children's play area, picnic area, restroom and concession stand building, park access improvements, a nature trail, landscaping, lighting, and utility improvements.

On December 8, 2020, the Planning Commission approved the environmental review and adopted a mitigated negative declaration (MND) and approved PDP-19-059, an application for a Coastal Development Permit, Use Permit, Architectural Review, and Parking Exception, to allow

the renovation of the park. On March 9, 2021, the Planning Commission approved an addendum to the MND for the project to clarify some lighting and height discrepancies for the theatrical stage. In FY 2021-22, Assemblymember Marc Berman was successful in obtaining funding through the California State Budget in the amount of $4.75 million to assist the Project.

On October 5, 2021, following a public solicitation process, the City Council adopted Resolution C-2021-84, authorizing the City Manager to execute a contract with Griffin Structures, Inc. (Griffin) for project and construction management services for the Project for $245,000. This service was key to support the project on record keeping, oversight of the contractors and consultants, including the designer, geotechnical engineer and biological monitoring for the construction. Griffin is tasked to oversee all aspects of the project construction, evaluate contractor change order requests and informational inquiries to ensure the project is delivered to meet the specifications of the project design.

On April 19, 2022, the City Council adopted Resolution No. C-2022-21 approving the award of a construction contract to Wickman Development and Construction of San Francisco, California, in the bid amount of $4,971,000 and a construction contingency amount of 15% ($745,650), as well as contracts for biological monitoring and material testing and inspection services from qualified professionals, SWCA Inc., in the amount of $35,079 (C-2022-22), and Bay Area Geotechnical Group, in the amount of $115,415 (C-2022-23), respectively.

On May 2, 2023, the City Council received an update on the project status, including delays related to the temporary construction easement (TCE), Coastside County Water District (CCWD) service upgrades and working with Mariner's Church property, and impacts from the significant weather impacts of late 2022 and early 2023 storms.

On June 20, 2023, the City Council adopted a Resolution No. C-2023-38 authorizing the City Manager to execute the agreement to acquire the TCE as well as a permanent pathway easement to formalize pedestrian and bicycle access from Main Street to Carter Park ($273,150).

On February 20, 2024, the City Council adopted a resolution authorizing the Administrative Services Director to transfer $1,250,000 from various Capital Improvement Projects to the Project due to escalated costs related to the delays and other unanticipated changes.

DISCUSSION:

As described in the February 20, 2024, Council meeting, this project has been subjected to several delays due to unforeseen circumstances, including access constraints, adverse weather delays, and design changes. With these delays, the general contractor (Wickman) is providing monthly updates to their construction schedule based on progress and seasonal weather impacts. Per the latest construction schedule, the contractor anticipates completion of the Project in August 2024. Griffin's proposal for this Amendment provides the necessary services through August 2024. Their service also allows internal City staff the bandwidth to continue overseeing construction of other projects, such as the upcoming Poplar Street improvements.

Staff recommends the City Council to authorize the City Manager to execute Amendment No. 1 to the Professional Services Agreement with Griffin Structures, Inc. (Griffin), for additional project and construction management services for the John L. Carter Park Improvements Project (Project) (CIP No. 0611), increasing the contract by $105,000 for a new total not-to-exceed the amount of $350,000.

ATTACHMENTS:

1) Resolution
2) Attachment 2 – Griffin Amendment No. 1 Proposal

Resolution No. C-2024-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY AUTHORZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH GRIFFIN STRUCTURES, INC., FOR ADDITIONAL CONSTRUCTION MANAGEMENT SERVICES FOR THE JOHN L. CARTER PARK IMPROVEMENTS PROJECT (CIP NO. 0611), INCREASING THE CONTRACT BY $105,000 FOR A NEW TOTAL NOT-TO-EXCEED THE AMOUNT OF $350,000

WHEREAS, the Parks Master Plan adopted by the City Council on February 5, 2019, identified John L. Carter Memorial Park (Carter Park) as an opportunity to increase community recreation at an underutilized City park; and

WHEREAS, the John L. Carter Park Improvements Project (Project) is the construction of a new amphitheater including terraced seating, a performance stage, children's play area, picnic area, restroom and concession stand building, park access improvements, pedestrian trail, landscaping, lighting, and utility improvements; and

WHEREAS, on December 8, 2020, the Planning Commission approved the environmental review, adopted a mitigated negative declaration (MND), and approved the Coastal Development Permit, Use Permit, Architectural Review, and Parking Exception for the Project; and

WHEREAS, the City of Half Moon Bay, with support from Assemblymember Berman, was successful in obtaining funding through the FY 2021-22 California State Budget in the amount of $4.75 million to assist the City in constructing improvements at Carter Park; and

WHEREAS, on December 21, 2021, the City Council approved the filing of the Project application for Carter Park with the State of California Local Assistance Specified Grant and authorized the City Manager to conduct all necessary business to complete the grant scope and enter into the funding agreement for the Project; and

WHEREAS, on October 5, 2021, the City Council adopted Resolution C-2021-84 authorizing the City Manager to execute a contract with Griffin Structures, Inc. for project and construction management services for the Project for $245,000; and

WHEREAS, on April 19, 2022, the City Council adopted Resolution No. C-2022-21 approving the award of a construction contract to Wickman Development and Construction of San Francisco, California, in the bid amount of $4,971,000 and a construction contingency amount of 15% or $745,650, as well as contracts for biological monitoring and material testing and inspection services from qualified professionals, SWCA Inc., in the amount of $35,079 (C-2022-22), and Bay Area Geotechnical Group, in the amount of $115,415 (C-2022-23), respectively; and

WHEREAS, on May 2, 2022, City staff provided an update on the Project to the City Council. Staff provided information related to construction delays due to challenges obtaining construction access through adjacent properties, as well as multiple design revisions to the project relating to electrical and utility changes, flood mitigation, and the modifications to the foundation for the stage; and

WHEREAS, on February 20, 2024, the City Council adopted a resolution authorizing the Administrative Services Director to transfer $1,250,000 from various Capital Improvement Projects to the Project for delays and other unanticipated changes; and

WHEREAS, the project has encountered significant delays, including access constraints, adverse weather, and design changes, which has moved the anticipated construction completion to late Summer 2024; and

WHEREAS, the construction management proposal aligns with the anticipated project completion and close-out.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay hereby authorizes the City Manager to execute Amendment No. 1 to the Professional Services Agreement with Griffin Structures, Inc., for additional construction management services for the John L. Carter Park Improvements Project (CIP No. 0611), increasing the contract by $105,000 for a new total not-to-exceed the amount of $350,000.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5th day of March 2024 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

_____

Jessica Blair, City Clerk

APPROVED:

_____

Joaquin Jimenez, Mayor

GRIFFIN STRUCTURES
ASR 01

CARTER PARK RENOVATION PROJECT
CITY OF HALF MOON BAY

02/12/2024

Griffin Structures' Fee Proposal is based on all reasonable costs necessary to perform additional construction management services for the Carter Park Renovation Project. For these requisite services, Griffin Structures proposes the following Time & Materials Not to Exceed Fee:

Construction Management	$	97,148
Reimbursable Costs	$	7,852
Total	**$**	**105,000**

All proposed hourly rates are fully burdened and include overhead profit, taxes, and benefits. The hours identified for each individual employee and task are estimates only and are not to be construed as not to exceed hours for any individual task, phase, or time-period. **We reserve the right to reallocate hours between staff members and tasks to accomplish the overall objectives and requirements of the project.**

SCOPE OF SERVICES

AS the City is well aware, this project has experience multiple delays related to site access through neighboring properties, extensive flooding during winter months, redesign of the project to accommodate flooding conditions, and an extended construction duration due to these and other unforeseen impacts. This ASR seeks to provide the necessary funds to continue providing construction management and document control services through August of 2024, with closeout occurring in September of 2024.

For additional information, please see the attached burn rate analysis which illustrates the cost and schedule envisioned in the base contract compared to the actual project schedule and its forecasted completion date.

Note, for the sake of providing value added services, this ASR maintains our current billing rates as they were presented to the City in 2021 through December of 2024.

Carter Park Renovation
Burn Rate Analysis ASR 01

BASE CONTRACT SCHEDULE

PROJECT PHASE	2021			2022											
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PRECONSTRUCTION															
Initial Project Analysis and Start Up															
Construction Document Review & Completion															
Contractor Bidding															
CONSTRUCTION															
Mobilizatoin															
Construction															
Punch List and Closeout															
MONTHLY STAFFING HOURS															
CEO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Principal In Charge	8	8	8	8	8	8	8	8	8	8	8	8	8	8	2
Project Executive	20	45	45	45	45	45	20	20	20	20	20	20	20	20	10
Construction Manager	20	20	0	0	0	0	65	65	65	65	65	65	65	65	65
CEO	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100	$ 1,100
Principal In Charge	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 1,800	$ 450
Project Executive	$ 4,200	$ 9,450	$ 9,450	$ 9,450	$ 9,450	$ 9,450	$ 4,200	$ 4,200	$ 4,200	$ 4,200	$ 4,200	$ 4,200	$ 4,200	$ 4,200	$ 2,100
Construction Manager	$ 3,900	$ 3,900	$ -	$ -	$ -	$ -	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675
	$ 9,900	**$ 15,150**	**$ 11,250**	**$ 11,250**	**$ 11,250**	**$ 11,250**	**$ 18,675**	**$ 18,675**	**$ 18,675**	**$ 18,675**	**$ 18,675**	**$ 18,675**	**$ 18,675**	**$ 18,675**	**$ 15,225**

	TOTALS
CEO	**60**
Principal In Charge	**114**
Project Executive	**415**
Construction Manager	**625**
CEO	**NO CHARGE**
Principal In Charge	**$ 25,650**
Project Executive	**$ 87,150**
Construction Manager	**$ 121,875**
	$ 234,675

UPDATED SCHEDULE 02-12-2024

PROJECT PHASE	2021			2022											
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PRECONSTRUCTION															
Initial Project Analysis and Start Up															
Construction Document Review & Completion															
Contractor Bidding															
Site Access Issues and Redesign															
CONSTRUCTION															
Mobilizatoin															
Construction															
Punch List and Closeout															
MONTHLY STAFFING HOURS															
CEO			4												
Principal In Charge					4	4	4	8	10	9	8				2
Project Executive			4	4	8	11	12	25	40	34	8	7	2	5	
Construction Manager			0	0	0	0			2	2.5					
CEO	$ -	$ -													
Principal In Charge	$ -	$ -	$ -	$ 900	$ 900	$ 900	$ 1,800	$ 2,250	$ 2,025	$ 1,800	$ -	$ -	$ -	$ 450	$ -
Project Executive	$ -	$ -	$ 840	$ 840	$ 1,680	$ 2,310	$ 2,520	$ 5,250	$ 8,400	$ 7,140	$ 1,680	$ 1,470	$ 420	$ 1,050	$ -
Construction Manager	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 390	$ 488	$ -	$ -	$ -	$ -	$ -
	$ -	**$ -**	**$ 840**	**$ 1,740**	**$ 2,580**	**$ 3,210**	**$ 4,320**	**$ 7,500**	**$ 10,815**	**$ 9,428**	**$ 1,680**	**$ 1,470**	**$ 420**	**$ 1,500**	**$ -**

PROJECT PHASE	2023												2024											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PRECONSTRUCTION																								
Initial Project Analysis and Start Up																								
Construction Document Review & Completion																								
Contractor Bidding																								
Site Access Issues and Redesign																								
CONSTRUCTION																								
Mobilizatoin																								
Construction																								
Punch List and Closeout																								
MONTHLY STAFFING HOURS																								
CEO																								
Principal In Charge				4	4	4	4	6	8	6	10	10	6	6	6	6	6	6	6	6	6			
Project Executive	4	5	6	11	17	25	23	16	14	12	13	12	12	12	12	12	12	12	12	12	12			
Construction Manager	1	1	0.5	2	7.5		72	96	80	88	67	65	55	65	65	65	65	65	65	65	65			
CEO														$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Principal In Charge	$ -	$ -	$ -	$ 900	$ 900	$ 900	$ 900	$ 1,350	$ 1,800	$ 1,350	$ 2,250	$ 2,250	$ 1,350	$ 1,350	$ 1,350	$ 1,350	$ 1,350	$ 1,350	$ 1,350	$ 1,350	$ -	$ -	$ -	
Project Executive	$ 840	$ 1,050	$ 1,260	$ 2,310	$ 3,570	$ 5,250	$ 4,830	$ 3,360	$ 2,940	$ 2,520	$ 2,730	$ 2,520	$ 2,520	$ 2,520	$ 2,520	$ 2,520	$ 2,520	$ 2,520	$ 2,520	$ 2,520	$ -	$ -	$ -	
Construction Manager	$ 195	$ 195	$ 98	$ 390	$ 1,463	$ -	$ 14,040	$ 18,720	$ 15,600	$ 17,160	$ 13,065	$ 12,675	$ 10,725	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ 12,675	$ -	$ -	$ -	
	$ 1,035	**$ 1,245**	**$ 1,358**	**$ 3,600**	**$ 5,933**	**$ 6,135**	**$ 19,770**	**$ 23,430**	**$ 20,340**	**$ 21,030**	**$ 18,045**	**$ 17,445**	**$ 14,595**	**$ 16,545**	**$ 16,545**	**$ 16,545**	**$ 16,545**	**$ 16,545**	**$ 16,545**	**$ 16,545**	**$ -**	**$ -**	**$ -**	

	TOTALS			
CEO	**4**			
Principal In Charge	**159**			
Project Executive	**426**			
Construction Manager	**1,060**			
CEO	**$ -**			
Principal In Charge	**$ 35,775**			
Project Executive	**$ 89,460**			
Construction Manager	**$ 206,603**	Contract	(Over) Under	
	$ 331,823	$ 234,675	($97,148)	

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Mathew Chidester, City Manager

FROM: Jill Ekas, Community Development Director
Scott Phillips, Senior Planner

TITLE: **TWO APPEALS ("FERREIRA APPEAL" AND "SAN MATEO LAND EXCHANGE APPEAL") OF THE PLANNING COMMISSION DECISION TO APPROVE COASTSIDE LAND TRUST'S PROPOSED EXTENSION OF THE CALIFORNIA COASTAL TRAIL AND RELATED COASTAL ACCESS IMPROVEMENTS**

RECOMMENDATION:
Conduct a public hearing on the Coastside Land Trust's proposed Coastal Trail Extension Project, PDP-16-032, review the matters brought forth within the two appeals received, and approve the proposed project, by taking the following actions:

1. Acknowledge that the adopted IS/MND and Mitigation Monitoring and Reporting Program and that the matters under consideration with these appeals do not require recirculation or supplemental environmental review; and

2. Deny the Ferreira appeal per the Resolution provided in Attachment 1; and

3. Deny the San Mateo Land Exchange appeal per the Resolution provided in Attachment 2; and

4. Uphold the Planning Commission approval of PDP-16-032 per the Resolution including Exhibit A (Findings) and Exhibit B (Conditions of Approval as approved by the Planning Commission with added Conditions of Approval) provided in Attachment 3.

FISCAL IMPACT:
There is no fiscal impact associated with this item. The applicant is responsible for the costs associated with staff-related work on the appeals. As the subject property is within the Appeals Jurisdiction for the California Coastal Commission, no fee is required for filing an appeal.

STRATEGIC ELEMENT:
This action supports the *Inclusive Governance* Element of the Strategic Plan.

OVERVIEW:
This project includes the construction of the last segment of the California Coastal Trail within City limits. The new trail connects two discontinuous sections of the Coastal Trail, between Poplar Beach to the north and the Ocean Colony community and Ritz Carlton Hotel to the south. The project also includes the construction of two new environmentally superior and safer vertical access points (stairways) to the beach at the Wavecrest Arroyo, which formalize existing beach access. The project includes new coastal access parking lots to offset the removal of an existing informal and unpermitted parking lot. The informal parking area is to be restored to habitat at the terminus of Redondo Beach Road which will not only benefit habitat, but will also stabilize the coastal bluff. The California State Coastal Conservancy approved funding for the project on February 15, 2024.

The Half Moon Bay Planning Commission considered and adopted the project's environmental review and approved, by resolution, a Coastal Development Permit and Use Permit on October 10, 2023 (see Attachment 4 for links to the Planning Commission record). Following that action, two timely appeals of the Coastal Development Permit were filed, bringing the matter to the City Council. The appeals cite different issues and are discussed distinctly and sequentially in this report. Note that neither of the appeals challenges consistency with the Local Coastal Program (LCP). No specific Local Coastal Land Use Plan (LCLUP) policies or Implementation Plan regulations (e.g. Zoning Code) are brought forth as a basis for either appeal. Also, neither appeal cites an issue with the Use Permit findings made by the Planning Commission.

BACKGROUND:
On May 4, 2016, Coastside Land Trust (CLT) applied for a Coastal Development Permit and Use Permit to allow the construction of the proposed California Coastal Trail improvements and three parking lots. Figure 1 (on the next page) identifies the project area. After applying, the applicant acquired lands facilitating inclusion of the two beach access stairways into the project, as well as additional habitat restoration. As part of the coastal access considerations, a restroom was added in one of the parking lots, and bicycle parking was included in all of the parking lots. The project included the addition of educational signage in appropriate locations in the parking lots and along the trail. Signage subject matter may include information about the coastal terrace formation, coastal prairie habitat, habitat restoration, and the impacts of climate change including sea level rise. This project is a second-phase of CLT's trail project work. The "Bird Trail," to the south, was previously approved and developed by CLT as phase 1.

On October 10, 2023, the project was considered at the Planning Commission. The staff report, project plans, draft resolution, minutes, and other associated documents can be accessed through the links provided in Attachment 4. During public comment, 22 community members spoke to the Commission, with 19 expressing concerns related to the project, which highlighted the perceived impacts of the formalized public coastal access on the adjoining Ocean Colony community. In consideration of public comment, the Planning Commission approved the project with an added condition of approval, eliminating one of the three proposed parking lots. As previously noted, as part of this project, an unpermitted informal lot on the west end of Redondo Beach Road would be decommissioned and restored to native habitat. Parking

capacity of the remaining two proposed parking lots would accommodate the current parking capacity provided in the informal lot. Attachment 5 includes the signed resolution from the Planning Commission meeting.

Figure 1. General Site Location in orange, approximate location of Wavecrest Arroyo ("Ravine 9") in blue.

On October 19, 2023, a written appeal of the Planning Commission's decision was filed by Michael Ferreira (Appeal #1 or the "Ferreira Appeal"), a copy of which is included in Attachment

6. On October 23, 2023, John Callan, representing San Mateo Land Exchange (SMLE) also submitted a written appeal (Appeal #2 or the "SMLE Appeal"). Attachment 7 includes the information filed with the second appeal.

DISCUSSION:
The appellants' grounds for appeal are paraphrased below, followed by responses to each statement area. The appellants' complete statements are provided in Attachments 6 and 7.

Appeal # 1 - Ferreira Appeal: Received October 19, 2023 (Attachment 6)
This appeal brought up three primary issues including roadway safety, overflow parking, and City oversight/maintenance. These are addressed as follows:

Issue #1: ***Roadway and intersection safety are issues and a traffic study should have been required as part of the environmental document:*** *"Staff concluded that the project would not lead to increased usage of Redondo Beach Road and its dangerous intersection with Highway 1, that Caltrans did not comment on the draft Initial Study / Mitigated Negative Declaration, and therefore no traffic study would be required as part of the environmental document." The appeal also states that the largest increase in traffic will be on the weekends, at which time the intersections are most dangerous, and that a Redondo Beach Road intersection safety upgrade has been part of the City's Highway I plan since 2004.*

Response
The primary concern identified in this statement is that the project would result in safety impacts due to increased trips on Redondo Beach Road and through its intersection with Highway 1 and that this has not been adequately taken into account.

Traffic Study: The decision to not require a traffic study was based upon a recommendation and determination of the City's CEQA expert in consultation with City staff during project review. Public Works and Engineering staff concurred with the CEQA expert. The determination on the traffic study was made in advance of circulating the environmental document to Caltrans. The basis of this determination follows:

- Intensity of Use: The project does not constitute a new use of the area and any additional trips would be de minimis. Vertical access is currently available and readily known to those seeking coastal access. California Coastal Commission staff agree that vertical beach access and bluff access are existing uses and not new attractions in this location. Also see issue #2, overflow parking, which addresses intensity of use.

- Planned Improvements: The associated intersection (Highway 1 and Redondo Beach Road) is not a priority area of concern with respect to safety. It is not identified in the certified LCLUP, the adopted Circulation Element, or the adopted Bicycle and Pedestrian Master Plan (BPMP) for any substantive changes. As a secondary coastal access route, the LCLUP and the BPMP consistently show the street remaining at its current width and as a bike route provided in a "sharrow" format (e.g., where bikes and vehicles share

lanes), without separate bike lanes because there is no intent to widen this street. Any expansion of capacity would result in concerns regarding growth inducement. A potential Highway 1 crossing improvement is also identified, but that would be coordinated with, or subsequent to, implementation of the southern extent of the Eastside Parallel Trail, which will be a multi-use path on the east side of Highway 1 as identified in the LCLUP and the BPMP. Staff cannot confirm the status of a 2004 plan that may have proposed improvements to this intersection; instead, staff must rely upon current plans that have been approved by City Council and/or certified by the California Coastal Commission.

Intersection/Roadway Safety: The appellant also stated at the Planning Commission meeting, and reiterated in the appeal statement, that the intersection of Redondo Beach Road and Highway 1 is dangerous.

Staff takes concerns about safety very seriously. Thus, following the Planning Commission hearing, Staff obtained the accident records available through the California Highway Patrol for the intersection of Highway 1 and Redondo Beach Road. The data reaffirmed the conclusions of the CEQA expert with respect to the conclusion that this is not a priority area for intersection improvements relative to the project under consideration, which is an improvement to an existing land use. The Highway Patrol's data includes three accidents that were documented in the vicinity of this intersection within the past ten years. Two of the accidents were a result of excessive vehicle speed, and the third accident was a result of alcohol-impaired driving.[1] It is of note that none of the accidents reported to Highway Patrol were a result of insufficient or unsafe intersection or roadway infrastructure.

Figure 2 (on the next page) is a proportional circle map that presents the traffic accidents throughout the City that have taken place in the past ten years. The circles are proportional in size to the number of accidents on record along Highway 1, Highway 92, and various streets throughout the City. The green circle at the intersection of Redondo Beach Road and Highway 1 represents the three accidents noted above.

Figure 2 presents a substantially larger number of accidents at the intersections of Highway 1 at Poplar Street, Kelly Avenue, and Highway 92 compared to the intersection of Redondo Beach Road and Highway 1, which is a contributing factor as to why the City has prioritized projects in those areas.[2] Staff cannot concur that the intersection of Highway 1 at Redondo Beach Road is especially dangerous based on the occurrence of accidents, comparison to other intersections, and staff's own observations and use of this intersection. The

[1] Highway Patrol data includes accidents that are reported to Highway Patrol involving citations, injuries, and/or impaired driving. Other, less serious incidents have likely occurred in this location, as well as numerous others throughout the City.

[2] Projects of note include, but are not limited to, the following: 1.) Highway 1 South project with reconfiguration of intersection and signalization at South Main Street/Higgins Canyon Road, now completed; and 2.) Highway 1 North project with reconfiguration and signalization at Terrace Avenue, extension of Frontage Road, and addition of multi-modal improvements on the east side of the highway, approved and pending construction.

environmental document, discussed further below, was circulated to various agencies including Caltrans for comment per State law. Staff informed the Planning Commission that no concerns were raised by Caltrans which supports, but did not determine, the consultant's and City Engineer's conclusions.

Figure 2: Proportional Circle Map identifying the traffic accidents that took place between January 1, 2012 and December 31, 2022. The green circle shows the intersection of Highway 1 and Redondo Beach Road.

Despite this, staff looked into best practices that could be implemented at the Highway 1/Redondo Beach Road intersection using existing infrastructure. Staff is now working with PG&E to install a new streetlamp on the existing utility pole located on the northwest corner of the intersection.

The Draft Initial Study / Mitigated Negative Declaration (IS/MND) was circulated to the State Clearinghouse and California Department of Transportation (Caltrans). Caltrans regularly requests transportation analysis and other technical studies during their review of environmental documents. No such requests were made after the review of the Draft

IS/MND by Caltrans and no comments from Caltrans were submitted to the City. The City's consultant and staff experience is that Caltrans uses accident records to inform its review of environmental documents. Caltrans also has numerous roadway improvement projects in the planning phases, including the "State Route 1 Multi-Asset Roadway Rehabilitation Project." The project span starts in unincorporated San Mateo County north of the City limits and extends south through the City, terminating at Wavecrest Road.[3] The project includes pavement rehabilitation, replacement of drainage inlets and culverts, replacement of guardrails and crash cushions, upgrades to curb ramps and signal poles, and incorporation of complete street elements and traffic operation systems. The project will be brought to the Planning Commission for consideration of a Coastal Development Permit. The project scope is meant to address the segment of Highway 1 most in need of improvements. It does not include Highway 1 south of Wavecrest Road, thus the intersection of Highway 1 at Redondo Beach Road is not part of the project scope. Overall, although Caltrans' lack of comments was not the impetus for the decision to not prepare a traffic study, it again validates the City's review process and assumptions; and Caltrans' determination to not include the Highway 1/Redondo Beach Road intersection in its current multi-asset project, validates that this is not a priority area of concern.

As for the City's planning documents, the certified LCLUP's buildout analysis included an assessment of roadway segment level of service and delay factors. For Highway 1 south of Highway 92, no impacts were identified for the 2040 planning horizon or the maximum theoretical buildout condition wherein development assumptions took into account the entire City.[4] Staff appreciates that weekend peak traffic conditions can result in significant congestion on numerous roadways throughout the City including Highway 1 in the vicinity of Redondo Beach Road; however, these are not constant conditions and the LCLUP found that the most appropriate location to increase visitor-serving uses is at the south end of town based on numerous factors.[5] This project's location aligns with the LCLUP's policy guidance.

Issue #2: ***The attraction for visitors will be the beach accesses, not the size of the parking lots:*** *"The Planning Commission thought they were being responsive to concerns by reducing the trailhead parking lots. The reduction in parking area did not change the impacts." The appellant states that visitors will simply park on the sides of the road, if necessary.*

Response

Overflow Parking: This issue on appeal alleges that the improved coastal access facilities will increase use and that parking provisions will not be adequate, resulting in spillover. In the current condition, Redondo Beach Road has posted "no parking" signs. Staff acknowledges that beach visitors have been known to ignore the "no parking" signs in this

[3] Caltrans State Route 1 multi Asset Roadway Rehabilitation Project, Caltrans State Route 1 Multi Asset Roadway Rehabilitation Project | Half Moon Bay, CA (half-moon-bay.ca.us)

[4] City of Half Moon Bay Local Coastal Land Use Plan, Coastal Commission Certified April 15, 2021, Appendix B: Buildout and Public Works Capacity, pageB-9.

[5] Ibid, Chapter 3: Public Works, pages 3-31 – 3-32, "Highway 1 and 92 Performance" narrative.

area (and other areas of the City) and park along the roadway. The initial application included three parking lots with approximately 70 parking spaces in total. The Planning Commission conditionally approved the project with two parking lots and a total of 45 spaces, eliminating one of the three planned parking lots. The 45-space parking lot capacity is approximately equivalent to the capacity of the informal parking lot at the end of Redondo Beach Road that will be removed and restored.

To address overflow parking concerns and protect habitat restoration, the applicant has included split rail fencing with concrete bollards that would be installed along the eastern edge of the informal parking lot (Sheet DR5 of the plan set) (Link). This would protect this area from overflow parking impacts to the planned habitat restoration. The Planning Commission's approval included this improvement.

To further address overflow parking concerns, staff is now recommending, in addition to the Conditions of Approval imposed by the Planning Commission, that the applicant install and maintain a coordinated signage program including these elements:

- Closed Parking Lot/Restoration Area: New signage associated with the closure of the existing informal parking lot and within the vicinity of the new parking lots would provide educational information about habitat restoration efforts and would clearly indicate where parking is allowed and where it is prohibited.

- Redondo Beach Road: Additional "no parking" signs would be required in the vicinity of the parking lot entrances on Redondo Beach Road and Thone Avenue. Signage would also alert drivers that the parking lots serve as turnarounds and that visitors should be prepared, in the event that lots are full that they will need to turn around and visit an alternative beach access location.

- Parking Lot Signage: Parking lot signage would inform drivers that, in the event that lots are full, they should turn around and seek parking elsewhere. Signage at the new parking lots would also indicate the location of other proximate parking facilities. These include the lot at the end of Miramontes Point Road to the south, as well as Wavecrest Road/Smith Field and the Poplar Beach parking lot to the north.

The Sheriff's Office has been asked to regularly patrol and enforce parking violations as necessary, presently as well as when the project is implemented.

Issue #3: ***The City needs to be an active participant in making the project a success.*** *This includes addressing the condition of the Redondo Beach Road roadway surface which is crumbling because it was never properly nor legally paved, enforcement of hours of operation, and electronic / pedal assist bicycle speed limits.*

Response

Roadway Maintenance: Redondo Beach Road is a public road and is on the City's routine maintenance schedule. Roadway maintenance last took place in 2014. Redondo Beach Road serves several other uses including a day care, residences, and the maintenance yard for the Ocean Colony Golf Course which share in the day-to-day wear and tear on the roadway.

Hours of Operation: The Coastal Commission discourages limiting public coastal access in any way and thus staff did not recommend, nor did the Planning Commission approve hours of operation. In conferring with the applicant, they noted that hours of operation would be consistent with other coastal access parking lots in the area, which is generally from sunrise to sunset. Signage within the gravel parking lots included in the sign program would identify the hours of operation. The Coastal Trail and vertical access would not be impeded. The City Council may wish to consider adding a condition regarding the hours of operation for the parking lot, and a draft Condition of Approval (A-9) was provided in Exhibit B to the Resolution in Attachment 3 to establish such hours and to also document that these parking provisions are to be provided at no cost to coastal visitors. Opening and closing of the lot would be the responsibility of the applicant. Closure may also result in the unintended consequences of illegal overnight parking and activity which has been identified as a concern by local residents.

Electronic / Pedal Assist Bicycle Speeds Limits: Public Works is in the process of returning to the City Council to recommend ordinance and policy recommendations for the Coastal Trail. The intention is to apply these across the entire length of the Coastal Trail within City limits and eventually seek the concurrence of San Mateo County and Harbor District Board as well. State law has preempted outright bans of E-Bikes on the Coastal Trail. We also recognize that E-Bikes offer enhanced opportunities for coastal access to those less able. This project will be subject to the rules and policies ultimately adopted by the City Council.

Summary – Ferreira Appeal

The project approved by the Planning Commission results in safer and environmentally superior coastal and beach access in the Redondo Beach Road area. The current vertical access is dangerous and causing irreparable damage to the coastal bluff face. The new trail would bring users to a primary pathway as opposed to the current condition whereby use of numerous casual trails is damaging sensitive coastal prairie habitat. Despite the potential for more interest in this area due to the improved trail and beach access provisions, it is anticipated that visitation patterns will adjust to parking supply as they have at other coastal access points. With the fencing/concrete barriers, improved signage, and enforcement, compliance with parking requirements should improve. And finally, although not raised by the appellant, staff notes that the adequacy of parking, standing alone, is not considered to be an environmental consideration under CEQA.

Staff appreciates the appellant's and public interest in future improvements to Redondo Beach Road. The road is narrow and undulating with poor surface conditions in some places. While not ideal, these conditions can actually contribute to traffic calming. Overall,

this roadway is an adequate facility for typical vehicles used by coastal visitors. Beyond coastal access, there are limited access needs by other uses with only a handful of residences fronting on or taking access from this roadway, with an exception being the golf course maintenance yard. It is important that all users appreciate that Redondo Beach Road is a designated coastal access route and that public use of the road for that purpose is a priority. New signage requirements are intended to help with this messaging and set the tone for taking care along this special roadway.

Appeal #2 – San Mateo Land Exchange (SMLE): Received October 23, 2023 (Attachment 7)
This appeal brought up two primary issues including several specific concerns that the project will impact access to private properties; and the adequacy of Redondo Beach Road for providing access to the project. These are addressed as follows:

Issue #1: ***The trail seemingly limits access to many of SMLE's properties located in the Project Site Boundary, which may limit its ability to develop them in the future.***

This statement also includes the following:

- *Many of SMLE's properties are encircled by the gravel trail*
- *SMLE is concerned that the gravel trails will become permanent paved trails*
- *SMLE would like to know if the City is considering abandonment of any paper streets for recreational purposes*
- *SMLE would like the new trail improvements within proximity of SMLE properties marked in the field prior to installing the gravel path.*

Response
The trail alignment runs over properties owned by the applicant and undeveloped public right-of-way. Abandonment of the public right-of-way is ***not*** included in the project.

The project, as approved by the Planning Commission, would not impact access to the appellant's properties. The trail improvements within the vicinity of the applicant's properties consist of gravel paths and wooden split rail fencing with no concrete used on the post setting. The light nature of trail improvements allows for easy modifications or removal of the trail as needed over time. In addition, Condition of Approval B2 requires the applicant to finalize a license agreement with the City to allow for the trail improvements within the City's undeveloped right-of-way. The license agreement is subject to City Council approval at a public hearing.

To initiate the process, the City Council reviewed a draft license agreement at its meeting on June 7, 2022. A copy of the draft license agreement is included in Attachment 8. Agreement #6 within the draft license agreement states that the license is non-exclusive and subordinate to the rights of the public and property owners or parcels served by such right-of-way and created by such public right-of-way. This language preserves access to private properties within the vicinity of the trail improvements.

Project improvements proposed within the public right-of-way are limited to those included in the license agreement and within the scope of the Coastal Development Permit and Use Permit. No paving or other similar permanent improvements are proposed within the undeveloped right-of-way.

SMLE requests that the location of the trail improvements be designated in the field before the installation of the trail improvements takes place. The project improvements will avoid private property by design and will be identified and flagged by a licensed surveyor before installation of the improvements. This language has been added to draft Condition of Approval B-11.

Issue #2: ***Removing the entire parking lot on top of the bluff restricts access to SMLE's properties in the Ola Vista Beach subdivision.***

This statement also includes the following:

- *The Redondo Beach Bluff Top Parking area should not be eliminated in its entirety.*
- *It is essential that SMLE retains access to their properties.*
- *SMLE strongly urges the City Council to provide some parking at the end of Redondo Beach Road*

Response

The informal parking lot west of Redondo Beach Road and Thone Avenue is not permitted. This area was never designed or improved to be a parking lot, does not drain properly during storms, and is highly susceptible to bluff erosion which has been exacerbated by inappropriate and destructive public use. The project includes the restoration of this area to native coastal prairie habitat, as well as elimination of vehicle access and parking to the restored lands by installing split-rail fencing with concrete bollards and "no parking" signs. Both the restoration work and the fencing would take place entirely on lands owned by the applicant (CLT). Redondo Beach Road and Thone Avenue access are maintained and will not be blocked by the project, including but not limited to the restoration work and the fencing. No new parking spaces would be created within the area west of Redondo Beach Road and Thone Avenue as part of the project. The City cannot require, nor is it reasonable to expect, a private property owner to provide and maintain an unpermitted and environmentally deleterious parking area for the enjoyment of another private property owner.

Issue #3: ***Terminating the trail in the center of Redondo Beach Road right-of-way restricts access to our properties in the Ola Vista Beach subdivision.***

This statement also includes the following:

- *SMLE requests clarification to ensure that SMLE and other property owners will be able to drive across the trail as shown on the plans in order to access the properties in the southern portion of the Ola Vista Beach subdivision.*

Response

This appeal statement identifies that the proposed improvements encroach onto the western end of Redondo Beach Road and the northern end of Thone Avenue. Staff rechecked these details on the plans and found that the plans indicated termination of the south end of the proposed trail and an existing fence extending into the roadway, confirming the appellant's concern. These encroachments were unintended. Attachment 9 includes the project plans with corrections to applicable sheets. With the revised plans, the trail termination would not affect access along Redondo Beach Road and Thone Avenue. Staff appreciates the appellant pointing out the mapping error.

Issue #4: ***Redondo Beach Road does not provide adequate access for the project, and the cost to improve Redondo Beach Road should be borne solely by the applicant, Coastside Land Trust, not by the neighboring properties.***

This statement also includes the following:

- *Coastal access will be reduced by decommissioning the informal parking lot at the end of Redondo Beach Road and installation of the two gravel parking lots.*
- *The cost of access improvements should be borne solely by the applicant and not the neighboring property owners.*

Response

As explained in previous responses, the parking spaces within the two new gravel parking lots would roughly replace the number of parking spaces eliminated with the restoration of the informal lot at the end of Redondo Beach Road. A substantial increase in the number of vehicle trips on Redondo Beach Road is not anticipated as a result of the project. Therefore, coastal access will not be reduced, and there is no basis for the City to require additional improvements.

With the connection of two discontinuous sections of the Coastal Trail, an increase in bicycle and pedestrian use is anticipated, reducing reliance on the automobile. Trailhead bicycle racks, a water fountain, and a restroom are included in one of the gravel parking lots to support the increase in bicycle and pedestrian access. These new improvements are to be provided by the applicant.

Summary – SMLE Appeal

Through the project design and license agreement, private property access will be maintained. The roadway is adequate to support access to the project area which consists of improvements to an existing use.

CONCLUSION:
A pillar of the California Coastal Act is the provision of maximum public coastal access.[6] The City's certified Local Coastal Program (LCP) establishes the City's duty to implement the Coastal Act within the City's jurisdiction and obligation to protect and enhance coastal access.

The recently updated LCLUP, as certified by the California Coastal Commission, anticipated the proposed project. The LCLUP describes the existing condition and need for improvements as follows:

> *"North Wavecrest. In 2020, planning was underway for new lateral and vertical beach access in the North Wavecrest Restoration Area. The project includes extension of the California Coastal Trail, comprising the final segment to be implemented, with vertical access at the Wavecrest Arroyo. Parking and other support facilities are being considered for implementing this accessway, which will be located on land trust and/or public lands. This new vertical access will replace the informal, dangerous and environmentally unsustainable parking and access point at the terminus of Redondo Beach Road."*[7]
>
> *"Formalization of the California Coastal Trail through the North Wavecrest PD will provide a safe and highly scenic route for visitors that directs traffic away from sensitive habitat areas. This second phase includes new vertical beach access at the Wavecrest Arroyo, a Coastal Access Improvement Area identified in the LUP."*[8]
>
> *"To the south, Redondo Beach Road terminates in an informal parking area that the City intends to relocate due to its hazardous setting…"*[9]

The project complies with all relevant LCLUP policies. Highlights include LCLUP Policy 5-7 ("Public Access Maximized in New Development") which requires that public access be maximized in new development and that projects offset temporary and permanent impacts to public access. LCLUP Policy 5-12 ("Public Beach Parking Inventory") directs that where feasible, new beach parking areas are to be provided where there are no conflicts with adjacent land uses or environmentally sensitive habitat areas. LCLUP Policy 5-37 ("California Coastal Trail Improvements") is directly pertinent to this project, describing its design intent including provision of vertical access and formalized trail alignment to abate the damage done by casual trails.

Being sensitive to concerns brought forward at the public hearing in October 2023, the Planning Commission approval reduced the proposed parking from 70 spaces to 45 by eliminating one of the proposed parking lots. Staff understands and supports the Planning Commission's

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[6] California Coastal Act, Article 2, 30210
[7] City of Half Moon Bay Local Coastal Land Use Plan, Coastal Commission Certified April 15, 2021, Chapter 5 Coastal Access and Recreation, page 5-8.
[8] Ibid, page 5-15
[9] Ibid, page 5-26

determination. That said, this reduction is arguably contrary to the directive to maximize access. It is within the City Council's authority to reconsider the Conditions of Approval imposed by the Planning Commission, including the provision of the third parking lot for the sake of providing maximum coastal access. Staff notes that a "middle-ground" option could be to approve the third lot as a "parking reserve" for reconsideration in a specified period of time such as three to five years after the project is complete. Such a decision would be fully supported by the LCLUP, and the additional parking spaces would alleviate pressure on other facilities and the potential for illegal overflow parking on Redondo Beach Road. Traffic associated with 25 additional parking spaces would be distributed throughout the day and can be accommodated by existing infrastructure. The Planning Commission's CEQA review covers this level of use. Draft Condition of Approval A-10 is provided in Exhibit B of the Resolution in Attachment 3 for Council's consideration.

Staff's intent with this report was to provide thoughtful, thorough, and factually based responses to the appeal statements. Staff respects the appellants and acknowledges the importance of public participation and the right to appeal. This process has brought concerns to light allowing for more deliberation in a public setting with a solution-oriented approach. We have strived to ensure that the City's review and appeals process has been fair and open to the public and hope that this report supports City Council's consideration of this important project.

In conclusion, this project implements certified LCLUP policy. Staff therefore recommends that the City Council deny both appeals and uphold the Planning Commission's decision as described in the staff recommendation. Staff further recommends that the City Council require additional conditions on this project that are responsive to the appellants' concerns, including the enhanced signage (Draft Conditions A-8 and B-4), parking management including hours of operation and no fee (Draft Condition A-9), and a parking reserve provision should Council decide to include that (Draft Condition A-10). Staff will also support revised or additional conditions of approval should this Council determine the additional conditions are necessary to carry out this project consistent with the LCP and City priorities.

ATTACHMENTS:

1. Ferreira Appeal: Draft City Council Resolution with Exhibit A (Findings and Evidence)
2. SMLE Appeal: Draft City Council Resolution with Exhibit A (Findings and Evidence)
3. Draft City Council Resolution, Exhibit A (Finding and Evidence) and Exhibit B (Conditions of Approval)
4. Planning Commission October 20, 2023 Meeting Materials (links only): Agenda (the Agenda includes links to the Staff Report, Draft Resolution, environmental review documentation, and other materials) and Minutes
5. Planning Commission Signed Resolution
6. Ferreira Appeal Application and Statement, October 19, 2023
7. SMLE Appeal Application and Statement, October 23, 2023
8. Draft License Agreement, June 7, 2022
9. Project Plans including revised Sheets DR5 and LL5

Resolution No. C-2024-__
PDP-16-032

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY DENYING AN APPEAL BY MICHAEL FERREIRA OF THE PLANNING COMMISSION DECISION APPROVING A COASTAL DEVELOPMENT PERMIT AND USE PERMIT TO ALLOW THE CONSTRUCTION OF PERVIOUS MULTI-USE TRAILS, TWO SETS OF STAIRS FOR BEACH ACCESS, TRAILHEAD PARKING AREAS WITH ONE RESTROOM, SIGNAGE AND RESTORATION, AND MAINTENANCE ACTIVITIES

WHEREAS, the Coastside Land Trust submitted an application requesting approval of a Coastal Development Permit and Use Permit, to allow the construction of 2.8 miles of trails, and two sets of stairs to the beach, trailhead parking staging areas, and one restroom building within one of the lots within the Planned Development and Open Space for Conservation Open Space Land Use Designation and Planned Unit Development Zoning District, with an associated Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

WHEREAS, the procedures for processing the application have been followed as required by law; and

WHEREAS, the Land Use Plan policies and the zoning code regulations have been evaluated during the review of the project; and

WHEREAS, the project is consistent with the Local Coastal Program including Local Coastal Land Use Plan policies that anticipate this project and is one of the recommendations within the adopted Bicycle and Pedestrian Master Plan; and

WHEREAS, the Architectural Advisory Committee (AAC) reviewed the design of the restroom and parking lots on November 17, 2022, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing for PDP-16-032 on October 10, 2023, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered all written and oral testimony presented for consideration; and

WHEREAS, the Planning Commission made the required findings for approval of the project; and

WHEREAS, the Planning Commission adopted the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program and approved the project; and

WHEREAS, a timely appeal was filed by Michael Ferreira on October 19, 2023 appealing the Planning Commission's decision to the City Council; and

WHEREAS, at A duly noticed public hearing on February 6, 2024, the City Council continued this item to a date certain of March 5, 2024; and

WHEREAS, the City Council conducted a duly noticed public hearing on March 5, 2024, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the City Council considered all written and oral testimony presented for Consideration and denied the appeal; and

WHEREAS, the City Council upholds the Planning Commission's adoption of the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program; and

WHEREAS, the City Council has made the following findings for denying the appeal and upholding the Planning Commission's decision to approve the project including that the proposed project implements the Local Coastal Land Use Plan, that the project consists of improvements to an existing public coastal access land use that already includes parking, vertical access to the beach, and blufftop trails; that Redondo Beach Road as currently configured is adequate to provide access to the project which consists of an improvement to an existing use; that the intersection of Highway 1 and Redondo Beach Road is not identified for safety improvements in the Circulation Element, Local Coastal Land Use Plan, or Bicycle and Pedestrian Master Plan nor is it identified by Caltrans as an area of concern in its current Multi-Asset project to improve Highway 1 in other parts of the City and San Mateo County coastside; that ten years of Highway Patrol data do not indicate any serious accidents in the project vicinity related to roadway infrastructure; that additional signage and enforcement will address potential overflow parking; that E-bike use will be required to comply with local and State laws; that hours of operation for the project's parking lots will be controlled within the allowance of the Coastal Commission to ensure that public access is maximized; and that the City will oversee routine maintenance of Redondo Beach Road as necessary and involve property owners in that process;

NOW, THEREFORE, BE IT RESOLVED that, based upon the Findings contained herein, the City Council denies the Michael Ferreira's appeal of the Planning Commission's decision.

PASSED AND ADOPTED by the City of Half Moon Bay City Council at a duly noticed public hearing held March 5, 2024.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5th day of March, 2024 by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers:

Noes, Councilmembers:

Absent, Councilmembers:

Abstain, Councilmembers:

Attest:	APPROVED
_____	_____
Jessica Blair, City Clerk	Joaquin Jimenez, Mayor

Resolution No. C-2024-__
PDP-16-032

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY DENYING AN APPEAL BY THE SAN MATEO LAND EXCHANGE OF THE PLANNING COMMISSION DECISION APPROVING A COASTAL DEVELOPMENT PERMIT AND USE PERMIT TO ALLOW THE CONSTRUCTION OF PERVIOUS MULTI-USE TRAILS, TWO SETS OF STAIRS FOR BEACH ACCESS, TRAILHEAD PARKING AREAS WITH ONE RESTROOM, SIGNAGE AND RESTORATION, AND MAINTENANCE ACTIVITIES

WHEREAS, an application was submitted requesting approval of a Coastal Development Permit and Use Permit, to allow the construction of 2.8 miles of trails, and two sets of stairs to the beach, trailhead parking staging areas, and one restroom building within one of the lots within the Planned Development and Open Space for Conservation Open Space Land Use Designation and Planned Unit Development Zoning District, with an associated Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

WHEREAS, the procedures for processing the application have been followed as required by law; and

WHEREAS, the Land Use Plan policies and the zoning code regulations have been evaluated during the review of the project; and

WHEREAS, the project is consistent with the Local Coastal Program including Local Coastal Land Use Plan policies that anticipate this project and is one of the recommendations within the adopted Bicycle and Pedestrian Master Plan; and

WHEREAS, the Architectural Advisory Committee (AAC) reviewed the design of the restroom and parking lots on November 17, 2022, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing for PDP-16-032 on October 10, 2023, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered all written and oral testimony presented for consideration; and

WHEREAS, the Planning Commission made the required findings for approval of the project; and

WHEREAS, the Planning Commission adopted the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program and approved the project; and

WHEREAS, a timely appeal was filed by John Callan on behalf of the San Mateo Land Exchange on October 23, 2023 appealing the Planning Commission's decision to the City Council; and

WHEREAS, at A duly noticed public hearing on February 6, 2024, the City Council continued this item to a date certain of March 5, 2024; and

WHEREAS, the City Council conducted a duly noticed public hearing on March 5, 2024, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the City Council considered all written and oral testimony presented for Consideration and denied the appeal; and

WHEREAS, the City Council upholds the Planning Commission's adoption of the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program; and

WHEREAS, the City Council has made the following findings for denying the appeal and upholding the Planning Commission's decision to approve the project including that the proposed project will not interfere with access to privately owned parcels within the North Wavecrest Planned Development area; that the City is not abandoning streets for this project; that the project applicant is required to enter into a License Agreement with the City in which the applicant agrees that the project may need to be removed in one or more locations at a future time; that the project's trail and associated improvements will not interfere with public access along Redondo Beach Road; that the project applicant is under no obligation to maintain an unpermitted parking lot for the use and enjoyment of another private property owner, including the SMLE; and that Redondo Beach Road as currently configured is adequate to provide access to the project which consists of an improvement to an existing use;

NOW, THEREFORE, BE IT RESOLVED that, based upon the Findings contained herein, the City Council denies the San Mateo Land Exchange's appeal of the Planning Commission's decision.

PASSED AND ADOPTED by the City of Half Moon Bay City Council at a duly noticed public hearing held March 5, 2024.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5th day of March, 2024 by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers:

Noes, Councilmembers:

Absent, Councilmembers:

Abstain, Councilmembers:

Attest:	APPROVED
_____	_____
Jessica Blair, City Clerk	Joaquin Jimenez, Mayor

Resolution No. C-2024-__
PDP-16-032

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY UPHOLDING THE PLANNING COMMISSION APPROVAL OF A COASTAL DEVELOPMENT PERMIT AND USE PERMIT WITH ADDITIONAL CONDITIONS OF APPROVAL TO ALLOW THE CONSTRUCTION OF PERVIOUS MULTI-USE TRAILS, TWO SETS OF STAIRS FOR BEACH ACCESS, TRAILHEAD PARKING AREAS WITH ONE RESTROOM, SIGNAGE AND RESTORATION, AND MAINTENANCE ACTIVITIES

WHEREAS, an application was submitted requesting approval of a Coastal Development Permit and Use Permit, to allow the construction of 2.8 miles of trails, and two sets of stairs to the beach, trailhead parking staging areas, and one restroom building within one of the lots within the Planned Development and Open Space for Conservation Open Space Land Use Designation and Planned Unit Development Zoning District, with an associated Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

WHEREAS, the procedures for processing the application have been followed as required by law; and

WHEREAS, the Land Use Plan policies and the zoning code regulations have been evaluated during the review of the project; and

WHEREAS, the project is one of the recommendations within the adopted Bicycle and Pedestrian Master Plan; and

WHEREAS, the Architectural Advisory Committee (AAC) reviewed the design of the restroom and parking lots on November 17, 2022, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing for PDP-16-032 on October 10, 2023, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered all written and oral testimony presented for consideration; and

WHEREAS, the Planning Commission made the required findings for approval of the project, as set forth in Exhibit A to this resolution pursuant to the revisions made at the public hearing; and

WHEREAS, the Planning Commission adopted the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program and approved the project; and

WHEREAS, two separate applications for appeals were filed on October 19, 2023 and October 23, appealing the Planning Commission's decision to the City Council; and

WHEREAS, at duly noticed public hearing on February 6, 2024, at the request of one of the appellants, the City Council continued this item to a date certain of March 5, 2024; and

WHEREAS, the City Council conducted a duly noticed public hearing on March 5, 2024, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the City Council considered all written and oral testimony presented for Consideration and denied the appeals under separate resolutions subject to findings; and

WHEREAS, the City Council reaffirmed the Planning Commission's adoption of the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program; and

WHEREAS, the City Council has made the required findings for upholding the Planning Commission's decision to approve the project, set forth in Exhibit A to this resolution and has accepted and added to the Planning Commission's approved Conditions of Approval in Exhibit B; and

NOW, THEREFORE, BE IT RESOLVED that, based upon the Findings in Exhibit A and subject to the Conditions of Approval contained in Exhibit B, the City Council upholds the Planning Commission's decision and approves PDP-16-032.

PASSED AND ADOPTED by the City of Half Moon Bay City Council at a duly noticed public hearing held March 5, 2024.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5 day of March, 2024 by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers:

Noes, Councilmembers:

Absent, Councilmembers:

Abstain, Councilmembers:

Attest:	APPROVED
_____	_____
Jessica Blair, City Clerk	Joaquin Jimenez, Mayor

EXHIBIT A
FINDINGS AND EVIDENCE
City Council Resolution C-24-__
PDP-16-032

Coastal Development Permit – Findings for Approval

The required Coastal Development Permit for this project may be approved or conditionally approved only after the approving authority has made the following findings per Municipal Code Section 18.20.070:

1. **Local Coastal Program –** *The development as proposed or as modified by conditions, conforms to the Local Coastal Program*.

   Evidence: The project consists of the extension of the California Coastal Trail, two beach access stairways, trailhead staging areas including parking and a restroom, as well as restoration of existing informal trails. The proposed development provides and enhances coastal access and recreation opportunities, is consistent with the Planned Development and Open Space for Conservation land use designation, conforms to all City requirements, will not significantly impact coastal resources, and is consistent with the policies of the City's Land Use Plan (LUP).

   Coastal Act Section 30210 and LUP Policy 5-1: *Provide maximum coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.*

   Compliance: The proposed improvements will enhance and preserve public coastal access and recreation by connecting two discontinuous sections of the California Coastal Trail. The intent of the project is to provide safer public access along this pathway as it is currently in poor condition and has multiple trip hazards. The proposed trail is designed to accommodate bicycle, equestrian, and pedestrian users, and has incorporated design and mitigation measures to minimize impacts to sensitive habitats and their buffer areas.

   Policy 2-51: *Uses Allowed Prior to Master Planning. Existing and new uses allowed in advance of master plan certification for PD areas include:*
   a. Existing conforming and non-conforming uses;
   b. Existing, new, and/or expanded agriculture and agriculture compatible uses consistent with the Rural Coastal land use designation including residential development consistent with the Workforce Housing Overlay land use designation, Chapter 4 requirements for agricultural accessory and supporting uses, and Chapter 6 requirements;
   c. Habitat restoration and conservation projects;
   d. Lateral and vertical coastal accessways;

e. Multi-use trails including the California Coastal Trail which may be located within the 300-foot setback from the blufftop edge;
f. Environmental hazard mitigation;
g. Ancillary facilities to support resource dependent uses and coastal access including small parking areas, restrooms, wildlife viewing facilities, and similar amenities; and
h. Accessory dwelling units with existing single-family homes consistent with State law.

Uses shall be sited so as to anticipate and not preclude future development of the PD pursuant to the policies herein.

Compliance: The policy provides for multi-use trails including the California Coastal Trail (within 300 feet of the bluff edge), lateral and vertical coastal accessways, habitat restoration and conservation projects, as well as ancillary facilities prior to master planning. The new trail and associated improvements must be sited so as to not preclude future development of the Planned Development pursuant to other Land Use Plan policies. Permitted uses in the Open Space for Conservation land use designation also include habitat conservation and restoration, low impact public access and recreation, and ancillary uses. The various components of the proposed project fit within these designations.

Policy 2-99: *Open Space for Conservation Permitted Uses. Permitted uses in the Open Space for Conservation land use designation include habitat conservation and restoration, necessary public safety activities, resource dependent uses including low-impact public access and recreation, ancillary uses such as a small ranger station, and one dwelling unit for natural resource management caretaker per legal parcel with a minimum lot size of 100 acres. Permitted uses are not intended to supersede the provisions of any open space deed restrictions or conservation easements that may be associated with properties in this land use designation.*

Compliance: The project as described above is consistent with the Open Space for Conservation and Planned Development land use designations of the Local Coastal Land Use Plan because the primary purpose of the project is to provide low impact public access while restoring lands to natural habitat.

LUP Policy 5-1: Maximum Coastal Access and Recreational Opportunities. *Provide maximum coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. The new trail is designed to accommodate bicycle, equestrian and pedestrian trail users.

LUP Policy 5-8: New Development Public Coastal Access Management Plan. D*evelopment with the potential to impact public coastal access, whether during construction or after, shall develop a public coastal access management plan designed to identify and limit impacts to public coastal access. Plans shall identify peak use times and measures to avoid disruption during those times; minimize beach, road, and trail closures; identify alternative access routes; and provide for public safety.*

Compliance: Public access will be maintained throughout construction of the new path improvements. Condition of approval B9 requires that a public access management plan be prepared and submitted with the building permit submittal in order to verify that public access will be maintained throughout construction of the new trail.

LUP Policy 5-16: Siting and Design of Public Accessways. *Lateral and vertical public coastal accessways shall be sited and designed to account for likely uses of the facility; topographic and site constraints; the fragility of natural resources; potential future risks of erosion and sea level rise; the need for adaptable, non-permanent designs in erosive areas; and compatibility with adjacent land uses. Where trails are permitted uses within sensitive habitat areas and their buffers, new trail segments and improvements shall be sited and designed to minimize and mitigate impacts to the habitat and buffer areas.*

Compliance: The project is designed to accommodate bicycle, equestrian, and pedestrian users, and has incorporated design and mitigation measures to minimize impacts to sensitive habitats and their buffer areas. Informal trails in the area of the new path will be restored to their natural habitat.

Policy 5-19: Signage for Accessways. *All vertical and lateral public accessways shall have clearly posted and maintained signs specifying the public's right to use these areas. Signs shall also identify any limitations on the public's right of access and specific uses. Signs shall be provided in both English and Spanish.*

Compliance: New signage would be installed at the trailheads along Redondo Beach Road as well as interpretive signs at various locations along the path itself. Bluff edge warning signs would also be installed at the overlook. All signage is required to be both in English and Spanish. A recommended condition of approval related to new signs is included requiring the submittal and approval of a complete sign package prior to the issuance of building permits.

LUP Policy 5-28: Trails Accessible for All User Groups. *Trails designed and designated as multi-use shall be accessible for all user groups, including walkers, bicyclists, and equestrians (as land use policy allows). Ensure that the network provides appropriate trail amenities for each trail type or user group such as lighting, benches, and signage, as appropriate with respect to sensitive habitat area and visual resource protection. Encourage improvements that will reduce conflicts between all types of users, such as speed-graded trails.*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. The new trail is designed to accommodate bicycle, equestrian, and pedestrian trail users.

LUP Policy 5-30: Minimize Potential Impacts of Trails. *Multi-use trails, associated amenities, and passive recreational features shall be located to minimize impacts to sensitive habitats and other sensitive surrounding land uses, such as residences and agriculture.*

Compliance: The project is designed to accommodate bicycle, equestrian, and pedestrian users, and has incorporated design and mitigation measures to minimize impacts to sensitive habitats and their buffer areas. Informal trails in the area of the new path will be restored to their natural habitat.

LUP Policy 5-31: Improve Existing Trails. *Improve existing trails and trail amenities to address erosion, environmental concerns, and public safety. Consider options to retrofit or relocate existing trails and amenities to reduce impacts from sea level rise.*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. The trail is sited and designed in consideration of drainage, erosion, environmental, and public safety concerns. In addition to the new trail, one overlook / vista point and two beach stairways would be constructed, which would be subject to coastal hazards including erosion and higher tides, exacerbated by sea level rise. The trail design will not prevent future sea level rise adaptation and managed retreatment. The overlook and stairways design allows for ease of modification to adapt to changing site conditions.

LUP Policy 5-34: Trail Design and Maintenance. *Trails shall be designed and maintained for good drainage, using natural grades and surrounding vegetation; lasting ADA compliance; and sustainable implementation and maintenance with respect to ESHA and City resources (e.g. staffing, budget, capacity).*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. Design, construction, and maintenance will be funded by the applicant. The new trail is designed to accommodate bicycle, equestrian, and pedestrian trail users. The trail is sited and designed in consideration of drainage, erosion, environmental, and public safety concerns. The new parking lots will be in compliance with disabled access requirements.

Coastal Act 30240 and LUP Policy 6-16: Terrestrial ESHAs (including the marine environment, sea cliffs, dunes, coastal terrace prairie, and non-aquatic habitat for special status or unique species) shall be protected against significant disruption of habitat values. Only uses dependent on the resources within these areas and their buffer zones (i.e. habitat management and restoration, scientific research and educational activities, and low-intensity public access and recreation) shall be allowed there. Development in areas adjacent to terrestrial ESHAs shall be sited and designed to prevent impacts that would significantly

degrade the habitat or recreation value of those areas, and shall be compatible with the continuance of those habitat areas. Temporary disruption (e.g. less than six months) for the construction, alteration, repair, and maintenance of existing or newly permitted facilities or structures is allowed if there are no feasible alternatives and the disruption is repaired and restored to at least an equivalent condition within one year.

Compliance: The biological resource evaluation (BRE) prepared for this project identified the biological study area and on January 26 and 27 and February 9 and 16, 2016, the project biologist conducted fieldwork on the site evaluating the project. In November 2019, the two stairways providing access to the beach were added to the project as well as an additional portion of the right-of-way for utility extension related to the new restroom. An approximately 200-foot buffer around this portion of the ROW (Utility Area) was preliminarily assessed. The purpose of the site visit and BRE is to identify, describe, and map any sensitive habitats, including riparian and wetland areas or other Environmentally Sensitive Habitat Areas (ESHAs), and determine the potential for or presence of habitat for "rare, threatened, or endangered" species that may occur in the Project Area or associated approximately 200-foot buffer. Additionally, a protocol-level special-status plant species survey was also prepared, during the blooming period of all special-status plants determined to have a high or moderate potential to occur in the Study Area. This report also contains an evaluation of potential impacts to special-status species or ESHAs that may occur as a result of the proposed project and potential mitigation measures to compensate for those impacts. In order to verify that the biological analysis that took place in 2016 and updated in 2019 was still accurate to present day conditions, biological resources within and around the subject property were re-evaluated by the project biologist in 2022 to determine if baseline conditions had changed since the initial fieldwork in 2016. Only minor changes to the language of the recommendations resulted from the follow up work from the biologist.

The trail construction is a permitted use in buffer zones for wetlands and environmentally sensitive habitat areas. As such, the trail construction has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. In consideration of these sensitive habitat areas, the footprint of this project has been sited to avoid wetland areas as much as possible. Where unavoidable, small puncheons or footbridges will be installed to avoid wetland areas.

Construction staging and storage will occur within the eastern proposed parking lot and west of Wavecrest Road. Staging areas and sensitive habitat areas will be clearly marked and fenced off to prevent any impacts to the surrounding habitat areas prior to commencement of construction. In consultation with the biological consultant, it was determined that exclusionary fencing for California red-legged frog (CRLF) and San Francisco garter snake (SFGS) is not necessary to install because these species primarily move through upland grasslands and wetland habitats at night and are more likely to occur during wet weather conditions. As proposed, construction activities will be limited to daytime hours and dry weather conditions and will therefore avoid any potential impacts. A qualified biological

monitor will be present during all ground-disturbing construction activities and will perform a preconstruction survey for CRLF and SFGS in all project areas prior to the start of project activities each morning. Additional mitigation measures require focused pre-construction surveys for perennial goldfields and nesting birds; reseeding of any disturbed areas with a native seed mix; and implementation of construction best management practices for erosion, sediment, and runoff control.

LUP Policy 6-10: Protection and Enhancement of ESHA. *Protect and, where possible, enhance or restore environmentally sensitive habitat areas (ESHAs).*

Compliance: This project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels. In addition, the project includes a substantial amount of restoration work beyond the decommissioning of the social trails. The applicant has conducted and participated in restoration efforts on an annual basis and intends to monitor and enhance the restored lands once the restoration is complete.

LUP Policy 6-16: Permitted Uses in Terrestrial ESHA and Terrestrial ESHA Buffers. *Site and design new development permitted in or adjacent to terrestrial ESHA to avoid adverse impacts to ESHA. Methods for avoiding impacts include, but are not limited to utilizing raised boardwalks, installing informative signage and exclusion fencing, and implementing construction best management practices.*

Compliance: As described above, this project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels.

LUP Policy 6-18: Standards in Terrestrial ESHA and Terrestrial ESHA Buffers. *Site and design new development permitted in or adjacent to terrestrial ESHA to avoid adverse impacts to ESHA. Methods for avoiding impacts include, but are not limited to utilizing raised boardwalks, installing informative signage and exclusion fencing, and implementing construction best management practices.*

Compliance: As described above, this project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels.

LUP Policy 6-35: Standards in Non-Aquatic Habitat for Special Status and Unique Species. *Regardless of an ESHA determination, require proposed development to avoid impacts to special status and unique species through methods such as preconstruction surveys, construction and/or tree removal timing restrictions, and exclusionary fencing.*

Compliance: As described above, the proposed project will avoid impacts to special status and unique species as the project footprint is contained entirely within previously disturbed areas, and mitigation measures will be implemented prior to and during construction to further ensure any potential impacts are avoided.

LUP Policy 6-40: Permitted Uses within Wetlands. *Permitted Uses within Wetlands:*
Permit the diking, filling, or dredging of wetlands only where there is no feasible, less environmentally damaging alternative and where feasible mitigation measures will be implemented to minimize adverse environmental effects, and only for the following uses:

a. Education and research activities;
b. Public trails;
c. Habitat restoration and fish and wildlife management activities; and
d. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers, maintenance of existing intake and outfall lines, and emergency repairs.

Other uses specified in Section 30233 of the Coastal Act may only be allowed pursuant to an LCP amendment.

Compliance: The project includes public trails within the vicinity of wetlands. Five new puncheons would be constructed to span several wetland areas. Mitigation measures are included and will be implemented prior to and during construction to reduce potential impacts to less than significant. As identified in this policy, public trails are identified as an allowed use within the proximity of wetlands.

LUP Policy 6-43: *Standards in Wetlands and Wetland Buffer Zones:*
Require that development permitted in wetlands and wetland buffer zones minimizes adverse impacts during and after construction. Specifically, require that:
a. All construction which alters wetland vegetation is required to replace the vegetation including "no action" in order to allow for natural reestablishment and pursuant to applicable mitigation requirements;
b. All construction takes place during daylight hours;
c. All paths are elevated (e.g. boardwalks) so as not to impede movement of water, not to compact soil, and otherwise not to disturb wetland plants and animals;
d. All outdoor lighting is prohibited within wetlands, minimized in the wetland buffer zone, and down-cast and directed away from any wetland so as to not affect wildlife;
e. Noise from motorized machinery is kept to less than 45-dBA at the wetland boundary, except for farm machinery;

f. No herbicides are used in wetlands and wetland buffer zones unless there are no feasible alternatives and as specifically approved by the County Agricultural Commissioner and all jurisdictional regulatory agencies; and
g. Any permit for development includes necessary mitigation, monitoring, reporting and maintenance programs.

Compliance: LUP policies provide standards for new development in wetland and ESHA buffer zones. Given the proposed construction methods, timing, and best management practices, the project complies with each of these policies. The project does not involve any outdoor lighting, wetland vegetation removal, or herbicides. The project will not impede movement of water, disturb wetland plants and animals, or compact soils beyond what has already been significantly compacted in the project footprint by the existing trail and heavy foot traffic, and thus an elevated pathway is not necessary. Project construction will be limited to daytime hours and dry weather conditions, and noise generating construction activities will be kept below required levels at wetland boundaries. Construction best management practices for runoff, erosion, and sediment control will be implemented in conformance with the San Mateo County Water Pollution Prevention Program. This project includes a Mitigation, Monitoring and Reporting Program (MMRP) as discussed further below.

LUP Policy 6-55: Standards in Non-Riparian Watercourses. *Permitted development in non-riparian watercourses and non-riparian watercourse buffer zones shall adhere to the performance standards required for permitted uses in riparian corridors and riparian corridor buffer zones, respectively.*

Compliance: Construction best management practices are required through the Mitigation Monitoring and Reporting Program (MMRP) to further ensure any impacts to wetlands are avoided during construction. Thus, as designed and conditioned to implement the mitigation measures in the MMRP, the project adheres to all applicable standards for new development in non-riparian watercourse buffer zones.

LUP Policy 6-58: Public and Recreational Access. *Ensure that public accessways and trails located within or adjacent to ESHA are sited and designed to minimize impacts to ESHA. Measures including, but not limited to, signage, placement of boardwalks, and limited fencing shall be implemented and maintained as necessary to protect ESHA.*

Compliance: The project includes public trails within the vicinity of ESHA. Five new puncheons would be constructed to span several wetland areas. Mitigation measures are included and will be implemented prior to and during construction to reduce potential impacts to less than significant.

LUP Policy 6-59: Interpretive Signage. *Permit interpretive signage in ESHA that is accessible to the public to provide information about the habitat value and need to protect sensitive resources.*

Compliance: Interpretive signage would be installed at the trailheads along Redondo Beach Road as well as at various locations on the path itself. Bluff edge warning signs would also be installed at the overlook. All signage is required to be both in English and Spanish. Condition of approval (Condition B5) related to new signs is included requiring review of the coastal access and ESHA interpretative signage design and content by the California Coastal Commission staff.

LUP Policy 6-60: Equestrian Operations. *Require equestrian operations located adjacent to ESHA to implement BMPs as a condition of approval for a coastal development permit or license agreement for such uses to ensure protection of sensitive habitat areas, biological productivity, and coastal water quality.*

Compliance: The project includes a path and parking lot design that allows for equestrian use. A soft shoulder is included on both sides of the new gravel path for equestrian use. In addition, the western parking lot includes space for two horse trailers. Along with pedestrian and bicycle use, equestrian use was evaluated as part of the project scope within the IS/MND. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to sensitive habitat areas, biological productivity, or coastal water quality from horses. In the event that equestrian operations, such as group horse tours, would like to utilize the subject properties for commercial operations, a separate coastal development permit, license agreement for use of public right-of-way, and specific BMPs for the equestrian operations would be needed.

LUP Policy 6-63: Construction and ESHA. *Ensure that construction does not adversely impact sensitive bird or other animal species in on-site or nearby ESHA, wetlands, or watercourses by requiring construction projects to implement best management practices (e.g. pre-construction surveys, construction and/or tree removal timing restrictions, exclusionary fencing), and, as appropriate based on project scope and site conditions, noise and vibration reduction measures and monitoring by a qualified biologist during construction.*

Compliance: As described above, the project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels. Project construction will be limited to daytime hours and dry weather conditions, and a biological monitor will be present to conduct pre-construction surveys and morning surveys for special status species.

LUP Policy 6-69: Mitigation. *Require mitigation in the form of habitat creation or substantial restoration for permitted impacts to ESHA and other sensitive resources that cannot be avoided through the implementation of siting and design alternatives. Priority shall be given to on-site mitigation. Off-site mitigation shall only be approved when it is not feasible to fully mitigate impacts on-site. In such case, off-site mitigation within city limits is preferred; followed by mitigation within the coastal zone of*

unincorporated San Mateo County and finally by other coastal zone areas. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to ESHA.

Compliance: The project includes restoring most of the social trails within the vicinity of the new trail to coastal bluff habitat. In addition, the project includes a substantial amount of restoration work beyond the decommissioning of the social trails. The applicant has conducted and participated in restoration efforts on an annual basis and intends to monitor and enhance the restored lands once the restoration is complete. The social trail restoration, along with the additional restoration, and follow up work meets the habitat creation and restoration required through this policy.

LUP Policy 6-70: *Mitigation Ratios:*
Assess allowable resource impacts to determine required mitigation ratios on a case-by-case basis. At a minimum, apply the following mitigation ratios:

a. 10:1 for native tree replacement;
b. 4:1 for wetlands;
c. 3:1 for riparian habitats;
d. 3:1 for other habitats that support state or federal rare, threatened, or endangered species, species of special concern (designated by the CDFW), or CNPS 1b or 2 listed plants;
e. 2:1 for Central Dune Scrub not occupied by listed species;
f. 1:1 for heritage tree replacement (e.g. Monterey cypress, Monterey pine); and
g. 1:1 for temporary impacts to any of the above habitat types.

The ratios represent the acreage of the area to be restored/created to the acreage impacted.

Compliance: The project includes native habitat restoration of approximately 1 acre of land within the subject property that currently contains informal/social trails as well as an informal parking lot along the coastal bluff at the western terminus of Redondo Beach Road. These damaged areas would be tilled to aerate the topsoil and reseeded. Reseeding will consist of a native coastal seed mix compatible with North Wavecrest's various habitat types (e.g., seed potted nursery stock and other materials collected from within five miles of the restoration site), as well as Choris' popcorn flower seeds harvested by biologists on site and provided to the landscape contractor. Choris' popcorn flower is a species cited in the Land Use Plan requiring protection in Half Moon Bay, and this plant occurs in North Wavecrest, thus it is a thoughtful inclusion for restoration. Additionally, removal of non-native plants would be conducted by mowing, hand weeding, and raking. No herbicides would be used. Approximately 1,500 square feet of new trail area would take place with the project. Restoration of 1 acre would exceed the 4:1 mitigation ratio requirement. A habitat restoration plan was prepared and included with the submittal for Coastal Development Permit. The habitat restoration plan was reviewed by the California Coastal staff and found to be conformance with this policy.

LUP Policy 6-78: ESHA Protection from Runoff. *In areas in or adjacent to an ESHA, plan, site, and design development to protect the ESHA from any significant disruption of habitat values resulting from the discharge of stormwater or dry-weather runoff flows.*

Compliance: Construction will be limited to dry weather conditions and construction best management practices for runoff, erosion, and sediment control will be implemented in conformance with the San Mateo County Water Pollution Prevention Program.

Coastal Act 30253 and LUP Policy 7-8: Shoreline Hazards and New Development. *Ensure that new development, including land division, is sized, sited and designed to be safe from shoreline hazards such as coastal flooding, shoreline erosion, tsunami inundation, seawater intrusion, and other sea level rise impacts without requiring a shoreline protection device at any time over the anticipated life span of the structure.*

Compliance: The proposed project includes two stairways to the beach. The two sets of stairs would be constructed of wood, approximately 267 feet in length each. The stairs would be located on both the northern and southern sides of Wavecrest Arroyo (Ravine 9) on the southwestern corner of the project site. Trail stairs would be constructed in an interlocking style with wooden timbers cribbed together to form risers and backfilled with compacted native earth. The basic step design allows for easy repair in the case of damage during storm surges. The project applicant is committed to installing and maintaining the two stairways accessing the beach.

The proposed project is located approximately 100 feet from the coastal bluff edge, and while not currently subject to shoreline hazards, it is anticipated that the coastal bluffs in this area will erode at an accelerated rate with sea level rise and will eventually impact the overlook and beach access stairways included in the project. Modifications to the overlook and stairways may become necessary over time.

LUP Policy 7-16: Grading near Beachfront or Blufftop. *Require that any grading necessary to establish proper drainage, install minor improvements (e.g. trails), restore eroded areas, restore habitat, or provide permitted accessways directs water runoff away from the beach or edge of the bluff or requires runoff to be handled so as to prevent damage to the beach or bluff from surface and percolating water.*

Compliance: The proposed project includes two stairways to the beach. The two sets of stairs would be constructed of wood, approximately 267 feet in length each. The stairs would be located on both the northern and southern sides of Wavecrest Arroyo (Ravine 9) on the southwestern corner of the project site. Trail stairs would be constructed in an interlocking style with wooden timbers cribbed together to form risers and backfilled with compacted native earth. The proposed stairs would have a handrail along one side. New stormwater runoff pipes and minor recontouring would take place to prevent water from flowing down the trail stairs and would discharge at the bottom of Ravine 9 or along the beach. A short crib wall would be constructed along the south side of Ravine 9 to support the bottom of the

stairs on this side. Design of the drainage facilities has been reviewed by the City Engineer to ensure that the runoff will not create erosion damage along the beach.

LUP Policy 7-23: Infrastructure and Public Facilities. *Site, design, and upgrade infrastructure and public facilities, including roads, trails, parks, and other public access and recreation facilities with consideration for shoreline hazards including sea level rise impacts that may occur over the anticipated life of the development. Ensure that the connectivity of infrastructure is preserved in the event of ongoing erosion or wave run-up, and ensure adequate egress/evacuation is preserved during storm events. In cases where facilities cannot be sustainably maintained, removal or abandonment of infrastructure should be evaluated, and the least environmentally damaging approach shall be implemented. Where facilities can be safely sited for the near term but future impacts are likely, require an adaptive management plan detailing steps for maintenance, retrofitting, and/or relocation.*

Compliance: The proposed project is located approximately 100 feet from the coastal bluff edge, and while not currently subject to shoreline hazards, it is anticipated that the coastal bluffs in this area will erode at an accelerated rate with sea level rise and will eventually impact the trail or stairway facilities. Modifications to this trail and stairs may become necessary over time, and there is no part of the proposed design that would prevent the applicant from doing this in the future.

LUP Policy 8-6: Native American Consultation. *Notify and consult with Native American organizations of proposed developments or land use actions that have the potential to adversely impact cultural resources early in the development review process, providing early and frequent opportunities for concerned Native American parties to comment on or participate in any treatment plan for sites with cultural or religious significance to the Native American community. Development on sensitive sites requires on-site monitoring by appropriate Native American consultant(s) such as tribal monitors and a qualified archaeologist for all grading, excavation, and site preparation activities that involve earth-moving operations.*

Compliance: The IS/MND for this project concludes the potential for archaeological, paleontological, historical, or tribal cultural resources to occur is low as none have been identified within the project area in the past, the project area is previously disturbed, and there will be limited excavation required for the trail reconstruction. To ensure potential impacts are less than significant, mitigation measures are included in the MMRP that address handling, consultation, and mitigation requirements in the event that resources, objects, or artifacts are discovered during construction.

As the project site is located within an area designated as potentially sensitive for archaeological resources on LUP Figure 8-1: Archaeological Sensitivity Areas, a cultural resource records search was performed following the draft IS/MND in compliance with LUP policies. The search returned positive results for Sacred Lands, thus conditions of approval require consultation with the appropriate Native American tribal representative(s) to comply

with the above-cited LCP policies. If changes to the project are necessary following consultation, the City will seek an amendment to this permit. Changes are not anticipated to be necessary due to the project scope of reconstructing an existing trail. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to cultural resources.

Coastal Act 30244 and Policy 8-9: Archaeological Survey with Development Applications. *Require the submission of a report by a qualified archaeologist as part of applications for new development based on the location and scope of the project, including within any archaeologically sensitive area as designated on the archaeological resources map. In areas vulnerable to sea level rise impacts, require a site-specific evaluation of potential sea level rise impacts to any archaeological resources on the development site. A report may include the results of an archaeological records review and/or survey observations with findings on actual and potential resources on the site, impacts of the development proposed, and any recommended mitigation measures. All feasible mitigation measures shall be incorporated in any plan for development prior to the issuance of a permit for development.*

Compliance: As described above, a cultural resource records search was conducted and additional consultation and reporting will follow as required by the conditions of approval. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to cultural resources.

LUP Policy 8-10: Archaeological and Paleontological Resources Monitoring. R*equire, where a predevelopment survey identifies the potential to affect known or newly discovered archaeological, Native American, or paleontological resources, the submittal of a monitoring and reporting plan that identifies methods and describes the procedures for selecting archeological and Native American monitors and procedures that will be followed if additional or unexpected resources are encountered during development of the site. Procedures may include, but are not limited to, provisions for cessation of all grading and construction activities in the area of the discovery that has any potential to uncover or otherwise disturb cultural deposits in the area of the discovery and all construction that may foreclose mitigation options to allow for significance testing, additional investigation and mitigation.*

Compliance: Similar to the response to Policy 8-9, a cultural resource records search was conducted and additional consultation and reporting will follow as required by the conditions of approval. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to cultural resources. Sacred lands search does not qualify as a predevelopment survey identifying the potential to affect known or newly discovered resources.

LUP Policy 9-15: Scenic Coastal Access Routes. *Require that new development on designated scenic coastal access routes from Highway 1 to the beach, including roadway improvements and development proposed in close proximity to the road, protects the scenic quality of the corridor and avoids obstruction or significant degradation of public ocean views such as*

through provision of sufficient setbacks from the public right-of-way, low building heights, and landscaping that establishes and/or maintains a scenic gateway.

Compliance: Redondo Beach Road is a designated scenic coastal access route and North Wavecrest Planned Unit Development is considered a visual resource area in the City's recently updated LUP. The majority of the project includes at-grade improvements and the scenic quality of North Wavecrest and Redondo Beach Road corridor and broad ocean viewshed will be substantially unchanged. The only above-grade improvements include split rail fencing, a restroom, and signage. The new signs will be consistent with the existing signs in the area, and will be located at the staging areas and at appropriate locations along the ne trail. The proposed project will also remove several informal trails within the area and funnel trail users onto one path, which will reduce the visual blight of the many informal trails along the bluff area.

LUP Policy 9-16: Broad Ocean Views. *Ensure that areas providing broad, public ocean views, including as designated on Figure 9-1, are preserved and enhanced in association with new development projects. In such areas, structures shall be sited and designed to avoid obstruction of broad, public ocean views, shall not exceed 15 feet in height unless an increase in height would not obstruct public views to the ocean or would facilitate clustering of development so as to result in greater view protection, and shall ensure that any proposed landscaping, when mature, will not obstruct public views to the ocean.*

Compliance: Redondo Beach Road is a designated scenic coastal access route and North Wavecrest Planned Unit Development is considered a visual resource area in the City's recently updated LUP. The majority of the project includes at-grade improvements and the scenic quality of North Wavecrest and Redondo Beach Road corridor and broad ocean viewshed will be substantially unchanged. The only above-grade improvements include split rail fencing, a restroom, and signage, all of which will be less than 15 feet in height.

LUP Policy 9-17: California Coastal Trail Views. *Ensure that views of the ocean, bluffs, upland slopes, and ridgelines from the California Coastal Trail are protected, particularly in areas adjacent to substantially undeveloped Planned Developments including Surf Beach/Dunes Beach, Venice Beach, West of Railroad, and North Wavecrest. Require sufficient setbacks, height limits, and other design standards for any new development permitted near the trail to minimize impacts to visual resources.*

Compliance: The trail project would include approximately 3 miles of gravel paths that would connect two discontinuous sections of the California Coastal Trail. Split rail fencing would be added at various locations to direct people from wetland areas and bluff edge hazard areas. The only above-grade improvements in addition to the spilt rail fencing would be the new restroom and signage, all of which will be less than 15 feet in height.

LUP Policy 9-19: Blufftop and Beachfront Development. *Ensure that areas providing broad, public ocean views, including as designated on Figure 9-1, are preserved and enhanced in*

association with new development projects. In such areas, structures shall be sited and designed to avoid obstruction of broad, public ocean views, shall not exceed 15 feet in height unless an increase in height would not obstruct public views to the ocean or would facilitate clustering of development so as to result in greater view protection, and shall ensure that any proposed landscaping, when mature, will not obstruct public views to the ocean.

Compliance: Similar to the responses to Policies 9-16 and 9-17, above-grade improvements are limited to split rail fencing, a restroom, and signage, all of which will be less than 15 feet in height. Tree replacements of any removed trees that meet the City's definition of Heritage trees would take place on other lands owned by the applicant. The new trees would be planted away from the trail and bluff edge areas and would not obstruct public views of the ocean.

LUP Policy 9-20: Significant Plant Communities. *Preserve the scenic quality of significant plant communities including but not limited to Monterey cypress and Monterey pine stands or rows, riparian vegetation along stream corridors, and non-invasive mature roadside trees to the extent feasible. Preservation may be achieved through siting and design of new development, compliance with habitat buffers required pursuant to Chapter 6. Natural Resources, minimizing significant alteration and removal, vegetation maintenance and restoration, and replanting as mitigation for removed vegetation where approved.*

Compliance: Substantial restoration would take place as part of this project, including restoring the existing social trails back to native habitat, as well as additional restoration work within the vicinity of the new trails. The project conforms to the Land Use Plan's natural resource and environmental protection policies. The various uses included in the project were sited appropriately relative to varying habitat requirements. For example, puncheons are used to raise the trail to create decked spans for portions of the trail in places where wetland avoidance is infeasible in order to minimize impacts. Minor habitat restoration/mitigation is required and will be consistent with City policy. In addition, several Monterey Cypress trees will be removed in order to install the new gravel parking lots. 1 to 1 replacement of the removed trees will take place on CLT property as part of the project.

LUP Policy 9-22: Open Space Conservation Areas. *Ensure that any development permitted within or adjacent to open space conservation areas is sited and designed to minimize impacts to public views of the conservation areas and to be visually compatible with the surrounding natural environment.*

Compliance: The portion of the project site within and around Ravine 9 is within the Open Space for Conservation land use designation. It is the applicant's intent to dedicate these lands to permanent conservation. The proposed trail improvements would be open to the public and is an allowed use within this land use designation.

2. **Growth Management System –** *The development is consistent with the annual population limitation system established in the Land Use Plan and Zoning Ordinance*.

Evidence: The proposed development does not include a dwelling unit and is therefore not subject to the requirements of the City's growth management system.

3. **Zoning Provisions –** *The development is consistent with the use limitations and property development standards of the base district as well as the other requirements of the Zoning Ordinance.*

   Evidence: The proposed development conforms to the requirements of the Open Space – Passive Zoning District, which allows for public trail uses. The Open Space – Passive Land Use regulations in Chapter 18.12 of the Municipal Code contain limited specific development standards that apply to the scope of work. The project proposes primarily at-grade safety and drainage improvements to the existing beach access ramp and does not involve any new structures or facilities. Therefore, there are no applicable minimum setbacks or maximum structure heights. As conditioned, the project also conforms to other applicable development standards of the Zoning Ordinance, including parking and recycling / trash standards.

4. **Adequate Services –** *The proposed development will be provided with adequate services and infrastructure in a manner that is consistent with the Local Coastal Program.*

   Evidence: The project includes the installation of a new restroom, which requires additional sewer and water capacity. Both a sewer and water mains are located in close proximity to the new restroom location.

5. **California Coastal Act –** *Any development to be located between the sea and the first public road parallel to the sea conforms to the public access and public recreation policies of Chapter 3 of the California Coastal Act*.

   Evidence: The subject site is located between the sea and the first public road parallel to the sea. The project conforms to the public access and recreation policies of the Coastal Act as it will enhance and maximize public access and recreation opportunities along the California Coastal Trail. Construction is anticipated to take 1 year.

<u>Use Permit – Finding</u>

The project includes minor blufftop grading associated with installation of the new stairways and pervious paths. Municipal Code Section 18.38.065 (D) requires the approval of a use permit for blufftop grading. In approving a Use Permit, the Planning Commission must find the following:

> "The establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, be detrimental to the public welfare or injurious to property or improvements in said neighborhood."

Evidence: The proposed path project is consistent with the blufftop development standards identified in Section 18.38065 (F). No substantial importing or off-haul of soils would take place with the proposed project. The grading would be for the purpose of installing trails and associated drainage improvements, which is identified as a conditionally permitted use.

Environmental Review – Finding

CEQA – The project will not have a significant effect on the environment.

Evidence: An Initial Study (IS) and Draft Mitigated Negative Declaration (MND) were prepared for the project in conformance with the requirements of CEQA, and the Draft IS/MND was circulated for a 30-day public review. The MND as well as other documents and materials constituting the record of proceedings are in the possession of the Community Development Director at City Hall, 501 Main Street, City of Half Moon Bay. Based on the whole record the Planning Commission found that there is no substantial evidence that the project will have a significant effect on the environment. For this project, the City is incorporating the mitigation measures listed in the Mitigation, Monitoring and Reporting Program into the project, and in doing so has mitigated the potentially significant biological resource, cultural resource, tribal cultural resource, and geology and soils resource impacts of the project to a point where clearly no significant effect on the environment would occur. The Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis. The Council has further determined that the adopted IS/MND and Mitigation Monitoring and Reporting Program and that the matters under consideration does not require recirculation or supplemental environmental review upon its consideration of two appeals of the Planning Commission's action.

EXHIBIT B
CONDITIONS OF APPROVAL
City Council Resolution C-24-__
PDP-16-032

A. The following Conditions shall apply to the subject site:

1. CONFORMANCE WITH APPROVED PLANS. Development of the site shall conform to the approved plans entitled Wavecrest Trail Project – Phase 2 received September 13, 2023 by the City, except for any revisions required by this permit including revisions to sheets DR5 and LL5 received January 30, 2024. The Community Development Director and City Engineer shall review any change in impervious surface area; and the Director shall review and may approve any deviation from the approved plans that is determined minor in nature. Any other change shall require the submittal of a major modification application and fees and shall be subject to a public hearing as required by Title 18. (Planning / Engineering)

2. CONFORMANCE WITH CONDITIONS OF APPROVAL. The permittee shall construct and operate this Project in full conformance with these Conditions of Approval. Any revision of the Conditions of Approval shall require submittal of a major modification subject to a public hearing as required by Title 18. (Planning)

3. CONFORMANCE WITH THE MUNICIPAL CODE. No part of this approval shall be construed to permit a violation of any part of the Half Moon Bay Municipal Code. (Planning)

4. MITIGATION MONITORING. This project shall comply with all of the requirements of the adopted Mitigation Monitoring Program dated October 2023 to the satisfaction of the Community Development Director.

   AIR-MM1 The project's construction contractor shall comply with the following best management practices for reducing construction emissions of fugitive dust (PM_{10} and $PM_{2.5}$) as required by the Bay Area Air Quality Management District Revised California Environmental Quality Act Air Quality Guidelines:

   Water all active construction areas at least twice daily, or more if needed to control dust emissions. Watering must be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

   Pave, apply water twice daily or more if necessary to prevent airborne dust from leaving the site, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to prevent airborne dust from leaving the site.

Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.

Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt/sand).

Limit vehicle traffic speeds on unpaved roads to 15 miles per hour.

Replant vegetation in disturbed areas as quickly as possible.

Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

BIO-MM1a Prior to the start to the start of groundbreaking activities, all construction personnel shall receive training by a qualified biologist on listed species and their habitats. The importance of these species and their habitat shall be described to all employees as well as the minimization and avoidance measures that are to be implemented as part of the proposed project. An educational brochure containing color photographs of all listed species in the work area(s) shall be distributed to all employees working within the project site. The original list of employees who attend the training sessions shall be maintained by the project applicant and be made available for review by the USFWS and the CDFW upon request.

BIO-MM1b The project applicant or contractor shall designate a qualified biologist to monitor on-site compliance with all minimization measures. The on-site monitor(s) shall remain on-site for the duration of the proposed project, including vegetation removal, grading, and cleanup activities.

BIO-MM1c Designated construction staging areas shall be utilized as the staging areas for the trail construction activities. All vehicles associated with project activities shall be clustered within these areas at the end of each workday or when not in use to minimize habitat disturbance and water quality degradation. Wildlife exclusion fencing shall be installed surrounding the staging area to prevent CRLF or SFGS from entering these areas overnight. Fueling and maintenance of equipment shall be conducted off-site, and at least

50 feet from any wetland or designated ESHA, unless a request for on-site fueling is approved by the Community Development Department. Exclusion fencing shall be installed with the fence stakes placed on the inside of the fencing (closest to the project boundary) to prevent frogs or snakes from using the stakes to maneuver over the fence. The fencing shall be maintained until all work has been completed. To protect potential borrows, soil shall be stockpiled within the designated staging areas.

BIO-MM1d No trash shall be deposited on the project site during construction activities. All trash shall be placed in trash receptacles with secure lids, stored in vehicles, and removed nightly from the project site.

BIO-MM1e The project applicant shall post signs at each trail end and along the trail at various locations near areas of sensitive habitat to inform users of appropriate protocol to protect sensitive habitat, including directions to stay on the trail and to walk bicycles or ride very slowly. Signs shall be 48- by 36-inches in size and shall be mounted at eye level on redwood posts.

BIO-MM2 If ground disturbance or removal of vegetation occurs between February 1 and June 30, preconstruction surveys shall be performed by a qualified biologist no more than 72 hours prior to commencement of such activities to determine the presence and location of nesting bird species and surveys should extend out a minimum of 300-feet from the work area for non-raptors and 500-feet from raptors. If ground disturbance or removal of vegetation occurs between July 1 and August 31, preconstruction surveys shall be performed within 30 days prior to such activities. If active nests are present, temporary protective breeding season buffers shall be established to avoid direct mortality of these birds, nests, or young. The appropriate buffer distance is dependent on the species, surrounding vegetation, and topography, and shall be determined by a qualified biologist to prevent nest abandonment and direct mortality during construction. If construction cannot wait out fledglings, encroachment on these distances may be considered by the biologist but should set a minimum buffer distance (with an absolute minimum of 50-feet for non-raptors and 150-feet for raptors) and should employ visual screening and sound barriers (noise at sensitive receptors should be no more than 60-65 dB).

BIO-MM3a To reduce potential for CRLF and SFGS to disperse through the project study area, all ground disturbance activities should be restricted to the dry season (May 1 through October 15.

BIO-MM3b To verify if species are present and all habitats are dry, a qualified biologist shall survey the work site immediately before the onset of vegetation clearing or ground disturbance activities. If CRLF are found and do not move out of the work area on their own, the contractor shall contact the USFWS to determine if relocation is appropriate. In making this determination, the USFWS will consider if an appropriate relocation site

exists. If the USFWS approves moving animals, a USFWS-approved biologist shall move them from the work site before work activities begin. Any SFGS shall be allowed to leave the work area on their own and shall be monitored by the biologist to ensure they do not reenter the work area.

BIO-MM3c No work may occur within 48 hours of a rain event (defined as over 0.25 inches in a 24-hour period). Following a rain event, a qualified biologist should survey the work site immediately before reinitiating ground disturbance activities to verify if species are present. If CRLF or SFGS are observed, then the stairs described in Mitigation Measure BIO-3b shall be followed.

BIO-MM3d Any erosion control materials used shall be made of tightly woven fiber netting, or similar material, to ensure that the CRLF and SFGS do not get trapped. This limitation shall be communicated to the contractor. Plastic mono-filament netting (erosion control matting), rolled erosion control products, or similar material shall not be used at the project site because CRLF, SFGS, and other species may become entangled or trapped in it.

BIO-MM3e CRLF and SFGS may take refuge in cavity-like and den-like structures such as pipes and may enter stored pipes and become trapped. Therefore, all construction pipes, culverts, or similar structures that are stored at the site for one or more overnight periods shall be either securely capped prior to storage or thoroughly inspected by the on-site monitor and/or the construction foreman/manager for these animals before the pipe is subsequently buried, capped, or otherwise used or moved in any way. It is also recommended that these structures, if stored, are kept within the staging areas either in developed areas or within wildlife exclusion fencing. If CRLF are found and do not move out of the work area on their own, the USFWS shall be contacted to determine if relocation is appropriate. In making this determination, the USFWS will consider if an appropriate relocation site exists. If the USFWS approves moving animals, a USFWS-approved biologist shall be allowed sufficient time to move them from the work site before work activities begin. If SFGS is found, it should be allowed to passively leave the work area on its own, as determined by the on-site monitor, except in circumstances where the animal is determined to be trapped (see Mitigation Measure BIO-3f).

BIO-MM3f To prevent inadvertent entrapment of CRLF or SFGS during construction, the on-site biologist and/or construction foreman/manager shall ensure that all excavated, steep-walled holes or trenches more than one foot deep are completely covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks and inspected by the on-site biologist. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals by the on-site biologist and/or construction

foreman/manager. If at any time a trapped CRLF or SFGS is discovered by the on-site biologist or anyone else, the animal shall be allowed to passively leave the work area on its own, as determined by the on-site biologist. If a CRLF or SFGS is trapped, only a USFWS-approved biologist shall move the individual under the direction of USFWS and CDFW.

BIO-MM3g Implement Mitigation Measures BIO-1a through BIO-1e.

BIO-MM4a If project activities are to remove or trim trees within the Monterey cypress stands within the project site during the winter roost season (October 1 through March 15), a preconstruction survey for roosting monarch butterflies shall be conducted within 7 days of tree removal or trimming activities. If tree removal or trimming is conducted March 16 through September 31, no preconstruction surveys for roosting monarch butterflies are necessary.

BIO-MM4b Soil disturbance and vegetation removal shall be minimized to the extent feasible in order to reduce the impact to nectar plants for monarch butterfly.

BIO-MM5 A pre-construction survey for woodrat houses shall be conducted by a qualified biologist within 30 days of the start of work. If houses are observed, they shall be avoided if feasible. If avoidance is not feasible, the houses shall be dismantled by hand under the supervision of a biologist. If young are encountered during the dismantling process, the material shall be placed back on the house and the house shall remain unmolested for two to three weeks in order to give the young enough time to mature and leave the house. After two to three weeks, the nest dismantling process may begin again. Nest material shall be moved to suitable adjacent areas (riparian, woodland, scrub) that shall not be impacted.

BIO-MM6 If project activities have the potential to disturb trees within the project site during the maternity roosting season (April 1 through August 31) of bats, preconstruction surveys for bats shall take place. Surveys shall be conducted by a qualified biologist no less than 14 days prior to those activities that have the potential to disturb bat roosting and foraging habitats within the project site. Ultrasonic acoustic surveys and/or other site appropriate survey methods shall be performed to determine the presence or absence of bats utilizing the project site as roosting or foraging habitat.

If special-status bat species are detected during surveys, species- and roost-specific mitigation measures that prevent significant impacts shall be developed by a qualified biologist. Such measures may include postponing removal of trees, snags, or structures until the end of the maternity roosting season or construction of species-appropriate roosting habitat within the project site. Consultation with CDFW is required to determine appropriate mitigation measures if roosts are disturbed or destroyed.

Trees may be removed outside of the maternity roosting season without performing preconstruction bat surveys.

BIO-MM7 Rare plant surveys shall be conducted during the blooming periods for Choris' popcorn flower and species with a moderate potential to occur on the project site (i.e., ocean bluff milk-vetch, coastal marsh milk-vetch, johnny-nip, San Francisco Bay spineflower, San Francisco gumplant, short-leaved evax, Kellogg's horkelia, Point Reyes horkelia, perennial goldfields, coast yellow leptosiphon, San Mateo tree lupine, Davidson's bushmallow, marsh microseris, Oregon polemonium, Hickman's cinquefoil, San Francisco campion, and coastal triquetrella); these surveys shall include one during the months of April to May and one during the months of June to September. If it is determined that construction-related activities would impact Choris' popcorn flower or any species with a moderate potential to occur, a mitigation plan for protecting this species shall be developed by a qualified biologist. Mitigation measures may include additional avoidance measures, salvaging and transplanting of plants within disturbance areas, and collection and storage of seeds for future re-establishment efforts. Seeds shall be collected and preserved from areas of disturbance to special-status species prior to the disturbance and used for reseeding efforts in late fall (i.e, November) to suitable areas on site that are no longer subject to human disturbance through the trail realignment.

BIO-MM8a Construction activities and proposed improvements near wetlands shall adhere to the following requirements:

The removal of vegetation shall be minimized.

Enhance or replace habitat as defined by required agency permits.

Development shall conform to natural topography and minimize erosion potential.

Runoff and sedimentation shall not exceed predevelopment levels.

Native vegetation shall be used for replanting, where appropriate.

Toxic substances, such as fertilizers and pesticides, shall not be used.

BIO-MM8b Implementation of the proposed project shall adhere to the following general avoidance measures and specific performance criteria for ESHAs to reduce potential impacts to sensitive habitats: Any site grading activities shall be restricted to the period between approximately April 15 and October 15. Site grading during these dryer months will reduce the possibility of soil erosion and sediments flowing into natural habitats.

The project contractor shall install temporary silt fencing along the perimeter of ESHAs adjacent to project activities.

Soil disturbance around wetland areas shall be minimized to the maximum extent practicable. This will reduce the impact to existing soils and vegetation that will remain as natural habitat and reduce the potential for soil erosion. Perimeter erosion and sediment

control measures (i.e., silt fencing, straw waddles) shall be installed as an extra precaution to reduce the possibility of sediments entering the adjacent potential ESHAs.

Solid materials, including wood, masonry/rock, glass, paper, and other materials, shall not be stored or placed near wetland areas. Solid waste materials shall be properly disposed of off-site. Fluid materials, including concrete, wash water, fuels, lubricants, and other fluid materials used during construction, shall not be disposed of on-site and shall be stored or contained as necessary to prevent spillage into natural habitats. If a spill of such materials occurs, the area shall be cleaned and contaminated materials disposed of properly, and the affected area shall be restored to its natural condition.

BIO-MM8c To minimize permanent impacts to seasonal wetlands, disturbance to seasonal wetlands from construction access shall be reduced to the maximum extent feasible. Minimization measures shall be employed, including the installation of construction fencing to minimize the extent of disturbance to wetlands, the installation of "swamp-matting" to prevent rutting and compaction of wetland soils, and the reseeding of wetlands following construction to ensure that impacts are temporary in nature.

CULT-MM1 If an archaeological site(s) is encountered during grading or other soil disturbing activities, project managers and project contractors shall comply with the provisions set forth in Sections 15064.5(c) or (e) of the CEQA Guidelines, depending on the type of resource encountered. The site(s) shall be recorded by a qualified archaeologist, including the extent of the site boundaries. The trail alignment(s) and/or associated features shall be relocated away from the archaeological site(s), unless the site(s) is evaluated and determined not to be eligible for listing on the California Register of Historical Resources. The archaeologist shall determine the required distance from the resource. If the eligible site(s) cannot be avoided, the proposed trail shall be designed with protective elements that would provide for trail use with minimal effect on the archeological site(s). These protective elements may include fencing, or placement of the trail on a bridge, boardwalk, or earthen berm. Prior to construction, data recovery and testing shall be conducted as needed. A final report, including the results of the surveys and evaluations, shall be provided to the State Historic Preservation Officer for review. Furthermore, in the event that an archaeological resource is discovered during project construction activities (e.g., excavation, grading), the following provisions of Section 15064.5(c) of the CEQA Guidelines are to be followed:

(1)A lead agency shall first determine whether the site is a historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is a historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this

section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2. The time and cost limitations described in Public Resources Code Sections 21083.2 (c) through (f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the proposed project on those resources shall not be considered a significant effect on the environment.

CULT-MM2 If human remains are encountered during grading or other soil disturbing activities, work shall halt within 50 feet of the remains and the County Coroner shall be notified immediately. An archaeologist shall also be contacted to evaluate the find. In accordance with Section 7050.5(c) of the CHSC, if the Coroner recognizes the human remains to be of Native American origin or has reason to believe they are, the Coroner must notify the NAHC within 24 hours of this identification. Subsequently, pursuant to Section 5097.98 of the Public Resources Code, the NAHC will identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

GEO-MM1 If paleontological resources are encountered during grading or other soil disturbing activities, construction shall be halted within 50 feet of the site and a qualified paleontologist shall be contacted to investigate the find within 24 hours. If the find is deemed to be significant, a complete paleontological survey and removal of paleontological finds shall be warranted prior to resuming construction activities in the area.

HYDRO-MM1 The following construction best management practices (BMPs) recommended by San Mateo County (and other BMPs required by the Half Moon Bay City Engineer) shall be employed:

Limiting construction activities to the dry season.

Using (but not overusing) reclaimed water for dust control.

Stabilizing construction sites, including entrances and exits.

Following construction, stabilizing disturbed sites with native plant materials, hydroseeding, or similar measures.

Storing stockpiled materials under tarps when they are not actively being used.

Balancing cut and fill materials when possible.

Disposing of all wastes and debris properly.

Recycling materials and wastes that can be recycled (such as aggregate base materials, wood, etc.).

Inspecting vehicles and equipment frequently for leaks and repairing promptly, and using drip pans to catch leaks until repairs are made.

Cleaning up spills or leaks immediately and disposing of cleanup materials properly

TRANS-MM1a The construction contractor shall be responsible for providing a Traffic Control Plan (TCP), approved by the City Traffic Engineer, prior to the start of construction. The TCP shall include traffic control measures in order to ensure traffic safety during all construction phases. The traffic control devices may involve signage, use of delineators, flashing arrows, and/or temporary lane lines at the discretion of the City Traffic Engineer. The TCP shall be approved by the City Traffic Engineer. The TCP shall include provisions for advanced notification (signage) of the proposed detour routes and coordination with emergency service providers.

TRANS-MM1b The proposed project shall be constructed in a manner to avoid a substantial increase in construction-period traffic congestion through implementation of the following:

The applicant shall identify locations for contractor parking on site for the duration of the construction period so that parking does not affect the operation of local roads.

Vehicle trips to and from the project site for purposes of transporting cut and fill shall be prohibited during peak traffic morning and evening peak hours.

In the event of lane closures due to deliveries, an adequate number of flaggers and appropriate signage shall be utilized to ensure the safe passage of vehicles, bicyclists, and pedestrians.

An on-site log shall be maintained for all biological mitigation training, monitoring and surveys. The log shall include the date of the training, the contact information of the qualified biologist that conducted the training and the names of all participating workers and contractors. The log shall also include the date, contact information of the qualified biologist and outcome of any biological surveys or inspections that take place on the site. The log shall be available on the project site for inspection by City staff. (Planning)

5. LIGHTING. All exterior lighting, including any new lighting related to the security plan required by condition of approval B7, shall be fully shielded so that no light source is visible

from outside the property, except as otherwise expressly approved. To ensure compliance with this condition, specifications, including photometric performance, for all exterior light fixtures shall be submitted with plans for the Building Permit. (Planning)

6. FRONTAGE MAINTANENCE AND LIABILITY. It shall be the duty of the Property Owner(s) whose property is adjacent to any portion of a public street or place to maintain the project frontage in a safe and non-dangerous condition. Curb and gutter maintenance shall include removal and replacement of concrete to eliminate tripping hazards; and pruning and trimming of trees, shrubs, ground cover and other landscaping within the public right-of-way. The Property Owner has the primary and exclusive duty to fund and perform such maintenance and repair, whether or not the City has notified the property owner of the need for such maintenance or repairs or has performed similar maintenance or repairs in the past, pursuant to §12.18.020 and §12.18.030 of the Half Moon Bay Municipal Code. (Engineering)

7. LANDSCAPE MAINTENANCE. The applicant/owner shall ensure that all restoration areas and/or fences are continuously maintained, and all plant material is maintained free of refuse and in a healthy growing condition. The applicant/owner shall ensure that the roadside ditch along Redondo Beach Road is maintained and remains free of refuse obstructions, consistent with any applicable permit requirements. (Planning)

8. SIGNAGE INSTALLATION AND MAINTENANCE. Per Condition of Approval B-4, the applicant shall provide and maintain signage for the duration of the use of the project unless the needs for signage change and the modifications are approved by the City. (Engineering and Planning)

9. PARKING LOT MANAGEMENT. Parking lot hours of operation are sunrise to sunset. The applicant/operator is responsible for providing the hours of operation on parking lot signage and for enforcement. It shall be free to park in the new lots. A Coastal Development Permit is required to add a fee for these parking provisions. (Planning)

10. PARKING RESERVE. The project is approved with three parking lots for 70 parking spaces. Two of the lots with 45 parking spaces are approved to be constructed in the initial phase of project buildout. The site of the third lot shall be held in reserve for future development of a lot with 25 more spaces subject to City Council direction. This consideration shall be made at least two years after the project is complete and has been in public use to allow time for the parking needs to be reconsidered if necessary. (Planning)

B. The following Conditions shall be fulfilled <u>prior to the issuance of building permits:</u>

1. <u>SIGNED CONDITIONS OF APPROVAL</u>. The applicant/owner shall submit a signed copy of the conditions of approval to the Planning Division prior to issuance of a building permit. (Planning)
2. <u>LICENSE AGREEEMENT FOR USE OF PUBLIC RIGHT OF WAY</u>. The permittee shall submit a license agreement to the City for review by the City Attorney and City Engineer allowing for use of the public right-of-way for the new trail improvements, sewer lateral, construction access and maintenance of the new facilities by the applicant. Approval by the City Council of the finalized license agreement is required prior to the issuance of building permits. (Planning)
3. <u>PROJECT BIOLOGIST</u>. Prior to issuance of building permits, the applicant shall submit to the Community Development Director the name, company affiliation, and contact information of the project biologist who will oversee the construction. The project biologist shall be selected from the City's List of Pre-approved Biological Consultants. The applicant shall notify the Director in writing within 24 hours of any change in the project biologist. (Planning)
4. <u>SEPARATE SUBMITTAL FOR SIGN PROGRAM</u>. The applicant shall prepare a comprehensive Sign Program subject to City review and approval. The signage shall include trailhead, interpretive, and bluff edge warning signs, "No Parking" signs on Redondo Beach Road and Thone Avenue, parking lot signage with maps showing other coastal access points if the the project parking lots are full, indication of no trespassing allowed between sunset and sunrise, and signs to educate and protect restoration areas. The Sign Program is not approved with this project and require a separate submittal and approval of a Sign Permit and Sign Program application in conformance with Title 15 (Signs and Advertising Structures). Review of the sign submittal by the Architectural Advisory Committee (AAC) and California Coastal Commission staff is required. (Planning)
5. <u>PARKING LOT DETAILS</u>. The following items shall be addressed with the building permit submittal.
    a. Recycling and Trash Management: Recycling and trash enclosure design and access shall conform to the requirements of Chapter 18.31 (Recycling and Trash Management) to the satisfaction of the Community Development Director. Once approved, a "Will Serve" letter from the Waste Management authority is required. In addition, the location and design of recycling and trash receptacles, dog waste stations and maintenance schedule shall be included with the building permit submittal.
    b. Bicycle Parking: A minimum of 8 short-term bicycle spaces distributed amongst each of the approved parking lots and at the top of the two vertical

access points. Bicycle parking needs will be monitored for 3 years following the final inspection to evaluate if the amount of bicycle parking is sufficient to the satisfaction of Community Development Director. (Planning and Engineering)

6. SECURITY PLAN REVIEW. Preparation, submittal, and review of a security plan for the new parking lots is required. The plan shall address access control, trash management, and other measures to the satisfaction of the Community Development Director and City Engineer. (Planning and Engineering)
7. PRE-CONSTRUCTION AND PERIODIC SITE MEETINGS. A pre-construction site inspection shall take place with City staff and the project construction representative to review the outcome of the biological surveys and mitigation measures and to review construction site management, including parking, construction hours, and other conditions of approval, before ground disturbance is authorized. Periodic site inspections shall take place by Planning staff, along with the required Building inspections to verify project and mitigation conformance as project staging moves to new segments. (Planning, Building, Engineering)
8. CLOSURE OF EXISTING INFORMAL PARKING LOT. Preparation, submittal and review of a restoration plan and barriers closing the existing informal parking lot at the western terminus of Redondo Beach Road is required. The lot closure plan shall include bollard and cable design barricades to prohibit vehicle access to the informal parking lot in perpetuity, to the satisfaction of the Community Development Director and City Engineer. (Planning and Engineering)
9. COASTAL ACCESS PLAN. Preparation of a coastal access management plan shall be included with the building permit submittal. The plan shall identify peak use times and measures to avoid disruption during those times; minimize beach, road, and trail closures; identify alternative access routes; and provide for public safety. (Planning and Engineering)
10. CONSTRUCTION PLANS. File Number PDP-16-032 and the Conditions of Approval for this project shall be provided on the cover page of the building permit application plan submittal. All plans, specifications, engineering calculations, diagrams, reports, and other data for construction of the building and required improvements shall be submitted with the appropriate permit application to the City's Building and Engineering Divisions for review and approval. Computations and back-up data will be considered a part of the required plans. Structural calculations and engineering calculations shall be prepared, wet-stamped and signed by an engineer or architect licensed by the State of California. The plans must show the location of the sewer connection, and a property line sewer cleanout must be installed prior to Building Permit approval. (Planning)
11. SEWER LATERAL INSPECTION. Request and facilitate sewer lateral inspections from City of Half Moon Bay. (Building)

12. SURVEY REQUIRED. Submit a detailed topographic/site boundary survey certified by a licensed surveyor with building application plans. The survey shall include a baseline elevation datum point on, or close to the construction site, indicating existing grade of the datum. This datum point shall be permanent, marked, shall remain fixed in the field, and shall not be disturbed throughout the building process. Examples of datum points include: fire hydrants, manhole covers, survey markers, and street curbs. This datum point shall be shown on all site plans including revised/resubmitted plans. The survey must show the footprint and roof plan of the new restroom, trash enclosure, bicycle racks, fencing and gates associated with the new staging areas. Prior to initiation of each stage of project construction, the surveyor shall identify and flag property corners to ensure that the project staging and construction avoids private property. (Building)

13. EVIDENCE OF WATER CONNECTION CAPACITY. Prior to the issuance of building permits, the permittee shall submit a letter from Coastside County Water District certifying that the subject site has an adequately-sized water connection for this approved project. This use qualifies for water connections reserved for Coastal Act priority land uses. (Building)

14. EVIDENCE OF SEWER CONNECTION CAPACITY. Prior to the issuance of building permits, the permittee shall demonstrate issuance of a sewer permit for the sewer lateral from the Granada Community Services District. (Engineering)

15. LOT GRADING, MATERIALS, EQUIPMENT AND VEHICLE STORAGE. No lot site grading, preparation, storage, or placement of construction materials, equipment, or vehicles shall take place prior to issuance of a building permit. Any earth movement on or off the site in excess of 50 cubic yards shall require the submittal of a grading plan for review by the City Engineer and issuance of a grading permit. Lot grading includes, but is not limited to, any leveling, scraping, clearing, or removal of lot surface area. Materials, equipment, and vehicles include, but are not limited to:

    1. All masonry, wood, and steel construction materials;
    2. All construction-related equipment and storage containers; and
    3. All construction-related vehicles, including temporary trailers. (Engineering)

16. DRAINAGE PLAN AND ON-SITE DETENTION Prior to the issuance of building permits, a Lot Drainage Plan shall be submitted showing how the surface runoff is retained on the site and the remainder is drained to the public right-of-way. Plans shall include supporting calculations for storm water detention on the site for the additional run-off from a ten-year frequency storm of two-hour duration. Plans shall show drainage to an approved BMP facility, and how the finished grades on the property relate to the existing grades on adjacent property. The Plan shall include pad elevation, finished floor elevation, site high and low

points, drainage swales, area drains, and existing grade at adjacent property. The permittee shall provide appropriate measures to discharge the stormwater (Engineering)

17. STORMWATER MANAGEMENT-TREATMENT (FOR NON-REGULATED PROJECTS). Non-regulated projects consist of single-family residences and other small projects that create and/or replace less than 5,000 square feet of impervious surface. Construction plans submitted for building permits shall include a storm water management-treatment plan showing implementation of at least one of the six Low Impact Development (LID) measures listed below:

    a. Direct runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use;

    b. Direct roof runoff into vegetated areas;

    c. Direct runoff from sidewalks, walkways, and/or patios into vegetated areas;

    d. Direct runoff from driveways and /or uncovered parking lots into vegetated areas;

    e. Construct sidewalks, walkways, and/or patios with permeable surfaces; or

    f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces. (Engineering)

    Permittee shall also submit the 'stormwater checklist for small projects' with the building plan submittal.

18. EROSION AND SEDIMENT CONTROL. An erosion and sediment control plan shall be submitted that shows effective BMP and erosion and sediment control measures for the site. Construction plans shall also include the "construction best management practices" plan sheet. (Engineering)

19. STORMWATER POLLUTION PREVENTION PERMIT. Since the project will be disturbing more than one acre of land, a Stormwater Pollution Prevention Permit (SWPP) is required to be filed with the State Water Board. A copy of the approved SWPP permit shall be submitted to the City prior to the issuance of building permits. (Engineering)

20. UNDERGROUND UTILITIES/SERVICES. Electric, telecommunication, and cable and utility service to the property shall be through underground service connections only. No overhead utilities are allowed. (Engineering)

21. STREET/PUBLIC RIGHT-OF-WAY CUTS FOR UTILITY CONNECTIONS. Street cuts / public right-of-way for utility connections that are less than twenty (20) feet apart shall be repaired with a single patch. Asphalt repair and overlay shall be in accordance with the City Standard Details. Two or more street cuts in Redondo Beach Road for utility connections will require a single 2-inch thick asphalt concrete overlay patch on existing pavement across the property frontage. (Engineering)

22. FIRE CLEARANCE REQUIREMENTS. The permittee shall comply with all applicable fire and building codes and standards relating to fire and panic safety as identified by the Coastside Fire Protection District during the building permit process. (Fire)

23. COASTSIDE COUNTY WATER DISTRICT - REGULATIONS. The project shall comply with all applicable regulations and requirements of the Coastside County Water District. Water service shall not be in the same trench as other utilities. (Water District)

C. The following conditions shall be implemented prior to and during construction:

1. TRIBAL CONSULTATION AND REPORTING. Prior to commencement of construction, the applicant shall consult with the representative of the Ohlone Indian Tribe regarding the project to avoid any potential impacts to Sacred Lands. A report of this consultation shall be provided to the Community Development Director for review and approval. If changes to the project are necessary after consultation, the applicant shall seek a permit amendment. (Engineering)

2. ARCHAEOLOGY-DISCOVERY OF HUMAN REMAINS. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the California Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American(s). If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the permittee shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. (Planning)

3. ARCHAEOLOGY-DISCOVERY OF RESOURCES. If subsurface historic or archaeological resources are uncovered during construction, all work shall stop, the applicant shall notify the Community Development Director and retain a qualified archaeologist to perform an archaeological reconnaissance and identify any mitigation measures required to protect archaeological resources. Subsurface excavation shall not resume until expressly authorized by the Director. (Building)

4. CONSTRUCTION TRAILERS. Temporary construction trailers are permitted as accessory uses in conjunction with the development of this site, subject to the following conditions:

    a. The construction trailer shall be used as a temporary construction office only.
    b. Neither sanitation facilities nor plumbed water is permitted within the trailer.

c. No overnight inhabitance of the construction trailer is permitted.
d. No construction trailers are permitted on site prior to building permit issuance.
e. The construction trailer shall be removed prior to issuance of a certificate of occupancy. (Planning)

5. AIR QUALITY BEST MANAGEMENT PRACTICES. The project shall implement the following standard BAAQMD dust control measures during all phases of construction on the project site:

- All active construction areas shall be watered twice daily or more often if necessary. Increased watering frequency shall be required whenever wind speeds exceed 15 miles-per-hour.
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads and parking and staging areas at construction sites.
- Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day or as often as necessary to keep them free of dust and debris associated with site construction. The use of dry power sweeping is prohibited.
- Subsequent to clearing, grading, or excavating, exposed portions of the site shall be watered, landscaped, treated with soil stabilizers, or covered as soon as possible. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for 10 days or more.
- Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replanting of vegetation in disturbed areas as soon as possible after completion of construction.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Half Moon Bay regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

6. HAZARDOUS MATERIALS. Any materials deemed hazardous by the San Mateo County Department of Health that are uncovered or discovered during the course of work under this permit shall be disposed in accordance with regulations of the San Mateo County of Health. (Building)

7. COMPLIANCE WITH CBC. All structures shall be constructed in compliance with the standards of the City adopted California Codes of Regulations Title 24, including Building Code, Residential Code, Administrative Code, Mechanical Code, Plumbing Code, Electrical Code, Energy Code, Fire Code and Green Building Code to the satisfaction of the Building Official. (Building)

8. RESTROOM HEIGHT VERIFICATION. Prior to below floor framing or concrete slab steel reinforcement inspection, a stamped and signed building height verification letter shall be submitted to the City from a licensed land survey certifying that the first floor height as constructed is equal to (or less than) the elevation specified for the first floor height in the approved plans. (Building)

9. OVERALL PROJECT HEIGHT. Maximum overall height of the project, including any grading, foundation, pad, and building elevations shall be calculated using the elevation points indicated on the topographic survey map submitted at the time of application. The approved height of all projects developed in the City will be measured from existing grade as indicated on the submitted topographical survey. (Building)

10. COMPLETION OF UTILITIES. Any public utilities requiring relocation as a result of the construction of the building(s) or improvements under this permit shall be relocated at the owner's expense. (Building)

11. CONSTRUCTION HOURS. Construction work shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday; 8:00 a.m. to 6:00 p.m. Saturdays; and 10:00 a.m. to 6:00 p.m. Sundays and holidays, except as expressly authorized by the City Engineer in conformance with Section 14.40.020 of the Half Moon Bay Municipal Code. (Engineering)

12. NOTICE OF DISRUPTION. The permittee shall provide written notice to affected property and business owners and a copy of such notice to the City Engineer a minimum of two business days prior to any planned disruption of pedestrian or vehicular traffic, parking, or public service facilities. (Engineering)

13. CONSTRUCTION MATERIAL STORAGE. Construction material shall not be stored in the street right-of-way without prior approval from the City Engineer. (Engineering)

14. ENCROACHMENT PERMIT. No construction activity shall occur, and no pedestrian and vehicular traffic control shall be installed within the City right-of-way or affecting the City's improvements prior to obtaining an encroachment permit from the City. All improvements constructed within the City right-of-way shall conform to City standards to the satisfaction of the City Engineer. Traffic control shall conform to Caltrans/MUTCD Standard Plans for Traffic Control in Construction and Maintenance Zones. (Engineering)

D. Validity and Expiration of Permits

1. EFFECTIVE DATE. This site is located within the California Coastal Commission's Appeals Jurisdiction. This permit shall take effect after expiration of the Coastal Commission appeal period, or if the permit is appealed to the Coastal Commission during the appeal period, it shall take effect after final Coastal Commission action. (Planning)

2. ACCURACY OF APPLICATION MATERIALS. The permittee shall be responsible for the completeness and accuracy of all forms and material submitted for this application. Any errors or discrepancies found therein may be grounds for the revocation or modification of this permit and/or any other City approvals. (Planning)

3. PERMIT EXPIRATION. The Coastal Development Permit and Architectural Review shall expire one year from its date of final approval if development plans for a Building Permit have not been submitted. Once a Building Permit is issued, the CDP shall be deemed in effect. If plans for a Building Permit are submitted within the 1-year expiration period, and a Building Permit is not issued, the expiration of the CDP shall coincide and run concurrently with the Building Permit plan submittal/application as long as due diligence is pursued in the opinion of the Building Official in obtaining the Building Permit.

4. PERMIT EXTENSION. The Community Development Director may, at the Director's discretion, approve a single one-year extension of this permit based on a written request and fee submitted to the Director prior to expiration of the permit. Any other extension shall require approval of a Permit Amendment prior to expiration of the permit. Any Amendment Application to extend the permit shall be filed a minimum of ninety (90) days prior to permit expiration to ensure adequate processing time. (Planning)

5. PERMIT RUNS WITH THE LAND. The approval runs with the land and the rights and obligations thereunder, including the responsibility to comply with conditions of approval, shall be binding upon successors in interest in the real property unless or until such permits are expressly abandoned or revoked. (Planning)

6. HOLD HARMLESS. To the fullest extent allowed by law, the permittee agrees as a condition of approval of this application to indemnify, protect, defend with counsel selected by the City, and hold harmless, the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including without limitation reasonable attorneys' fees, experts' fees and disbursements (collectively, "Claims") arising out of or in any way relating to the approval of this application; any actions taken by the City related to this entitlement; any review by the California Coastal Commission conducted under the California Coastal Act, Public Resources Code Section 30000 et seq.; or any environmental

review conducted under the California Environmental Quality Act, Public Resources Code Section 21000 et seq. for this entitlement and related actions. This indemnification shall include any Claims that may be asserted by any person or entity, including the permittee, arising out of or in connection with the approval of this application, whether or not there is passive or active negligence on the part of the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents. The permittee's duty to defend the City shall not apply in those instances when the permittee has asserted the Claims, although the permittee shall still have a duty to indemnify, protect and hold harmless the City.

This indemnification shall also include any Claims related to flooding of the subject site or improvements thereon or Claims related to flooding of other property that may be caused by, exacerbated by, redirected by, or otherwise affected, impacted, or altered by the subject site, or improvements, activity, or inactivity thereon, including the City's active or passive negligence ("Flooding Claims"). The permittee shall not be obligated to indemnify the City against liability for Flooding Claims arising from the sole, active negligence or willful misconduct of the City.

RELEASE. The permittee agrees to waive any demands and release any present or future claims against the City related to flooding of the subject site or improvements thereon or claims related to flooding of other property that may be caused by, exacerbated by, redirected by, or otherwise affected, impacted, or altered by the subject site, or improvements, activity, or inactivity thereon, including the City's active or passive negligence ("Flooding Claims"). This release shall apply to any Flooding Claims whether known or unknown, foreseen or unforeseen, that the permittee may have against the City, except such claims arising from the sole, active negligence or willful misconduct of the City.

THE PERMITTEE EXPRESSLY WAIVES APPLICATION OF CALIFORNIA CIVIL CODE SECTION 1542 TO ANY FLOODING CLAIMS, WHICH READS:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

The permittee understands and acknowledges that the significance and consequence of this waiver and release is that even if the permittee should eventually suffer any damages from Flooding Claims, it will not be able to make any claims against the City for those damages, other than for claims arising from the sole, active negligence or willful misconduct of the City.

The permittee acknowledges that it has had full opportunity to consult with counsel of its choosing regarding this matter.

_____ _____

City Initials Permittee Initials

(City Attorney)

OWNER'S/PERMITTEE'S CERTIFICATION:

I have read and understand and hereby accept and agree to implement the foregoing conditions of approval of the Coastal Development Permit.

APPLICANT:

_____ _____

(Signature) (Date)

PLANNING COMMISSION RESOLUTION P-23-11
RESOLUTION FOR APPROVAL
PDP-16-032

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HALF MOON BAY APPROVING A COASTAL DEVELOPMENT PERMIT AND USE PERMIT TO ALLOW THE CONSTRUCTION OF PERVIOUS MULTI-USE TRAILS, TWO SETS OF STAIRS FOR BEACH ACCESS, TRAILHEAD PARKING AREAS WITH ONE RESTROOM, SIGNAGE AND RESTORATION, AND MAINTENANCE ACTIVITIES

WHEREAS, an application was submitted requesting approval of a Coastal Development Permit and Use Permit, to allow the construction of 2.8 miles of trails, and two sets of stairs to the beach. The proposed project would also include trailhead parking staging areas, and one restroom building within the Planned Development and Open Space for Conservation Open Space Land Use Designation and Planned Unit Development Zoning District, with an associated Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

WHEREAS, the procedures for processing the application have been followed as required by law; and

WHEREAS, the Land Use Plan policies and the zoning code regulations have been evaluated during the review of the project; and

WHEREAS, the project is one of the recommendations within the adopted Bicycle and Pedestrian Master Plan; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing for PDP-16-032 on October 10, 2023, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered all written and oral testimony presented for consideration; and

WHEREAS, the Planning Commission has made the required findings for approval of the project, as set forth in Exhibit A to this resolution pursuant to the revisions made at the public hearing;

WHEREAS, the Planning Commission revised the project by adding an additional condition of approval B5, limiting development of parking lots 1 and 3 with up to 35 standard size parking

spaces and 10 parking spaces in reserve, as set forth in Exhibit B to this resolution pursuant to the revisions made at the public hearing;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission takes the following actions:

1. Adopts the Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program.

2. Finds that, on the basis of the whole record before it, there is no substantial evidence that the Project as proposed will have a significant effect on the environment.

3. Approves the Project, based upon the Findings in Exhibit A and subject to the Conditions of Approval contained in Exhibit B.

PASSED AND ADOPTED by the City of Half Moon Bay Planning Commission at a duly noticed public hearing held October 10, 2023.

AYES, Gorn, Gossett, Hernandez
NOES,
ABSENT, Ruddock, Joanes
ABSTAIN,

APPROVED:

Rick Hernandez, Chair

Jill Ekas, Community Development Director

EXHIBIT A
FINDINGS AND EVIDENCE
Planning Commission Resolution P-23-11
PDP-16-032

Coastal Development Permit – Findings for Approval

The required Coastal Development Permit for this project may be approved or conditionally approved only after the approving authority has made the following findings per Municipal Code Section 18.20.070:

1. **Local Coastal Program –** *The development as proposed or as modified by conditions, conforms to the Local Coastal Program.*

   Evidence: The project consists of the extension of the California Coastal Trail, two beach access stairways, trailhead staging areas including parking and a restroom, as well as restoration of existing informal trails. The proposed development provides and enhances coastal access and recreation opportunities, is consistent with the Planned Development and Open Space for Conservation land use designation, conforms to all City requirements, will not significantly impact coastal resources, and is consistent with the policies of the City's Land Use Plan (LUP).

   Coastal Act Section 30210 and LUP Policy 5-1: *Provide maximum coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.*

   Compliance: The proposed improvements will enhance and preserve public coastal access and recreation by connecting two discontinuous sections of the California Coastal Trail. The intent of the project is to provide safer public access along this pathway as it is currently in poor condition and has multiple trip hazards. The proposed trail is designed to accommodate bicycle, equestrian, and pedestrian users, and has incorporated design and mitigation measures to minimize impacts to sensitive habitats and their buffer areas.

   Policy 2-51: *Uses Allowed Prior to Master Planning. Existing and new uses allowed in advance of master plan certification for PD areas include:*

   a. Existing conforming and non-conforming uses;
   b. Existing, new, and/or expanded agriculture and agriculture compatible uses consistent with the Rural Coastal land use designation including residential development consistent with the Workforce Housing Overlay land use designation, Chapter 4 requirements for agricultural accessory and supporting uses, and Chapter 6 requirements;
   c. Habitat restoration and conservation projects;
   d. Lateral and vertical coastal accessways;

e. Multi-use trails including the California Coastal Trail which may be located within the 300-foot setback from the blufftop edge;
f. Environmental hazard mitigation;
g. Ancillary facilities to support resource dependent uses and coastal access including small parking areas, restrooms, wildlife viewing facilities, and similar amenities; and
h. Accessory dwelling units with existing single-family homes consistent with State law.

Uses shall be sited so as to anticipate and not preclude future development of the PD pursuant to the policies herein.

Compliance: The policy provides for multi-use trails including the California Coastal Trail (within 300 feet of the bluff edge), lateral and vertical coastal accessways, habitat restoration and conservation projects, as well as ancillary facilities prior to master planning. The new trail and associated improvements must be sited so as to not preclude future development of the Planned Development pursuant to other Land Use Plan policies. Permitted uses in the Open Space for Conservation land use designation also include habitat conservation and restoration, low impact public access and recreation, and ancillary uses. The various components of the proposed project fit within these designations.

Policy 2-99: *Open Space for Conservation Permitted Uses. Permitted uses in the Open Space for Conservation land use designation include habitat conservation and restoration, necessary public safety activities, resource dependent uses including low-impact public access and recreation, ancillary uses such as a small ranger station, and one dwelling unit for natural resource management caretaker per legal parcel with a minimum lot size of 100 acres. Permitted uses are not intended to supersede the provisions of any open space deed restrictions or conservation easements that may be associated with properties in this land use designation.*

Compliance: The project as described above is consistent with the Open Space for Conservation and Planned Development land use designations of the Local Coastal Land Use Plan because the primary purpose of the project is to provide low impact public access while restoring lands to natural habitat.

LUP Policy 5-1: Maximum Coastal Access and Recreational Opportunities. *Provide maximum coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. The new trail is designed to accommodate bicycle, equestrian and pedestrian trail users.

LUP Policy 5-8: New Development Public Coastal Access Management Plan. D*evelopment with the potential to impact public coastal access, whether during construction or after, shall develop a public coastal access management plan designed to identify and limit impacts to public coastal access. Plans shall identify peak use times and measures to avoid disruption during those times; minimize beach, road, and trail closures; identify alternative access routes; and provide for public safety.*

Compliance: Public access will be maintained throughout construction of the new path improvements. Condition of approval B9 requires that a public access management plan be prepared and submitted with the building permit submittal in order to verify that public access will be maintained throughout construction of the new trail.

LUP Policy 5-16: Siting and Design of Public Accessways. *Lateral and vertical public coastal accessways shall be sited and designed to account for likely uses of the facility; topographic and site constraints; the fragility of natural resources; potential future risks of erosion and sea level rise; the need for adaptable, non-permanent designs in erosive areas; and compatibility with adjacent land uses. Where trails are permitted uses within sensitive habitat areas and their buffers, new trail segments and improvements shall be sited and designed to minimize and mitigate impacts to the habitat and buffer areas.*

Compliance: The project is designed to accommodate bicycle, equestrian, and pedestrian users, and has incorporated design and mitigation measures to minimize impacts to sensitive habitats and their buffer areas. Informal trails in the area of the new path will be restored to their natural habitat.

Policy 5-19: Signage for Accessways. *All vertical and lateral public accessways shall have clearly posted and maintained signs specifying the public's right to use these areas. Signs shall also identify any limitations on the public's right of access and specific uses. Signs shall be provided in both English and Spanish.*

Compliance: New signage would be installed at the trailheads along Redondo Beach Road as well as interpretive signs at various locations along the path itself. Bluff edge warning signs would also be installed at the overlook. All signage is required to be both in English and Spanish. A recommended condition of approval related to new signs is included requiring the submittal and approval of a complete sign package prior to the issuance of building permits.

LUP Policy 5-28: Trails Accessible for All User Groups. *Trails designed and designated as multi-use shall be accessible for all user groups, including walkers, bicyclists, and equestrians (as land use policy allows). Ensure that the network provides appropriate trail amenities for each trail type or user group such as lighting, benches, and signage, as appropriate with respect to sensitive habitat area and visual resource protection. Encourage improvements that will reduce conflicts between all types of users, such as speed-graded trails.*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. The new trail is designed to accommodate bicycle, equestrian, and pedestrian trail users.

LUP Policy 5-30: Minimize Potential Impacts of Trails. *Multi-use trails, associated amenities, and passive recreational features shall be located to minimize impacts to sensitive habitats and other sensitive surrounding land uses, such as residences and agriculture.*

Compliance: The project is designed to accommodate bicycle, equestrian, and pedestrian users, and has incorporated design and mitigation measures to minimize impacts to sensitive habitats and their buffer areas. Informal trails in the area of the new path will be restored to their natural habitat.

LUP Policy 5-31: Improve Existing Trails. *Improve existing trails and trail amenities to address erosion, environmental concerns, and public safety. Consider options to retrofit or relocate existing trails and amenities to reduce impacts from sea level rise.*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. The trail is sited and designed in consideration of drainage, erosion, environmental, and public safety concerns. In addition to the new trail, one overlook / vista point and two beach stairways would be constructed, which would be subject to coastal hazards including erosion and higher tides, exacerbated by sea level rise. The trail design will not prevent future sea level rise adaptation and managed retreatment. The overlook and stairways design allows for ease of modification to adapt to changing site conditions.

LUP Policy 5-34: Trail Design and Maintenance. *Trails shall be designed and maintained for good drainage, using natural grades and surrounding vegetation; lasting ADA compliance; and sustainable implementation and maintenance with respect to ESHA and City resources (e.g. staffing, budget, capacity).*

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail. Design, construction, and maintenance will be funded by the applicant. The new trail is designed to accommodate bicycle, equestrian, and pedestrian trail users. The trail is sited and designed in consideration of drainage, erosion, environmental, and public safety concerns. The new parking lots will be in compliance with disabled access requirements.

LUP Policy 5-37: California Coastal Trail Improvements. *Work with local land trusts and others to develop a formal segment of the California Coastal Trail between the Wavecrest open space and Redondo Beach Road. The trail should generally parallel the bluff edge, be designed to minimize erosion and potential adverse impacts to biological resources, and be aligned adequately inland to accommodate future sea level rise and bluff erosion projections. Connect the lateral trail with one or more vertical trails connecting to the beach, located and designed to minimize negative impacts.*

Encourage restoration of any areas damaged by existing formal or informal trails that will not be part of this formalized alignment. Phased restoration may be appropriate where there is a significant amount of informal trails and/or where land ownership allows such access.

Compliance: The purpose of the project is to connect two discontinuous sections of the Coastal Trail that is parallel to the bluff edge. The applicant is a local Landtrust. Design, construction, and maintenance will be funded by the applicant. The new trail is designed to accommodate bicycle, equestrian, and pedestrian trail users. The trail is sited and designed in consideration of drainage, erosion, environmental, and public safety concerns. Existing social trails within the vicinity of the new trails, along with the existing informal parking lot at the end of Redondo Beach Road would be restored to natural habitat. Additional restoration beyond the decommissioning of the social trails and parking lot would take place as described in the response to Chapter 6 of the Land Use Plan restoration policy compliance.

Coastal Act 30240 and LUP Policy 6-16: Terrestrial ESHAs (including the marine environment, sea cliffs, dunes, coastal terrace prairie, and non-aquatic habitat for special status or unique species) shall be protected against significant disruption of habitat values. Only uses dependent on the resources within these areas and their buffer zones (i.e. habitat management and restoration, scientific research and educational activities, and low-intensity public access and recreation) shall be allowed there. Development in areas adjacent to terrestrial ESHAs shall be sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas, and shall be compatible with the continuance of those habitat areas. Temporary disruption (e.g. less than six months) for the construction, alteration, repair, and maintenance of existing or newly permitted facilities or structures is allowed if there are no feasible alternatives and the disruption is repaired and restored to at least an equivalent condition within one year.

Compliance: The biological resource evaluation (BRE) prepared for this project identified the biological study area and on January 26 and 27 and February 9 and 16, 2016, the project biologist conducted fieldwork on the site evaluating the project. In November 2019, the two stairways providing access to the beach were added to the project as well as an additional portion of the right-of-way for utility extension related to the new restroom. An approximately 200-foot buffer around this portion of the ROW (Utility Area) was preliminarily assessed. The purpose of the site visit and BRE is to identify, describe, and map any sensitive habitats, including riparian and wetland areas or other Environmentally Sensitive Habitat Areas (ESHAs), and determine the potential for or presence of habitat for "rare, threatened, or endangered" species that may occur in the Project Area or associated approximately 200-foot buffer. Additionally, a protocol-level special-status plant species survey was also prepared, during the blooming period of all special-status plants determined to have a high or moderate potential to occur in the Study Area. This report also contains an evaluation of potential impacts to special-status species or ESHAs that may occur as a result of the proposed project and potential mitigation measures to compensate for those impacts. In order to verify that the biological analysis that took place in 2016 and updated in 2019 was still accurate to present day conditions, biological resources within and around the

subject property were re-evaluated by the project biologist in 2022 to determine if baseline conditions had changed since the initial fieldwork in 2016. Only minor changes to the language of the recommendations resulted from the follow up work from the biologist.

The trail construction is a permitted use in buffer zones for wetlands and environmentally sensitive habitat areas. As such, the trail construction has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. In consideration of these sensitive habitat areas, the footprint of this project has been sited to avoid wetland areas as much as possible. Where unavoidable, small puncheons or footbridges will be installed to avoid wetland areas.

Construction staging and storage will occur within the eastern proposed parking lot and west of Wavecrest Road. Staging areas and sensitive habitat areas will be clearly marked and fenced off to prevent any impacts to the surrounding habitat areas prior to commencement of construction. In consultation with the biological consultant, it was determined that exclusionary fencing for California red-legged frog (CRLF) and San Francisco garter snake (SFGS) is not necessary to install because these species primarily move through upland grasslands and wetland habitats at night and are more likely to occur during wet weather conditions. As proposed, construction activities will be limited to daytime hours and dry weather conditions and will therefore avoid any potential impacts. A qualified biological monitor will be present during all ground-disturbing construction activities and will perform a preconstruction survey for CRLF and SFGS in all project areas prior to the start of project activities each morning. Additional mitigation measures require focused pre-construction surveys for perennial goldfields and nesting birds; reseeding of any disturbed areas with a native seed mix; and implementation of construction best management practices for erosion, sediment, and runoff control.

LUP Policy 6-10: Protection and Enhancement of ESHA. *Protect and, where possible, enhance or restore environmentally sensitive habitat areas (ESHAs).*

Compliance: This project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels. In addition, the project includes a substantial amount of restoration work beyond the decommissioning of the social trails. The applicant has conducted and participated in restoration efforts on an annual basis and intends to monitor and enhance the restored lands once the restoration is complete.

LUP Policy 6-16: Permitted Uses in Terrestrial ESHA and Terrestrial ESHA Buffers. *Site and design new development permitted in or adjacent to terrestrial ESHA to avoid adverse impacts to ESHA. Methods for avoiding impacts include, but are not limited to utilizing raised*

boardwalks, installing informative signage and exclusion fencing, and implementing construction best management practices.

Compliance: As described above, this project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels.

LUP Policy 6-18: Standards in Terrestrial ESHA and Terrestrial ESHA Buffers. *Site and design new development permitted in or adjacent to terrestrial ESHA to avoid adverse impacts to ESHA. Methods for avoiding impacts include, but are not limited to utilizing raised boardwalks, installing informative signage and exclusion fencing, and implementing construction best management practices.*

Compliance: As described above, this project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels.

LUP Policy 6-35: Standards in Non-Aquatic Habitat for Special Status and Unique Species. *Regardless of an ESHA determination, require proposed development to avoid impacts to special status and unique species through methods such as preconstruction surveys, construction and/or tree removal timing restrictions, and exclusionary fencing.*

Compliance: As described above, the proposed project will avoid impacts to special status and unique species as the project footprint is contained entirely within previously disturbed areas, and mitigation measures will be implemented prior to and during construction to further ensure any potential impacts are avoided.

LUP Policy 6-40: Permitted Uses within Wetlands. *Permitted Uses within Wetlands:*
Permit the diking, filling, or dredging of wetlands only where there is no feasible, less environmentally damaging alternative and where feasible mitigation measures will be implemented to minimize adverse environmental effects, and only for the following uses:

a. Education and research activities;
b. Public trails;
c. Habitat restoration and fish and wildlife management activities; and
d. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers, maintenance of existing intake and outfall lines, and emergency repairs.

Other uses specified in Section 30233 of the Coastal Act may only be allowed pursuant to an LCP amendment.

Compliance: The project includes public trails within the vicinity of wetlands. Five new puncheons would be constructed to span several wetland areas. Mitigation measures are included and will be implemented prior to and during construction to reduce potential impacts to less than significant. As identified in this policy, public trails are identified as an allowed use within the proximity of wetlands.

LUP Policy 6-43: *Standards in Wetlands and Wetland Buffer Zones:*
Require that development permitted in wetlands and wetland buffer zones minimizes adverse impacts during and after construction. Specifically, require that:
a. All construction which alters wetland vegetation is required to replace the vegetation including "no action" in order to allow for natural reestablishment and pursuant to applicable mitigation requirements;
b. All construction takes place during daylight hours;
c. All paths are elevated (e.g. boardwalks) so as not to impede movement of water, not to compact soil, and otherwise not to disturb wetland plants and animals;
d. All outdoor lighting is prohibited within wetlands, minimized in the wetland buffer zone, and down-cast and directed away from any wetland so as to not affect wildlife;
e. Noise from motorized machinery is kept to less than 45-dBA at the wetland boundary, except for farm machinery;
f. No herbicides are used in wetlands and wetland buffer zones unless there are no feasible alternatives and as specifically approved by the County Agricultural Commissioner and all jurisdictional regulatory agencies; and
g. Any permit for development includes necessary mitigation, monitoring, reporting and maintenance programs.

Compliance: LUP policies provide standards for new development in wetland and ESHA buffer zones. Given the proposed construction methods, timing, and best management practices, the project complies with each of these policies. The project does not involve any outdoor lighting, wetland vegetation removal, or herbicides. The project will not impede movement of water, disturb wetland plants and animals, or compact soils beyond what has already been significantly compacted in the project footprint by the existing trail and heavy foot traffic, and thus an elevated pathway is not necessary. Project construction will be limited to daytime hours and dry weather conditions, and noise generating construction activities will be kept below required levels at wetland boundaries. Construction best management practices for runoff, erosion, and sediment control will be implemented in conformance with the San Mateo County Water Pollution Prevention Program. This project includes a Mitigation, Monitoring and Reporting Program (MMRP) as discussed further below.

LUP Policy 6-55: Standards in Non-Riparian Watercourses. *Permitted development in non-riparian watercourses and non-riparian watercourse buffer zones shall adhere to the performance standards required for permitted uses in riparian corridors and riparian corridor buffer zones, respectively.*

Compliance: Construction best management practices are required through the Mitigation Monitoring and Reporting Program (MMRP) to further ensure any impacts to wetlands are avoided during construction. Thus, as designed and conditioned to implement the mitigation measures in the MMRP, the project adheres to all applicable standards for new development in non-riparian watercourse buffer zones.

LUP Policy 6-58: Public and Recreational Access. *Ensure that public accessways and trails located within or adjacent to ESHA are sited and designed to minimize impacts to ESHA. Measures including, but not limited to, signage, placement of boardwalks, and limited fencing shall be implemented and maintained as necessary to protect ESHA.*

Compliance: The project includes public trails within the vicinity of ESHA. Five new puncheons would be constructed to span several wetland areas. Mitigation measures are included and will be implemented prior to and during construction to reduce potential impacts to less than significant.

LUP Policy 6-59: Interpretive Signage. *Permit interpretive signage in ESHA that is accessible to the public to provide information about the habitat value and need to protect sensitive resources.*

Compliance: Interpretive signage would be installed at the trailheads along Redondo Beach Road as well as at various locations on the path itself. Bluff edge warning signs would also be installed at the overlook. All signage is required to be both in English and Spanish. Condition of approval (Condition B5) related to new signs is included requiring review of the coastal access and ESHA interpretative signage design and content by the California Coastal Commission staff.

LUP Policy 6-60: Equestrian Operations. *Require equestrian operations located adjacent to ESHA to implement BMPs as a condition of approval for a coastal development permit or license agreement for such uses to ensure protection of sensitive habitat areas, biological productivity, and coastal water quality.*

Compliance: The project includes a path and parking lot design that allows for equestrian use. A soft shoulder is included on both sides of the new gravel path for equestrian use. In addition, the western parking lot includes space for two horse trailers. Along with pedestrian and bicycle use, equestrian use was evaluated as part of the project scope within the IS/MND. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to sensitive habitat areas, biological productivity, or coastal water quality from horses. In the event that equestrian operations, such as group horse tours, would like to utilize the subject properties for commercial operations, a separate coastal development permit, license agreement for use of public right-of-way, and specific BMPs for the equestrian operations would be needed.

LUP Policy 6-63: Construction and ESHA. *Ensure that construction does not adversely impact sensitive bird or other animal species in on-site or nearby ESHA, wetlands, or watercourses by requiring construction projects to implement best management practices (e.g. pre-construction surveys, construction and/or tree removal timing restrictions, exclusionary fencing), and, as appropriate based on project scope and site conditions, noise and vibration reduction measures and monitoring by a qualified biologist during construction.*

Compliance: As described above, the project has been sited and designed to prevent impacts that would significantly degrade the habitat or recreation value of those areas and will be compatible with the continuance of those habitat areas. Construction best management practices will be implemented throughout project construction to minimize potential impacts to less than significant levels. Project construction will be limited to daytime hours and dry weather conditions, and a biological monitor will be present to conduct pre-construction surveys and morning surveys for special status species.

LUP Policy 6-69: Mitigation. *Require mitigation in the form of habitat creation or substantial restoration for permitted impacts to ESHA and other sensitive resources that cannot be avoided through the implementation of siting and design alternatives. Priority shall be given to on-site mitigation. Off-site mitigation shall only be approved when it is not feasible to fully mitigate impacts on-site. In such case, off-site mitigation within city limits is preferred; followed by mitigation within the coastal zone of unincorporated San Mateo County and finally by other coastal zone areas. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to ESHA.*

Compliance: The project includes restoring most of the social trails within the vicinity of the new trail to coastal bluff habitat. In addition, the project includes a substantial amount of restoration work beyond the decommissioning of the social trails. The applicant has conducted and participated in restoration efforts on an annual basis and intends to monitor and enhance the restored lands once the restoration is complete. The social trail restoration, along with the additional restoration, and follow up work meets the habitat creation and restoration required through this policy.

LUP Policy 6-70: *Mitigation Ratios:*
Assess allowable resource impacts to determine required mitigation ratios on a case-by-case basis. At a minimum, apply the following mitigation ratios:

a. 10:1 for native tree replacement;
b. 4:1 for wetlands;
c. 3:1 for riparian habitats;
d. 3:1 for other habitats that support state or federal rare, threatened, or endangered species, species of special concern (designated by the CDFW), or CNPS 1b or 2 listed plants;
e. 2:1 for Central Dune Scrub not occupied by listed species;
f. 1:1 for heritage tree replacement (e.g. Monterey cypress, Monterey pine); and

g. 1:1 for temporary impacts to any of the above habitat types.
The ratios represent the acreage of the area to be restored/created to the acreage impacted.

Compliance: The project includes native habitat restoration of approximately 1 acre of land within the subject property that currently contains informal/social trails as well as an informal parking lot along the coastal bluff at the western terminus of Redondo Beach Road. These damaged areas would be tilled to aerate the topsoil and reseeded. Reseeding will consist of a native coastal seed mix compatible with North Wavecrest's various habitat types (e.g., seed potted nursery stock and other materials collected from within five miles of the restoration site), as well as Choris' popcorn flower seeds harvested by biologists on site and provided to the landscape contractor. Choris' popcorn flower is a species cited in the Land Use Plan requiring protection in Half Moon Bay, and this plant occurs in North Wavecrest, thus it is a thoughtful inclusion for restoration. Additionally, removal of non-native plants would be conducted by mowing, hand weeding, and raking. No herbicides would be used. Approximately 1,500 square feet of new trail area would take place with the project. Restoration of 1 acre would exceed the 4:1 mitigation ratio requirement. A habitat restoration plan was prepared and included with the submittal for Coastal Development Permit. The habitat restoration plan was reviewed by the California Coastal staff and found to be conformance with this policy.

LUP Policy 6-78: ESHA Protection from Runoff. *In areas in or adjacent to an ESHA, plan, site, and design development to protect the ESHA from any significant disruption of habitat values resulting from the discharge of stormwater or dry-weather runoff flows.*

Compliance: Construction will be limited to dry weather conditions and construction best management practices for runoff, erosion, and sediment control will be implemented in conformance with the San Mateo County Water Pollution Prevention Program.

Coastal Act 30253 and LUP Policy 7-8: Shoreline Hazards and New Development. *Ensure that new development, including land division, is sized, sited and designed to be safe from shoreline hazards such as coastal flooding, shoreline erosion, tsunami inundation, seawater intrusion, and other sea level rise impacts without requiring a shoreline protection device at any time over the anticipated life span of the structure.*

Compliance: The proposed project includes two stairways to the beach. The two sets of stairs would be constructed of wood, approximately 267 feet in length each. The stairs would be located on both the northern and southern sides of Wavecrest Arroyo (Ravine 9) on the southwestern corner of the project site. Trail stairs would be constructed in an interlocking style with wooden timbers cribbed together to form risers and backfilled with compacted native earth. The basic step design allows for easy repair in the case of damage during storm surges. The project applicant is committed to installing and maintaining the two stairways accessing the beach.

The proposed project is located approximately 100 feet from the coastal bluff edge, and while not currently subject to shoreline hazards, it is anticipated that the coastal bluffs in this area will erode at an accelerated rate with sea level rise and will eventually impact the overlook and beach access stairways included in the project. Modifications to the overlook and stairways may become necessary over time.

LUP Policy 7-16: Grading near Beachfront or Blufftop. *Require that any grading necessary to establish proper drainage, install minor improvements (e.g. trails), restore eroded areas, restore habitat, or provide permitted accessways directs water runoff away from the beach or edge of the bluff or requires runoff to be handled so as to prevent damage to the beach or bluff from surface and percolating water.*

Compliance: The proposed project includes two stairways to the beach. The two sets of stairs would be constructed of wood, approximately 267 feet in length each. The stairs would be located on both the northern and southern sides of Wavecrest Arroyo (Ravine 9) on the southwestern corner of the project site. Trail stairs would be constructed in an interlocking style with wooden timbers cribbed together to form risers and backfilled with compacted native earth. The proposed stairs would have a handrail along one side. New stormwater runoff pipes and minor recontouring would take place to prevent water from flowing down the trail stairs and would discharge at the bottom of Ravine 9 or along the beach. A short crib wall would be constructed along the south side of Ravine 9 to support the bottom of the stairs on this side. Design of the drainage facilities has been reviewed by the City Engineer to ensure that the runoff will not create erosion damage along the beach.

LUP Policy 7-23: Infrastructure and Public Facilities. *Site, design, and upgrade infrastructure and public facilities, including roads, trails, parks, and other public access and recreation facilities with consideration for shoreline hazards including sea level rise impacts that may occur over the anticipated life of the development. Ensure that the connectivity of infrastructure is preserved in the event of ongoing erosion or wave run-up, and ensure adequate egress/evacuation is preserved during storm events. In cases where facilities cannot be sustainably maintained, removal or abandonment of infrastructure should be evaluated, and the least environmentally damaging approach shall be implemented. Where facilities can be safely sited for the near term but future impacts are likely, require an adaptive management plan detailing steps for maintenance, retrofitting, and/or relocation.*

Compliance: The proposed project is located approximately 100 feet from the coastal bluff edge, and while not currently subject to shoreline hazards, it is anticipated that the coastal bluffs in this area will erode at an accelerated rate with sea level rise and will eventually impact the trail or stairway facilities. Modifications to this trail and stairs may become necessary over time, and there is no part of the proposed design that would prevent the applicant from doing this in the future.

LUP Policy 8-6: Native American Consultation. *Notify and consult with Native American organizations of proposed developments or land use actions that have the potential to*

adversely impact cultural resources early in the development review process, providing early and frequent opportunities for concerned Native American parties to comment on or participate in any treatment plan for sites with cultural or religious significance to the Native American community. Development on sensitive sites requires on-site monitoring by appropriate Native American consultant(s) such as tribal monitors and a qualified archaeologist for all grading, excavation, and site preparation activities that involve earth-moving operations.

Compliance: The IS/MND for this project concludes the potential for archaeological, paleontological, historical, or tribal cultural resources to occur is low as none have been identified within the project area in the past, the project area is previously disturbed, and there will be limited excavation required for the trail reconstruction. To ensure potential impacts are less than significant, mitigation measures are included in the MMRP that address handling, consultation, and mitigation requirements in the event that resources, objects, or artifacts are discovered during construction.

As the project site is located within an area designated as potentially sensitive for archaeological resources on LUP Figure 8-1: Archaeological Sensitivity Areas, a cultural resource records search was performed following the draft IS/MND in compliance with LUP policies. The search returned positive results for Sacred Lands, thus conditions of approval require consultation with the appropriate Native American tribal representative(s) to comply with the above-cited LCP policies. If changes to the project are necessary following consultation, the City will seek an amendment to this permit. Changes are not anticipated to be necessary due to the project scope of reconstructing an existing trail. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to cultural resources.

Coastal Act 30244 and Policy 8-9: Archaeological Survey with Development Applications. *Require the submission of a report by a qualified archaeologist as part of applications for new development based on the location and scope of the project, including within any archaeologically sensitive area as designated on the archaeological resources map. In areas vulnerable to sea level rise impacts, require a site-specific evaluation of potential sea level rise impacts to any archaeological resources on the development site. A report may include the results of an archaeological records review and/or survey observations with findings on actual and potential resources on the site, impacts of the development proposed, and any recommended mitigation measures. All feasible mitigation measures shall be incorporated in any plan for development prior to the issuance of a permit for development.*

Compliance: As described above, a cultural resource records search was conducted and additional consultation and reporting will follow as required by the conditions of approval. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to cultural resources.

LUP Policy 8-10: Archaeological and Paleontological Resources Monitoring. R*equire, where a predevelopment survey identifies the potential to affect known or newly discovered*

archaeological, Native American, or paleontological resources, the submittal of a monitoring and reporting plan that identifies methods and describes the procedures for selecting archeological and Native American monitors and procedures that will be followed if additional or unexpected resources are encountered during development of the site. Procedures may include, but are not limited to, provisions for cessation of all grading and construction activities in the area of the discovery that has any potential to uncover or otherwise disturb cultural deposits in the area of the discovery and all construction that may foreclose mitigation options to allow for significance testing, additional investigation and mitigation.

Compliance: Similar to the response to Policy 8-9, a cultural resource records search was conducted and additional consultation and reporting will follow as required by the conditions of approval. With the mitigation measures of the MMRP and the additional conditions of approval, there are no anticipated impacts to cultural resources. Sacred lands search does not qualify as a predevelopment survey identifying the potential to affect known or newly discovered resources.

LUP Policy 9-15: Scenic Coastal Access Routes. *Require that new development on designated scenic coastal access routes from Highway 1 to the beach, including roadway improvements and development proposed in close proximity to the road, protects the scenic quality of the corridor and avoids obstruction or significant degradation of public ocean views such as through provision of sufficient setbacks from the public right-of-way, low building heights, and landscaping that establishes and/or maintains a scenic gateway.*

Compliance: Redondo Beach Road is a designated scenic coastal access route and North Wavecrest Planned Unit Development is considered a visual resource area in the City's recently updated LUP. The majority of the project includes at-grade improvements and the scenic quality of North Wavecrest and Redondo Beach Road corridor and broad ocean viewshed will be substantially unchanged. The only above-grade improvements include split rail fencing, a restroom, and signage. The new signs will be consistent with the existing signs in the area, and will be located at the staging areas and at appropriate locations along the ne trail. The proposed project will also remove several informal trails within the area and funnel trail users onto one path, which will reduce the visual blight of the many informal trails along the bluff area.

LUP Policy 9-16: Broad Ocean Views. *Ensure that areas providing broad, public ocean views, including as designated on Figure 9-1, are preserved and enhanced in association with new development projects. In such areas, structures shall be sited and designed to avoid obstruction of broad, public ocean views, shall not exceed 15 feet in height unless an increase in height would not obstruct public views to the ocean or would facilitate clustering of development so as to result in greater view protection, and shall ensure that any proposed landscaping, when mature, will not obstruct public views to the ocean.*

Compliance: Redondo Beach Road is a designated scenic coastal access route and North Wavecrest Planned Unit Development is considered a visual resource area in the City's

recently updated LUP. The majority of the project includes at-grade improvements and the scenic quality of North Wavecrest and Redondo Beach Road corridor and broad ocean viewshed will be substantially unchanged. The only above-grade improvements include split rail fencing, a restroom, and signage, all of which will be less than 15 feet in height.

LUP Policy 9-17: California Coastal Trail Views. *Ensure that views of the ocean, bluffs, upland slopes, and ridgelines from the California Coastal Trail are protected, particularly in areas adjacent to substantially undeveloped Planned Developments including Surf Beach/Dunes Beach, Venice Beach, West of Railroad, and North Wavecrest. Require sufficient setbacks, height limits, and other design standards for any new development permitted near the trail to minimize impacts to visual resources.*

Compliance: The trail project would include approximately 3 miles of gravel paths that would connect two discontinuous sections of the California Coastal Trail. Split rail fencing would be added at various locations to direct people from wetland areas and bluff edge hazard areas. The only above-grade improvements in addition to the spilt rail fencing would be the new restroom and signage, all of which will be less than 15 feet in height.

LUP Policy 9-19: Blufftop and Beachfront Development. *Ensure that areas providing broad, public ocean views, including as designated on Figure 9-1, are preserved and enhanced in association with new development projects. In such areas, structures shall be sited and designed to avoid obstruction of broad, public ocean views, shall not exceed 15 feet in height unless an increase in height would not obstruct public views to the ocean or would facilitate clustering of development so as to result in greater view protection, and shall ensure that any proposed landscaping, when mature, will not obstruct public views to the ocean.*

Compliance: Similar to the responses to Policies 9-16 and 9-17, above-grade improvements are limited to split rail fencing, a restroom, and signage, all of which will be less than 15 feet in height. Tree replacements of any removed trees that meet the City's definition of Heritage trees would take place on other lands owned by the applicant. The new trees would be planted away from the trail and bluff edge areas and would not obstruct public views of the ocean.

LUP Policy 9-20: Significant Plant Communities. *Preserve the scenic quality of significant plant communities including but not limited to Monterey cypress and Monterey pine stands or rows, riparian vegetation along stream corridors, and non-invasive mature roadside trees to the extent feasible. Preservation may be achieved through siting and design of new development, compliance with habitat buffers required pursuant to Chapter 6. Natural Resources, minimizing significant alteration and removal, vegetation maintenance and restoration, and replanting as mitigation for removed vegetation where approved.*

Compliance: Substantial restoration would take place as part of this project, including restoring the existing social trails back to native habitat, as well as additional restoration work within the vicinity of the new trails. The project conforms to the Land Use Plan's natural

resource and environmental protection policies. The various uses included in the project were sited appropriately relative to varying habitat requirements. For example, puncheons are used to raise the trail to create decked spans for portions of the trail in places where wetland avoidance is infeasible in order to minimize impacts. Minor habitat restoration/mitigation is required and will be consistent with City policy. In addition, several Monterey Cypress trees will be removed in order to install the new gravel parking lots. 1 to 1 replacement of the removed trees will take place on CLT property as part of the project.

LUP Policy 9-22: Open Space Conservation Areas. *Ensure that any development permitted within or adjacent to open space conservation areas is sited and designed to minimize impacts to public views of the conservation areas and to be visually compatible with the surrounding natural environment.*

Compliance: The portion of the project site within and around Ravine 9 is within the Open Space for Conservation land use designation. It is the applicant's intent to dedicate these lands to permanent conservation. The proposed trail improvements would be open to the public and is an allowed use within this land use designation.

2. **Growth Management System –** *The development is consistent with the annual population limitation system established in the Land Use Plan and Zoning Ordinance.*

   Evidence: The proposed development does not include a dwelling unit and is therefore not subject to the requirements of the City's growth management system.

3. **Zoning Provisions –** *The development is consistent with the use limitations and property development standards of the base district as well as the other requirements of the Zoning Ordinance.*

   Evidence: The proposed development conforms to the requirements of the Open Space – Passive Zoning District, which allows for public trail uses. The Open Space – Passive Land Use regulations in Chapter 18.12 of the Municipal Code contain limited specific development standards that apply to the scope of work. The project proposes primarily at-grade safety and drainage improvements to the existing beach access ramp and does not involve any new structures or facilities. Therefore, there are no applicable minimum setbacks or maximum structure heights. As conditioned, the project also conforms to other applicable development standards of the Zoning Ordinance, including parking and recycling / trash standards.

4. **Adequate Services –** *The proposed development will be provided with adequate services and infrastructure in a manner that is consistent with the Local Coastal Program.*

   Evidence: The project includes the installation of a new restroom, which requires additional sewer and water capacity. Both a sewer and water mains are located in close proximity to the new restroom location.

5. **California Coastal Act –** *Any development to be located between the sea and the first public road parallel to the sea conforms to the public access and public recreation policies of Chapter 3 of the California Coastal Act.*

   Evidence: The subject site is located between the sea and the first public road parallel to the sea. The project conforms to the public access and recreation policies of the Coastal Act as it will enhance and maximize public access and recreation opportunities along the California Coastal Trail. Construction is anticipated to take 1 year.

Use Permit – Finding

The project includes minor blufftop grading associated with installation of the new stairways and pervious paths. Municipal Code Section 18.38.065 (D) requires the approval of a use permit for blufftop grading. In approving a Use Permit, the Planning Commission must find the following:

> "The establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, be detrimental to the public welfare or injurious to property or improvements in said neighborhood."

Evidence: The proposed path project is consistent with the blufftop development standards identified in Section 18.38065 (F). No substantial importing or off-haul of soils would take place with the proposed project. The grading would be for the purpose of installing trails and associated drainage improvements, which is identified as a conditionally permitted use.

Environmental Review – Finding

CEQA – The project will not have a significant effect on the environment.

Evidence: An Initial Study (IS) and Draft Mitigated Negative Declaration (MND) were prepared for the project in conformance with the requirements of CEQA, and the Draft IS/MND was circulated for a 30-day public review. The MND as well as other documents and materials constituting the record of proceedings are in the possession of the Community Development Director at City Hall, 501 Main Street, City of Half Moon Bay. Based on the whole record before the Planning Commission, there is no substantial evidence that the project will have a significant effect on the environment. For this project, the City is incorporating the mitigation measures listed in the Mitigation, Monitoring and Reporting Program into the project, and in doing so has mitigated the potentially significant biological resource, cultural resource, tribal cultural resource, and geology and soils resource impacts of the project to a point where clearly no significant effect on the environment would occur. The Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis.

EXHIBIT B
CONDITIONS OF APPROVAL
Planning Commission Resolution P-23-11
PDP-16-032

A. The following Conditions shall apply to the subject site:

1. CONFORMANCE WITH APPROVED PLANS. Development of the site shall conform to the approved plans entitled Wavecrest Trail Project – Phase 2 received September 13, 2023 by the City, except for any revisions required by this permit. The Community Development Director and City Engineer shall review any change in impervious surface area; and the Director shall review and may approve any deviation from the approved plans that is determined minor in nature. Any other change shall require the submittal of a major modification application and fees and shall be subject to a public hearing as required by Title 18. (Planning / Engineering)

2. CONFORMANCE WITH CONDITIONS OF APPROVAL. The permittee shall construct and operate this Project in full conformance with these Conditions of Approval. Any revision of the Conditions of Approval shall require submittal of a major modification subject to a public hearing as required by Title 18. (Planning)

3. CONFORMANCE WITH THE MUNICIPAL CODE. No part of this approval shall be construed to permit a violation of any part of the Half Moon Bay Municipal Code. (Planning)

4. MITIGATION MONITORING. This project shall comply with all of the requirements of the adopted Mitigation Monitoring Program dated October 2023 to the satisfaction of the Community Development Director.

   AIR-MM1 The project's construction contractor shall comply with the following best management practices for reducing construction emissions of fugitive dust (PM_{10} and $PM_{2.5}$) as required by the Bay Area Air Quality Management District Revised California Environmental Quality Act Air Quality Guidelines:

   Water all active construction areas at least twice daily, or more if needed to control dust emissions. Watering must be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

   Pave, apply water twice daily or more if necessary to prevent airborne dust from leaving the site, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to prevent airborne dust from leaving the site.

Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.

Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt/sand).

Limit vehicle traffic speeds on unpaved roads to 15 miles per hour.

Replant vegetation in disturbed areas as quickly as possible.

Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

BIO-MM1a Prior to the start to the start of groundbreaking activities, all construction personnel shall receive training by a qualified biologist on listed species and their habitats. The importance of these species and their habitat shall be described to all employees as well as the minimization and avoidance measures that are to be implemented as part of the proposed project. An educational brochure containing color photographs of all listed species in the work area(s) shall be distributed to all employees working within the project site. The original list of employees who attend the training sessions shall be maintained by the project applicant and be made available for review by the USFWS and the CDFW upon request.

BIO-MM1b The project applicant or contractor shall designate a qualified biologist to monitor on-site compliance with all minimization measures. The on-site monitor(s) shall remain on-site for the duration of the proposed project, including vegetation removal, grading, and cleanup activities.

BIO-MM1c Designated construction staging areas shall be utilized as the staging areas for the trail construction activities. All vehicles associated with project activities shall be clustered within these areas at the end of each workday or when not in use to minimize habitat disturbance and water quality degradation. Wildlife exclusion fencing shall be installed surrounding the staging area to prevent CRLF or SFGS from entering these areas overnight. Fueling and maintenance of equipment shall be conducted off-site, and at least

50 feet from any wetland or designated ESHA, unless a request for on-site fueling is approved by the Community Development Department. Exclusion fencing shall be installed with the fence stakes placed on the inside of the fencing (closest to the project boundary) to prevent frogs or snakes from using the stakes to maneuver over the fence. The fencing shall be maintained until all work has been completed. To protect potential borrows, soil shall be stockpiled within the designated staging areas.

BIO-MM1d No trash shall be deposited on the project site during construction activities. All trash shall be placed in trash receptacles with secure lids, stored in vehicles, and removed nightly from the project site.

BIO-MM1e The project applicant shall post signs at each trail end and along the trail at various locations near areas of sensitive habitat to inform users of appropriate protocol to protect sensitive habitat, including directions to stay on the trail and to walk bicycles or ride very slowly. Signs shall be 48- by 36-inches in size and shall be mounted at eye level on redwood posts.

BIO-MM2 If ground disturbance or removal of vegetation occurs between February 1 and June 30, preconstruction surveys shall be performed by a qualified biologist no more than 72 hours prior to commencement of such activities to determine the presence and location of nesting bird species and surveys should extend out a minimum of 300-feet from the work area for non-raptors and 500-feet from raptors. If ground disturbance or removal of vegetation occurs between July 1 and August 31, preconstruction surveys shall be performed within 30 days prior to such activities. If active nests are present, temporary protective breeding season buffers shall be established to avoid direct mortality of these birds, nests, or young. The appropriate buffer distance is dependent on the species, surrounding vegetation, and topography, and shall be determined by a qualified biologist to prevent nest abandonment and direct mortality during construction. If construction cannot wait out fledglings, encroachment on these distances may be considered by the biologist but should set a minimum buffer distance (with an absolute minimum of 50-feet for non-raptors and 150-feet for raptors) and should employ visual screening and sound barriers (noise at sensitive receptors should be no more than 60-65 dB).

BIO-MM3a To reduce potential for CRLF and SFGS to disperse through the project study area, all ground disturbance activities should be restricted to the dry season (May 1 through October 15.

BIO-MM3b To verify if species are present and all habitats are dry, a qualified biologist shall survey the work site immediately before the onset of vegetation clearing or ground disturbance activities. If CRLF are found and do not move out of the work area on their own, the contractor shall contact the USFWS to determine if relocation is appropriate. In making this determination, the USFWS will consider if an appropriate relocation site

exists. If the USFWS approves moving animals, a USFWS-approved biologist shall move them from the work site before work activities begin. Any SFGS shall be allowed to leave the work area on their own and shall be monitored by the biologist to ensure they do not reenter the work area.

BIO-MM3c No work may occur within 48 hours of a rain event (defined as over 0.25 inches in a 24-hour period). Following a rain event, a qualified biologist should survey the work site immediately before reinitiating ground disturbance activities to verify if species are present. If CRLF or SFGS are observed, then the stairs described in Mitigation Measure BIO-3b shall be followed.

BIO-MM3d Any erosion control materials used shall be made of tightly woven fiber netting, or similar material, to ensure that the CRLF and SFGS do not get trapped. This limitation shall be communicated to the contractor. Plastic mono-filament netting (erosion control matting), rolled erosion control products, or similar material shall not be used at the project site because CRLF, SFGS, and other species may become entangled or trapped in it.

BIO-MM3e CRLF and SFGS may take refuge in cavity-like and den-like structures such as pipes and may enter stored pipes and become trapped. Therefore, all construction pipes, culverts, or similar structures that are stored at the site for one or more overnight periods shall be either securely capped prior to storage or thoroughly inspected by the on-site monitor and/or the construction foreman/manager for these animals before the pipe is subsequently buried, capped, or otherwise used or moved in any way. It is also recommended that these structures, if stored, are kept within the staging areas either in developed areas or within wildlife exclusion fencing. If CRLF are found and do not move out of the work area on their own, the USFWS shall be contacted to determine if relocation is appropriate. In making this determination, the USFWS will consider if an appropriate relocation site exists. If the USFWS approves moving animals, a USFWS-approved biologist shall be allowed sufficient time to move them from the work site before work activities begin. If SFGS is found, it should be allowed to passively leave the work area on its own, as determined by the on-site monitor, except in circumstances where the animal is determined to be trapped (see Mitigation Measure BIO-3f).

BIO-MM3f To prevent inadvertent entrapment of CRLF or SFGS during construction, the on-site biologist and/or construction foreman/manager shall ensure that all excavated, steep-walled holes or trenches more than one foot deep are completely covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks and inspected by the on-site biologist. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals by the on-site biologist and/or construction

foreman/manager. If at any time a trapped CRLF or SFGS is discovered by the on-site biologist or anyone else, the animal shall be allowed to passively leave the work area on its own, as determined by the on-site biologist. If a CRLF or SFGS is trapped, only a USFWS-approved biologist shall move the individual under the direction of USFWS and CDFW.

BIO-MM3g Implement Mitigation Measures BIO-1a through BIO-1e.

BIO-MM4a If project activities are to remove or trim trees within the Monterey cypress stands within the project site during the winter roost season (October 1 through March 15), a preconstruction survey for roosting monarch butterflies shall be conducted within 7 days of tree removal or trimming activities. If tree removal or trimming is conducted March 16 through September 31, no preconstruction surveys for roosting monarch butterflies are necessary.

BIO-MM4b Soil disturbance and vegetation removal shall be minimized to the extent feasible in order to reduce the impact to nectar plants for monarch butterfly.

BIO-MM5 A pre-construction survey for woodrat houses shall be conducted by a qualified biologist within 30 days of the start of work. If houses are observed, they shall be avoided if feasible. If avoidance is not feasible, the houses shall be dismantled by hand under the supervision of a biologist. If young are encountered during the dismantling process, the material shall be placed back on the house and the house shall remain unmolested for two to three weeks in order to give the young enough time to mature and leave the house. After two to three weeks, the nest dismantling process may begin again. Nest material shall be moved to suitable adjacent areas (riparian, woodland, scrub) that shall not be impacted.

BIO-MM6 If project activities have the potential to disturb trees within the project site during the maternity roosting season (April 1 through August 31) of bats, preconstruction surveys for bats shall take place. Surveys shall be conducted by a qualified biologist no less than 14 days prior to those activities that have the potential to disturb bat roosting and foraging habitats within the project site. Ultrasonic acoustic surveys and/or other site appropriate survey methods shall be performed to determine the presence or absence of bats utilizing the project site as roosting or foraging habitat.

If special-status bat species are detected during surveys, species- and roost-specific mitigation measures that prevent significant impacts shall be developed by a qualified biologist. Such measures may include postponing removal of trees, snags, or structures until the end of the maternity roosting season or construction of species-appropriate roosting habitat within the project site. Consultation with CDFW is required to determine appropriate mitigation measures if roosts are disturbed or destroyed.

Trees may be removed outside of the maternity roosting season without performing preconstruction bat surveys.

BIO-MM7 Rare plant surveys shall be conducted during the blooming periods for Choris' popcorn flower and species with a moderate potential to occur on the project site (i.e., ocean bluff milk-vetch, coastal marsh milk-vetch, johnny-nip, San Francisco Bay spineflower, San Francisco gumplant, short-leaved evax, Kellogg's horkelia, Point Reyes horkelia, perennial goldfields, coast yellow leptosiphon, San Mateo tree lupine, Davidson's bushmallow, marsh microseris, Oregon polemonium, Hickman's cinquefoil, San Francisco campion, and coastal triquetrella); these surveys shall include one during the months of April to May and one during the months of June to September. If it is determined that construction-related activities would impact Choris' popcorn flower or any species with a moderate potential to occur, a mitigation plan for protecting this species shall be developed by a qualified biologist. Mitigation measures may include additional avoidance measures, salvaging and transplanting of plants within disturbance areas, and collection and storage of seeds for future re-establishment efforts. Seeds shall be collected and preserved from areas of disturbance to special-status species prior to the disturbance and used for reseeding efforts in late fall (i.e, November) to suitable areas on site that are no longer subject to human disturbance through the trail realignment.

BIO-MM8a Construction activities and proposed improvements near wetlands shall adhere to the following requirements:

- The removal of vegetation shall be minimized.
- Enhance or replace habitat as defined by required agency permits.
- Development shall conform to natural topography and minimize erosion potential.
- Runoff and sedimentation shall not exceed predevelopment levels.
- Native vegetation shall be used for replanting, where appropriate.
- Toxic substances, such as fertilizers and pesticides, shall not be used.

BIO-MM8b Implementation of the proposed project shall adhere to the following general avoidance measures and specific performance criteria for ESHAs to reduce potential impacts to sensitive habitats: Any site grading activities shall be restricted to the period between approximately April 15 and October 15. Site grading during these dryer months will reduce the possibility of soil erosion and sediments flowing into natural habitats.

The project contractor shall install temporary silt fencing along the perimeter of ESHAs adjacent to project activities.

Soil disturbance around wetland areas shall be minimized to the maximum extent practicable. This will reduce the impact to existing soils and vegetation that will remain as

natural habitat and reduce the potential for soil erosion. Perimeter erosion and sediment control measures (i.e., silt fencing, straw waddles) shall be installed as an extra precaution to reduce the possibility of sediments entering the adjacent potential ESHAs.

Solid materials, including wood, masonry/rock, glass, paper, and other materials, shall not be stored or placed near wetland areas. Solid waste materials shall be properly disposed of off-site. Fluid materials, including concrete, wash water, fuels, lubricants, and other fluid materials used during construction, shall not be disposed of on-site and shall be stored or contained as necessary to prevent spillage into natural habitats. If a spill of such materials occurs, the area shall be cleaned and contaminated materials disposed of properly, and the affected area shall be restored to its natural condition.

BIO-MM8c To minimize permanent impacts to seasonal wetlands, disturbance to seasonal wetlands from construction access shall be reduced to the maximum extent feasible. Minimization measures shall be employed, including the installation of construction fencing to minimize the extent of disturbance to wetlands, the installation of "swamp-matting" to prevent rutting and compaction of wetland soils, and the reseeding of wetlands following construction to ensure that impacts are temporary in nature.

CULT-MM1 If an archaeological site(s) is encountered during grading or other soil disturbing activities, project managers and project contractors shall comply with the provisions set forth in Sections 15064.5(c) or (e) of the CEQA Guidelines, depending on the type of resource encountered. The site(s) shall be recorded by a qualified archaeologist, including the extent of the site boundaries. The trail alignment(s) and/or associated features shall be relocated away from the archaeological site(s), unless the site(s) is evaluated and determined not to be eligible for listing on the California Register of Historical Resources. The archaeologist shall determine the required distance from the resource. If the eligible site(s) cannot be avoided, the proposed trail shall be designed with protective elements that would provide for trail use with minimal effect on the archeological site(s). These protective elements may include fencing, or placement of the trail on a bridge, boardwalk, or earthen berm. Prior to construction, data recovery and testing shall be conducted as needed. A final report, including the results of the surveys and evaluations, shall be provided to the State Historic Preservation Officer for review. Furthermore, in the event that an archaeological resource is discovered during project construction activities (e.g., excavation, grading), the following provisions of Section 15064.5(c) of the CEQA Guidelines are to be followed:

(1)A lead agency shall first determine whether the site is a historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is a historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2. The time and cost limitations described in Public Resources Code Sections 21083.2 (c) through (f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the proposed project on those resources shall not be considered a significant effect on the environment.

CULT-MM2 If human remains are encountered during grading or other soil disturbing activities, work shall halt within 50 feet of the remains and the County Coroner shall be notified immediately. An archaeologist shall also be contacted to evaluate the find. In accordance with Section 7050.5(c) of the CHSC, if the Coroner recognizes the human remains to be of Native American origin or has reason to believe they are, the Coroner must notify the NAHC within 24 hours of this identification. Subsequently, pursuant to Section 5097.98 of the Public Resources Code, the NAHC will identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

GEO-MM1 If paleontological resources are encountered during grading or other soil disturbing activities, construction shall be halted within 50 feet of the site and a qualified paleontologist shall be contacted to investigate the find within 24 hours. If the find is deemed to be significant, a complete paleontological survey and removal of paleontological finds shall be warranted prior to resuming construction activities in the area.

HYDRO-MM1 The following construction best management practices (BMPs) recommended by San Mateo County (and other BMPs required by the Half Moon Bay City Engineer) shall be employed:

Limiting construction activities to the dry season.

Using (but not overusing) reclaimed water for dust control.

Stabilizing construction sites, including entrances and exits.

Following construction, stabilizing disturbed sites with native plant materials, hydroseeding, or similar measures.

Storing stockpiled materials under tarps when they are not actively being used.

Balancing cut and fill materials when possible.

Disposing of all wastes and debris properly.

Recycling materials and wastes that can be recycled (such as aggregate base materials, wood, etc.).

Inspecting vehicles and equipment frequently for leaks and repairing promptly, and using drip pans to catch leaks until repairs are made.

Cleaning up spills or leaks immediately and disposing of cleanup materials properly

TRANS-MM1a The construction contractor shall be responsible for providing a Traffic Control Plan (TCP), approved by the City Traffic Engineer, prior to the start of construction. The TCP shall include traffic control measures in order to ensure traffic safety during all construction phases. The traffic control devices may involve signage, use of delineators, flashing arrows, and/or temporary lane lines at the discretion of the City Traffic Engineer. The TCP shall be approved by the City Traffic Engineer. The TCP shall include provisions for advanced notification (signage) of the proposed detour routes and coordination with emergency service providers.

TRANS-MM1b The proposed project shall be constructed in a manner to avoid a substantial increase in construction-period traffic congestion through implementation of the following:

The applicant shall identify locations for contractor parking on site for the duration of the construction period so that parking does not affect the operation of local roads.

Vehicle trips to and from the project site for purposes of transporting cut and fill shall be prohibited during peak traffic morning and evening peak hours.

In the event of lane closures due to deliveries, an adequate number of flaggers and appropriate signage shall be utilized to ensure the safe passage of vehicles, bicyclists, and pedestrians.

An on-site log shall be maintained for all biological mitigation training, monitoring and surveys. The log shall include the date of the training, the contact information of the qualified biologist that conducted the training and the names of all participating workers and contractors. The log shall also include the date, contact information of the qualified biologist and outcome of any biological surveys or inspections that take place on the site. The log shall be available on the project site for inspection by City staff. (Planning)

5. LIGHTING. All exterior lighting, including any new lighting related to the security plan required by condition of approval B7, shall be fully shielded so that no light source is visible from outside the property, except as otherwise expressly approved. To ensure compliance with this condition, specifications, including photometric performance, for all exterior light fixtures shall be submitted with plans for the Building Permit. (Planning)

6. FRONTAGE MAINTANENCE AND LIABILITY. It shall be the duty of the Property Owner(s) whose property is adjacent to any portion of a public street or place to maintain the project frontage in a safe and non-dangerous condition. Curb and gutter maintenance shall include removal and replacement of concrete to eliminate tripping hazards; and pruning and trimming of trees, shrubs, ground cover and other landscaping within the public right-of-way. The Property Owner has the primary and exclusive duty to fund and perform such maintenance and repair, whether or not the City has notified the property owner of the need for such maintenance or repairs or has performed similar maintenance or repairs in the past, pursuant to §12.18.020 and §12.18.030 of the Half Moon Bay Municipal Code. (Engineering)

7. LANDSCAPE MAINTENANCE. The applicant/owner shall ensure that all restoration areas and/or fences are continuously maintained, and all plant material is maintained free of refuse and in a healthy growing condition. The applicant/owner shall ensure that the roadside ditch along Redondo Beach Road is maintained and remains free of refuse obstructions, consistent with any applicable permit requirements. (Planning)

B. The following Conditions shall be fulfilled prior to the issuance of building permits:

1. SIGNED CONDITIONS OF APPROVAL. The applicant/owner shall submit a signed copy of the conditions of approval to the Planning Division prior to issuance of a building permit. (Planning)

2. LICENSE AGREEEMENT FOR USE OF PUBLIC RIGHT OF WAY. The permittee shall submit a license agreement to the City for review by the City Attorney and City Engineer allowing for use of the public right-of-way for the new trail improvements, sewer lateral, construction access and maintenance of the new facilities by the applicant. Approval by the City Council of the finalized license agreement is required prior to recording the approved license agreement at the San Mateo County Recorder's Office. A recorded copy of the approved license agreement shall be provided to the City prior to the issuance of building permits. (Planning)

3. PROJECT BIOLOGIST. Prior to issuance of building permits, the applicant shall submit to the Community Development Director the name, company affiliation, and contact information of the project biologist who will oversee the construction. The project biologist shall be selected from the City's List of Pre-approved Biological Consultants. The applicant shall notify the Director in writing within 24 hours of any change in the project biologist. (Planning)

4. SEPARATE SUBMITTAL FOR SIGNS. Trailhead, interpretive, and bluff edge warning signs are not approved with this project and require a separate submittal and approval of a sign permit and sign program application in conformance with Title 15 (Signs and Advertising Structures). Review of the sign submittal by the Architectural Advisory Committee (AAC) and California Coastal Commission staff is required.
5. PARKING LOT AND PARKING SPACE LIMITATION. Parking Lot 2 is not approved with this project. This approval is limited to the development of parking lots 1 and 3 with up to 35 standard size parking spaces with additional area reserved for up to 10 more spaces. The parking reserve could be utilized if the additional parking capacity is needed for meeting coastal access requirements. (Planning)
6. PARKING LOT DETAILS. The following items shall be addressed with the building permit submittal.
    a. Recycling and Trash Management: Recycling and trash enclosure design and access shall conform to the requirements of Chapter 18.31 (Recycling and Trash Management) to the satisfaction of the Community Development Director. Once approved, a "Will Serve" letter from the Waste Management authority is required. In addition, the location and design of recycling and trash receptacles, dog waste stations and maintenance schedule shall be included with the building permit submittal.
    b. Bicycle Parking: A minimum of 8 short-term bicycle spaces distributed amongst each of the three parking lots and at the top of the two vertical access points. Bicycle parking needs will be monitored for 3 years following the final inspection to evaluate if the amount of bicycle parking is sufficient to the satisfaction of Community Development Director.
7. SECURITY PLAN REVIEW. Preparation, submittal, and review of a security plan for the new parking lots is required. The plan shall address access control, trash management, and other measures to the satisfaction of the Community Development Director and City Engineer.
8. CLOSURE OF EXISTING INFORMAL PARKING LOT. Preparation, submittal and review of a restoration plan and barriers closing the existing informal parking lot at the western terminus of Redondo Beach Road is required. The lot closure plan shall include bollard and cable design barricades to prohibit vehicle access to the informal parking lot in perpetuity, to the satisfaction of the Community Development Director and City Engineer.
9. COASTAL ACCESS PLAN. Preparation of a coastal access management plan shall be included with the building permit submittal. The plan shall identify peak use times and measures to avoid disruption during those times; minimize beach, road, and trail closures; identify alternative access routes; and provide for public safety.

10. CONSTRUCTION PLANS. File Number PDP-16-032 and the Conditions of Approval for this project shall be provided on the cover page of the building permit application plan submittal. All plans, specifications, engineering calculations, diagrams, reports, and other data for construction of the building and required improvements shall be submitted with the appropriate permit application to the City's Building and Engineering Divisions for review and approval. Computations and back-up data will be considered a part of the required plans. Structural calculations and engineering calculations shall be prepared, wet-stamped and signed by an engineer or architect licensed by the State of California. The plans must show the location of the sewer connection, and a property line sewer cleanout must be installed prior to Building Permit approval. (Planning)

11. SEWER LATERAL INSPECTION THROUGH GRANADA COMMUNITY SERVICES DISTRICT. Request and facilitate sewer lateral inspections from Granada Community Services District. (Building/Granada Community Services District)

12. SURVEY REQUIRED. Submit a detailed topographic/site boundary survey certified by a licensed surveyor with building application plans. The survey shall include a baseline elevation datum point on, or close to the construction site, indicating existing grade of the datum. This datum point shall be permanent, marked, shall remain fixed in the field, and shall not be disturbed throughout the building process. Examples of datum points include: fire hydrants, manhole covers, survey markers, and street curbs. This datum point shall be shown on all site plans including revised/resubmitted plans. The survey must show the footprint and roof plan of the new restroom, trash enclosure, bicycle racks, fencing and gates associated with the new staging areas. (Building)

13. EVIDENCE OF WATER CONNECTION CAPACITY. Prior to the issuance of building permits, the permittee shall submit a letter from Coastside County Water District certifying that the subject site has an adequately-sized water connection for this approved project. This use qualifies for water connections reserved for Coastal Act priority land uses. (Building)

14. EVIDENCE OF SEWER CONNECTION CAPACITY. Prior to the issuance of building permits, the permittee shall demonstrate issuance of a sewer permit for the sewer lateral from the Granada Community Services District. (Engineering)

15. LOT GRADING, MATERIALS, EQUIPMENT AND VEHICLE STORAGE. No lot site grading, preparation, storage, or placement of construction materials, equipment, or vehicles shall take place prior to issuance of a building permit. Any earth movement on or off the site in excess of 50 cubic yards shall require the submittal of a grading plan for review by the City Engineer and issuance of a grading permit. Lot grading includes, but is not limited to, any leveling, scraping, clearing, or removal of lot surface area. Materials, equipment, and vehicles include, but are not limited to:

1. All masonry, wood, and steel construction materials;
2. All construction-related equipment and storage containers; and
3. All construction-related vehicles, including temporary trailers. (Engineering)

16. DRAINAGE PLAN AND ON-SITE DETENTION Prior to the issuance of building permits, a Lot Drainage Plan shall be submitted showing how the surface runoff is retained on the site and the remainder is drained to the public right-of-way. Plans shall include supporting calculations for storm water detention on the site for the additional run-off from a ten-year frequency storm of two-hour duration. Plans shall show drainage to an approved BMP facility, and how the finished grades on the property relate to the existing grades on adjacent property. The Plan shall include pad elevation, finished floor elevation, site high and low points, drainage swales, area drains, and existing grade at adjacent property. The permittee shall provide appropriate measures to discharge the stormwater (Engineering)

17. STORMWATER MANAGEMENT-TREATMENT (FOR NON-REGULATED PROJECTS). Non-regulated projects consist of single-family residences and other small projects that create and/or replace less than 5,000 square feet of impervious surface. Construction plans submitted for building permits shall include a storm water management-treatment plan showing implementation of at least one of the six Low Impact Development (LID) measures listed below:

    a. Direct runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use;
    b. Direct roof runoff into vegetated areas;
    c. Direct runoff from sidewalks, walkways, and/or patios into vegetated areas;
    d. Direct runoff from driveways and /or uncovered parking lots into vegetated areas;
    e. Construct sidewalks, walkways, and/or patios with permeable surfaces; or
    f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces. (Engineering)

    Permittee shall also submit the 'stormwater checklist for small projects' with the building plan submittal.

18. EROSION AND SEDIMENT CONTROL. An erosion and sediment control plan shall be submitted that shows effective BMP and erosion and sediment control measures for the site. Construction plans shall also include the "construction best management practices" plan sheet. (Engineering)

19. STORMWATER POLLUTION PREVENTION PERMIT. Since the project will be disturbing more than one acre of land, a Stormwater Pollution Prevention Permit (SWPP) is required to be

filed with the State Water Board. A copy of the approved SWPP permit shall be submitted to the City prior to the issuance of building permits. (Engineering)

20. UNDERGROUND UTILITIES/SERVICES. Electric, telecommunication, and cable and utility service to the property shall be through underground service connections only. No overhead utilities are allowed. (Engineering)

21. STREET/PUBLIC RIGHT-OF-WAY CUTS FOR UTILITY CONNECTIONS. Street cuts / public right-of-way for utility connections that are less than twenty (20) feet apart shall be repaired with a single patch. Asphalt repair and overlay shall be in accordance with the City Standard Details. Two or more street cuts in Redondo Beach Road for utility connections will require a single 2-inch thick asphalt concrete overlay patch on existing pavement across the property frontage. (Engineering)

22. FIRE CLEARANCE REQUIREMENTS. The permittee shall comply with all applicable fire and building codes and standards relating to fire and panic safety as identified by the Coastside Fire Protection District during the building permit process. (Fire)

23. COASTSIDE COUNTY WATER DISTRICT - REGULATIONS. The project shall comply with all applicable regulations and requirements of the Coastside County Water District. Water service shall not be in the same trench as other utilities. (Water District)

C. The following conditions shall be implemented prior to and during construction:

1. TRIBAL CONSULTATION AND REPORTING. Prior to commencement of construction, the applicant shall consult with the representative of the Ohlone Indian Tribe regarding the project to avoid any potential impacts to Sacred Lands. A report of this consultation shall be provided to the Community Development Director for review and approval. If changes to the project are necessary after consultation, the applicant shall seek a permit amendment. (Engineering)

2. ARCHAEOLOGY-DISCOVERY OF HUMAN REMAINS. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the California Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American(s). If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the permittee shall re-inter the human remains and items associated with

Native American burials on the property in a location not subject to further subsurface disturbance. (Planning)

3. ARCHAEOLOGY-DISCOVERY OF RESOURCES. If subsurface historic or archaeological resources are uncovered during construction, all work shall stop, the applicant shall notify the Community Development Director and retain a qualified archaeologist to perform an archaeological reconnaissance and identify any mitigation measures required to protect archaeological resources. Subsurface excavation shall not resume until expressly authorized by the Director. (Building)

4. CONSTRUCTION TRAILERS. Temporary construction trailers are permitted as accessory uses in conjunction with the development of this site, subject to the following conditions:

   a. The construction trailer shall be used as a temporary construction office only.
   b. Neither sanitation facilities nor plumbed water is permitted within the trailer.
   c. No overnight inhabitance of the construction trailer is permitted.
   d. No construction trailers are permitted on site prior to building permit issuance.
   e. The construction trailer shall be removed prior to issuance of a certificate of occupancy. (Planning)

5. AIR QUALITY BEST MANAGEMENT PRACTICES. The project shall implement the following standard BAAQMD dust control measures during all phases of construction on the project site:

   - All active construction areas shall be watered twice daily or more often if necessary. Increased watering frequency shall be required whenever wind speeds exceed 15 miles-per-hour.
   - Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads and parking and staging areas at construction sites.
   - Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials shall be covered.
   - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day or as often as necessary to keep them free of dust and debris associated with site construction. The use of dry power sweeping is prohibited.
   - Subsequent to clearing, grading, or excavating, exposed portions of the site shall be watered, landscaped, treated with soil stabilizers, or covered as soon as possible. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for 10 days or more.
   - Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways.
   - Replanting of vegetation in disturbed areas as soon as possible after completion of construction.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Half Moon Bay regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

6. HAZARDOUS MATERIALS. Any materials deemed hazardous by the San Mateo County Department of Health that are uncovered or discovered during the course of work under this permit shall be disposed in accordance with regulations of the San Mateo County of Health. (Building)

7. COMPLIANCE WITH CBC. All structures shall be constructed in compliance with the standards of the City adopted California Codes of Regulations Title 24, including Building Code, Residential Code, Administrative Code, Mechanical Code, Plumbing Code, Electrical Code, Energy Code, Fire Code and Green Building Code to the satisfaction of the Building Official. (Building)

8. RESTROOM HEIGHT VERIFICATION. Prior to below floor framing or concrete slab steel reinforcement inspection, a stamped and signed building height verification letter shall be submitted to the City from a licensed land survey certifying that the first floor height as constructed is equal to (or less than) the elevation specified for the first floor height in the approved plans. (Building)

9. OVERALL PROJECT HEIGHT. Maximum overall height of the project, including any grading, foundation, pad, and building elevations shall be calculated using the elevation points indicated on the topographic survey map submitted at the time of application. The approved height of all projects developed in the City will be measured from existing grade as indicated on the submitted topographical survey. (Building)

10. COMPLETION OF UTILITIES. Any public utilities requiring relocation as a result of the construction of the building(s) or improvements under this permit shall be relocated at the owner's expense. (Building)

11. CONSTRUCTION HOURS. Construction work shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday; 8:00 a.m. to 6:00 p.m. Saturdays; and 10:00 a.m. to 6:00 p.m. Sundays and holidays, except as expressly authorized by the City Engineer in conformance with Section 14.40.020 of the Half Moon Bay Municipal Code. (Engineering)

12. NOTICE OF DISRUPTION. The permittee shall provide written notice to affected property and business owners and a copy of such notice to the City Engineer a minimum of two business days prior to any planned disruption of pedestrian or vehicular traffic, parking, or public service facilities. (Engineering)

13. CONSTRUCTION MATERIAL STORAGE. Construction material shall not be stored in the street right-of-way without prior approval from the City Engineer. (Engineering)

14. ENCROACHMENT PERMIT. No construction activity shall occur, and no pedestrian and vehicular traffic control shall be installed within the City right-of-way or affecting the City's improvements prior to obtaining an encroachment permit from the City. All improvements constructed within the City right-of-way shall conform to City standards to the satisfaction of the City Engineer. Traffic control shall conform to Caltrans/MUTCD Standard Plans for Traffic Control in Construction and Maintenance Zones. (Engineering)

D. Validity and Expiration of Permits

1. EFFECTIVE DATE. This site is located within the California Coastal Commission's Appeals Jurisdiction. This permit shall take effect after expiration of the Coastal Commission appeal period, or if the permit is appealed to the Coastal Commission during the appeal period, it shall take effect after final Coastal Commission action. (Planning)

2. ACCURACY OF APPLICATION MATERIALS. The permittee shall be responsible for the completeness and accuracy of all forms and material submitted for this application. Any errors or discrepancies found therein may be grounds for the revocation or modification of this permit and/or any other City approvals. (Planning)

3. PERMIT EXPIRATION. The Coastal Development Permit and Architectural Review shall expire one year from its date of final approval if development plans for a Building Permit have not been submitted. Once a Building Permit is issued, the CDP shall be deemed in effect. If plans for a Building Permit are submitted within the 1-year expiration period, and a Building Permit is not issued, the expiration of the CDP shall coincide and run concurrently with the Building Permit plan submittal/application as long as due diligence is pursued in the opinion of the Building Official in obtaining the Building Permit.

4. PERMIT EXTENSION. The Community Development Director may, at the Director's discretion, approve a single one-year extension of this permit based on a written request and fee submitted to the Director prior to expiration of the permit. Any other extension shall require approval of a Permit Amendment prior to expiration of the permit. Any Amendment Application to extend the permit shall be filed a minimum of ninety (90) days prior to permit expiration to ensure adequate processing time. (Planning)

5. PERMIT RUNS WITH THE LAND. The approval runs with the land and the rights and obligations thereunder, including the responsibility to comply with conditions of approval, shall be

binding upon successors in interest in the real property unless or until such permits are expressly abandoned or revoked. (Planning)

6. HOLD HARMLESS. To the fullest extent allowed by law, the permittee agrees as a condition of approval of this application to indemnify, protect, defend with counsel selected by the City, and hold harmless, the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including without limitation reasonable attorneys' fees, experts' fees and disbursements (collectively, "Claims") arising out of or in any way relating to the approval of this application; any actions taken by the City related to this entitlement; any review by the California Coastal Commission conducted under the California Coastal Act, Public Resources Code Section 30000 et seq.; or any environmental review conducted under the California Environmental Quality Act, Public Resources Code Section 21000 et seq. for this entitlement and related actions. This indemnification shall include any Claims that may be asserted by any person or entity, including the permittee, arising out of or in connection with the approval of this application, whether or not there is passive or active negligence on the part of the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents. The permittee's duty to defend the City shall not apply in those instances when the permittee has asserted the Claims, although the permittee shall still have a duty to indemnify, protect and hold harmless the City.

   This indemnification shall also include any Claims related to flooding of the subject site or improvements thereon or Claims related to flooding of other property that may be caused by, exacerbated by, redirected by, or otherwise affected, impacted, or altered by the subject site, or improvements, activity, or inactivity thereon, including the City's active or passive negligence ("Flooding Claims"). The permittee shall not be obligated to indemnify the City against liability for Flooding Claims arising from the sole, active negligence or willful misconduct of the City.

   RELEASE. The permittee agrees to waive any demands and release any present or future claims against the City related to flooding of the subject site or improvements thereon or claims related to flooding of other property that may be caused by, exacerbated by, redirected by, or otherwise affected, impacted, or altered by the subject site, or improvements, activity, or inactivity thereon, including the City's active or passive negligence ("Flooding Claims"). This release shall apply to any Flooding Claims whether known or unknown, foreseen or unforeseen, that the permittee may have against the City, except such claims arising from the sole, active negligence or willful misconduct of the City. THE PERMITTEE EXPRESSLY WAIVES APPLICATION OF CALIFORNIA CIVIL CODE SECTION 1542 TO ANY FLOODING CLAIMS, WHICH READS:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

The permittee understands and acknowledges that the significance and consequence of this waiver and release is that even if the permittee should eventually suffer any damages from Flooding Claims, it will not be able to make any claims against the City for those damages, other than for claims arising from the sole, active negligence or willful misconduct of the City. The permittee acknowledges that it has had full opportunity to consult with counsel of its choosing regarding this matter.

_____ _____

City Initials Permittee Initials

(City Attorney).

OWNER'S/PERMITTEE'S CERTIFICATION:

I have read and understand and hereby accept and agree to implement the foregoing conditions of approval of the Coastal Development Permit.

APPLICANT:

_____ _____

(Signature) (Date)

CITY OF HALF MOON BAY

OCT 19 2023

RECEIVED

City of Half Moon Bay

Planning Department
501 Main Street Half Moon Bay CA 94019
Phone: 650.726.8250 / Fax: 650.726.8261

APPEAL FORM

ACTION OF CITY BEING APPEALED: Coastal Development Permit & Use Permit & MND

PROJECT OR REFERENCE NUMBER: PDP-16-032

LOCATION: Lands generally located south of the existing North Wavecrest gravel path nor

DATE OF ACTION: October 10, 2023

DATE APPEAL PERIOD ENDS 10/24/23
(If Applicable)

NAME OF APPELLANT: Michael Ferreira
(Please Print)

ADDRESS: 224 Kelly Avenue

PHONE NUMBER AND EMAIL: 650-714-5571 MichaelJFerreira@gmail.com

SIGNATURE OF APPELLANT:

STAFF USE ONLY

Action Appealable to Coastal Commission	✓ **Yes**	___ **No**
Subject to City Appeal Fee Per Master Fee Schedule	___ **Yes**	✓ **No**

City Fee Collected: 0

Received by: SDP **Date:** 10/19/23

Please Attach a Separate Statement of Appeal That Describes in Detail the Grounds for the Appeal and the Relief Being Sought

To: Mayor Deborah Penrose and Councilmembers,

I am appealing this permit due to inadequate analysis as to impacts to the environment, to public safety, to public property, and to gain a better understanding on behalf of the public as to clear responsibilities for recourse and enforcement.

Of the 22 members of the public who commented at the October hearing some 19 of them expressed reservations about the application. The clear majority of those were focused on Redondo Beach Road and the jarring staff findings that the project would not lead to increased public usage of Redondo Beach Road and its dangerous intersection with Highway #1, that Caltrans did not comment on the MND, and therefore no traffic study would be required as part of the environmental document.

The audience was largely incredulous regarding the claim that a new 81vehicle parking lot plus several horse trailer spaces plus public bathrooms in concert with new accessways to an excellent beach would not increase public visitation. Eventually, one Planning Commissioner stated "If I hear one more time that this project would not increase traffic on Redondo Beach Road I'm going to scream."

When the hour grew late the commissioners thought they were being responsive to public concerns by reducing the size of the parking lot. Unfortunately, this changes nothing as to impacts. The attraction to visitors will be the beach accesses, not the size of the parking lot. They will simply park on the side of the road, if necessary, and the largest increases in traffic will be on the weekends - which are when the intersection is at its most dangerous.

Clearly, the City needs to be an active participant in making this project a success. A Redondo Beach Road intersection safety upgrade has been part of the City's Highway #1 plan since 2004. The roadbed is crumbling because it was never properly nor legally paved. Enforcement of hours of operation and E-Bike speeds cannot be forfeited to a land trust.

I am hopeful that the City Council will bring a wider vision to this project and lead the way to a better project about which we can be proud.

Michael J Ferreira

CITY OF HALF MOON BAY

OCT 19 2023

RECEIVED

CITY OF HALF MOON BAY

OCT 23 2023

RECEIVED

City of Half Moon Bay

Planning Department
501 Main Street Half Moon Bay CA 94019
Phone: 650.726.8250 / Fax: 650.726.8261

APPEAL FORM

ACTION OF CITY BEING APPEALED: PC Approval to construct gravel trails and parking lots

PROJECT OR REFERENCE NUMBER: PDP-16-032

LOCATION: Lands between Redondo Beach Road and the Arleta Park Subdivision HMB

DATE OF ACTION: October 10, 2023

DATE APPEAL PERIOD ENDS October 24, 2023
(If Applicable)

NAME OF APPELLANT: SAN MATEO LAND EXCHANGE, a California corporation
(Please Print)

ADDRESS: P.O. Box 764, Kentfield, CA 94914

PHONE NUMBER AND EMAIL: (415) 847-6282 JTCallan@aol.com

SIGNATURE OF APPELLANT: John T. Callan, Pres.
JOHN T CALLAN

STAFF USE ONLY

Action Appealable to Coastal Commission	✓ **Yes**	____ **No**
Subject to City Appeal Fee Per Master Fee Schedule	____ **Yes**	✓ **No**

City Fee Collected: 0

Received by: GDP **Date:** 10/23/23

Please Attach a Separate Statement of Appeal That Describes in Detail the Grounds for the Appeal and the Relief Being Sought

October 23, 2023

STATEMENT OF APPEAL (North Wavecrest PDP-16-032)

Appellant San Mateo Land Exchange ("SMLE") owns approximately 200 lots within the Project Site Boundary, plus another 150 lots neighboring the project, all of which will be severely impacted by the proposed project. Accordingly SMLE files this appeal on the following grounds:

1. **The Trail seemingly limits access to many of SMLE's properties located in the Project Site Boundary, which may limit its ability to develop them in the future.** Portions of the proposed 2.8 mile extension of the California Coastal Trail encircle SMLE's properties and thereby restricts access to them. In particular, the following properties are encircled: those located along Rose Avenue; those located between the Trail and Revine #9; and those west of the trail, along Beach and Pacific Avenue. In other cases, SMLE is concerned that if certain paper streets become permanent trails, SMLE will be frustrated from obtaining access to economically develop them. Is the City considering abandonment of any of the paper streeets for recreational purposes? Can the Applicant have the proposed trail marked in the field where it has potential conflicts with SMLE's private landownership?

2. **Redondo Beach Road does not provide adequate access for the project, and the cost to improve Redondo Beach Road should be borne solely by the Applicant Coastside Land Trust, not by the neighboring property owners**. The project includes two (2) parking lots to be developed along Redondo Beach Road, in order to accommodate visitors to the proposed Trail. These parking lots will be free, and contain 35 parking spaces (plus 10 parking spaces in reserve). Concurrently, the parking area on top of the bluff, which is estimated to contain 50 parking spaces, will be "decommissioned" with a concrete fence. Simply put, by improving the two parking lots and simultaneously removing the blufftop parking lot, which has been enjoyed for more than fifty (50) years, access to the Coast will be reduced. This will impact SMLE's properties in several ways:

   A. Redondo Beach Road is currently a sleepy one-way road, which "varies in width and sometimes need to pull over to allow another car to pass" (PC Minutes at 7). If 50 parking spaces are sufficient for the number of visitors who are willing to scale the unimproved Bluff Face (about 70 Feet in height), in order to get to the Beach, then many more spaces will likely be required for the number of visitors who will enjoy taking the two staircases down to the Beach, not less. Again, these two parking lots are free-of-charge, unlike the Poplar Street parking lot at the Trail's Northern Terminus, and will thus be more likely to be in demand.

   B. When the City is required to improve Redondo Beach Road, in order to accommodate the additional traffic generated by this project, who will pay for it? At the hearing, at least one person stated "Assessments!" Significantly, SMLE owns about 27 lots adjoining Redondo Beach Drive that are currently unimproved. It would be unjust and unfair for the neighboring property owners, such as SMLE, to be required to pay for the street improvements and parking lots generated by this project, especially since SMLE is receiving no benefit from this project. The cost of improving the access should be borne solely by applicant Coastside Land Trust, not by the neighboring property owners.

3. **Removing the entire parking lot on top of the Bluff restricts access to SMLE's properties in the Ola Vista Beach subdivision.** The plans depict the parking area on top of the bluff to be "decommissioned" with a concrete fence. The Redondo Beach Bluff Top Parking area should not be eliminated in its entirety, since SMLE owns numerous properties in the Ola Vista Beach subdivision, including one small structure in the southern edge. It is essential for SMLE to retain access to these lots and regularly inspect its properties. Indeed, property owners, including Appellant, have parked in the Redondo Beach Bluff Top parking area for years when inspecting properties and enjoying access to the coastal area. The existing Redondo Beach Bluff Top parking area is approximately 0.3 mile from the location of the proposed parking lot, and the view-line for SMLE's properties continues 0.1 mile past that, along Thone Avenue. Eliminating access to the existing Redondo Beach Bluff Top Parking area creates a hardship for SMLE (and other similarly situated owners) that would have to walk 0.8 mile to inspect SMLE's properties instead of the usual 0.2 mile round trip. This would be burdensome, especially for individuals with mobility issues. Finally, the Redondo Beach Bluff Top Parking area is located at the crown of the bluff, and has been regularly enjoyed by locals for its vistas of the Half-Moon Bay shoreline for more than 50 years.

Doubtless, most visitors will park in the new parking lots to gain access to the coastal trails, and far fewer visitors would have reason to park in the Bluff Top Parking area. Accordingly, we strongly urge the Council to provide for some parking in the existing Redondo Beach Bluff Top Parking area for ourselves and others in our position, rather than eliminate all 50 parking spaces altogether and disturb additional ground elsewhere.

4. **Terminating the Trail in the center of the Redondo Beach Road right-of-way restricts access to our properties in the Ola Vista Beach subdivision.** As shown, the plans show that the Trail is terminated in the center of the intersection of Redondo Beach Drive and Florence Avenue. Consequently, this is our request for clarification to ensure that SMLE and other property owners will be able to drive across the trail, through the intersection, to access our properties in the southern portion of Ola Vista Beach, as we have done for many years. Will the City of Half Moon Bay be pursuing legal abandonment of the westerly portion of Redondo Beach Road? If so, when will that happen? Construction of a fence could deprive the public and private landowners current rights to utilize this road.

RELIEF BEING SOUGHT

1. Language to be inserted in the license agreements to confirm that private property located within the Project Area shall retain its development rights.

2. Language to be inserted within the CDP that provides for the Applicant Coastside Land Trust to pay for all costs in improving Redondo Beach Right-of-Way and the parking lots.

3. Plan to show 10-15 parking spaces to remain on the Bluff Top Parking area.

4. Plan to clarify that the intersection of Redondo Beach Road and Florence Avenue will be open to cars, bikes and hikers, et cetera.

Wavecrest Trail License Agreement

This Wavecrest Trail License Agreement ("**License**") is made and entered into on this _____ day of _____, 2022 by and between the CITY OF HALF MOON BAY, hereinafter called "**City**" and COASTSIDE LAND TRUST, hereinafter called "**Licensee**."

RECITALS

WHEREAS, Licensee desires to build a coastal trail for public access (the "**Trail**") over parcels it owns and public rights of way owned by the City, which City public rights of way are described in the legal description attached hereto as **Exhibit A** and depicted on the plat attached hereto as **Exhibit B**, both incorporated herein by this reference (identified and referred to herein as the "**City Property**").

WHEREAS, Licensee owns properties adjacent to the City Property (the "**Licensee Property**"), as generally shown on the Trail alignment map attached hereto as **Exhibit C**. The Trail shall be aligned within the corridor shown on **Exhibit C** to this letter (the "**Trail Corridor**").

WHEREAS, Licensee desires to obtain a license for non-exclusive access over and use of the City Property to create a trail that crosses both City Property and Licensee Property, as generally depicted on **Exhibit C**, and as further described in this License.

NOW THEREFORE, City and Licensee agree:

1) License Area. City hereby licenses certain areas described in **Exhibit A** and depicted on **Exhibit B** ("**License Area**") to Licensee.

2) Term. The Term of this License shall commence on the date of final execution by City and shall continue thereafter for 30 years ("**Term**").

3) Renewal Option. At least twelve (12) weeks prior to the end of the Term, Licensee may request that the City extend the Term for another ten (10) years. At the discretion of the City and by request of the Licensee, the License may thus be extended indefinitely.

4) Termination. This License is revocable only for cause. The City may revoke the License thirty (30) days after delivery of written notice of a desire to terminate this License, which written notice shall describe the reasons for termination of the License.

5) Use. The License Area shall be used to allow public access over the coastal bluff along the Trail and within the Trail Corridor in a manner that provides visitors an opportunity to walk or ride along the Trail and enjoy a view of the coastline and ocean and connect the Trail with the California Coastal Trail. The specific purpose of the Trail, and the uses that may be made of the License Area, are to permit it to be used by Licensee and the general public for (i) pedestrian and bicycle use; (ii) nature observation, enjoyment, and study; (iii) other compatible low intensity conservation, recreational, scientific and/or educational purposes; (iv) equestrian use to the extent that a path separated from the pedestrian and bicycle trail can be maintained; and (v) vehicular areas for security, emergencies, maintenance and repair, or as required under the Americans with Disabilities Act. The Trail may be used only during

those hours that the City Property is open to the public. The public may use the Trail only upon completion of the construction of the Trail.

6) Non-Exclusive Use; City Use Restrictions; Relocation of Trail Over License Area. The City Property within the License Area is within a public right of way owned by City, and accordingly, the License is non-exclusive and subordinate to the rights of the public and property owners of parcels served by such right of way created by such public right of way. The Trail shall be initially located within the License Area in a manner that does not interfere with public access to the privately owned parcels of real property that are benefitted by such public right of way (e.g., along the outer boundary of the License Area to permit vehicular access over the License Area). If and to the extent any part of the City Property within the License Area is improved by the City with public improvements (e.g., streets, sidewalks, landscaping, curbs, gutters, and utility services), the Trail may be aligned so that it utilizes such public improvements to the extent necessary to provide public trail access over such portion of the License Area (e.g., over sidewalks or public streets) to provide continuity of access so that all portions of the Trail may continue to be utilized.

7) Construction, Operation, Maintenance, Repair and Replacement of Trail. Licensee acknowledges that it has inspected the License Area, and Licensee accept the License Area "as is" in the condition existing at commencement hereof.

   a) Licensee will be responsible for the construction, operation, maintenance, repair and replacement when necessary of the Trail over the License Area and all related improvements.

   b) All construction or other work performed by Licensee or caused to be performed by Licensee in, on or about the Trail shall comply in all respects to all applicable statutes, ordinances, building codes, rules and regulations, including but not limited to fire, safety, and construction standards of City or other entities with jurisdiction over the License Area.

   c) Licensee shall construct, operate, maintain, repair, and replace the Trail and related improvements in compliance with the Coastal Development Permit for the Trail and related improvements.

   d) The Trail shall be no more than X (X) feet in width.

   e) Licensee shall notify City at least ten (10) days in advance of any construction on the License Area, and City shall be entitled to post on the License Area notices of non-responsibility in favor of City prior to commencement of any such construction.

8) Liens. Licensee shall keep the License Area free from any liens arising out of any work performed, materials furnished or obligations incurred by Licensee.

9) Waiver of Claims and Indemnification. Licensee shall, indemnify, defend, and hold City and its officers, directors, employees, agents, successors, assigns, council members, and partners (each, an "**Indemnified Party**") harmless from and against any and all loss, liabilities, obligations, claims, damages, penalties, causes of action, costs and expenses (including,

without limitation, reasonable attorneys' fees and all costs, disbursements and expense of legal counsel) (hereinafter, "**Claims**"), imposed upon or incurred by or asserted against City or any other Indemnified Party by any third party arising out of or in any way connected with the occurrence or existence of any of the following: (a) any accident, injury or death of person(s) (including recreational trail visitors/users, invitees, contractors, employees, agents, and workers) or losses of or damage to property occurring on or about the License Area; (b) any use, possession, occupation, operation, maintenance, management, or condition of the License Area, the Trail, or the Licensee Property; or (c) any mechanic's or other liens arising from Licensee's work. Notwithstanding the foregoing, this indemnification does not apply to the extent any Claims arise from the negligence or willful misconduct of City. The duty of Licensee to indemnify and hold harmless includes the duty to defend as set forth in Civil Code Section 2778 with counsel reasonably acceptable to City.

10) Public Visitor Recreational Immunity. Any permission given by Licensee or City for entry by public recreational visitors on or over the License Area is given only for recreational purposes as defined in California Civil Code Section 846, and Licensee and City give no assurances to public recreational visitors that such premises are safe for such purposes, nor confer upon the person to whom permission has been granted the legal status of an invitee or licensee to whom a duty of care is owed, nor assume responsibility for or incur any liability for any injury to person or property caused by any act of such person to whom permission has been granted except as otherwise provided in said Section 846. It is the intent of this paragraph to preserve for Licensee and City any and all recreational use immunities and any other immunities provided for under Section 846 of the California Civil Code and in Section 5075.4 of the California Public Resources Code and under any other applicable laws or statutes, now or hereafter in effect, eliminating or limiting to the fullest extent permitted by law Licensee's and City's liability for, or providing immunity from, claims against Licensee or City by third parties. It is also the intent of this paragraph to preserve for City any and all recreational use immunities and any other immunities provided under California Government Code Sections 831.4 and 831.7 and under any other applicable laws or statutes, now or hereafter in effect, eliminating or limiting City's liability for, or providing immunity from, claims against City by third parties. This paragraph is not intended to, nor shall it be construed to, limit, affect or restrict any rights of either party or its officers, directors, agents or employees to assert any claims against the other party to which it may otherwise be entitled to under this License.

11) Insurance. Licensee shall maintain, or cause to be maintained, throughout the term hereof, including any extensions, a policy of commercial general liability insurance against claims for bodily injury, personal injury, death and/or property damage occurring upon, in or about the License Area with limits which shall not be less than Two Million Dollars ($2,000,000.00) per occurrence. City shall be named as an additional insured on such policy. Prior to the commencement of any work contemplated under this License (and from time to time upon City's request), Licensee shall promptly furnish to City an endorsement evidencing such insurance coverage.

12) Default.

(a) Consultation. In the event any party believes any other party to this License has failed to comply with its terms, or wishes to propose an amendment to this License to address any term or condition herein, or to discuss any operational issues concerning the License, the parties agree to meet and confer within thirty (30) days of receipt of a written request for consultation.

(b) Mediation. City and Licensee agree that mediation offers an alternative to the expense and time required to resolve disputes by litigation. Mediation is therefore the parties' preferred dispute resolution procedure when circumstances do not require City or Licensee to seek immediate injunctive relief from the courts. If the consultation process set out in Section 12(a), above, fails to resolve any dispute arising out of or relating to this License or the performance or breach thereof, any party may refer the dispute to non-binding mediation by written request sent to the other parties. The non-requesting parties shall have ten (10) days after receipt of a mediation request to consent or refuse to mediate the dispute. If the non-requesting parties do not respond within ten (10) days, it shall be assumed the request for mediation has been refused.

(c) Litigation. No party may resort to litigation prior to the consultation required in Section 12(a), above, and the conclusion of any agreed upon mediation. Notwithstanding the foregoing, if a party, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate damage to the License Area or any alterations installed within the License Area, such party may file litigation prior to consultation, or any agreed upon mediation.

13) Entry by City. City shall, at any and all times have the right to enter onto the License Area to inspect the same, to post notices of non-responsibility, and to alter, improve or repair the License Area. Licensee hereby waives any claim for damages for any loss of occupancy or quiet enjoyment of the License Area occasioned thereby.

14) Waiver. The waiver by City of any breach of any term, covenant, or condition herein contained shall not be deemed to be a waiver of such term, covenant, or condition or any subsequent breach of the same or any other term, covenant, or condition hereof.

15) Notices. All notices, statements, demands, requests, approvals, or consents (collectively "**notices**") given hereunder by either party to the other shall be made in writing and shall be served personally or by first class mail, certified or return receipt requested, postage prepaid, and addressed to the parties as follows:

City: Bob Nisbet, City Manager
City of Half Moon Bay
501 Main Street
Half Moon Bay, CA 94019
(email)

Licensee: (Name, Title)
Coastside Land Trust

788 Main Street
Half Moon Bay, CA 94019
(email)

or to such other address as either party may have furnished to the other as a place for the service of notice. Any notice so served by mail shall be deemed to have been delivered three (3) days after the date posted.

16) General.

a) This License contains all of the terms, covenants, and conditions agreed to by City and Licensee, and this License may not be modified orally or in any manner other than by an agreement in writing signed by all of the parties to this License or their respective successors in interest.
b) When the context of this License requires, the masculine gender includes the feminine, a corporation, or a partnership, and the singular number includes the plural.
c) The captions of this License are for convenience only and are not a part of this License and do not in any way limit or amplify the terms and provisions of this License.
d) This License shall be governed and construed in accordance with the laws of the State of California with venue in the County of San Mateo.
e) If any provision of this License, or the application to any person or circumstance, is found to be invalid, the remainder of the provisions of this License, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected so long as the purposes of this License can still be carried out.
f) This instrument is made and entered into for the sole benefit and protection of City and Licensee and their respective successors and assigns. No person or entity other than the Parties and their respective successors and assigns shall have any right of action under this License or any right to enforce the terms and provisions.
g) The captions in this instrument have been inserted solely for convenience of reference and are not a part of this instrument and shall have no effect upon construction or interpretation.
h) The parties may execute this instrument in two or more counterparts; each counterpart shall be deemed an original instrument. In the event of any disparity between the counterparts produced, the recorded counterpart shall be controlling.
i) All Exhibits referred to in this License are attached and incorporated by this reference. All recitals in this License are accurate and shall constitute an integral part of this License, and this License shall be construed in light of those recitals.
j) Each person executing this License on behalf of a Party represents that such person has the requisite authority to bind the Party on whose behalf he or she is signing this License and that all requisite approvals of such Party have been obtained.
k) Time is of the essence as to all of the provisions of this License as to which time of performance is a factor.

IN WITNESS WHEREOF, the parties hereto have caused this License to be executed by their duly authorized officers to be effective as of the date of final execution by City in accordance with the terms hereof.

CITY OF HALF MOON BAY	LICENSEE: COASTSIDE LAND TRUST
Robert Nisbet, City Manager	[Name], [Title]
Date	Date

Exhibit A – Legal Description of City Property
Exhibit B – Plat of City Property
Exhibit C – Trail Alignment Map

1513691.6

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

95% CD Submittal

WAVECREST TRAIL PROJECT- PHASE 2

COASTSIDE LAND TRUST

June 23, 2023

CONTACTS

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COASTSIDE LAND TRUST
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HALF MOON BAY, CA 94019
(650) 726-3056

ENGINEERING AND GEOLOGIST - PLAN PREPARER FOR STAIRS
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1002 COLUMBIA STREET
SANTRA CRUZ, CA 95060
(831) 425-5832 (831) 332-7791 - CELL
CONTACT: TIM BEST (timbest@coastgeo.com)

GEOTECHNICAL ENGINEER
HARO, KASHUNICH AND ASSOCIATES. INC
116 EAST LAKE AVE
WATSONVILLE, CA 95076
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CONTACT: JOHN KASUNICH

STRUCTURAL ENGINEER - STAIR PREPARATION
MAYONE STRUCTURAL ENGINEERING, INC.
187-B EL DORADO
MONTEREY, CA 91940
(831)372-4455
CONTACT: STEVE MAYONE

LANDSCAPE ARCHITECT - PLAN PREPARER FOR TRAILS
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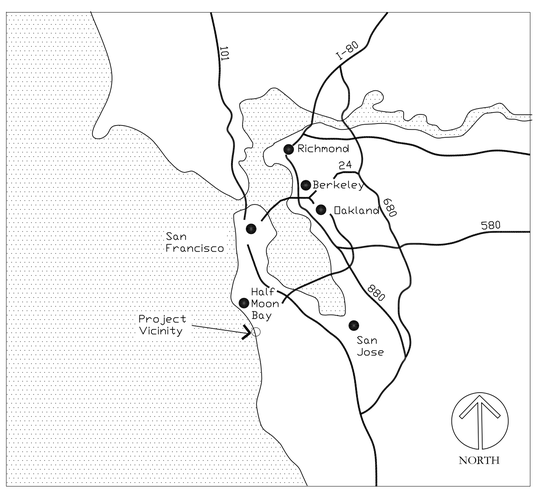
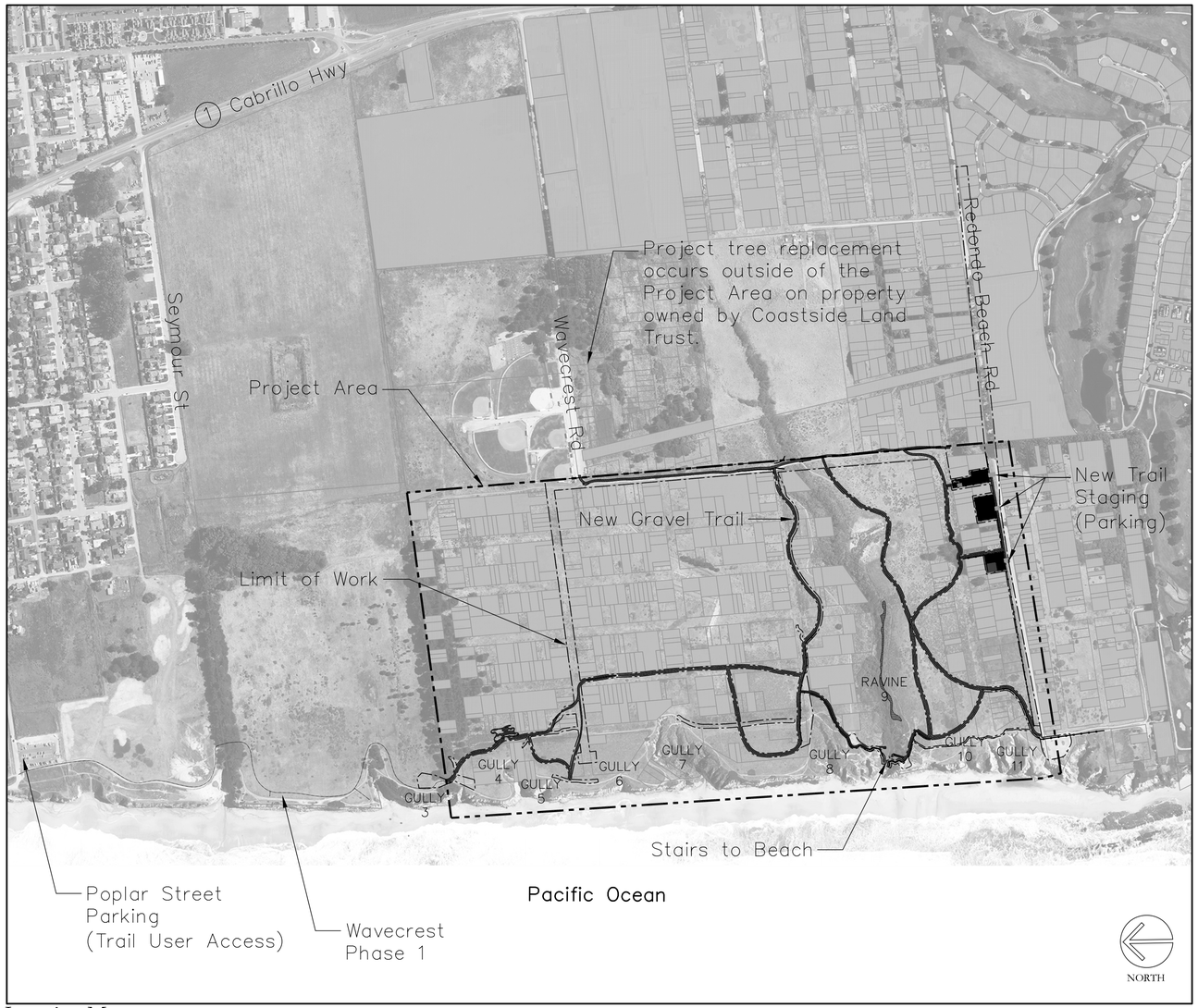
2040 BANCROFT WAY #400
BERKELEY, CA 94704
(510) 848.3815 PHONE
CONTACT: JESSE JONES (jjones@placeworks.com)



Vicinity Map



Location Map

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Coastside Land Trust

788 Main Street
Half Moon Bay, CA 94019
PH: 650 726 3056

CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
800-227-2600

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

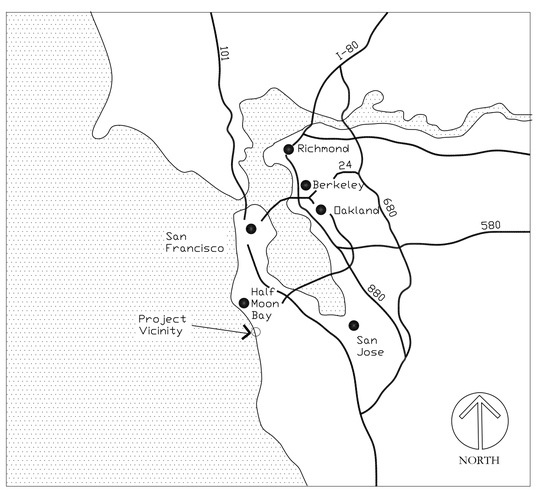
LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PlaceWorks
LANDSCAPE ARCHITECTS

2040 BANCROFT WAY #400
BERKELEY, CA 94704
(510) 848.3815 PHONE

BKF ENGINEERS
CIVIL ENGINEER

255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650.482.6300
CONTACT: CUONG TRAN



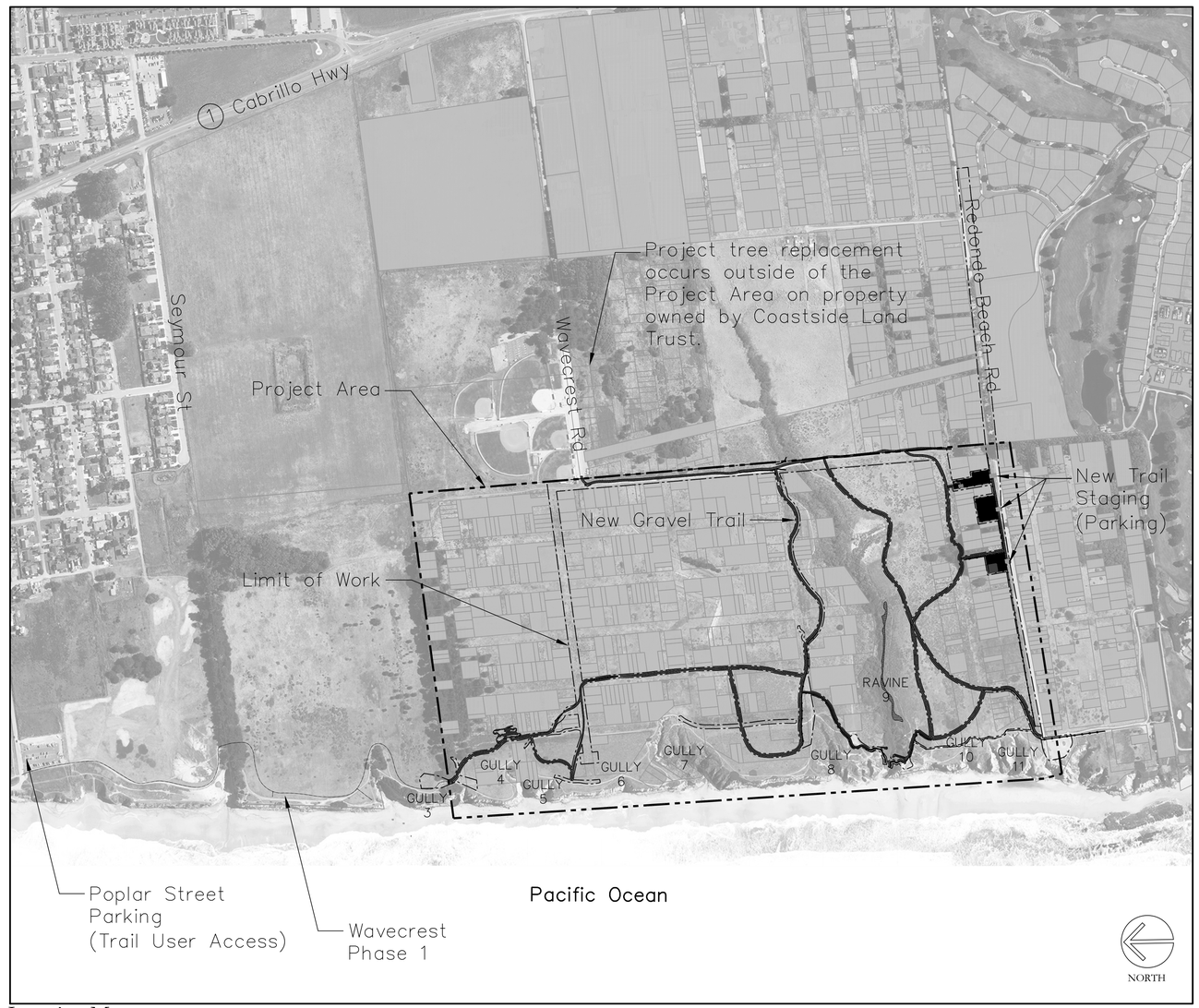
Vicinity Map

95% CD Submittal

WAVECREST TRAIL PROJECT- PHASE 2

COASTSIDE LAND TRUST

June 23, 2023



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30.	LD8	Landscape Details

GENERAL NOTES

1. CONTRACTORS SHALL HAVE THE FOLLOWING INSURANCE:$1 MILLION LIABILITY, $1 MILLION WORKERS' COMPENSATION FOR CONTRACTORS, $1 MILLION FOR AUTO, $2 MILLION COMBINED AGGREGATE, IN THE "CERTIFICATE HOLDER" LOCATION, LIST THE CITY OF HALF MOON BAY, 501 MAIN STREET, HALF MOON BAY, CA 94019.
2. OWNER'S REPRESENTATIVE TO OBSERVER ALL PUNCHEON FOOTINGS AND OBSERVE AS NOTED BELOW.

DEMOLITION NOTES

1. PRIOR TO THE START OF ANY WORK, THE CONTRACTOR SHALL CALL U.S.A. AT LEAST 48 HOURS IN ADVANCE AT (800) 227 2600. CONTRACTOR IS ALSO RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES IN POTENTIAL CONFLICT WITH THE WORK, INCLUDING SEWER LINE, AND VERIFYING DEPTHS. POTHOLE AS NECESSARY TO VERIFY.
2. CONTRACTOR TO PROTECT FROM DAMAGE ALL STORM DRAINS, BURIED OR EXPOSED PIPES, UTILITY LINES, CULVERTS, FENCING, STRUCTURES AND ALL OTHER ITEMS TO REMAIN. SHOULD CONTRACTOR ENCOUNTER ABANDONED UTILITIES, IMMEDIATELY NOTIFY CITY FOR RESOLUTION.
3. ALL MATERIALS NOT IDENTIFIED ON PLANS AS REMOVED OR TO BE STORED ON SITE FOR REUSE SHALL BE RECYCLED TO THE MAXIMUM EXTENT POSSIBLE.
4. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A PERMIT FROM THE CITY OF HALF MOON BAY FOR REMOVAL OF HERITAGE TREES INDICATED ON SHEET LD5.

LAYOUT NOTES

1. THIS PLAN IS BASED ON GIS DATA. A SURVEY HAS NOT BEEN OBTAINED.
2. PRIOR TO CONSTRUCTION COASTSIDE LAND TRUST WILL OBTAIN A BOUNDARY SURVEY MARKING ALL SURVEY POINTS MARKED ON THE PLAN.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL BOUNDARY SURVEY MARKERS AND ENSURING TRAIL IS INSTALLED OUTSIDE OF PRIVATE PROPERTY.
4. WETLANDS ARE TO BE LOCATED AND STAKED BY A BIOLOGIST PRIOR TO CONSTRUCTION.
5. BASELINES ARE SET FROM BOUNDARY SURVEY STAKING. ALL DIMENSIONS ARE BASED ARE ON THESE BASELINES OR SET AT 90 DEGREE ANGLES FROM THESE BASELINES.
6. ALL DIMENSIONS ARE MEASURED TO TRAIL CENTERLINE.
7. CONTRACTOR SHALL VERIFY ALL GRADES, EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD PRIOR TO COMMENCING WORK. ALL DISCREPANCIES OR QUESTIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE FOR RESOLUTION.
8. CONTRACTOR SHALL STAKE TRAIL, INCLUDING ANY MODIFICATIONS BASED ON SITE CONDITIONS, FOR APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO THE START OF ANY EXCAVATION OR CONSTRUCTION.
9. ALL CURVES AND TRANSITIONS BETWEEN CURVES AND STRAIGHT EDGES SHALL BE SMOOTH.
10. TRANSITIONS BETWEEN CHANGES IN VERTICAL CURVATURE OF PAVING SHALL BE SMOOTH AND GRADUAL WITH NO SHARP OR ABRUPT CHANGES.
11. PRIOR TO PLACING PAVING OR OTHER STRUCTURES BELOW DRIPLINE OF EXISTING TREES, CHECK EXCAVATION ZONE FOR THE EXISTENCE OF SURFACE ROOTS 1 1/2 INCHES IN DIAMETER OR LARGER, AND NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO CUTTING ROOTS.
12. TO THE EXTENT FEASIBLE, THE TRAIL SHOULD AVOID AREAS OF PONDED WATER AND FALL LINE ORIENTATIONS (WHERE THE TRAIL DROPS DIRECTLY DOWN A FALL LINE OF THE HILLSIDE).

GRADING NOTES

1. THE EXISTING CONTOURS AS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL NOT PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT OBSTRUCTIONS AND OR GRADE DIFFERENCES EXIST. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.
2. NO CHANGE IN CONTRACT PRICE WILL BE ALLOWED FOR ACTUAL OR CLAIMED DISCREPANCY BETWEEN EXISTING GRADE AND THOSE SHOWN ON PLANS AFTER CONTRACTOR HAS ACCEPTED EXISTING GRADES AND MOVED ON TO THE SITE.
3. THE CONTRACTOR SHALL STRIP AND REMOVE ALL VEGETATION, ROOTS, BRUSH, AND AND UNSUITABLE EARTH MATERIAL FROM TRAIL TREAD AND SHOULDERS. DEPTH OF STRIPPING IS ASSUMED 4 TO 6 INCHES BUT OVER EXCAVATION MAY BE REQUIRED IN LIMITED AREAS AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
5. EXISTING DRAINAGE PATTERNS SHALL BE MAINTAINED ACROSS THE SITE, EXCEPT IN AREAS SPECIFICALLY IDENTIFIED FOR REPAIR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MATCHING THE EXISTING SURROUNDING CONDITIONS WITH SMOOTH TRANSITION IN GRADING, PLANTING, ETC., AND SHALL AVOID ANY ABRUPT APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS OR HAZARDOUS CONDITIONS.
6. THE CONTRACTOR SHALL EXERCISE DUE CARE TO PRESERVE EXISTING VEGETATION OUTSIDE OF GRADING. NO MATERIAL SHALL BE UNNECESSARILY EXCAVATED.
7. ALL EXCESS EARTH MATERIALS TO BE SPREAD ON-SITE TO REPAIR RUTS AND SUBSIDENCE AT EXISTING DISTURBED AREAS.
8. ANY SOIL MATERIAL STORAGE OR STAGING SHOULD OCCUR 100 FEET MINIMUM DISTANCE FROM WETLANDS, DEFINED ON PLANS.

EROSION CONTROL NOTES

1. CONTRACTOR IS TO PREPARE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO BEGINNING CONSTRUCTION.
2. CONTRACTOR IS TO UPDATE, FILE AND IMPLEMENT THE SWPPP INCLUDING MONITORING, REPORTING, PREPARATION OF THE RAINFALL EVENT ACTION PLANS (REAP) THROUGH FINAL NOTICE OF COMPLETION. CONTRACTOR MUST HAVE QUALIFIED SWPPP PRACTITIONER (QSP) CERTIFICATION.
3. DO NOT BEGIN CLEARING, GRADING, OR OTHER WORK INVOLVING DISTURBANCE OF GROUND SURFACE COVER UNTIL APPLICABLE PERMITS HAVE BEEN OBTAINED; FURNISH ALL DOCUMENTATION REQUIRED TO OBTAIN APPLICABLE PERMITS.
4. THE CONTRACTOR IS TO OBTAIN AND PAY FOR PERMITS AND PROVIDE SECURITY REQUIRED BY AUTHORITY HAVING JURISDICTION.
5. DUST CONTROL PLAN- THE PROPOSED PROJECT CONTRACTOR SHALL PREPARE A DUST CONTROL PLAN PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THE DUST CONTROL PLAN SHALL INCLUDE ALL APPLICABLE MEASURES LISTED BELOW:
   - WATER ALL ACTIVE CONSTRUCTION AREAS AT LEAST TWICE DAILY.
   - GRADING AND CONSTRUCTION EQUIPMENT SHALL BE SHUT DOWN WHEN NOT IN USE.
   - CONSTRUCTION ACTIVITIES SHALL NOT OCCUR DURING WINDY PERIODS.
   - EXPOSED SOIL SHALL BE PERIODICALLY SPRINKLED TO RETARD DUST; NO CITY WATER SHALL BE USED FOR THIS.
   - WATER ALL ACTIVE CONSTRUCTION AREAS AT LEAST TWICE DAILY.
   - COVER ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS OR REQUIRE ALL TRUCKS TO MAINTAIN AT LEAST 2 FEET OF SPACE FROM THE TOP OF THE HOLDING AREA.
   - APPLY WATER THREE TIMES DAILY ON ALL UNPAVED ACCESS ROADS AND STAGING AREAS AT CONSTRUCTION SITES.
   - SWEEP DAILY (PREFERABLY WITH WATER SWEEPERS) ALL PAVED ACCESS ROADS, PARKING AREAS, STAGING AREAS AT CONSTRUCTION SITES, AND ADJACENT PUBLIC STREETS IF SOIL MATERIAL IS VISIBLE.
   - HYDROSEED OR APPLY SOIL STABILIZERS (NON-TOXIC) TO INACTIVE CONSTRUCTION AREAS.
   - ENCLOSE, COVER, WATER TWICE DAILY, OR APPLY SOIL STABILIZERS (NON-TOXIC) TO EXPOSED STOCKPILES (DIRT, SAND, ETC.).
   - LIMIT TRAFFIC SPEEDS ON UNPAVED ROADS TO 15 MILES PER HOUR (MPH).
   - REPLANT VEGETATION IN DISTURBED AREAS AS QUICKLY AS POSSIBLE.
   - TO MINIMIZE COMBUSTIVE EMISSIONS FROM CONSTRUCTION EQUIPMENT, INTERNAL COMBUSTIVE ENGINES SHOULD BE IDLED AT A MINIMUM AND PROPERLY MAINTAINED AND OPERATED.
9. EROSION CONTROL- THE FOLLOWING CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPS) RECOMMENDED BY SAN MATEO COUNTY (AND OTHER BMPS REQUIRED BY THE HALF MOON BAY CITY ENGINEER) SHALL BE EMPLOYED:
   - USING (BUT NOT OVERUSING) RECLAIMED WATER FOR DUST CONTROL.
   - STABILIZING CONSTRUCTION SITES, INCLUDING ENTRANCES AND EXITS.
   - FOLLOWING CONSTRUCTION, STABILIZING DISTURBED SITES WITH NATIVE PLANT MATERIALS, HYDROSEEDING, OR SIMILAR MEASURES.
   - STORING STOCKPILED MATERIALS UNDER TARPS WHEN THEY ARE NOT ACTIVELY BEING USED.
   - BALANCING CUT AND FILL MATERIALS WHEN POSSIBLE.
   - DISPOSING ALL WASTES AND DEBRIS PROPERLY.
   - RECYCLING MATERIALS AND WASTES THAT CAN BE RECYCLED (SUCH AS AGGREGATE BASE MATERIALS, WOOD, ETC.).
   - INSPECTING VEHICLES AND EQUIPMENT FREQUENTLY FOR LEAKS AND REPAIRING PROMPTLY. USE DRIP PANS TO CATCH LEAKS UNTIL REPAIRS ARE MADE.
   - CLEANING UP SPILLS OR LEAKS IMMEDIATELY AND DISPOSING OF CLEANUP MATERIALS PROPERLY.

ENVIRONMENTAL NOTES

1. CONTRACTOR TRAINING- PRIOR TO THE START OF GROUNDBREAKING ACTIVITIES, ALL CONSTRUCTION PERSONNEL WILL RECEIVE TRAINING ON LISTED SPECIES AND THEIR HABITATS BY A QUALIFIED BIOLOGIST HIRED BY THE OWNER.
2. BIOLOGICAL MONITOR- (MM BIO-1B) THE OWNER WILL HIRE AND PROVIDE A BIOLOGICAL MONITOR TO BE ON-SITE TO ENSURE COMPLIANCE WITH ALL MINIMIZATION MEASURES. THE ON-SITE MONITOR(S) WILL REMAIN ON-SITE FOR THE DURATION OF THE PROPOSED PROJECT, INCLUDING VEGETATION REMOVAL, GRADING AND CLEANUP ACTIVITIES.
3. STAGING AREAS- DESIGNATED CONSTRUCTION STAGING AREAS WILL BE UTILIZED AS THE STAGING AREAS FOR THE TRAIL CONSTRUCTION ACTIVITIES. ALL VEHICLES ASSOCIATED WITH PROJECT ACTIVITIES WILL BE CLUSTERED WITHIN THESE AREAS AT THE END OF EACH WORK DAY OR WHEN NOT IN USE TO MINIMIZE HABITAT DISTURBANCE AND WATER QUALITY DEGRADATION. FUELING AND MAINTENANCE OF EQUIPMENT WILL BE CONDUCTED OFF-SITE IF PRACTICABLE, AND AT LEAST 50 FEET FROM ANY WETLAND.
4. TRASH- NO TRASH SHALL BE DEPOSITED ON THE SITE DURING CONSTRUCTION ACTIVITIES. ALL TRASH SHALL BE PLACED IN TRASH RECEPTACLES WITH SECURE LIDS STORED IN VEHICLES AND REMOVED NIGHTLY FROM THE PROJECT AREA.
5. CONSTRUCTION TIMING- CONSTRUCTION, INCLUDING THE REMOVAL OF VEGETATION AND THE ARRIVAL OF MOTOR VEHICLES AND EQUIPMENT, SHALL OCCUR ONLY FROM SEPTEMBER 1 TO JANUARY 31 TO AVOID THE NESTING SEASON.
6. SIGNAGE- POST 48"X36" SIGNS AT EACH TRAIL END AND ALONG TRAIL NEAR AREAS OF SENSITIVE HABITAT, MOUNTED AT EYE LEVEL ON REDWOOD POSTS, INFORMING VISITORS OF PROTOCOL AROUND SENSITIVE HABITAT AND TO STAY ON TRAIL
7. PRECONSTRUCTION SURVEYS- CONTRACTOR TO COORDINATE WITH OWNER TO ENSURE NECESSARY PRECONSTRUCTION SURVEYS SHOULD BE SCHEDULED AND OCCUR WITHIN REQUIRED WINDOW BEFORE CONSTRUCTION BEGINS. SURVEYS WILL INCLUDE: CALIFORNIA RED LEGGED FROG (CRLF), SAN FRANCISCO GARNER SNAKE (SFGS), MONARCH BUTTERFLIES, SAN FRANCISCO DUSKY-FOOTED WOODRAT, WESTERN RED BAT, HOARY BAT, AND OTHER SPECIAL STATUS WILDLIFE AND PLANTS AS OUTLINED IN THE MMRP.
8. NETTING- TO ENSURE THAT THE CRLF AND SFGS DO NOT GET TRAPPED, THE CONTRACTOR WILL USE ONLY TIGHTLY WOVEN FIBER NETTING OR SIMILAR MATERIAL FOR EROSION CONTROL OR OTHER PURPOSES. PLASTIC MONO-FILAMENT NETTING (EROSION CONTROL MATTING), ROLLED EROSION CONTROL PRODUCTS OR SIMILAR MATERIAL SHALL NOT BE USED IN THE PROJECT AREA BECAUSE CRLF, SFGS, AND OTHER SPECIES MAY BECOME ENTANGLED OR TRAPPED IN IT.
9. WILDLIFE EXCLUSION FENCING-
   9.1. CONTRACTOR TO ERECT AND MAINTAIN WILDLIFE EXCLUSION FENCING, INCLUDING THE PROJECT STAGING AREAS AND ACCESS ROUTE, TO PREVENT SFGS AND CRLF FROM ENTERING THE SITE. ANY WETLAND AREAS WITHIN THE LIMIT OF WORK WOULD ALSO BE PROTECTED BY WILDLIFE EXCLUSION FENCING. INSTALLATION OF THE FENCE WILL BE PERFORMED UNDER THE SUPERVISION OF A USFWS- AND CDFW-APPROVED BIOLOGIST. ONCE THE FENCING IS INSTALLED, WORKERS WILL CLEAR ALL VEGETATION WITHIN THIS AREA WITH BELT DRIVEN WEED WHACKERS OR OTHER HAND TOOLS TO A HEIGHT OF 4 TO 6 INCHES. VEGETATION REMOVED WILL BE PLACED DIRECTLY INTO A DISPOSAL VEHICLE AND REMOVED FROM THE SITE. VEGETATION WILL NOT BE PILED ON THE GROUND UNLESS IT IS LATER TRANSFERRED, PIECE BY PIECE, UNDER THE DIRECT SUPERVISION OF TRAINED BIOLOGICAL MONITOR. FOLLOWING THE REMOVAL OF VEGETATION, PRE-CONSTRUCTION SURVEYS WILL BE PERFORMED PRIOR TO THE START OF ANY GROUND BREAKING ACTIVITIES BY A USFWS-APPROVED BIOLOGIST. FENCING WILL BE EQUIPPED WITH ONE-WAY ESCAPE FUNNELS. FENCING WILL EXTEND A MINIMUM OF 36 INCHES ABOVE GROUND LEVEL AND WILL BE BURIED 4 TO 6 INCHES INTO THE GROUND. EXCLUSION FENCING WILL BE CHECKED DAILY PRIOR TO CONSTRUCTION WORK, BY A TRAINED BIOLOGICAL MONITORS PROVIDED BY CLT FOR THE DURATION OF THE PROJECT TO IDENTIFY PROBLEMS OR WEAKNESSES IN FENCE INTEGRITY AND FUNCTION, AND TO ENSURE THAT NO SFGS HAVE ENTERED THE AREA. CONTRACTOR WILL REPAIR OR REPLACE ALL COMPROMISED PORTIONS IMMEDIATELY.
   9.2. UPON COMPLETION OF CONSTRUCTION AND RESTORATION, ALL FENCING MATERIAL WILL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
10. SFGS AND CRLF PROTECTION-
   10.1.CULVERTS OR SIMILAR STRUCTURES THAT ARE STORED AT CONSTRUCTION SITE FOR ONE ORE MORE OVERNIGHT PERIODS WILL BE STORED IN STAGING AREA ENCIRCLED BY EXCLUSION FENCE AND EITHER SECURELY CAPPED PRIOR TO STORAGE OR THOROUGHLY INSPECTED BY BIOLOGIST BEFORE MOVED OR USED IN ANY WAY.
   10.2.TO PREVENT INADVERTENT TRAPPING OF SFGS AND CRLF DURING CONSTRUCTION, CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED, STEEP-WALLED HOLES OR TRENCHES MORE THAN 1 FOOT DEEP ARE COMPLETELY COVERED AT THE CLOSE OF EACH WORKING DAY BY PLYWOOD OR SIMILAR MATERIALS, OR PROVIDED WITH ONE OR MORE ESCAPE RAMPS CONSTRUCTED OF EARTH FILL OR WOODEN PLANKS AS DIRECTED BIO ON-SITE BIOLOGIST.
11. DEVELOPMENT NEAR WETLANDS- MINIMIZE VEGETATION REMOVAL, CONFORM TO NATURAL TOPO, MINIMIZE EROSION, KEEP RUNOFF AND SEDIMENTATION FROM EXCEEDING PREDEVELOPMENT LEVELS, PLANT NON-INVASIVE NATIVES WHERE APPROPRIATE, PREVENT DISCHARGE OF TOXIC SUBSTANCES (IE. FERTILIZERS, PESTICIDES, ETC.)
12. ESHA- RESTRICT SITE GRADING TO BETWEEN 5/1-12/31, INSTALL SILT FENCING ALONG ESHA (ENVIRONMENTALLY SENSITIVE HABITAT) PERIMETER, MINIMIZE SOIL DISTURBANCE, SOLID MATERIALS SHOULD NOT BE STORED NEAR WETLAND, FLUID MATERIALS SHOULD NOT BE SPILLED OR DISPOSED OF ON SITE, IN THE EVENT OF A SPILL, CLEAN AND DISPOSE OF PROPERLY TO RESTORE TO NATURAL CONDITION
13. TEMPORARY DISTURBANCE- REDUCE CONSTRUCTION ACCESS DISTURBANCE TO SEASONAL WETLANDS, INSTALL METAL OR PLYWOOD CLEARSPAN, WHERE NECESSARY. RESEED WETLANDS FOLLOWING CONSTRUCTION TO ENSURE ONLY TEMPORARY DISTURBANCE
14. PERMANENT DISTURBANCE- MINIMIZE PERMANENT IMPACTS TO SEASONAL WETLANDS BY CONSTRUCTING FORMAL TRAILS. FENCE, RIP AND SEED ABANDONED EXISTING TRAILS
15. CULTURAL RESOURCES. IF AN ARCHAEOLOGICAL SITE(S), PALEONTOLOGICAL RESOURCES OR HUMAN REMAINS ARE FOUND ON SITE DURING EXCAVATION CONTRACTOR MUST STOP WORK AND NOTIFY OWNER'S REPRESENTATVE FOR RESOLUTION.
16. TRAFFIC CONTROL PLAN- CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A TRAFFIC CONTROL PLAN (TCP) APPROVED BY THE CITY TRAFFIC ENGINEER, PRIOR TO THE START OF CONSTRUCTION. THE TCP SHALL INCLUDE TRAFFIC CONTROL MEASURES IN ORDER TO ENSURE TRAFFIC SAFETY DURING ALL CONSTRUCTION PHASES. THE TRAFFIC CONTROL DEVICES MAY INVOLVE SIGNAGE, USE OF DELINEATORS, FLASHING ARROWS, AND/OR TEMPORARY LANE LINES AT THE DISCRETION OF THE CITY TRAFFIC ENGINEER. THE TCP SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER. THE TCP SHALL INCLUDE PROVISIONS FOR ADVANCED NOTIFICATION (SIGNAGE) OF THE PROPOSED DETOUR ROUTES AND COORDINATION WITH EMERGENCY SERVICE PROVIDERS.
17. TRAFFIC - THE PROJECT SHALL BE CONSTRUCTED IN A MANNER TO AVOID A SUBSTANTIAL INCREASE IN CONSTRUCTION-PERIOD TRAFFIC CONGESTION.
   - THE CONSTRUCTION ACCESS PLANS (CA1) IDENTIFY LOCATIONS FOR CONTRACTOR PARKING ON SITE FOR THE DURATION OF THE CONSTRUCTION PERIOD SO THAT PARKING DOES NOT AFFECT THE OPERATION ALONG LOCAL ROADS.
   - VEHICLE TRIPS TO AND FROM THE SITE FOR PURPOSES OF TRANSPORTING CUT AND FILL WOULD BE PROHIBITED DURING PEAK TRAFFIC AM AND PM PEAK HOURS.
   - IN THE EVENT OF LANE CLOSURES DUE TO DELIVERIES, ADEQUATE NUMBER OF FLAGGERS AND THE APPROPRIATE SIGNAGE WOULD BE REQUIRED TO ENSURE THE SAFE PASSAGE OF VEHICLES, BICYCLISTS, AND PEDESTRIANS.

PLANTING NOTES

1. NO SUBSTITUTE PLANT MATERIALS WILL BE PERMITTED UNLESS APPROVED BY THE OWNER'S REPRESENTATIVE.
2. SEE` SPECS FOR SEED MIX AND SOIL PREPARATION INSTRUCTIONS
3. THE OWNER WILL PROVIDE MAINTENANCE/ MONITORING PERIOD OF 1 YEAR FROM DATE OF PLANTING ACCEPTANCE. CONSTRUCTION ACCESS AND STAGING AREAS MUST HAVE A MINIMUM OF 50% ABSOLUTE PLANT COVER WITHIN ONE YEAR. IN ADDITION THESE AREAS MUST BE MONITORED BY THE CONTRACTOR TO ENSURE NO EXCESSIVE EROSION OCCURS WITHIN ONE YEAR OF COMPLETION OF RESTORATION ACTIVITIES. THE CONTRACTOR IS RESPONSIBLE FOR RESEEDING IN AREAS THAT DO NOT MEET THIS MINIMUM REQUIREMENT.

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Notes

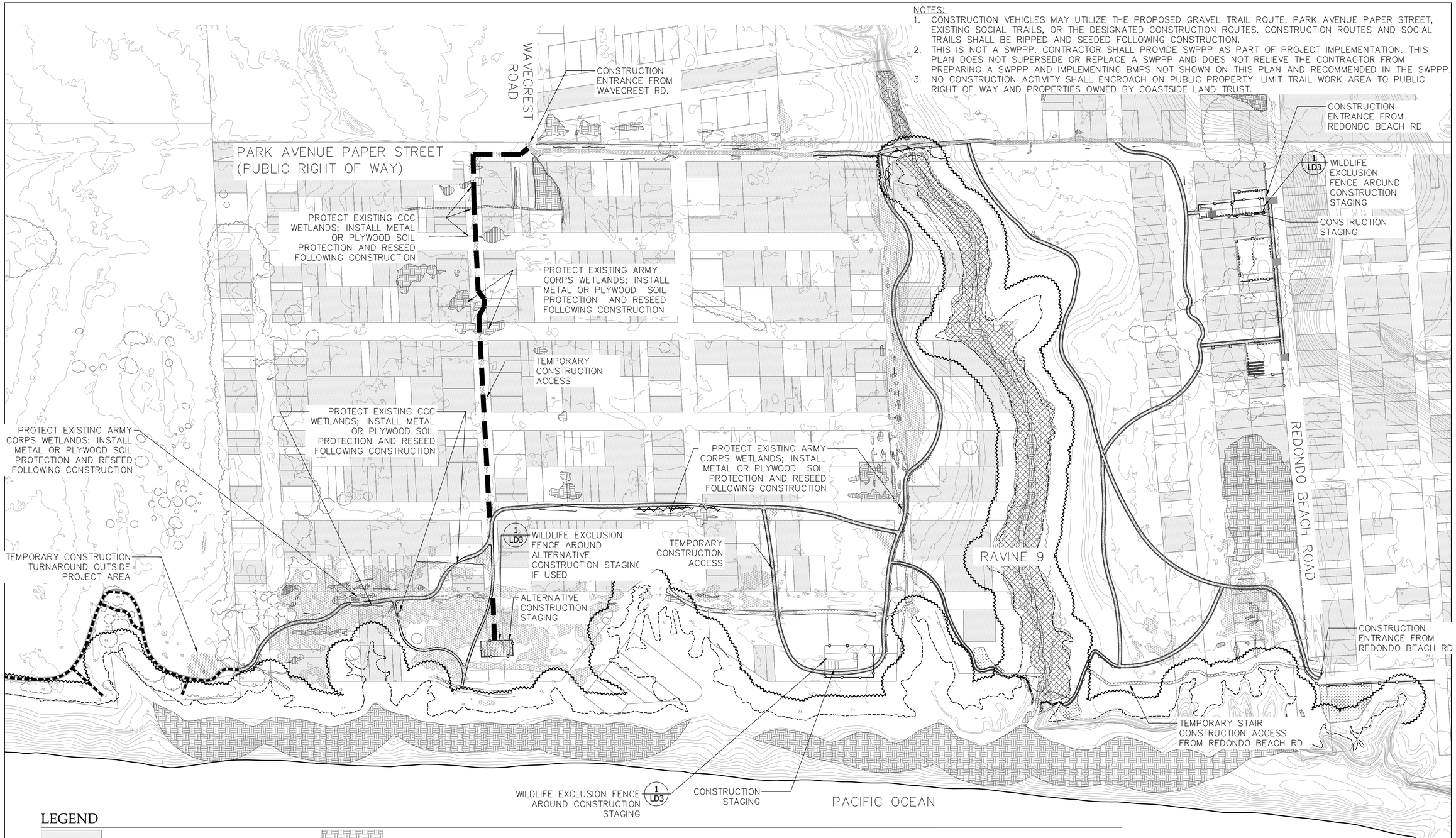
SCALE:

DATE: 6/23/23

REVISIONS:

DRAWING NO:
T2

NOTES:
1. CONSTRUCTION VEHICLES MAY UTILIZE THE PROPOSED GRAVEL TRAIL ROUTE, PARK AVENUE PAPER STREET, EXISTING SOCIAL TRAILS, OR THE DESIGNATED CONSTRUCTION ROUTES. CONSTRUCTION ROUTES AND SOCIAL TRAILS SHALL BE RIPPED AND SEEDED FOLLOWING CONSTRUCTION.
2. THIS IS NOT A SWPPP. CONTRACTOR SHALL PROVIDE SWPPP AS PART OF PROJECT IMPLEMENTATION. THIS PLAN DOES NOT SUPERSEDE OR REPLACE A SWPPP AND DOES NOT RELIEVE THE CONTRACTOR FROM PREPARING A SWPPP AND IMPLEMENTING BMPS NOT SHOWN ON THIS PLAN AND RECOMMENDED IN THE SWPPP.
3. NO CONSTRUCTION ACTIVITY SHALL ENCROACH ON PUBLIC PROPERTY. LIMIT TRAIL WORK AREA TO PUBLIC RIGHT OF WAY AND PROPERTIES OWNED BY COASTSIDE LAND TRUST.



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- EXISTING CONTOUR (1' INTERVAL) CONTOURS AT BLUFF NOT SHOWN (71)
- EXISTING VEGETATION TO REMAIN
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- CHORIS' POPCORN FLOWER
- CONSTRUCTION ACCESS ROUTE; MAXIMUM 12' WIDTH
- ESTIMATED AREA OF NEW DISTURBANCE FROM CONSTRUCTION ACTIVITY. RIP AND AND RESEED FOLLOWING CONSTRUCTION
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS THAT MAY BE USED FOR CONSTRUCTION: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE FOLLOWING CONSTRUCTION, RESEED.
- WILDLIFE EXCLUSION FENCING
- STRAW WATTLE
- GRAVEL TRAIL
- PARK AVENUE "PAPER STREET" SERVICE ROAD IMPROVEMENTS
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- EXISTING TRAIL TO REMAIN

SEE SHEET T2 FOR NOTES

NORTH

0 75 150
1" = 150'-0"

95% Submittal

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LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
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Signature
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DRAWING TITLE:
Construction Access

SCALE: 1"=150'
DATE: 6/23/23
REVISIONS:
△
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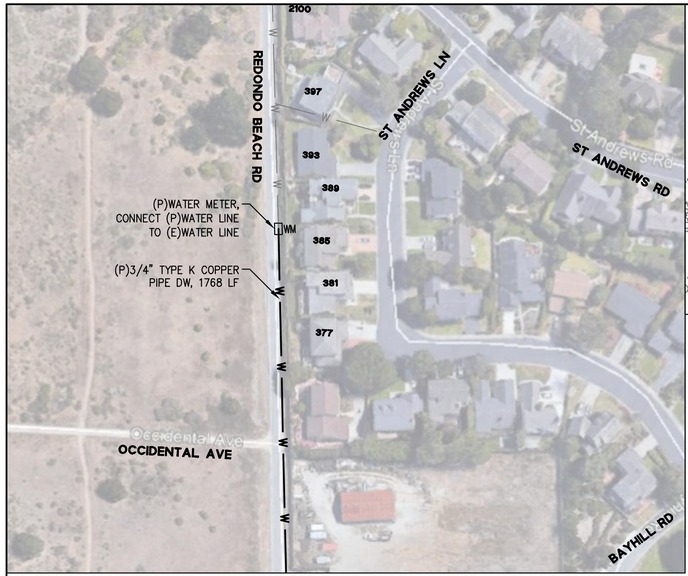
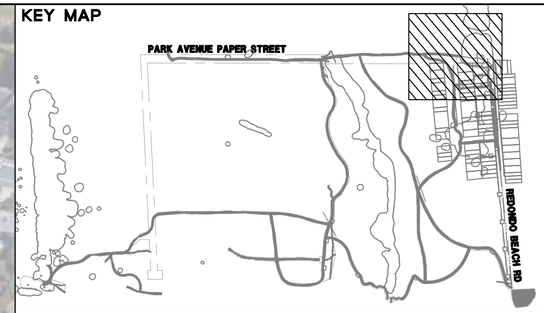
DRAWING NO:
CA1
SHEET 3 OF 29 SHEETS



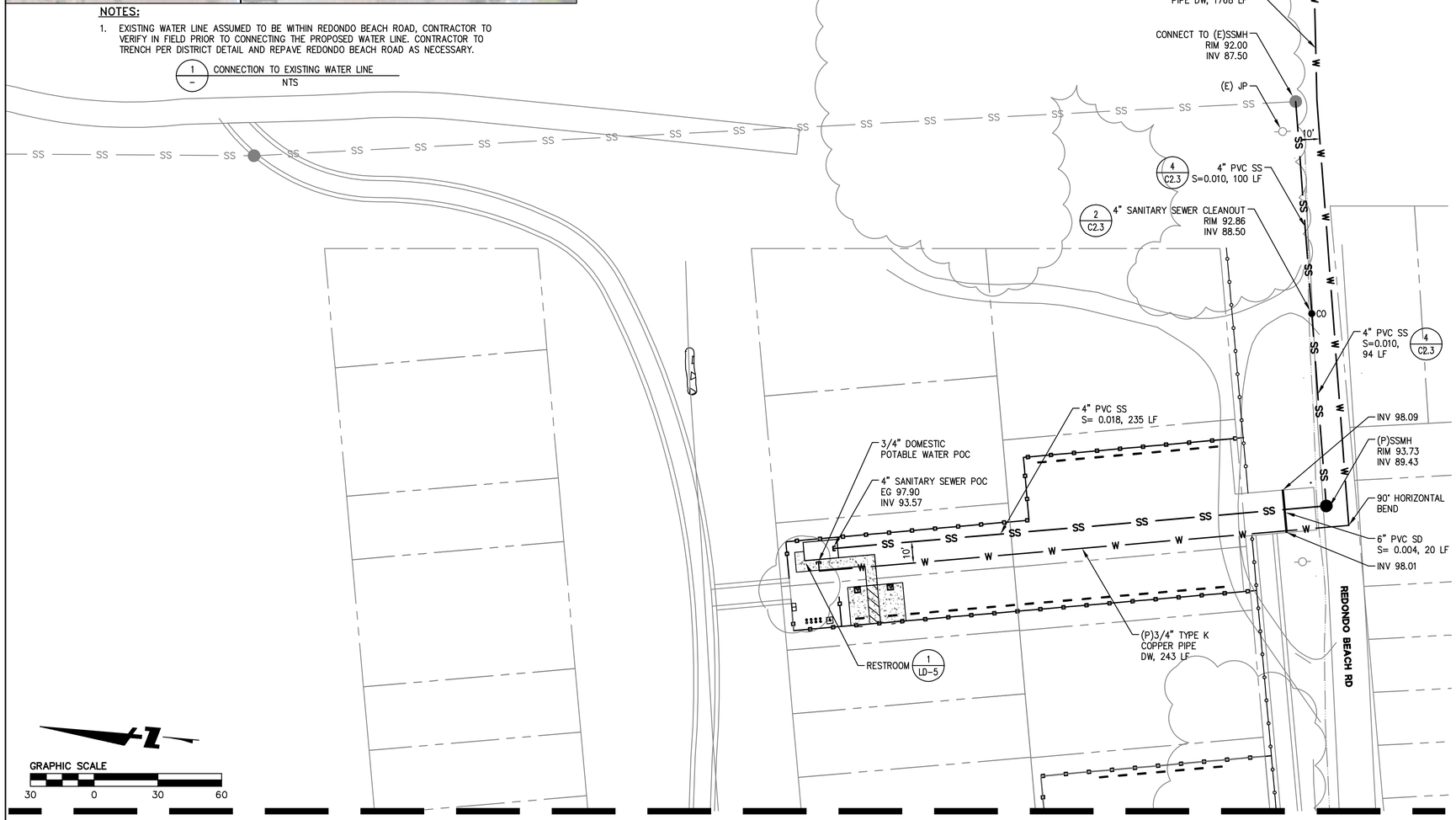
KEY MAP



NOTES:

1. EXISTING WATER LINE ASSUMED TO BE WITHIN REDONDO BEACH ROAD, CONTRACTOR TO VERIFY IN FIELD PRIOR TO CONNECTING THE PROPOSED WATER LINE. CONTRACTOR TO TRENCH PER DISTRICT DETAIL AND REPAVE REDONDO BEACH ROAD AS NECESSARY.

1 / – CONNECTION TO EXISTING WATER LINE
NTS



MATCHLINE SEE C1.1

GENERAL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE INTENT OF THESE PLANS AND SHALL REPORT ANY DISCREPANCIES FOUND IN THEM TO THE DISTRICT PRIOR TO CONSTRUCTION.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE STANDARD PLANS, SPECIFICATIONS AND REQUIREMENTS SET FORTH IN THE CITY OF HALF MOON BAY ENGINEERING STANDARDS.
3. EXISTING UTILITY INFORMATION SHOWN IS BASED ON UTILITY MAPS AND FIELD OBSERVATIONS CONTRACTOR TO VERIFY IN FIELD.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING/ REPLACING DAMAGED LANDSCAPING, FENCES, DRIVEWAYS, CURB, SIDEWALK AND PAVEMENT RESULTING FROM CONSTRUCTION OPERATIONS TO THE CONDITION IN WHICH THEY WERE, OR BETTER, PRIOR TO CONSTRUCTION. SEPARATE PAYMENT FOR RESTORATION OF EXISTING IMPROVEMENTS TO THEIR ORIGINAL CONDITION SHALL NOT BE MADE.
5. NOT ALL EXISTING IMPROVEMENTS ARE SHOWN. CONTRACTOR SHALL INSPECT THE SITE IN ORDER TO SATISFY THEMSELF OF THE ACTUAL CONDITIONS OF THE WORK.
6. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL EXISTING GRADES AND SITE CONDITIONS PRIOR TO CONSTRUCTION.
7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES WITH THE APPROPRIATE UTILITY AGENCIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY OWNERS 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY. CONTACT UNDERGROUND SERVICE ALERT (USA) AT 800-642-2444.
8. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.
9. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE CONDITIONS FOR THE PROTECTION OF PROPERTY, AND FOR THE SAFETY OF PERSONS (WORKMEN AND THE GENERAL PUBLIC) THROUGHOUT THE COURSE CONSTRUCTION. THE CONTRACTOR SHALL INDEMNIFY AND DEFEND THE OWNER, CIVIL ENGINEER AND THEIR ASSIGNED, AGENTS AND EMPLOYEES, FROM ANY LIABILITY CLAIMS, REAL OR ALLEGED, ARISING FROM THE PERFORMANCE OF THE WORK, EXCEPT IN THE CASE OF SOLE NEGLIGENCE BY THE OWNER, CIVIL ENGINEER AND THEIR ASSIGNED, AGENTS OR EMPLOYEES.
10. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND UTILITY STRUCTURES WITHIN AND ADJACENT TO PROJECT AREAS. ANY DAMAGE TO UTILITIES OR UTILITY STRUCTURES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ENCROACHMENT, EXCAVATION, PLUMBING, ETC PERMITS NECESSARY PRIOR TO BEGINNING CONSTRUCTION.
12. STORAGE OF CONSTRUCTION MATERIAL AND EQUIPMENT ON CITY STREETS OR ADJACENT PARK OR OPEN SPACE LANDS WILL NOT BE PERMITTED WITHOUT FIRST OBTAINING EXPRESS WRITTEN CONSENT.
13. CONSTRUCTION EQUIPMENT, TOOLS, TRUCKS, ETC SHALL NOT BE CLEANED, RINSED, OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN.
14. CONTACT SEWER AUTHORITY MID-COASTSIDE FORTY-EIGHT (48) HOURS PRIOR TO INSTALLATION OR CONNECTION FOR INSPECTION OF SANITARY SEWER LINES AND CONNECTIONS. FOR SANITARY LINE WORK IN THE PUBLIC RIGHT OF WAY CONTACT THE SEWER AUTHORITY MID-COASTSIDE FOR INSPECTION.
15. CONTRACTOR MUST MAINTAIN EXISTING SANITARY SEWER FLOWS AT ALL TIMES DURING CONSTRUCTION. NOTIFY PUBLIC AND PRIVATE UTILITY OWNERS OF ANY INTERRUPTION OF SEWER SERVICES PRIOR TO ANY WORK ON EXISTING SEWER PIPES.
16. CONTRACTOR SHALL MAKE ARRANGEMENTS WITH COASTSIDE COUNTY WATER DISTRICT AT LEAST TWO WORKING DAYS PRIOR TO ANY WATER LINE TIE-INS AND ANY TASK IN WHICH PARTICIPATION BY CITY FORCES IS NECESSARY.
17. COORDINATE THE EXACT UTILITY POINT OF CONNECTION LOCATIONS WITH THE BUILDING LAYOUT PLAN, SEE LANDSCAPE PLANS.
18. SEE LANDSCAPE PLANS FOR ADDITIONAL TRAIL IMPROVEMENT INFORMATION AND LAYOUT.
19. CONTRACTOR TO VERIFY INVERT AT EXISTING SANITARY SEWER LINE CONNECTION AND NOTIFY ENGINEER IF ANY DISCREPANCIES ARE FOUND.
20. CONTRACTOR TO COORDINATE INVERT OF THE SANITARY SEWER LINE AT THE RESTROOM WITH THE REQUIREMENTS DETERMINED BY THE RESTROOM MANUFACTURER.

ABBREVIATIONS:

AB	AGGREGATE BASE	JP	JOINT POLE	SF	SQUARE FEET
AC	ASPHALT CONCRETE	LF	LINEAR FEET	SL	STREET LIGHT
BFP	BACKFLOW PREVENTER	OH	OVERHEAD	SS	SANITARY SEWER
CSD	CITY STANDARD DETAIL	(P)	PROPOSED	SSMH	SANITARY SEWER MANHOLE
DW	DOMESTIC WATER	POC	POINT OF CONNECTION	W	WATER
(E),EX	EXISTING	PVC	POLYVINYL CHLORIDE	WM	WATER METER
EP	EDGE OF PAVEMENT	S	SLOPE	WV	WATER VALVE
FL	FLOW LINE	SD	STORM DRAIN	VIF	VERIFY IN FIELD
GR	GRATE ELEVATION	SDAD	STORM DRAIN AREA DRAIN		
HDPE	HIGH DENSITY POLYETHYLENE	SDDI	STORM DRAIN DRAINAGE INLET		
INV	INVERT				

LEGEND:

	EXISTING	PROPOSED
SANITARY SEWER	SS SS	SS SS
WATER	W W	W W
FENCE	X X X	
PROPERTY LINE		
FLOWLINE		
DRAINAGE SWALE		
CLEANOUT		CO
POC		
WATER METER		WM
STREET LIGHT		
JOINT POLE		
SSMH		
SURFACE FLOW	0.0%	0.0%

95% Submittal

BKF ENGINEERS
255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com

REGISTERED PROFESSIONAL ENGINEER
JASON CONRAD MANSFELD
No. C 59567
EXP. 12-31-23
CIVIL
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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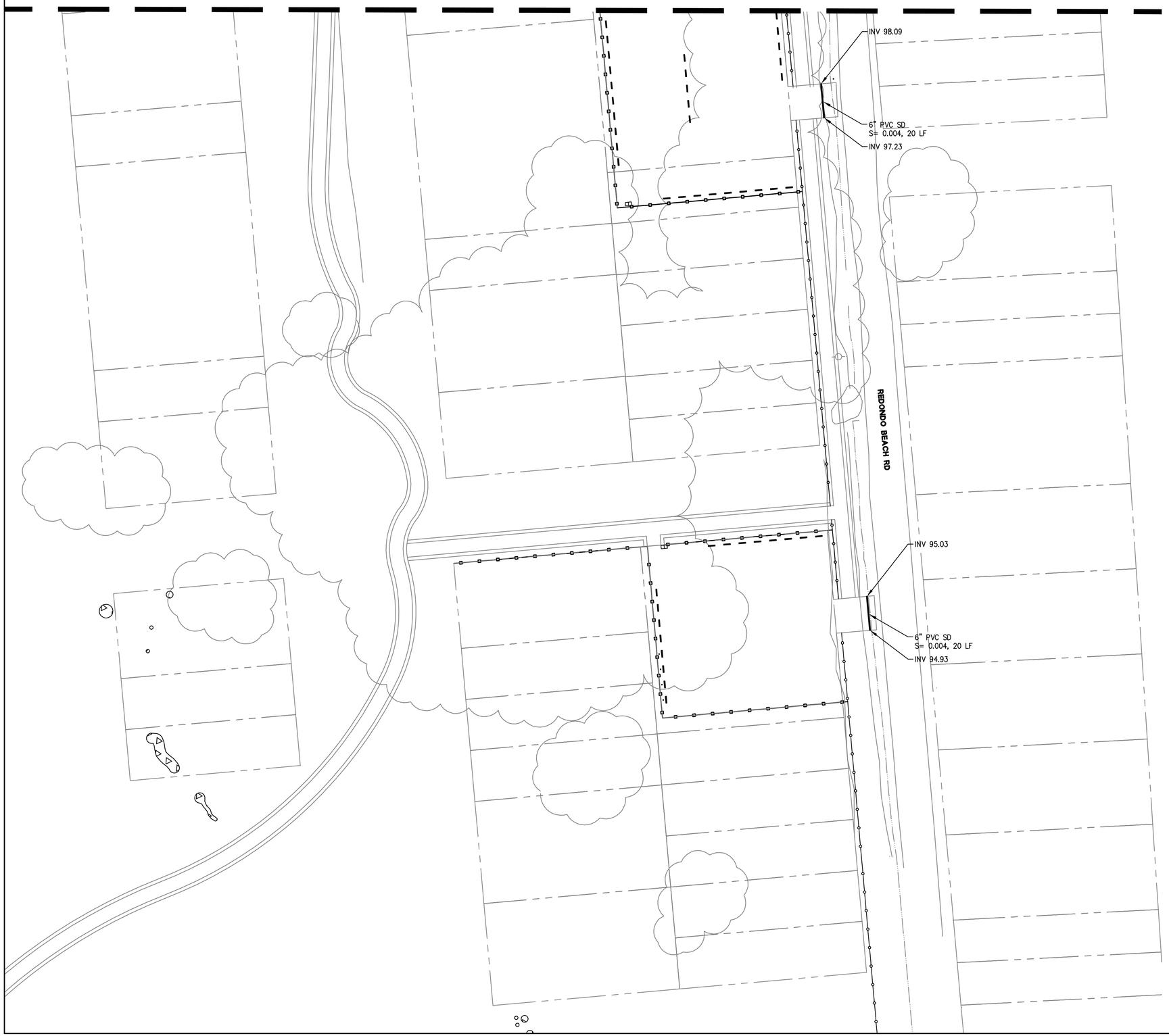
DRAWING TITLE:
Utility Plan

SCALE: AS SHOWN
DATE: 10/21/22
REVISIONS:

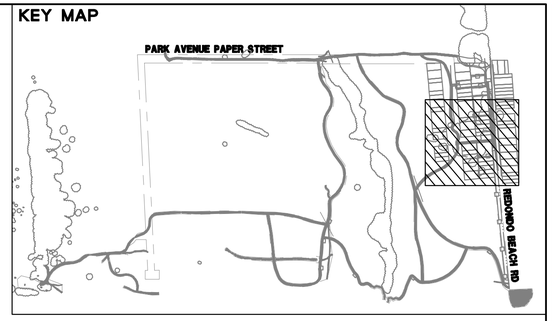
DRAWING NO:
C1.0
SHEET 3 OF 41 SHEETS

DRAWING NAME: \\Bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C1.0-Util.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent

MATCHLINE SEE C1.0



KEY MAP



GRAPHIC SCALE

30 0 30 60

95% Submittal

DRAWING NAME: \\bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C1.0-Util.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent

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DRAWING TITLE:
Utility Plan

SCALE: AS SHOWN

DATE: 10/21/22

REVISIONS:

△
△
△

DRAWING NO:
C1.1

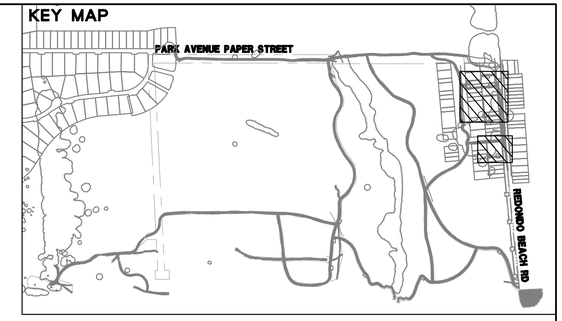
SHEET 4 OF 41 SHEETS

PARKING LOT 1 DRAINAGE FLOWS (i = 2.14 IN/HR)			
	TOTAL AREA (ACRE)	RUNOFF COEFFICIENT	FLOW 10-YEAR (CFS)
EXISTING	17,330	0.10	0.085
PROPOSED	17,330	0.34	0.289

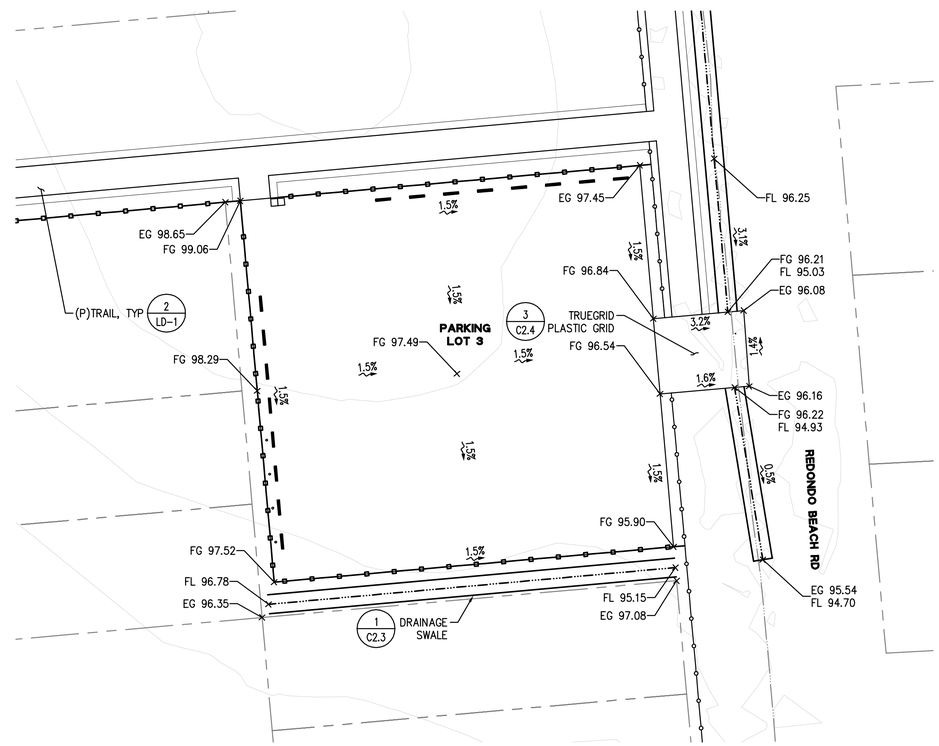
PARKING LOT 2 DRAINAGE FLOWS (i = 2.14 IN/HR)			
	TOTAL AREA (ACRE)	RUNOFF COEFFICIENT	FLOW 10-YEAR (CFS)
EXISTING	17,020	0.10	0.084
PROPOSED	17,020	0.36	0.301

1 C2.0 EAST RESTROOM AND PARKING LOT DETAIL

NTS



PARKING LOT 3 DRAINAGE FLOWS (i = 2.14 IN/HR)			
	TOTAL AREA (SF)	RUNOFF COEFFICIENT	FLOW 10-YEAR (CFS)
EXISTING	12,555	0.10	0.062
PROPOSED	12,555	0.37	0.228



2 C2.0 WEST PARKING LOT DETAIL

NTS

GRAPHIC SCALE

20 0 20 40

95% Submittal

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PROJECT TITLE:
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DRAWING TITLE:
Parking Lot 1, 2, & 3 Grading Detail

SCALE: AS SHOWN

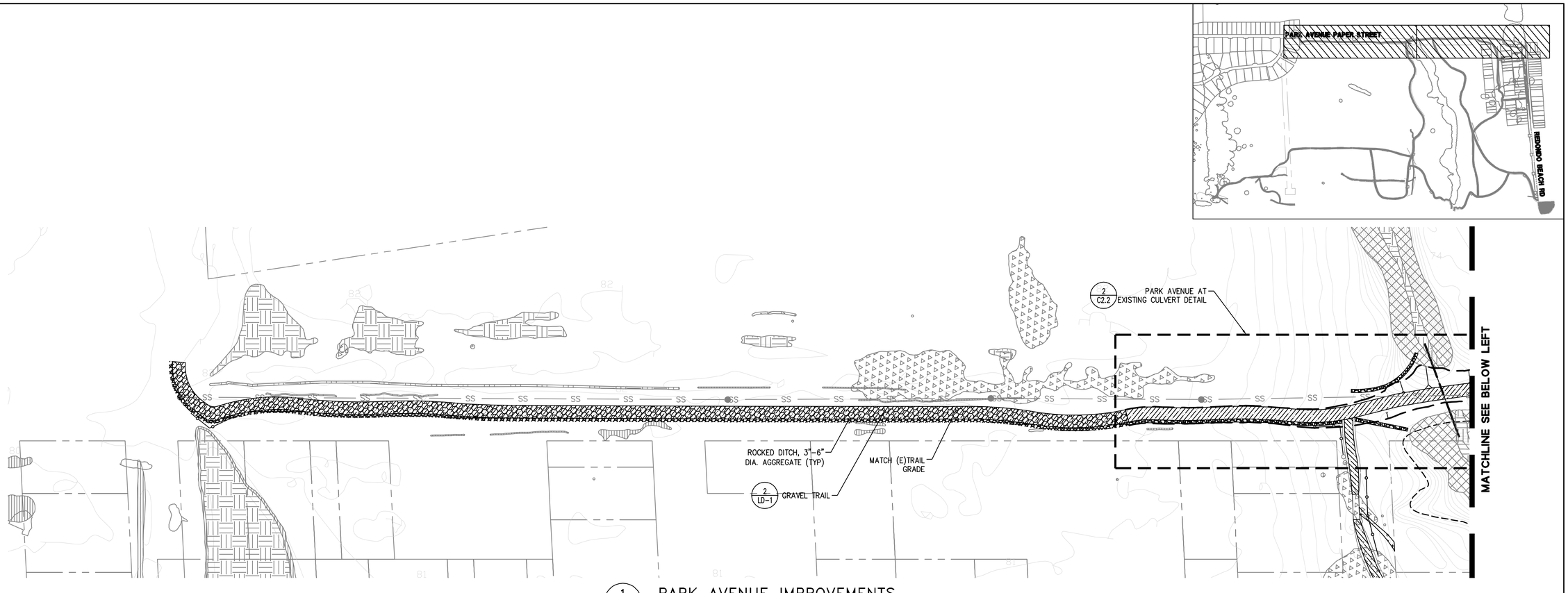
DATE: 10/21/22

REVISIONS:

DRAWING NO:
C2.0

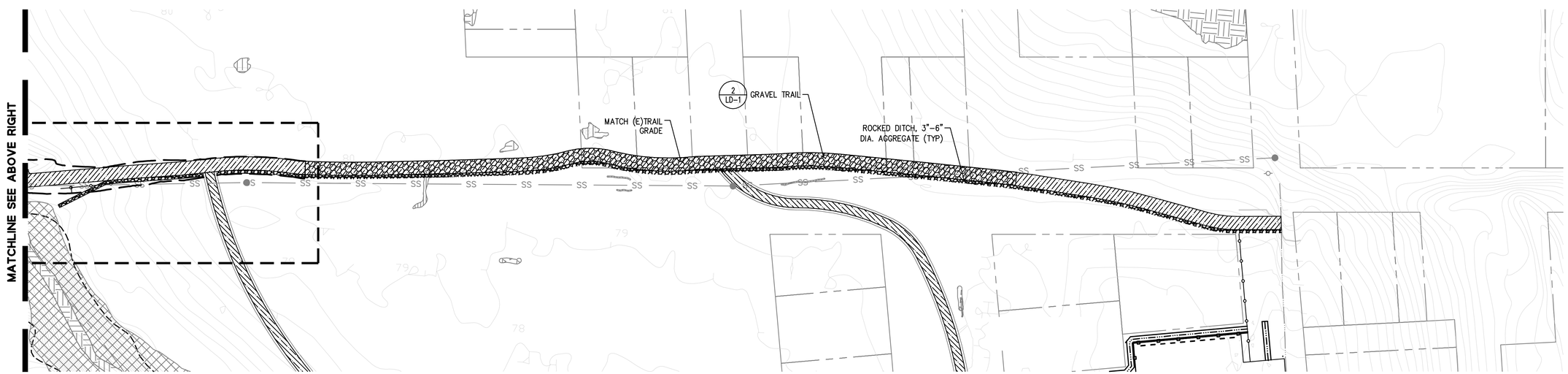
SHEET 5 OF 41 SHEETS

DRAWING NAME: \\Bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C2.0-Details.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent



1 / C2.1 PARK AVENUE IMPROVEMENTS

NTS



2 / C2.1 PARK AVENUE IMPROVEMENTS

NTS

GRAPHIC SCALE

50 0 50 100

95% Submittal

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PROJECT TITLE:
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DRAWING TITLE:
Park Avenue Improvements

SCALE: AS SHOWN

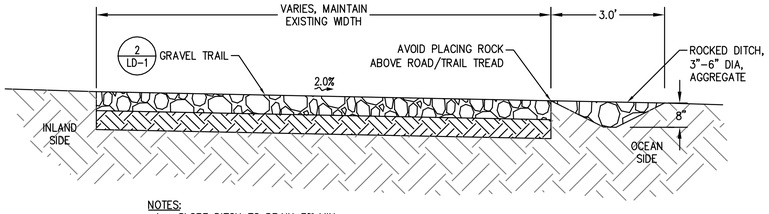
DATE: 10/21/22

REVISIONS:

DRAWING NO:
C2.1

SHEET 6 OF 41 SHEETS

DRAWING NAME: \\Bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C2.0-Details.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent



NOTES:
1. SLOPE DITCH TO DRAIN 3% MIN
2. ARMOR DITCH WHERE SPECIFIED BY CONSULTANT IN FIELD.
3. DRAIN DITCH TO EXISTING CULVERT OUTLET AS SPECIFIED BY CONSULTANT IN FIELD.

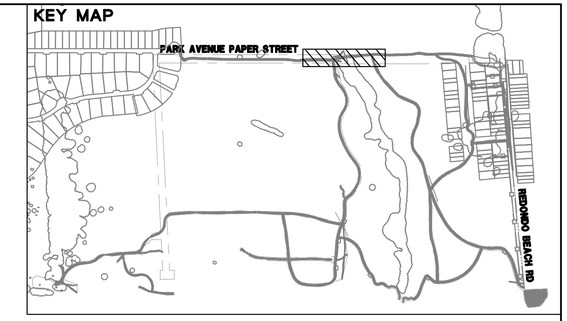
1 / C2.2 PARK AVENUE IMPROVEMENTS TYPICAL SECTION

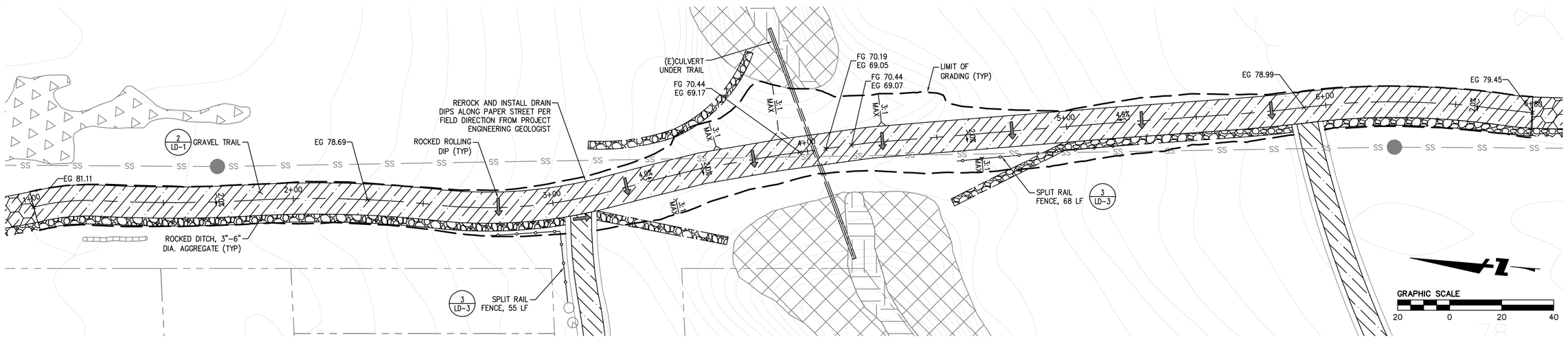
NTS

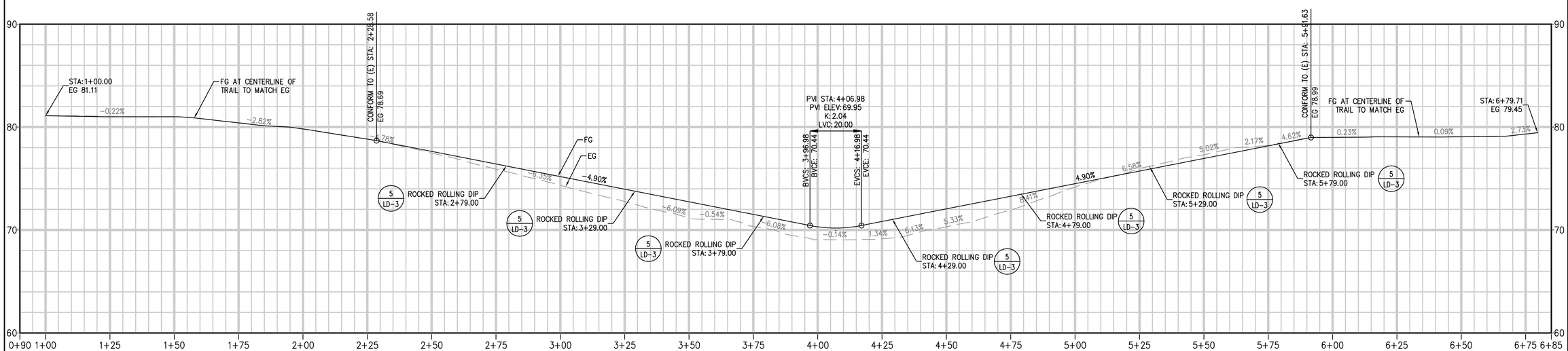
LEGEND:

- ARMY CORPS WETLAND
- CDFW WETLANDS
- GRAVEL TRAIL
- CHORIS' POPCORN FLOWER
- ROCK LINED DITCH

KEY MAP







PROFILE

SCALE: 1" = 20' HORIZ.
1" = 4' VERT.

95% Submittal

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REGISTERED PROFESSIONAL ENGINEER
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PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Park Avenue Grading Detail

SCALE: AS SHOWN

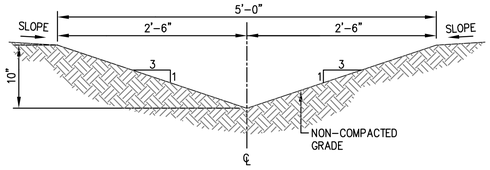
DATE: 10/21/22

REVISIONS:

DRAWING NO:
C2.2

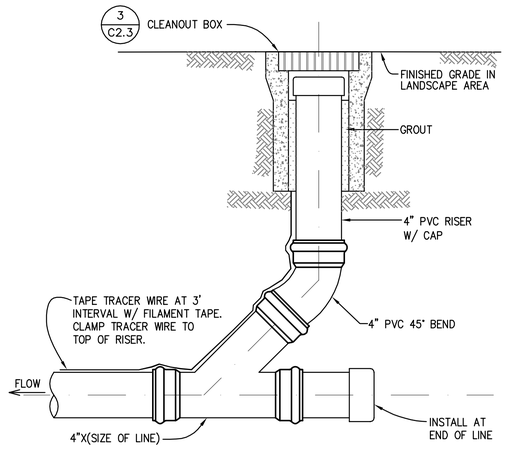
SHEET 7 OF 41 SHEETS

DRAWING NAME: \\Bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C2.0-Details.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent



1 C2.3 DRAINAGE SWALE

NTS

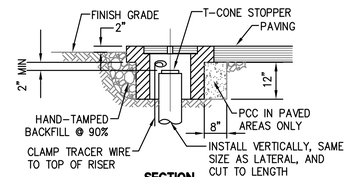


NOTES:

1. ALL PVC PIPE TO BE SDR 26.

2 C2.3 SEWER CLEANOUT DETAIL

NTS

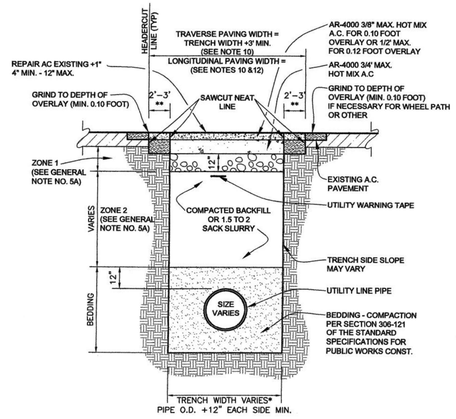


NOTES:

1. PROVIDE STEEL TRAFFIC COVER FOR BOX WHEN INSTALLED IN LOCATION SUBJECT TO VEHICULAR LOADING.
2. CHRISTY CONCRETE TYPE F8 METER BOX WITH F8D LID, MARKED "SEWER".
3. TAPE TRACER WIRE AT 3' INTERVAL WITH FILAMENT TAPE.
4. LATERAL AND RISER SHALL BE AWWA C-906, OR 11 HDPE.
5. TO CONNECT NEW WYE TO EXISTING CLAY LATERAL, USE RUBBER COUPLING WITH CONTINUOUS STAINLESS STEEL BAND.

3 C2.3 CLEANOUT BOX

NTS



* NOTE: ACTUAL TRENCH WIDTH TO BE AT ENGINEER'S DISCRETION.

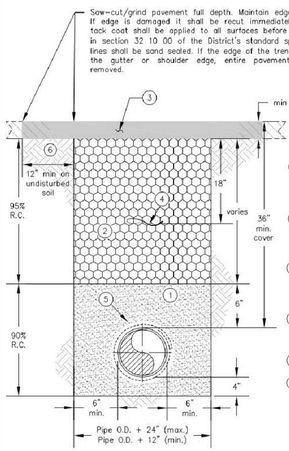
SEE SHEETS 2 AND 3 OF 3 FOR GENERAL NOTES

** NOTE: ACTUAL GRINDING WIDTHS TO BE DETERMINED BY AGE OF PAVEMENT AND LOCATION OF TRENCH TO VEHICLE PATH
FULL DEPTH +1" A.C. REPAIR 2' WHEN≤ 42" DEPTH
3' WHEN> 42" DEPTH

NOTES:

1. ALL EXCAVATION WITHIN THE CITY OF HALF MOON BAY RIGHT-OF-WAY REQUIRES AN EXCAVATION PERMIT FROM THE ENGINEERING DEPARTMENT.
2. UNDERGROUND SERVICE ALERT SHALL BE NOTIFIED 2 WORKING DAYS PRIOR TO START OF WORK 1-800-227-2600.
3. ALL EXCAVATIONS SHALL BE MADE, PROTECTED, AND SUPPORTED AS REQUIRED FOR SAFETY AND IN THE MANNER SET FORTH IN THE OPERATIONS RULES, ORDERS, AND REGULATIONS PRESCRIBED BY THE CALIFORNIA DIVISION OF INDUSTRIAL SAFETY.
4. COMPACTION OF BACKFILL SHALL BE VERIFIED BY A GEOTECHNICAL ENGINEER FOR THE CONTRACTOR AND APPROVED BY CITY ENGINEER PRIOR TO THE PLACING OF PERMANENT PAVEMENT.
5. A) BACKFILL ZONE 1 SHALL CONSIST OF CLASS II CRUSHED AGGREGATE OR MISCELLANEOUS BASE COMPACTED TO 95 % OF RELATIVE COMPACTION, IN MAXIMUM LIFTS OF 6", AND CERTIFIED.
   B) BACKFILL IN ZONE 2 SHALL CONSIST OF CLASS II CRUSHED AGGREGATE BASE COMPACTED TO 90 % OF REALTIVE COMPACTION, IN MAXIMUM LIFTS OF 12". AND CERTIFIED. IN SOME CASES NATIVE MATERIAL MAY BE ACCEPTABLE IF APPROVED BY THE CITY ENGINEER AND THE NATIVE MATERIAL MEETS CALTRANS SPECIFICATIONS FOR TRENCH BACKFILL
   C) BEDDING SHALL BE PER PLANS AND SPECIFICATIONS, AND SHALL ONLY EXTEND 12" ABOVE THE TOP OF THE PIPELINE OR CONDUIT
   D) NO JETTING OF FLOODING OF BACKFILL MATERIAL WILL BE ALLOWED
6. A MINIMUM 2-INCH THICKNESS OF TEMPORARY ASPHALT PAVING SHALL BE PLACED WITHIN THE TRENCH AREA IMMEDIATELY, UNTIL PERMANENT REPAIR IS COMPLETED. THE TEMPORARY PAVING SHALL BE PLACED AND COMPACTED IN SUCH A MANNER AS TO PROVIDE A SAFE AND SMOOTH TRAVELED SURFACE, FLUSH WITH THE SURROUNDING PAVEMENT. PERMITTEE SHALL MAINTAIN THE TEMPORARY PAVEMENT IN A SAFE AND SMOOTH CONDITION UNTIL PERMANENT PAVING IS IN PLACE.
7. PRIOR TO PLACEMENT OF PERMANENT PAVING, EXISITNG PAVING SHALL BE GROUND TO THE APPROPRIATE HEADER CUT WIDTH. PAVEMENT CRACKED ADJACENT TO THE TRENCH SHALL BE REMOVED.
8. ALL EDGES OF EXISTING PAVEMENT BEING JOINED AND SURFACE BEING OVERLAID SHALL RECEIVE A TACK COAT OF ASPHALT EMULSION.
9. TRENCHES OF 300 FEET OR MORE SHALL BE PAVED WITH A SELF-PROPELLED PAVING MACHINE.
10. ANY STREET PAVED WITH ASPHALTIC CONCRETE IN THE PREVIOUS 60 MONTHS OR RESURFACED WITH AN ASPHALTIC EMULSION (SLURRY AND CAPE SEALS) IN THE PREVIOUS 36 MONTHS, WHERE THE TRENCH EXTENDS FROM THE CURB MORE THAN 5 FEET (INCLUDING SERVICE CONNECTIONS AND METER INSTALLATIONS) OR IS IN A TRAVELED LANE, WILL REQUIRE AN OVERLAY OR SLURRY SEAL 6 FEET IN BOTH DIRECTIONS FROM THE CENTERLINE OF THE TRENCH. OTHER TRENCHES LESS THAN 5 FEET FROM CURB OR WITHIN A STREET THAT WAS LAST PAVED LATER THAN 60 MONTHS OR SEALED GREATER THAN 36 MONTHS SHALL BE REPAIRED PER THE CITY STANDARD 106-0.
11. IF TRENCH FAILURE SHOULD OCCUR, THE PERMITEE/DEVELOPER WILL BE NOTIFIED OF SUCH DEFICIENCIES AND ALLOWED TO REMOVE, REPLACE, OR REMEDY HIS WORK. UPON FAILURE OF THE CONTRACTOR TO PROMPTLY COMPLY AND UNDER ORDER OF THE CITY ENGINEER, TRENCH FAILURES SHALL BE REMEDIED, REMOVED, REPLACED BY THE CITY AT PERMITEE/DEVELOPER SOLE EXPENSE.
12. THE ENTIRE ½ STREET SECTION TO THE CENTERLINE OF THE PAVED STREET (12 FEET MIN.), SHALL BE OVERLAYED WITH 0.12" MIN. C2-AR-4000 A.C. USING A SELF PROPELLED PAVING MACHINE BARBER GREENE, BLAU KNOX OR EQUAL, OR SEALED WITH A TYPE II SLURRY SEAL FOR ALL LONGITUDINAL TRENCHES WITHIN ANY STREET PAVED IN THE PREVIOUS 60 MONTHS OR RESURFACED WITH AN ASPHALTIC EMULSION (SLURRY CAPE SEAL) IN THE PREVIOUS 36 MONTHS, RESPECTIVELY. AT THE LIMITS OF PAVING, APPROPRIATE HEADER CUTS (3' TO 5' MINIMUM WIDTHS) SHALL BE USED.
13. THE CITY OF HALF MOON BAY MAY HAVE ADDITIONAL REQUIREMENTS, PLACED ON THE PERMIT, FOR EXCAVATIONS WITHIN MAIN STREET, KELLY AVENUE AND OTHER STREETS WITHIN THE BUSINESS DISTRICT.

4 C2.3 SEWER TRENCH SECTION FOR WORK WITHIN COUNTY OF SAN MATEO RIGHT OF WAY



LEGEND

1. Utility sand bedding and backfill material, as specified in section 31 80 00 of the District's standard specifications. Shall be compacted to 90% relative compaction.
2. Class 2 aggregate base backfill material, as specified in section 31 80 00 of the District's standard specifications. Shall be compacted to 95% relative compaction.
3. Asphalt concrete pavement, as specified in section 32 10 00 of the District's standard specifications. Pavement thickness shall be replaced in kind but not less than 4".
4. Marker tape as specified in section 33 14 13 of the District's standard specifications to be installed 18" below AC.
5. Encase DIP in V-Bio enhanced polyethylene.
6. A second operation is required prior to final paving to achieve the "T"cut section. Saw cutting/grinding a wider trench line during initial trench excavation to achieve a "T" cut section will not be allowed.

Note:
Replace existing tracer wire if damaged during trenching operation.

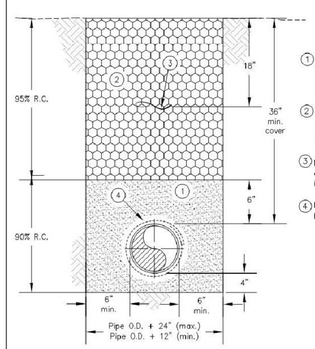
TRENCH SECTION - TYPE A PAVED SURFACES

REV. 05/2018

COASTSIDE COUNTY WATER DISTRICT
766 MAIN STREET
HALF MOON BAY, CA

Approved by:
David Dickson, General Manager

STD. NO. CC-01



LEGEND

1. Utility sand bedding and backfill material, as specified in section 31 80 00 of the District's standard specifications. Shall be compacted to 90% relative compaction.
2. Class 2 aggregate base backfill material, as specified in section 31 80 00 of the District's standard specifications. Shall be compacted to 95% relative compaction.
3. Marker tape as specified in section 33 14 13 of the District's standard specifications to be installed 18" below AC.
4. Encase DIP with V-Bio enhanced polyethylene.

Note:
Replace existing tracer wire if damaged during trenching operation.

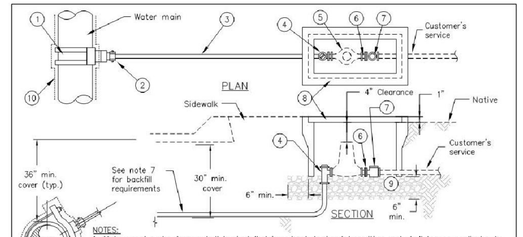
TRENCH SECTION - TYPE B GRAVELED AREAS / ROAD SHOULDERS

REV. 05/2018

COASTSIDE COUNTY WATER DISTRICT
766 MAIN STREET
HALF MOON BAY, CA

Approved by:
David Dickson, General Manager

STD. NO. CC-02

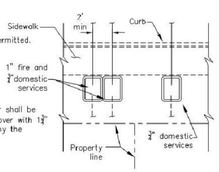


NOTES:

1. Meters and meter boxes shall be installed in a level, horizontal position and shall be perpendicular to the curb line. No meters shall be placed upon private property. Meter boxes shall be installed at the finished grade, for new development with unknown finished grade the exact location and elevation of the box shall be staked prior to its installation.
2. Applications for services larger than 1" require hydraulic calculations justification and prior approval from the District.
3. Use Mueller Pack Joint V-15442 (female) or V-15440 (male) when customer's service is PVC.
4. Service connections shall be a minimum of 2' away from a bell/joint and/or next service connection, or as directed by the District.
5. Contractor shall furnish all labor, equipment, and material to connect water service to the customer line per Section 15100.
6. Sand shall be placed 2" below and 6" above the service line. Backfill and compact remaining section per applicable CCWD trench detail.
7. If fire service is present with a residential service, a minimum 1" fire service meter, per CC-18 detail, in addition to ¾"x¾" or 1" domestic service meter shall be installed, as shown in diagram below.
8. Up to four (4) service connections per meter bank will be allowed upon District approval of the meter bank location and size.

LEGEND

1. Double strap bronze service saddle, Mueller BR2B "CC".
2. ¾" or 1" corporation stop, Mueller B-25008N.
3. ¾" or 1" dia. Type K soft copper pipe. Unions or couplings not permitted.
4. ¾" or 1" compression ball angle meter valve, Mueller B-24258N.
5. ¾" or 1" meter (furnished by District).
6. Insulated meter coupling, Mueller H-10871N.
7. ¾" or 1" meter check valve Mueller H-14243N.
8. Meter box, Christy No. B9 for ¾" meter and No. B16 for 1", cover shall be purchased from the District. H-20 traffic rated box and H-20 cover with 1½" probe hole shall be provided in traffic areas and where directed by the District. See detail CC-08 for meter box clearances.
9. ⅜" drain rock per Section 31 80 00 of the District's standard specifications. shall be mechanically compacted.
10. Encase DIP in V-Bio enhanced polyethylene.



3/4" OR 1" SERVICE CONNECTION

REV. 05/2018

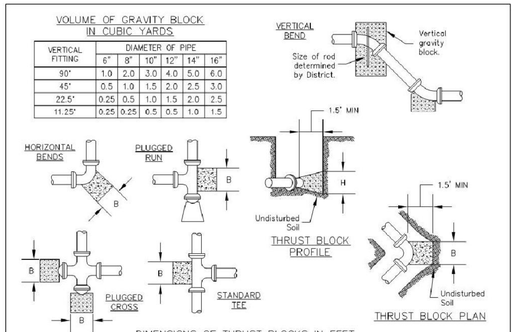
COASTSIDE COUNTY WATER DISTRICT
766 MAIN STREET
HALF MOON BAY, CA

Approved by:
David Dickson, General Manager

STD. NO. CC-06

VOLUME OF GRAVITY BLOCK IN CUBIC YARDS

VERTICAL FITTING	DIAMETER OF PIPE					
	6"	8"	10"	12"	14"	16"
90°	1.0	2.0	3.0	4.0	5.0	6.0
45°	0.5	1.0	1.5	2.0	2.5	3.0
22.5°	0.25	0.5	1.0	1.5	2.0	2.5
11.25°	0.25	0.25	0.5	0.5	1.0	1.5



DIMENSIONS OF THRUST BLOCKS IN FEET

HORIZONTAL FITTING	DIAMETER OF PIPE											
	6"		8"		10"		12"		14"		16"	
	B	H	B	H	B	H	B	H	B	H	B	H
90°	1'-9"	1'-9"	2'-3"	2'-3"	2'-9"	2'-9"	3'-3"	3'-3"	3'-9"	3'-9"	4'-3"	4'-3"
45°	1'-0"	1'-0"	1'-6"	1'-8"	2'-0"	2'-0"	2'-6"	2'-6"	3'-0"	3'-0"	3'-6"	3'-6"
22.5°	1'-0"	0'-6"	1'-0"	0'-8"	1'-6"	0'-8"	1'-6"	1'-0"	1'-6"	1'-6"	2'-0"	1'-6"
11.25°	1'-0"	0'-6"	1'-0"	0'-6"	1'-0"	0'-6"	1'-0"	0'-8"	1'-8"	0'-8"	1'-5"	1'-0"
PLUG/TEE	1'-3"	1'-3"	1'-9"	1'-9"	2'-3"	2'-3"	2'-9"	2'-9"	3'-3"	3'-3"	3'-9"	3'-9"

NOTES:

1. Use 2,000 psi high early strength concrete.
2. All thrust blocks and gravity blocks shall bear against undisturbed earth.
3. Encased DI pipe in 8 mil. linear low-density polyethylene film.
4. Maintain a minimum clearance of 2" between the thrust block reinforcing steel and pipe.
5. Concrete not to extend beyond the face of the bell.
6. Thrust block shall encompass at least one-half of the outside diameter of the pipe.
7. Flanges, bolts, and nuts shall be kept clear of concrete.
8. Dimensions above include use of mechanical restraints on pipe.
9. If groundwater is presented, thrust block dimensions shall be determined by the District.
10. Thrust block dimensions shall be doubled if used on non-restrained connections.

THRUST RESTRAINT - THRUST BLOCK DETAILS

REV. 05/2018

COASTSIDE COUNTY WATER DISTRICT
766 MAIN STREET
HALF MOON BAY, CA

Approved by:
David Dickson, General Manager

STD. NO. CC-22

95% Submittal

BKF ENGINEERS
255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com

REGISTERED PROFESSIONAL ENGINEER JASON CONRAD MANSFIELD No. C 59567 EXP. 12-31-23 CIVIL STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Construction Details

SCALE: AS SHOWN

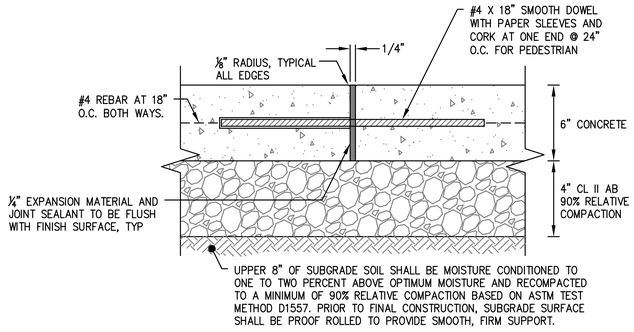
DATE: 10/21/22

REVISIONS:

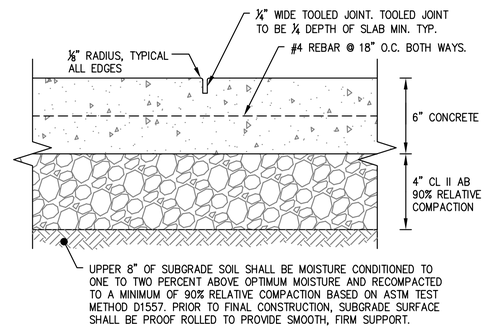
DRAWING NO: C2.3

SHEET 8 OF 41 SHEETS

DRAWING NAME: \\Bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C2.0-Details.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent



EXPANSION JOINT (EJ)

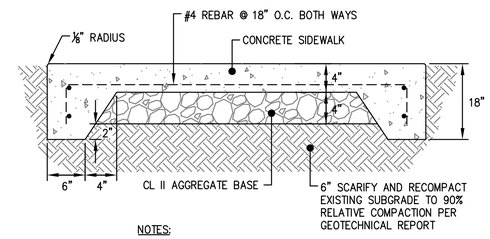


SCORE JOINT (SJ)

NOTES:

1. INTERRUPT REINFORCING STEEL AT EXPANSION JOINT.
2. LOCATE COLD JOINTS ONLY AT EXPANSION JOINT OR SCORE JOINT LOCATIONS AS INDICATED ON LAYOUT PLAN. LOCATE COLD JOINTS AT EXPANSION JOINTS WHERE POSSIBLE. IF COLD JOINTS ARE LOCATED AT SCORE JOINT LOCATIONS AS SHOWN ON LAYOUT PLAN, REBAR CAN BE EXTENDED THROUGH THE JOINT AND STEEL DOWELS CAN BE ELIMINATED.

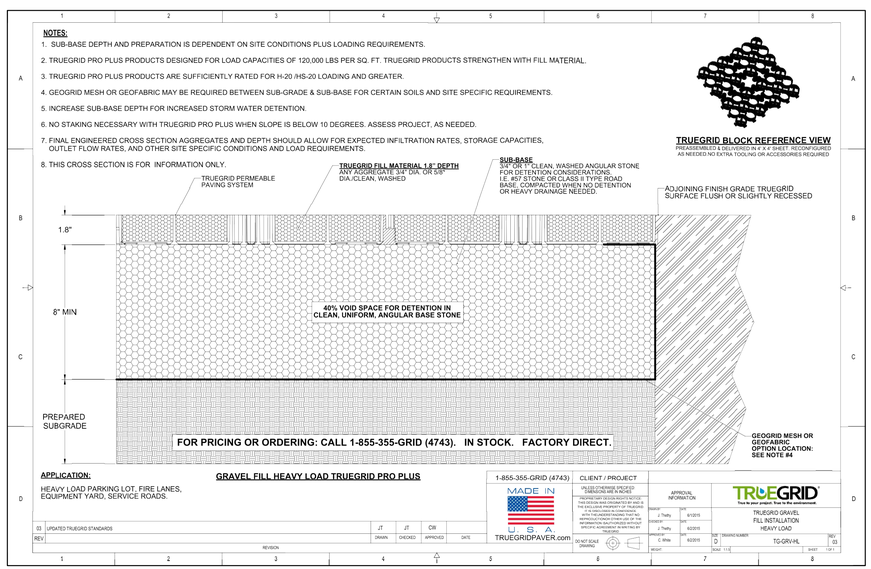
1 / C2.4 CONCRETE PAVEMENT
NTS



NOTES:

1. PROVIDE EXPANSION JOINT AT ALL VERTICAL SURFACES AND BACKS OF CURB.

2 / C2.4 PEDESTRIAN PATHWAY CONCRETE
NTS



3 / C2.4 TRUEGRID PLASTIC GRID
NTS

95% Submittal

BKF ENGINEERS
255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com

REGISTERED PROFESSIONAL ENGINEER
JASON CONRAD MANSFIELD
No. C 59567
EXP. 12-31-23
CIVIL
STATE OF CALIFORNIA

PROJECT TITLE:
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Coastside Land Trust

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DRAWING TITLE:
Construction Details

SCALE: AS SHOWN

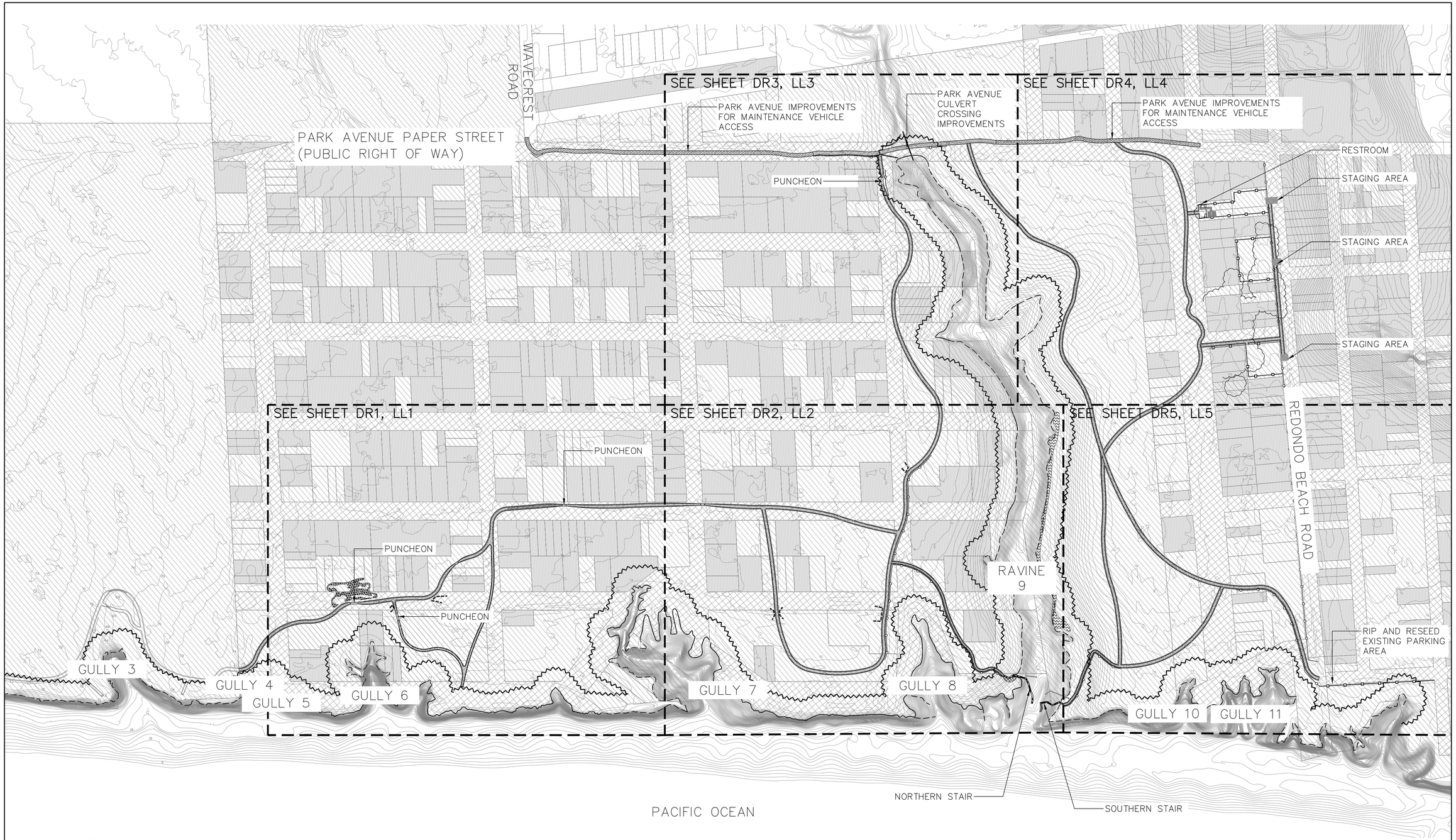
DATE: 10/21/22

REVISIONS:

DRAWING NO:
C2.4

SHEET 9 OF 41 SHEETS

DRAWING NAME: \\Bkf-rc\vol4\2018\181554_Wavecrest-Trail\ENG\SHEETS\C2.0-Details.dwg
PLOT DATE: 10-24-22 PLOTTED BY: cent



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- COASTSIDE LAND TRUST / PENINSULA OPEN SPACE TRUST PARCELS
- HALF MOON BAY PROPERTY
- GRAVEL TRAIL
- PUNCHEON
- SPLIT RAIL FENCE (3 / LD2)
- CONCRETE SPLIT RAIL FENCE (5 / LD4)
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- 71 — EXISTING CONTOUR (1' INTERVAL) CONTOURS AT BLUFF NOT SHOWN
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER

NORTH

0 75 150
1" = 150'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Project Overview

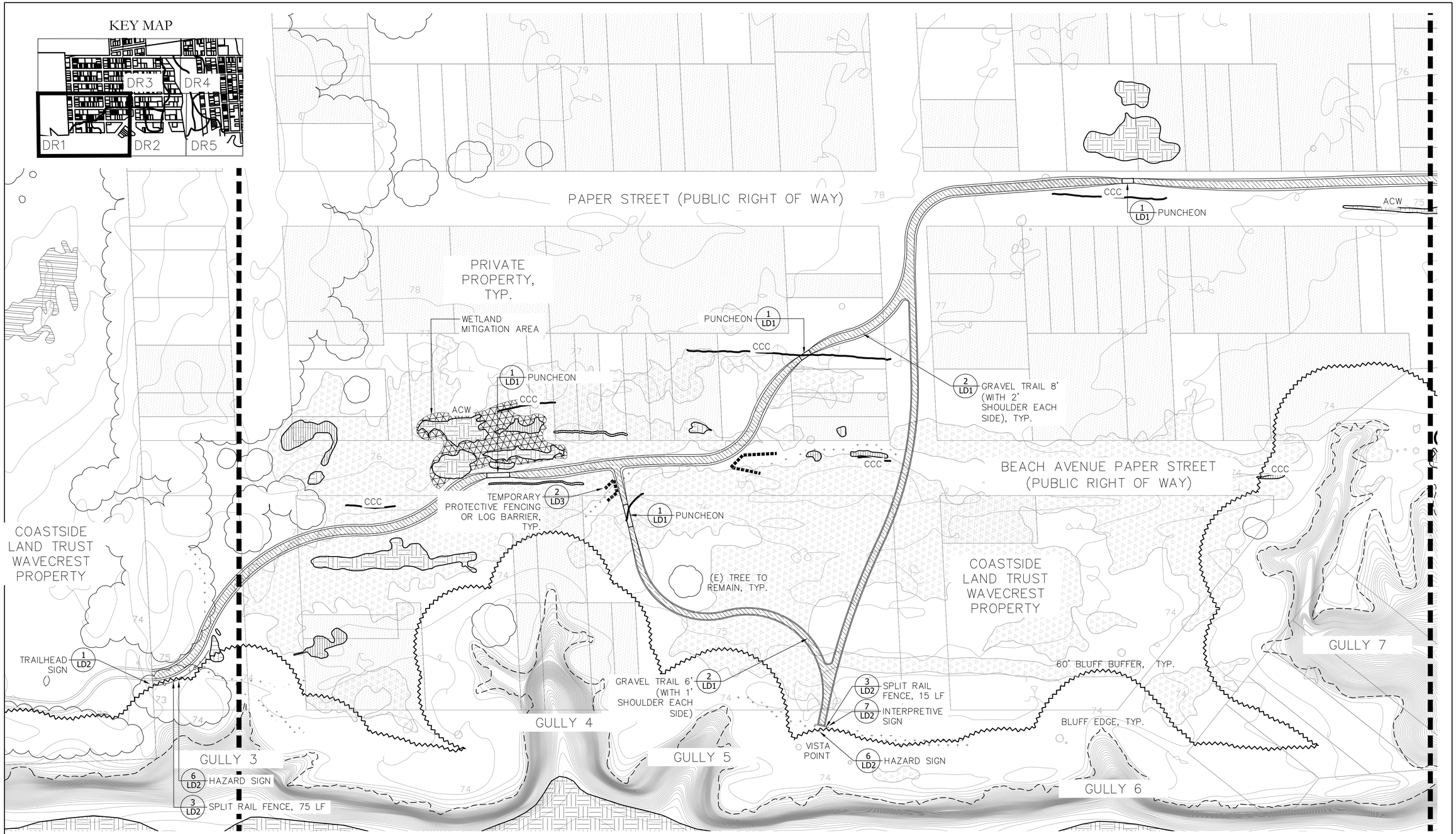
SCALE: 1"=150'

DATE: 6/23/23

REVISIONS:

DRAWING NO:
DR0

SHEET 11 OF 29 SHEETS



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- ARMY CORPS WETLANDS (ACW)
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- SPLIT RAIL FENCE
- CHORIS' POPCORN FLOWER
- WETLAND MITIGATION AREA (0.1 ACRES) – GRADE TO ELEVATION OF SURROUNDING WETLAND WITH A 3:1 SLOPE AT OUTER EDGES, PLANT PLUGS OF SPIKE RUSH (ELEOCHARIS MACROSTACHYA), POPCORN FLOWER (PLAGIOBOTHRYS CHORISIANUS), BROWN HEADED RUSH (JUNCUS PHAEOCEPHALUS), AND TALL CYPERUS (CYPERUS ERAGROSTIS) APPROXIMATELY SPACED 9" ON CENTER IN A TRIANGULAR PATTERN

NORTH

0 25 50
1" = 50'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Detail Reference/ Planting Plan

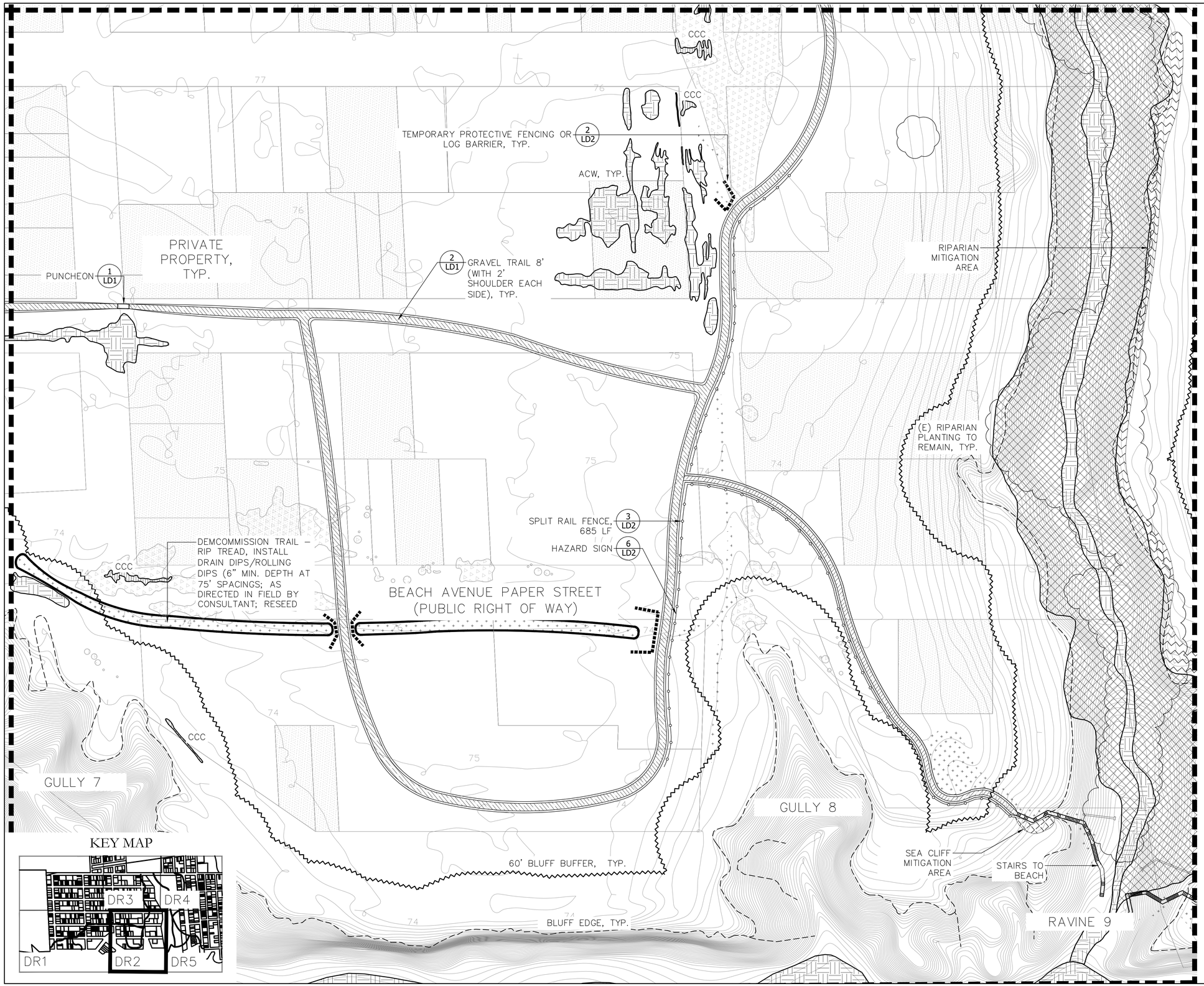
SCALE: 1"=50'

DATE: 6/23/23

REVISIONS:

DRAWING NO:
DR1

SHEET 12 OF 29 SHEETS



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- 71 EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- RIPARIAN MITIGATION AREA (0.2 ACRES) – PLANT WITH 1–GALLON ARROYO WILLOW (SALIX LASIOLEPSIS) SPACED 10' ON CENTER IN A TRIANGULAR PATTERN
- SEA CLIFF MITIGATION AREA (0.01 ACRES) – STABALIZE AND REGRADE TO PREVENT EROSION; SEED WITH NATIVE PLANT SEED USED FOR RESEEDING SOCIAL TRAILS

NORTH

0 25 50
1" = 50'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Detail Reference/ Planting Plan

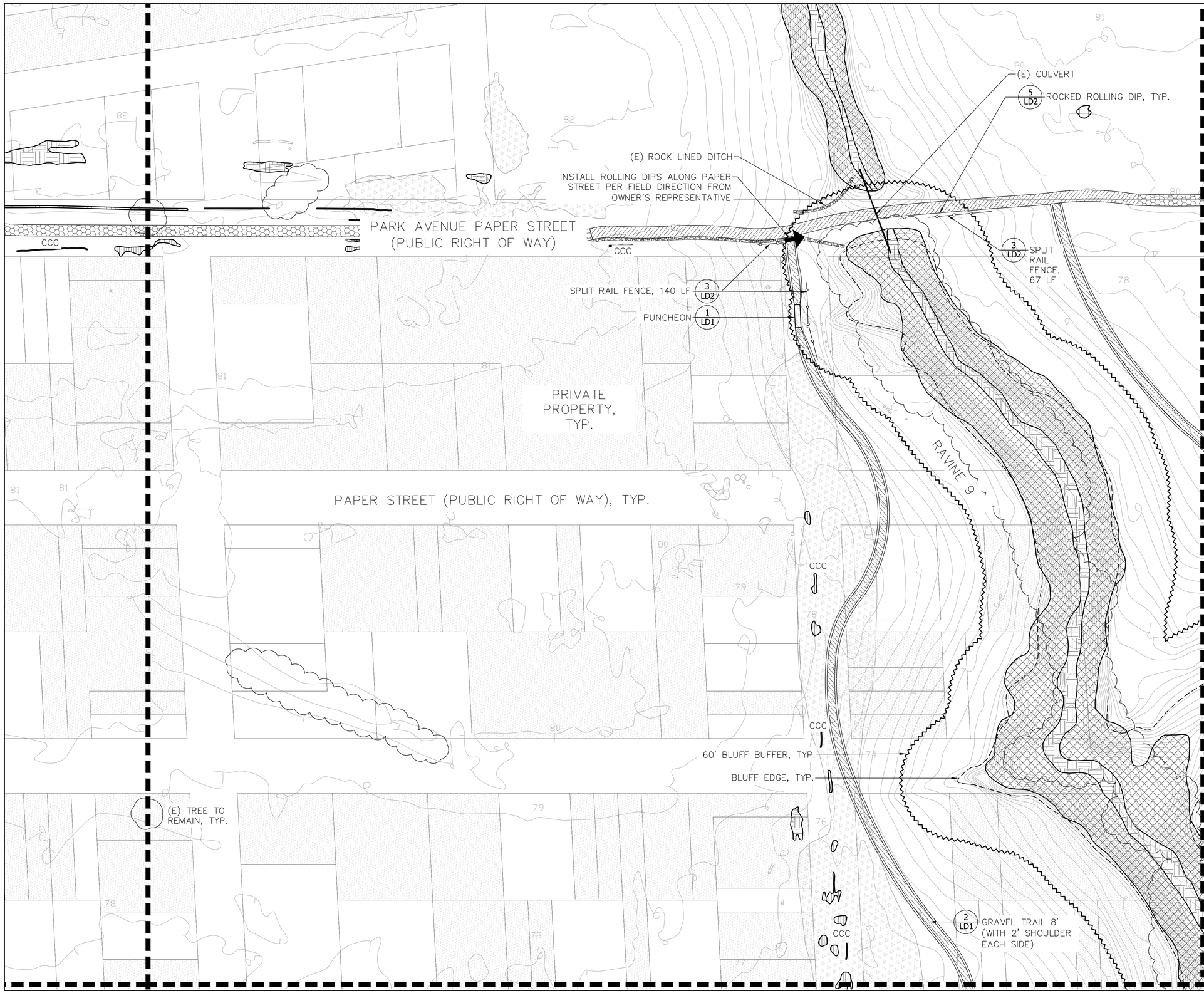
SCALE: 1"=50'

DATE: 6/23/23

REVISIONS:

DRAWING NO:
DR2

SHEET 13 OF 29 SHEETS



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- ROCK LINED DITCH
- ROCKED ROLLING DIP

KEY MAP

NORTH

0 25 50

1" = 50'-0"

95% Submittal

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BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Detail Reference/ Planting Plan

SCALE: 1"=50'

DATE: 6/23/23

REVISIONS:

DRAWING NO:
DR3

SHEET 14 OF 29 SHEETS

LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- 71 EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- SPLIT RAIL FENCE
- CONCRETE SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- AGGREGATE BASE PARKING LOT 2 LD4
- EXISTING DITCH ALONG ROAD
- ROCKED ROLLING DIP
- PEDESTRIAN CONCRETE PAVING

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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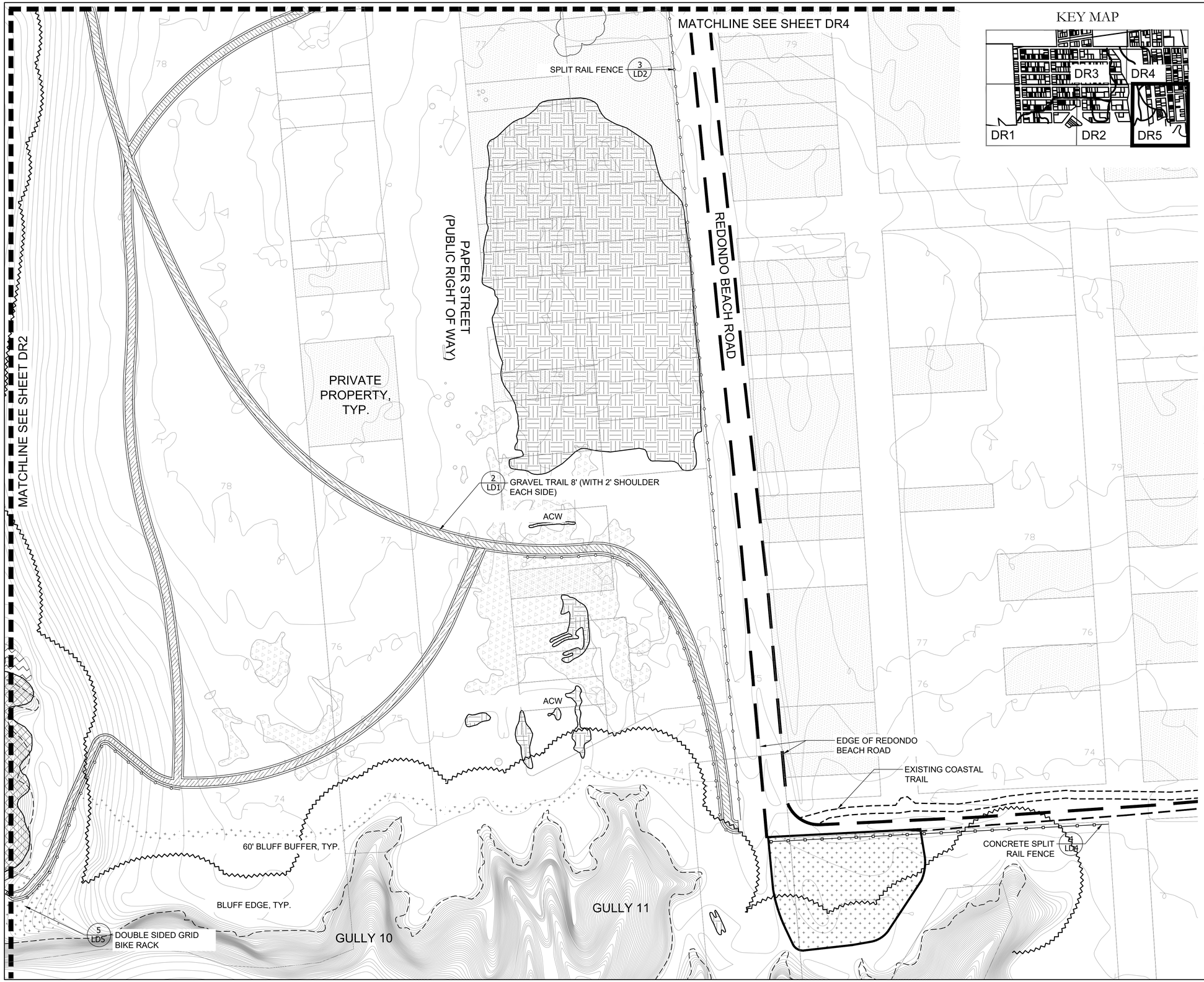
DRAWING TITLE:
Detail Reference/ Planting Plan

SCALE: 1"=50'
DATE: 6/23/23
REVISIONS:

DRAWING NO:
DR4
SHEET 15 OF 29 SHEETS



KEY MAP

LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- SPLIT RAIL FENCE
- CONCRETE SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- RIPARIAN MITIGATION AREA (0.2 ACRES) - PLANT WITH 1-GALLON ARROYO WILLOW (SALIX LASIOLEPSIS) SPACED 10' ON CENTER IN A TRIANGULAR PATTERN

95% Submittal

2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Detail Reference/ Planting Plan

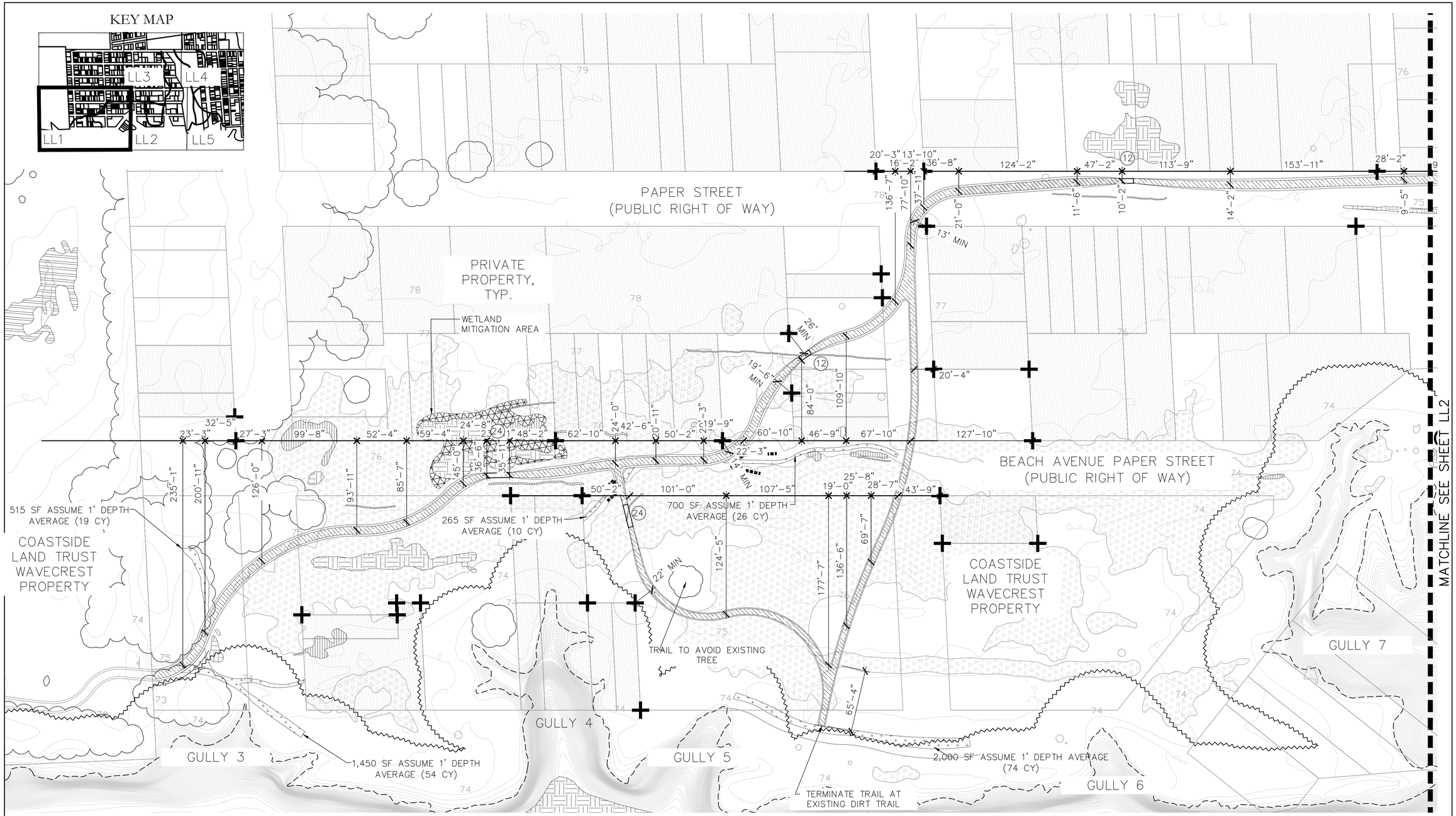
SCALE: 1"=50'

DATE: 1/30/24

REVISIONS:

DRAWING NO:
DR5

SHEET 17 OF 30 SHEETS



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- SURVEY POINT
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- WETLAND MITIGATION AREA (0.1 ACRES) – GRADE TO ELEVATION OF SURROUNDING WETLAND WITH A 3:1 SLOPE AT OUTER EDGES, PLANT PLUGS OF SPIKE RUSH (ELEOCHARIS MACROSTACHYA), POPCORN FLOWER (PLAGIOBOTHRYS CHORISIANUS), BROWN HEADED RUSH (JUNCUS PHAEOCEPHALUS), AND TALL CYPERUS (CYPERUS ERAGROSTIS) APPROXIMATELY SPACED 9" ON CENTER IN A TRIANGULAR PATTERN
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED.
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST)
- SPLIT RAIL FENCE
- CHORIS' POPCORN FLOWER
- (12) = LENGTH IN FEET

SEE SHEET T2 FOR NOTES

NORTH

0 25 50
1" = 50'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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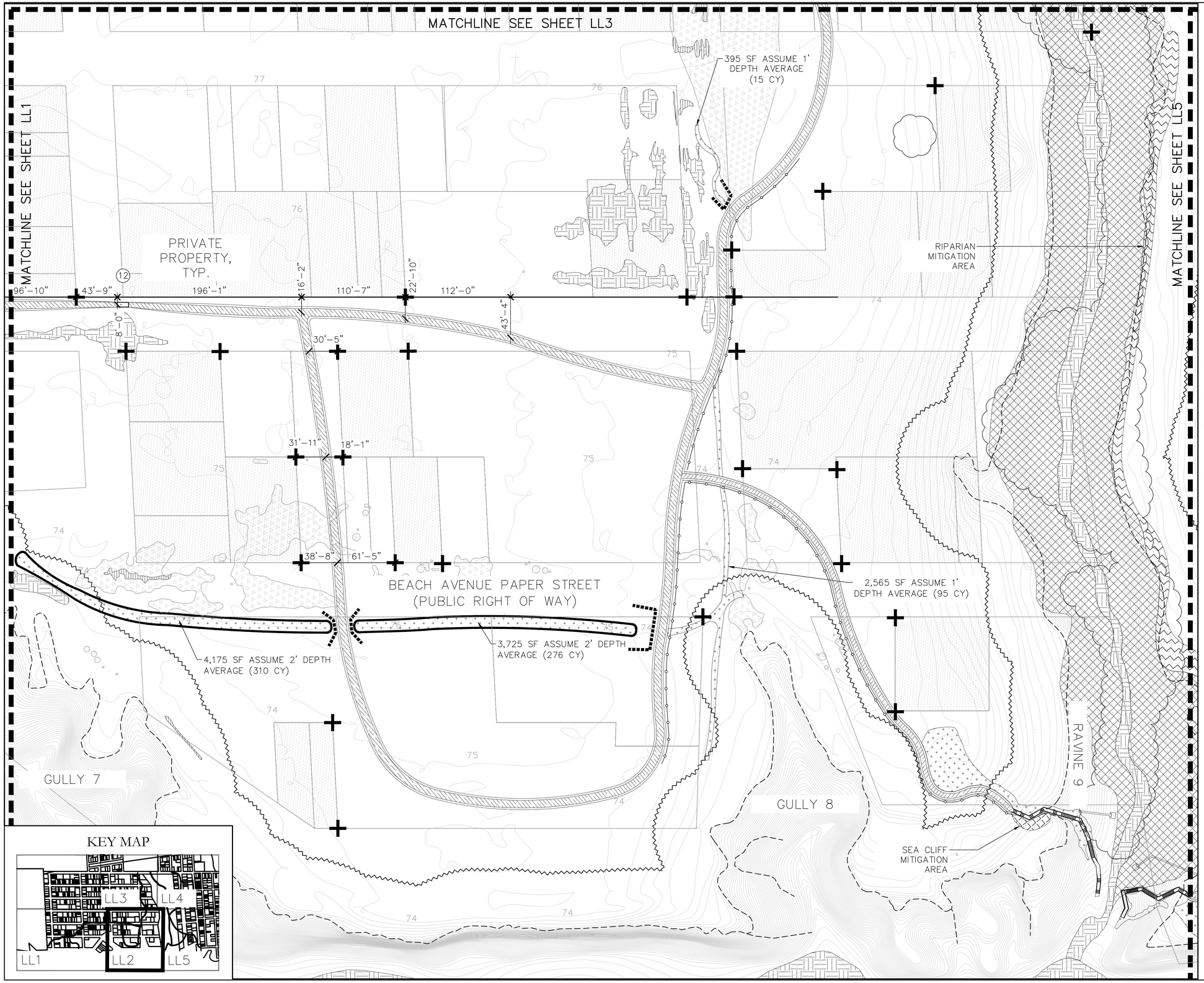
DRAWING TITLE:
Layout Plan and Grading

SCALE: 1"=50'
DATE: 6/23/23
REVISIONS:

DRAWING NO:
LL1
SHEET 17 OF 29 SHEETS



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST) (12) = LENGTH IN FEET
- SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED.
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- SURVEY POINT
- RIPARIAN MITIGATION AREA (0.2 ACRES) – PLANT WITH 1-GALLON ARROYO WILLOW (SALIX LASIOLEPSIS) SPACED 10' ON CENTER IN A TRIANGULAR PATTERN
- SEA CLIFF MITIGATION AREA (0.01 ACRES) – STABALIZE AND REGRADE TO PREVENT EROSION; SEED WITH NATIVE PLANT SEED USED FOR RESEEDING SOCIAL TRAILS

SEE SHEET T2 FOR NOTES

NORTH

0 25 50
1" = 50'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Layout Plan and Grading

SCALE: 1"=50'

DATE: 6/23/23

REVISIONS:
△
△
△

DRAWING NO:
LL2

SHEET 18 OF 29 SHEETS

PARK AVENUE PAPER STREET
(PUBLIC RIGHT OF WAY)

RETAIN EXISTING ALIGNMENT AT PARK AVENUE

160 SF ASSUME 1' DEPTH AVERAGE (6 CY)

PRIVATE PROPERTY, TYP.

PAPER STREET
(PUBLIC RIGHT OF WAY), TYP.

RAVINE 9

MATCHLINE SEE SHEET LL4

MATCHLINE SEE SHEET LL2

LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST) (12) = LENGTH IN FEET
- SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED.
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- ROCK LINED DITCH
- ROCKED ROLLING DIP
- SURVEY POINT

KEY MAP

SEE SHEET T2 FOR NOTES

NORTH

0 25 50
1" = 50'-0"

95% Submittal

PLACEWORKS
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BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Layout Plan and Grading

SCALE: 1"=50'

DATE: 6/23/23

REVISIONS:

DRAWING NO:
LL3

SHEET 19 OF 29 SHEETS

LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST) (12) = LENGTH IN FEET
- SPLIT RAIL FENCE
- CONCRETE SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED.
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- SURVEY POINT
- ROCKED ROLLING DIP
- GRADE BREAK
- EXISTING DITCH
- PEDESTRIAN CONCRETE PAVING

SEE SHEET T2 FOR NOTES

NORTH

0 25 50

1" = 50'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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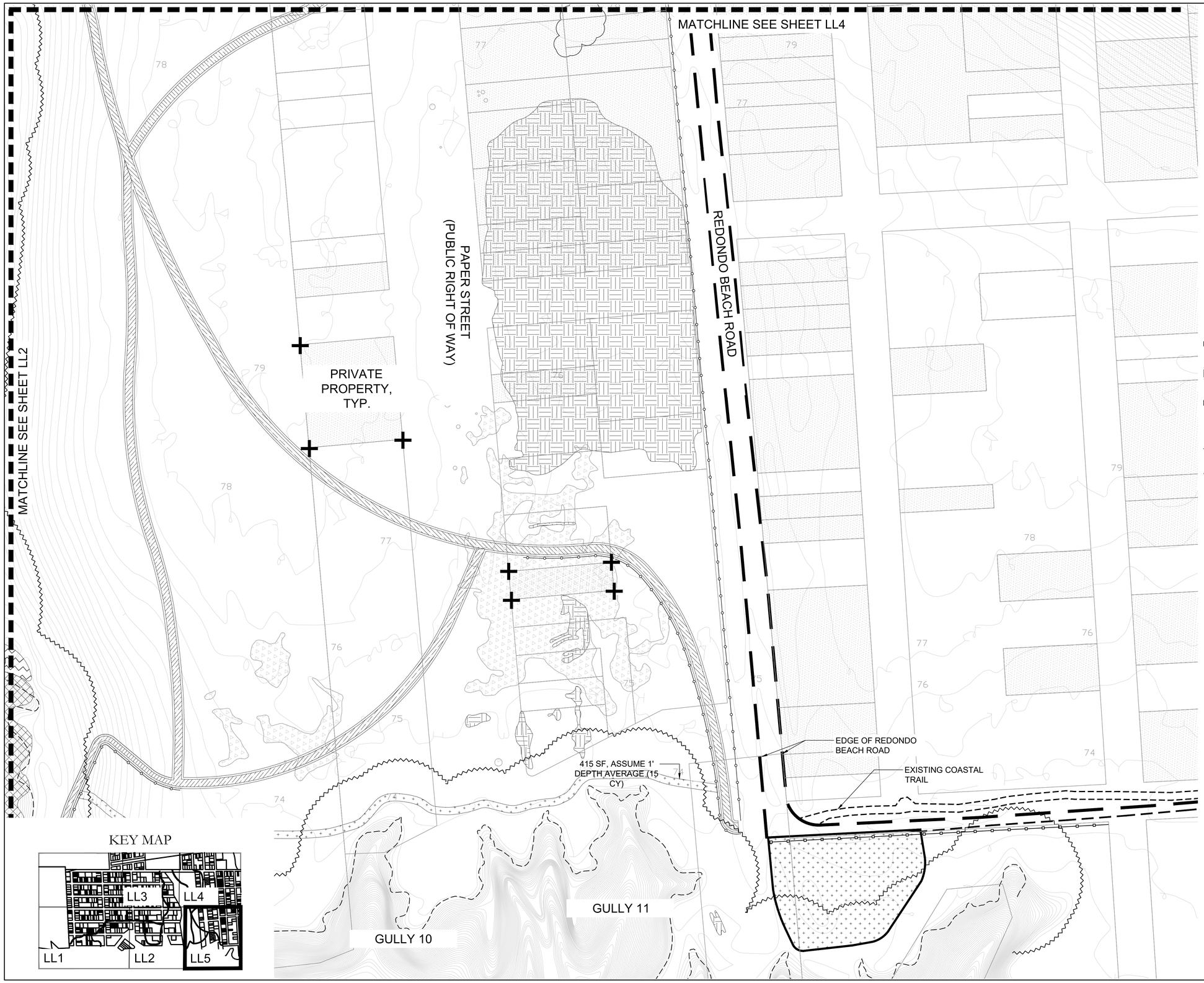
SCALE: 1"=50'

DATE: 6/23/23

REVISIONS:

DRAWING NO:
LL4

SHEET 20 OF 29 SHEETS



LEGEND

- PRIVATE PROPERTY (NO ACCESS)
- ARMY CORPS WETLANDS
- CCC WETLANDS
- CDFW WETLANDS
- EXISTING CONTOUR (1' INTERVAL)
- EXISTING VEGETATION
- EXISTING BLUFF EDGE
- 60' BLUFF BUFFER
- MATCHLINE
- GRAVEL TRAIL
- PUNCHEON (CONFIRM LIMIT WITH BIOLOGIST) (12) = LENGTH IN FEET
- SPLIT RAIL FENCE
- CONCRETE SPLIT RAIL FENCE
- EXISTING SOCIAL TRAILS OR DISTURBED AREAS: RIP AND SPREAD EXCESS EARTH MATERIAL TO MATCH GRADE, RESEED.
- TEMPORARY PROTECTIVE FENCING OR LOG BARRIER
- CHORIS' POPCORN FLOWER
- SURVEY POINT
- RIPARIAN MITIGATION AREA (0.2 ACRES) - PLANT WITH 1-GALLON ARROYO WILLOW (SALIX LASIOLEPSIS) SPACED 10' ON CENTER IN A TRIANGULAR PATTERN

SEE SHEET T2 FOR NOTES

95% Submittal

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DRAWING TITLE:
Layout Plan and Grading

SCALE: 1"=50'

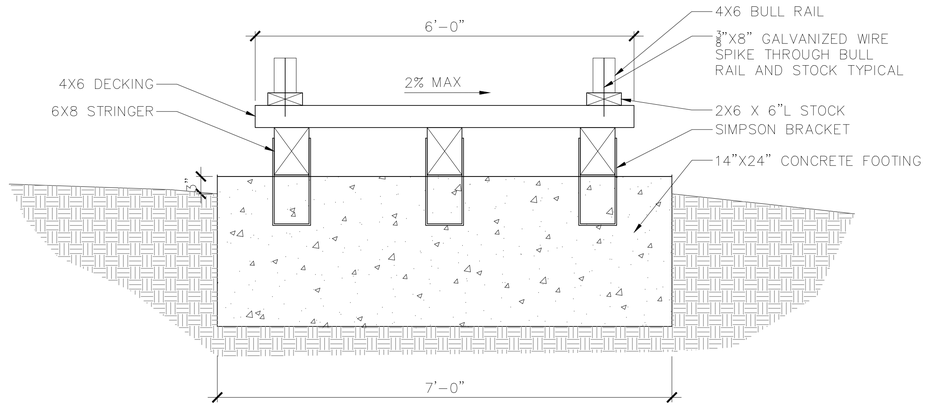
DATE: 1/30/24

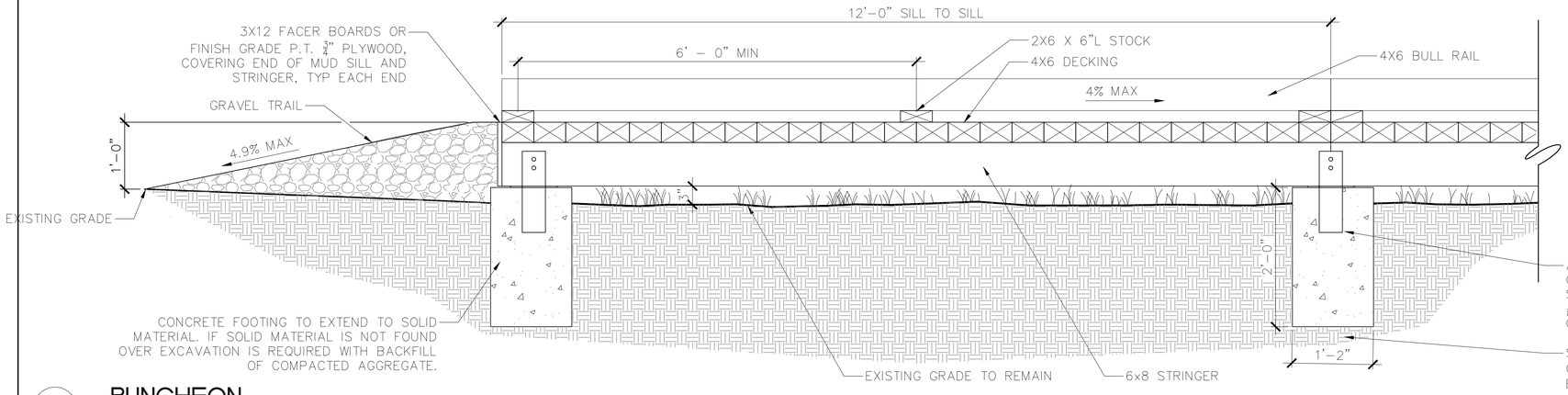
REVISIONS:

DRAWING NO:
LL5

SHEET 22 OF 30 SHEETS

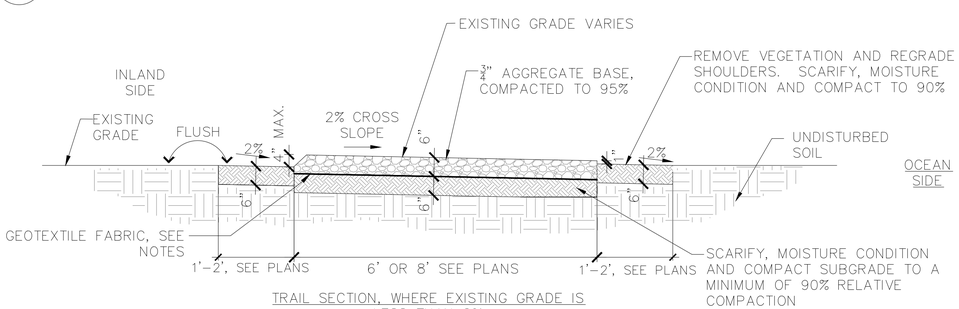
NOTES:
1) DECKING SHALL BE CON HEART REDWOOD.
2) ALL HARDWARE SHALL BE GALVANIZED.
3) FRAMING LUMBER SHALL BE DOUGLAS FIR LARCH No. 1.
4) PRE-DRILL HOLES AT SPIKES.
5) SET HEIGHT OF PUNCHEON AS CLOSE TO FINISH GRADES AS POSSIBLE WHILE STILL ALLOWING POSITIVE DRAINAGE OF EXISTING FINISH GRADE BELOW.
6) GRADES UNDER AND AROUND PUNCHEON TO CONFORM TO NATURAL TOPOGRAPHY SO THAT ADJACENT WETLANDS NOT BE DISTURBED



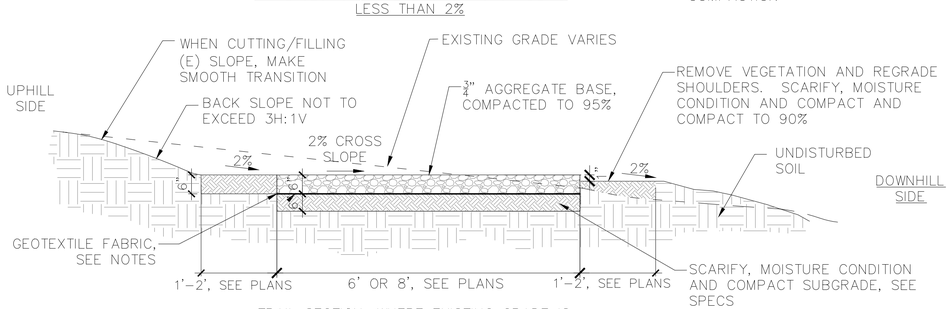


NOTES:
1) DECKING SHALL BE CON HEART REDWOOD.
2) ALL HARDWARE SHALL BE GALVANIZED.
3) FRAMING LUMBER SHALL BE DOUGLAS FIR LARCH No. 1.
4) PRE-DRILL HOLES AT SPIKES.
5) SET HEIGHT OF PUNCHEON AS CLOSE TO FINISH GRADES AS POSSIBLE WHILE STILL ALLOWING POSITIVE DRAINAGE OF EXISTING FINISH GRADE BELOW.
6) GRADES UNDER AND AROUND PUNCHEON TO CONFORM TO NATURAL TOPOGRAPHY SO THAT ADJACENT WETLANDS NOT BE DISTURBED

1 PUNCHEON
SCALE: 1" = 1'-0"



TRAIL SECTION, WHERE EXISTING GRADE IS LESS THAN 2%



TRAIL SECTION, WHERE EXISTING GRADE IS EQUAL TO OR GREATER THAN 2%

2 GRAVEL TRAIL
SCALE: 1/2" = 1'-0"

NOTES:
1. REDUCE COMPACTED SHOULDER TO 12" ON 6' SPUR TRAILS PER PLANS.
2. MAXIMUM TRAIL LONGITUDINAL SLOPE TO BE 5%, MAXIMUM TRAIL CROSS SLOPE TO BE 2% WITH 3-5% ALLOWED AT TRAIL DIPS PER US ACCESS BOARD FINAL GUIDELINES FOR OUTDOOR DEVELOPED AREAS (SEPTEMBER 26, 2013)
3. INCLUDE NATURAL OR CONSTRUCTED ROLLING DIPS PER DETAIL 4/LD3 AT 50' ON CENTER AS DETERMINED IN THE FIELD.
4. IN AREAS WHERE EXPANSIVE SUBGRADE IS ENCOUNTERED THE SUBGRADE SHALL BE MOISTURE CONDITIONED TO BETWEEN 2 AND 4 PERCENT OVER OPTIMUM MOISTURE.
5. OVER-EXCAVATION MAY BE REQUIRED IN LIMITED AREAS TO OBTAIN THE REQUIRED COMPACTION.
6. THE CONTRACTOR SHALL EXERCISE DUE CARE TO PRESERVE EXISTING VEGETATION OUTSIDE OF GRADING.
7. ALL EXCESS EARTH MATERIALS TO BE SPREAD ON-SITE TO REPAIR RUTS AND SUBSIDENCE AT EXISTING DISTURBED AREAS.
8. 3/4" CLASS II LIME TREATED AGGREGATE BASE AVAILABLE FROM STEVENS CREEK QUARRY INC 12100 STEVENS CANYON RD. CUPERTINO, CA 95014 PH 408 253 2512 WWW.SCQINC.COM
9. GEOTEXTILE FABRIC TO BE MIRAFI 500X OR APPROVED EQUAL AVAILABLE FROM WWW.TENCATE.COM CONTRACTOR TO INSTALL MOCK-UP OF TRAIL SURFACE PRIOR TO CONSTRUCTION FOR APPROVAL BY OWNER. SURFACE MUST BE FIRM AND SMOOTH TO MEET REQUIREMENTS OF THE US ACCESS BOARD FINAL GUIDELINES FOR OUTDOOR DEVELOPED AREAS (SEPTEMBER 26, 2013)
   9.1. SURFACE OF TRAILS, PASSING SPACES, AND RESTING INTERVALS TO BE FIRM AND STABLE. A FIRM TRAIL SURFACE RESISTS DEFORMATION BY INDENTATIONS. A STABLE TRAIL SURFACE IS NOT PERMANENTLY AFFECTED BY EXPECTED WEATHER CONDITIONS AND CAN SUSTAIN NORMAL WEAR AND TEAR FROM THE EXPECTED USES BETWEEN PLANNED MAINTENANCE." THE GUIDELINES ALSO REQUIRE THAT OPENINGS IN TRAIL SURFACES, SUCH AS GRATES, BE NO MORE THAN ½-INCH AND THAT 2 INCH VERTICAL OBSTACLES ARE ALLOWED SURFACES OTHER THAN ASPHALT AND CONCRETE.
   9.1. ALSO PER 2013, THE U.S. FOREST SERVICE DEVELOPED THE ACCESSIBILITY GUIDEBOOK ON OUTDOOR RECREATION AND TRAILS FOR AREAS WITHIN THE NATIONAL FOREST SYSTEM THE MOCK UP MUST RESIST IMPRINTS FROM A NARROW TIRED BICYCLE AND AN UMBRELLA STROLLER WITH 35 LBS OF WEIGHT APPLIED.

95% Submittal

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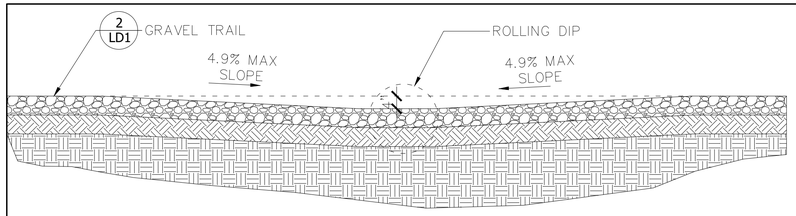
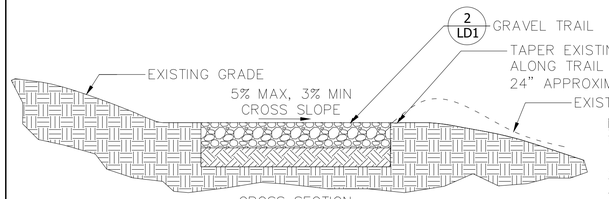
DRAWING TITLE:
Details

SCALE: As Shown
DATE: 6/23/23
REVISIONS:
△
△
△

DRAWING NO:
LD1
SHEET 22 OF 29 SHEETS



LONGITUDINAL SECTION

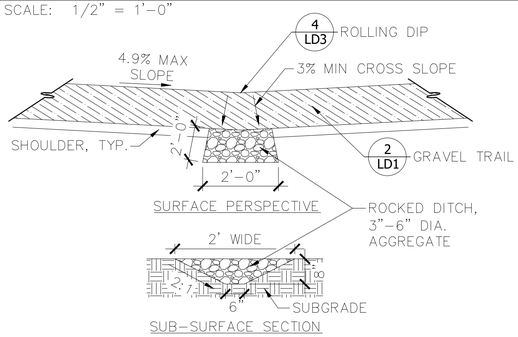


CROSS SECTION

NOTES:
1. INSTALL NATURAL OR CONSTRUCTED DRAINAGE DIPS AT APPROX. 50' O.C. AS DIRECTED IN FIELD BY GEOTECHNICAL CONSULTANT.
2. DIPS TO BE A MINIMUM OF 4" DEEP WITH 5% MAX APPROACH.
3. DIPS SHALL BE CONSTRUCTED TO POSITIVE DRAINAGE.
4. LOCATE DRAIN DIPS ALONG TRAIL SO AS NOT TO DRAIN ON PRIVATE PROPERTY

4 ROLLING DIP

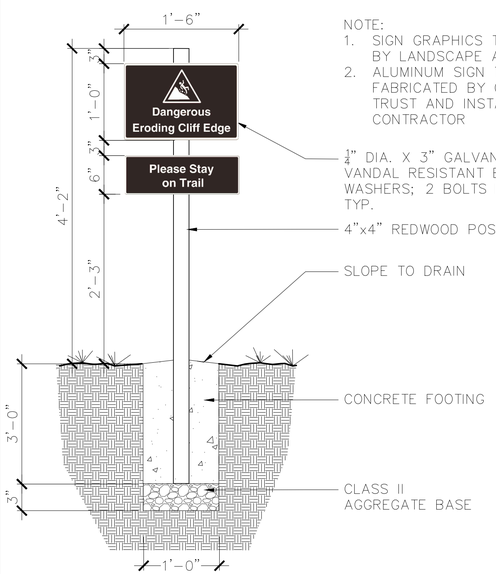
SCALE: 1/2" = 1'-0"



NOTES:
1. INSTALL ROCKED ROLLING DIP AS DIRECTED IN FIELD BY GEOTECHNICAL CONSULTANT OR PER POLICY

5 ROCKED ROLLING DIP

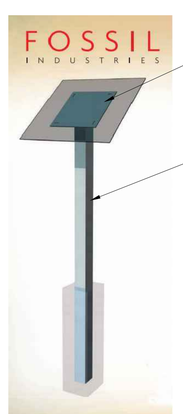
SCALE: 1/2" = 1'-0"



NOTE:
1. SIGN GRAPHICS TO BE PROVIDED BY LANDSCAPE ARCHITECT
2. ALUMINUM SIGN TO BE FABRICATED BY COASTSIDE LAND TRUST AND INSTALLED BY CONTRACTOR

6 HAZARD SIGN

SCALE: NTS



CHPL
1/2" THICK
FULL COLOR CHPL
GRAPHIC

BLACK POWDER
COATED ALUMINUM
FINISH
IN-GROUND
MOUNT

SINGLE POST PEDESTAL
MRF: FOSSIL INDUSTRIES, INC.
44 JEFRYN BOULEVARD
DEER PARK, NY 11729
PHONE: 1.800.244.9809
WEB: WWW.FOSSILGRAPHICS.COM

MODEL: E12-06-T4 AND SP1212
DIM: 24"x36"

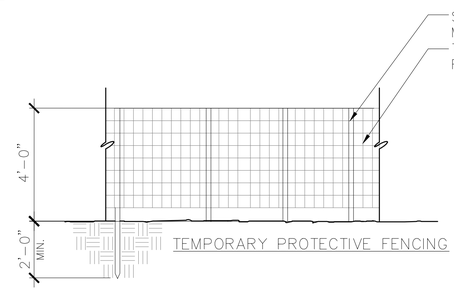
7 INTERPRETIVE SIGN

SCALE: NTS

NOTE:
1. GRAPHIC PROVIDED BY COASTAL CONSERVANCY INFORMATION TO INCLUDE:
   1.1. TRAIL SURFACE IS COMPACTED AGGREGATE
   1.2. TYPICAL TRAIL WIDTH IS 8' WITH 6' AT SPUR TRAILS AND 5' AT BOARDWALKS
   1.3. TYPICAL RUNNING SLOPE IS LESS THAN 2% WITH A MAXIMUM OF 5% ADJACENT TO BOARDWALKS
   1.4. TYPICAL CROSS SLOPE 2% WITH A MAXIMUM OF 5% WHERE NEEDED FOR TRAIL DRAINAGE
   1.5. EQUESTRIAN USE: YES
   1.6. QR CODE FOR MORE INFORMATION AND AUDIO VERSION OF SIGNAGE.
3. ALUMINUM SIGN TO BE FABRICATED BY COASTSIDE LAND TRUST
4. SIGN TO BE INSTALLED BY CONTRACTOR.
5. HEIGHT OF SIGN TO MATCH SIGN INSTALLED AT TRAIL ADJACENT TO SMITH FIELDS

1 TRAILHEAD SIGN

SCALE: NTS



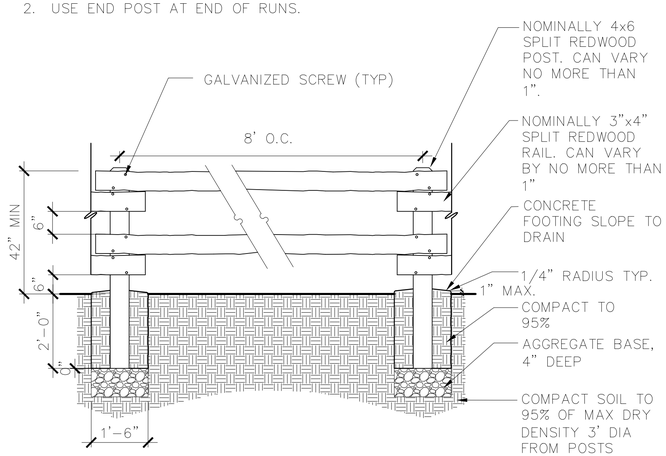
TEMPORARY PROTECTIVE FENCING

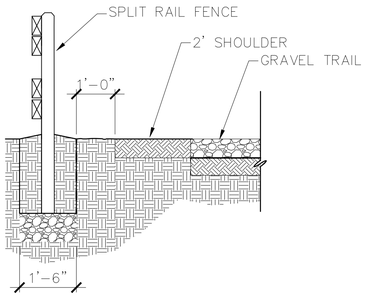
LOG BARRIER

2 TEMPORARY PROTECTIVE FENCING OR LOG BARRIER

SCALE: 3/8" = 1'-0"

NOTE:
1. ALL MEMBERS TO BE FREE OF PEELING WOOD AND LARGE SPLINTERS. SUBMIT SAMPLE FOR APPROVAL.
2. USE END POST AT END OF RUNS.





3 SPLIT RAIL FENCE

SCALE: 1/2" = 1'-0"

95% Submittal

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2040 BANCROFT WAY #400
BERKELEY, CA 94704
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DRAWING TITLE:
Details

SCALE: As Shown

DATE: 6/23/23

REVISIONS:

DRAWING NO:
LD2

WILDLIFE EXCLUSION FENCE NOTES

1.0 GENERAL

1.1 SUBMITTALS

B. (1) FABRICATED PROTOTYPE FOR EXIT FUNNEL

1.2 QUALITY ASSURANCE

A. ACCEPTANCE CRITERION FOR MATERIALS AND WORKMANSHIP: THE BIOLOGIST SHALL INSPECT ALL MATERIALS AND WORKMANSHIP FOR COMPLIANCE WITH THE PLANS AND SPECIFICATIONS. ACCEPTANCE OF ALL MATERIALS AND WORKMANSHIP IS AT THE DISCRETION OF THE BIOLOGIST.

2.0 PRODUCTS

2.1 MANUFACTURERS

A. TEN CATE MIRAFI GEOSYTHETICS, OR APPROVED EQUAL.

B. ERTEC ENVIRONMENTAL SYSTEMS

2.2 MATERIALS AND FABRICATION

A. WILDLIFE FENCE FABRIC: WHERE THE WILDLIFE FENCE IS ALSO A SILT FENCE, THE FABRIC FOR THE WILDLIFE FENCE SHALL BE MIRAFI FW700 WOVEN GEOTEXTILE, OR APPROVED EQUAL. WHERE THE WILDLIFE FENCE IS FOR WILDLIFE EXCLUSION ONLY AND NOT FOR EROSION CONTROL, THE CONTRACTOR MAY INSTALL ERTEC E-FENCE WITH CLIMBER BARRIER. ERTEC E-FENCE SHALL BE INSTALLED PER MANUFACTURER'S DETAILS.

B. STAPLES: STAPLES USED TO ATTACH THE WILDLIFE FENCE FABRIC TO THE STAKES AND EXIT FUNNELS TO THE PANELS SHALL NOT BE LESS THAN ONE AND THREE QUARTERS (1-3/4) INCHES AND SHALL BE FABRICATED FROM 14-GAUGE WIRE.

C. EXIT FUNNEL: SHALL BE MADE OF 1/10 INCH OR SMALLER MESH HARDWARE CLOTH.

D. WIRE: SHALL BE 16-GAUGE GALVANIZED WIRE.

E. EXIT FUNNEL TRAP DOOR: SHALL BE MADE OF MYLAR. (SEE 3.E BELOW)

3.0 INSTALLATION

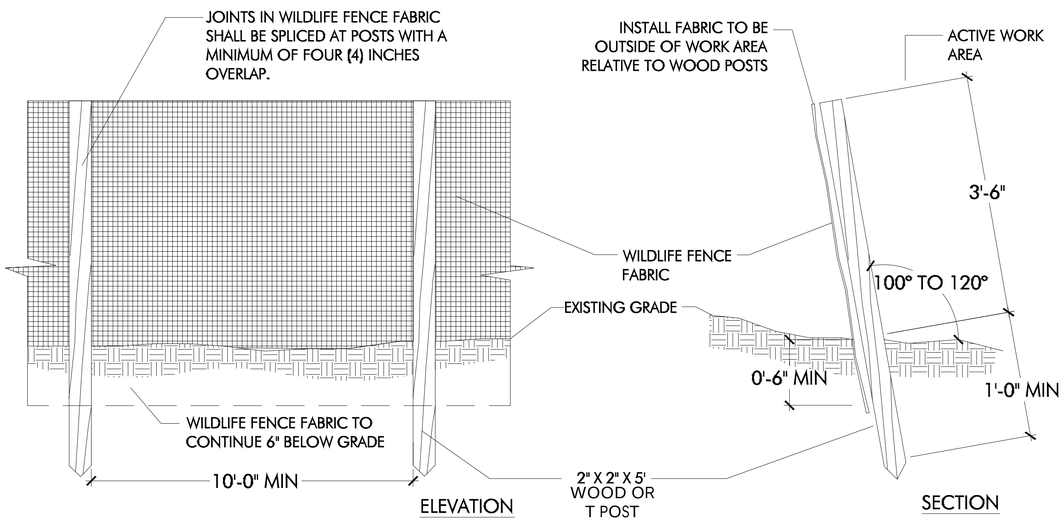
A. INSTALL WILDLIFE EXCLUSION FENCE: WILDLIFE EXCLUSION FENCE SHALL BE 2 FEET BEYOND THE LIMIT OF GRADE, UNLESS OTHERWISE SPECIFIED BY THE BIOLOGIST, AND SHALL FORM A PERIMETER AROUND THE ACTIVE WORK AREA. THE SEQUENCE OR PHASING OF FENCE INSTALLATION SHALL BE AS DIRECTED BY THE BIOLOGIST. ANY CHANGES OR NEW AREAS OF WORK SHALL ALSO BE PROTECTED. THE FABRIC SHALL BE SECURED TO EACH STAKE WITH FOUR (4) STAPLES. THE STAKES SHALL BE ON THE CONSTRUCTION SIDE OF THE FENCE. NATIVE FILL FOR TRENCH BACKFILL SHALL BE TAMPED AND BACKFILL SHALL MATCH EXISTING GRADE ELEVATION.

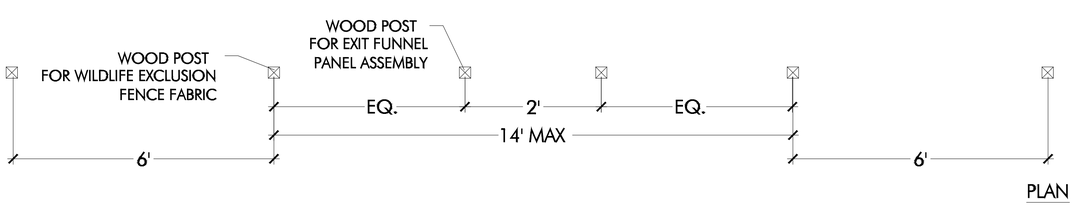
B. ACCESS AND STREAM LOCATIONS: ANYWHERE THAT THE SNAKE FENCE ALIGNMENT INTERSECTS AN EXISTING ROAD OR STREAM, A GAP SHALL BE LEFT IN THE WILDLIFE EXCLUSION FENCE TO ALLOW TRAFFIC OR WATER TO MOVE UNIMPEDED. THE SIZE OF GAP SHALL BE APPROVED IN THE FIELD BY THE BIOLOGIST. TRAPS SHALL BE INSTALLED AT EACH END OF THE GAP BY THE BIOLOGIST.

C. INSTALL EXIT PANEL ASSEMBLIES: EXIT FUNNEL PANEL ASSEMBLY SHALL BE FABRICATED AS SHOWN IN THE DETAILS. THE CONTRACTOR SHALL FABRICATE ONE EXAMPLE EXIT FUNNEL PANEL ASSEMBLY FOR REVIEW AND APPROVAL BY THE BIOLOGIST AND PROJECT ENGINEER PRIOR TO COMMENCING WILDLIFE EXCLUSION FENCE INSTALLATION.

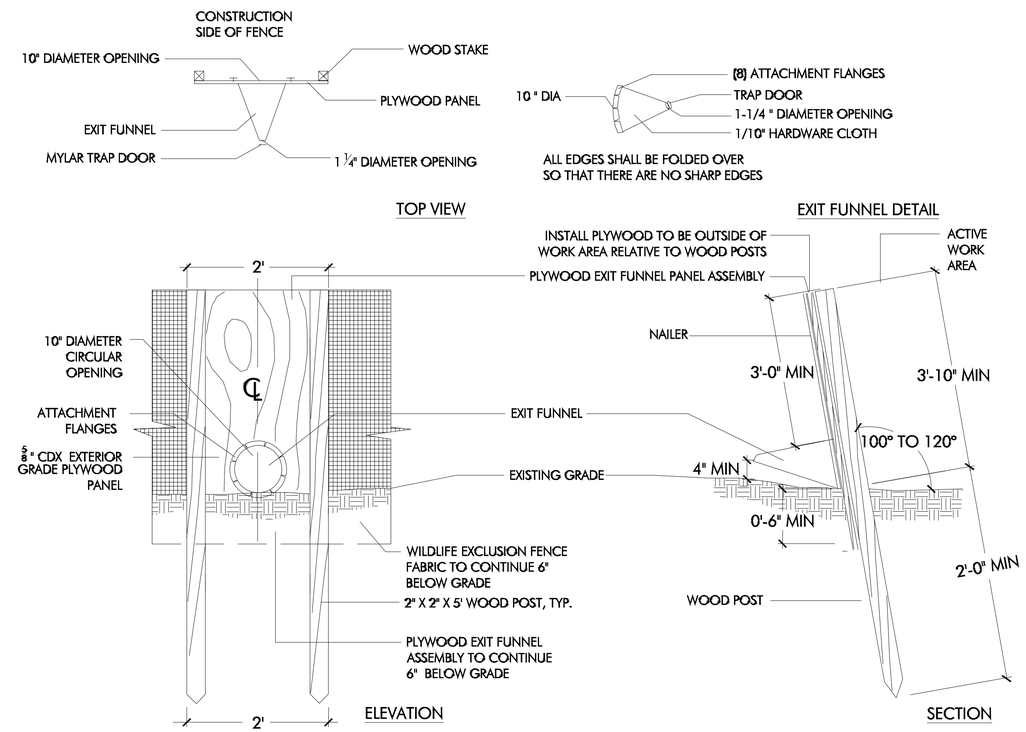
D. ONE EXIT FUNNEL PANEL ASSEMBLY SHALL BE INSTALLED EVERY 100 LINEAR FEET OF WILDLIFE EXCLUSION FENCE.

E. EXIT FUNNELS SHALL BE CONSTRUCTED BY ROLLING HARDWARE CLOTH INTO A CONE SHAPE WITH SPECIFIED END DIAMETERS AND CLOSING WITH TWISTED WIRE. EXIT FUNNEL ATTACHMENT FLAPS SHALL BE ATTACHED TO THE PANEL WITH STAPLES. A MYLAR TRAP DOOR SHALL BE CUT TO COVER ENTIRE OPENING OF SMALLER END. THE TRAP DOOR SHALL BE INSTALLED ON THE OPEN SPACE SIDE OF THE FUNNEL AND ATTACHED WITH ONE WIRE AT THE TOP. THE CONTRACTOR SHALL BE SUPPLIED WITH A SAMPLE TRAP DOOR.

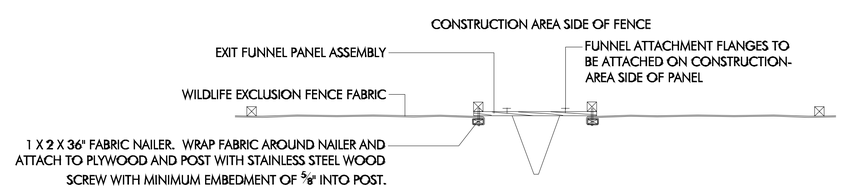




EXIT FUNNEL PANEL INSTALLATION DETAIL - TYPICAL POST SPACING



EXIT FUNNEL PANEL ASSEMBLY DETAIL



EXIT FUNNEL PANEL INSTALLATION DETAIL

1 WILDLIFE EXCLUSION FENCING

SCALE: NTS

95% Submittal

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BERKELEY, CA 94704
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Details

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DATE: 6/23/23

REVISIONS:

DRAWING NO:
LD3

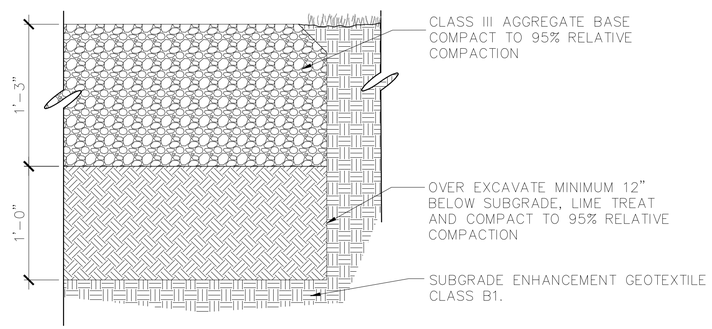
SHEET 24 OF 29 SHEETS

SIERRA II COMPACT DOUBLE-PUBLIC RESTROOM
MANUFACTURER: ROMTEC
MODEL #: 2016
SIDING: CEDAR LAP SIDING
ROOFING: CORRUGATED METAL
INCLUDE ATTACHED WATER FOUNTAIN
WEB SITE: WWW.ROMTEC.COM
PH.: 541-496-3541

INSTALL FOUNDATION PER MANUFACTURER'S SPECIFICATIONS.

1 RESTROOM

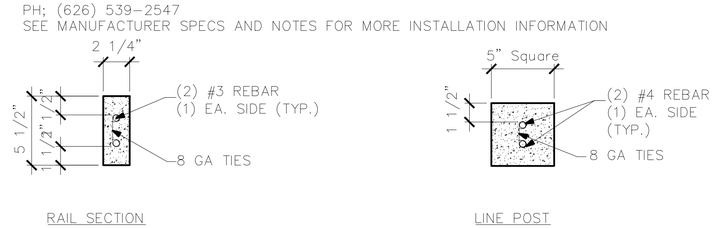
SCALE: N.T.S

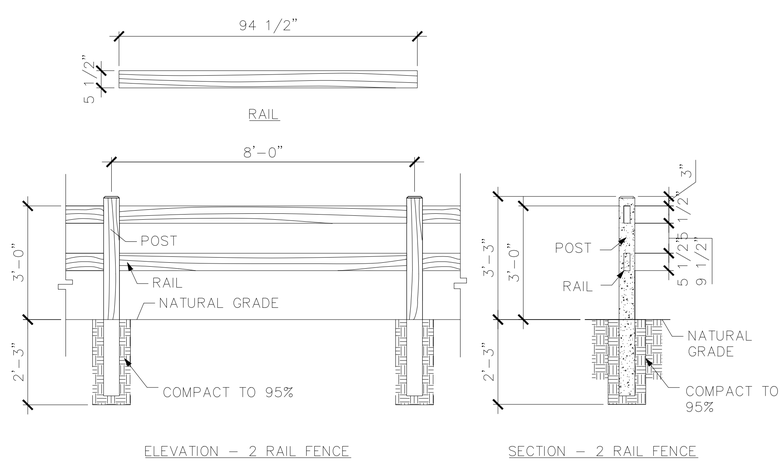


2 AGGREGATE BASE PARKING LOT

SCALE: 1 1/2" = 1'-0"

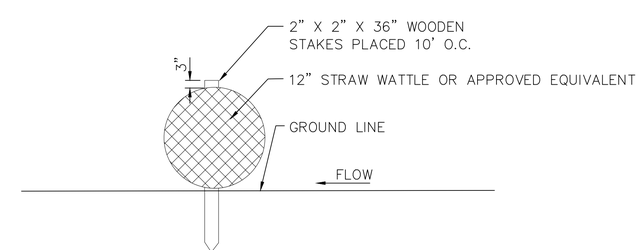
MANUFACTURER: AMERICAN PRECAST CONCRETE
MODEL: WOODCRETE RANCH RAILS, 2 RAIL FENCE
CONTACT: EMILY KREUGER
WEB SITE: WWW.AMERICANPRECASTFENCES.COM
PH; (626) 539-2547
SEE MANUFACTURER SPECS AND NOTES FOR MORE INSTALLATION INFORMATION





4 CONCRETE SPLIT RAIL FENCE

SCALE: 1/2" = 1'-0"



3 STRAW WATTLE

SCALE: 1"=1'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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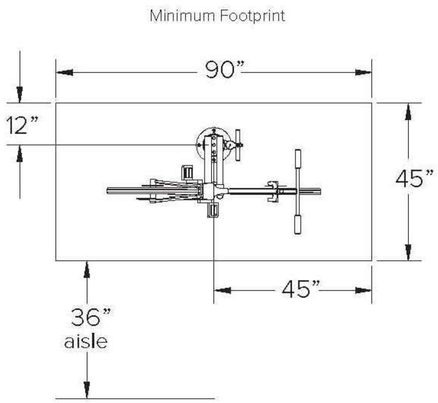
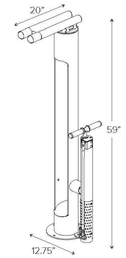
DRAWING TITLE:
Details

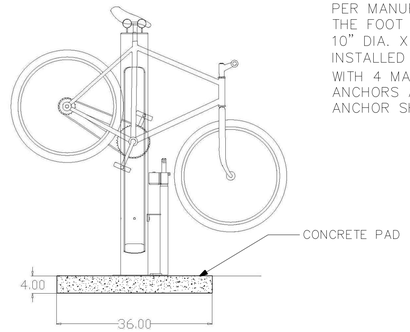
SCALE: As Shown
DATE: 6/23/23
REVISIONS:
△
△
△

DRAWING NO:
LD4
SHEET 25 OF 29 SHEETS





FIXIT BICYCLE REPAIR STAND
MANUFACTURER: DERO
MODEL #: FIXIT
WEB SITE: WWW.DERO.COM
PH.: 612-359-0689
FINISH: POWDER COAT – HUNTER GREEN

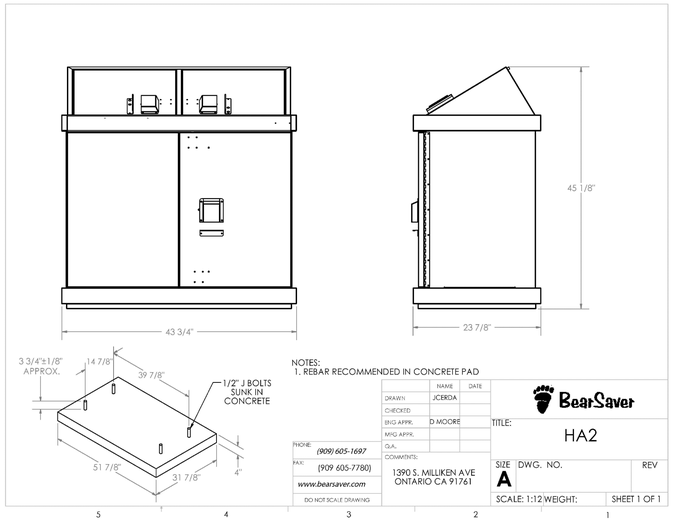


PAD 36" X 36" X 4"

PER MANUFACTURER SPECIFICATIONS, THE FOOT MOUNTED FIXIT HAS ONE 10" DIA. X .25" PLATE THAT IS INSTALLED ONTO A CONCRETE BASE WITH 4 MASONRY ANCHORS. $\frac{3}{8}$" ANCHORS ARE THE STANDARD ANCHOR SHIPPED WITH THIS RACK.

3 BIKE SERVICE STATION

SCALE: N.T.S



NOTES:
1. REBAR RECOMMENDED IN CONCRETE PAD

	NAME	DATE
DRAWN:	JCEROA	
CHECKED:		
ENG APPR:	D MOORE	
MNG APPR:		
QA:		
COMMENTS:		

PHONE: (909) 605-1697
FAX: (909 605-7780)
www.bearsaver.com
DO NOT SCALE DRAWING

1390 S. MILLIKEN AVE
ONTARIO CA 91761

BearSaver

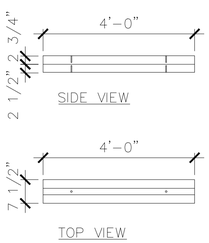
TITLE: HA2

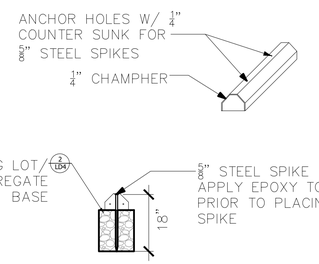
SIZE A | DWG. NO. | REV

SCALE: 1:12 | WEIGHT: | SHEET 1 OF 1

1 TRASH RECEPTACLE

SCALE: N.T.S





GRID BIKE RACKS DOUBLE SIDED
MANUFACTURER: BELSON OUTDOORS
MODEL #: CBBR-18DG-SV | POWDER COAT SILVER
WEB SITE: WWW.BELSON.COM
PH.: 1-800-323-5664

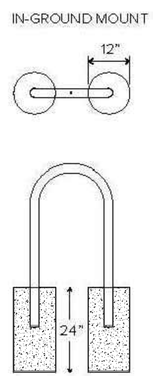
C:\Users\dgomez\Downloads\CBBR-18DG-SV-001-G.jpg

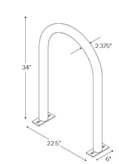
4 4'-0" LONG WHEEL STOP

SCALE: 1/2" = 1'-0"

5 DOUBLE SIDED GRID BIKE RACK

SCALE: N.T.S



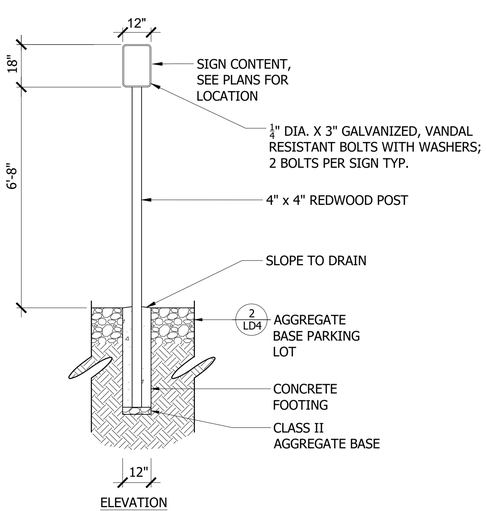


HOOP RACK HEAVY DUTY
MANUFACTURER: DERO
MODEL #: HOOP RACK
WEB SITE: WWW.DERO.COM
PH.: 612-359-0689
FINISH: POWDER COAT – HUNTER GREEN

FOR IN-GROUND MOUNT INSTALLATION, USE MANUFACTURER RECOMMENDED SPECIFICATIONS.

2 BIKE RACK

SCALE: N.T.S



ELEVATION

HORSE TRAILER PARKING ONLY

HORSE TRAILER PARKING ←

SIGN CONTENT

6 HORSE TRAILER PARKING SIGN

SCALE: 3/8" = 1'-0"

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DATE: 6/23/23

REVISIONS:
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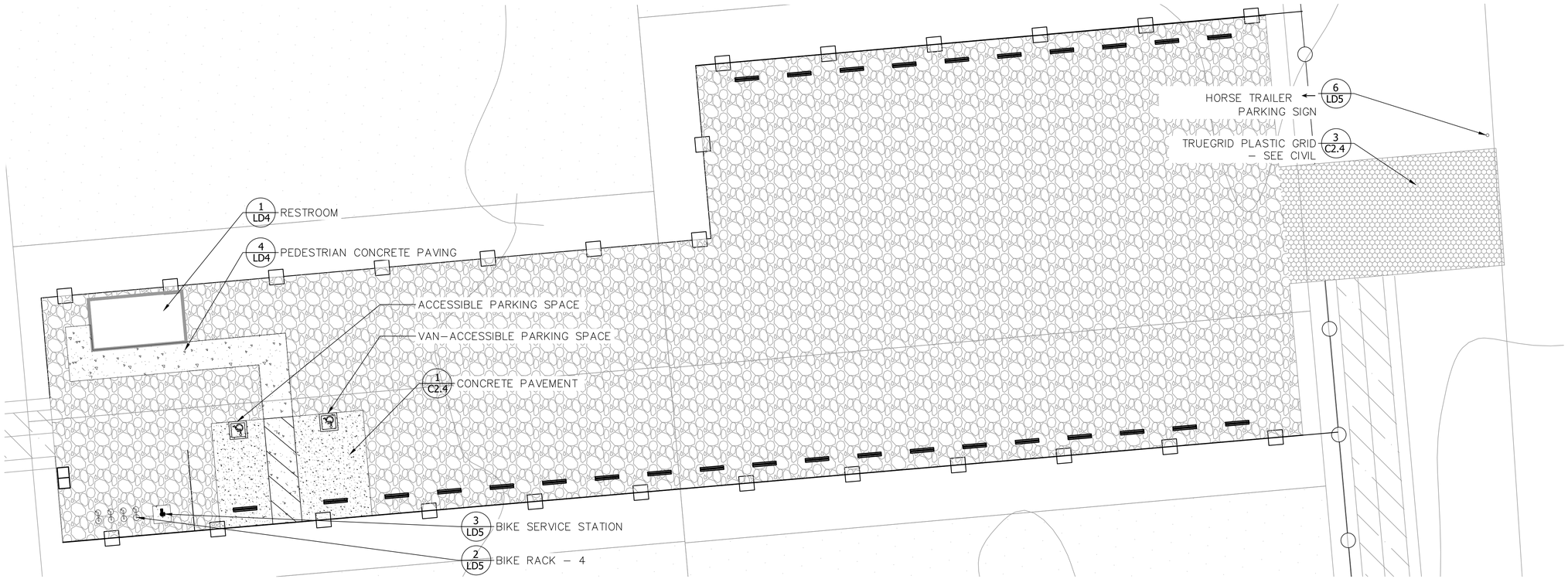
DRAWING NO:
LD5

SHEET 26 OF 29 SHEETS



LEGEND

- AGGREGATE BASE PARKING LOT (2 / LD4)
- PEDESTRIAN PATHWAY CONCRETE (2 / C2.4)
- CONCRETE PAVEMENT (1 / C2.4)
- GRAVEL TRAIL
- SPLIT RAIL FENCING (3 / LD2)
- CONCRETE SPLIT RAIL FENCING (4 / LD4)
- HORSE TRAILER PARKING SIGN (6 / LD5)
- 4'–0" LONG WHEEL STOP (4 / LD5)
- TRASH RECEPTACLE (1 / LD5)
- BIKE RACK (2 / LD5)
- BIKE SERVICE STATION (3 / LD5)

NOTE:
1. SEE TREE REMOVAL PLAN ON LD8 FOR EXISTING TREE LOCATIONS
2. 29 TOTAL PARKING STALLS IN MAIN STAGING AREA
   2 ADA PARKING STALLS

1 PARKING LOT 1 – MAIN STAGING AREA

SCALE: 1:10

95% Submittal

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2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE: (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
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Coastside Land Trust

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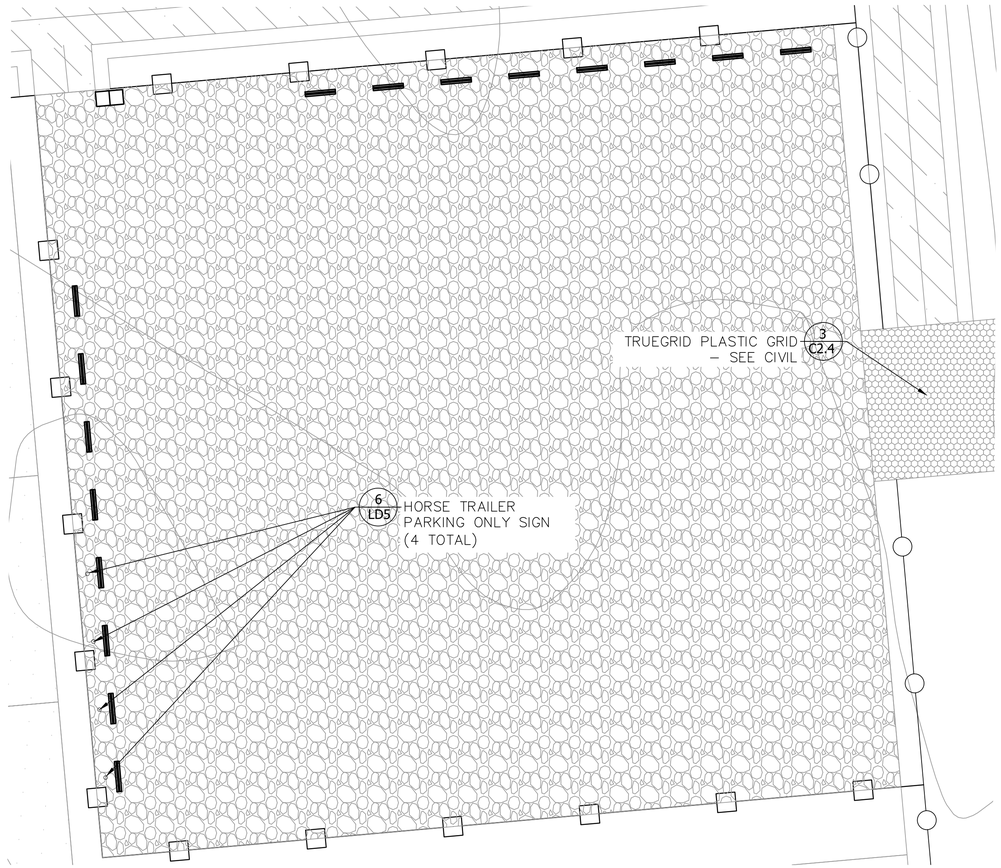
DRAWING TITLE:
Details

SCALE: As Shown
DATE: 6/23/23
REVISIONS:

DRAWING NO:
LD6
SHEET 27 OF 29 SHEETS



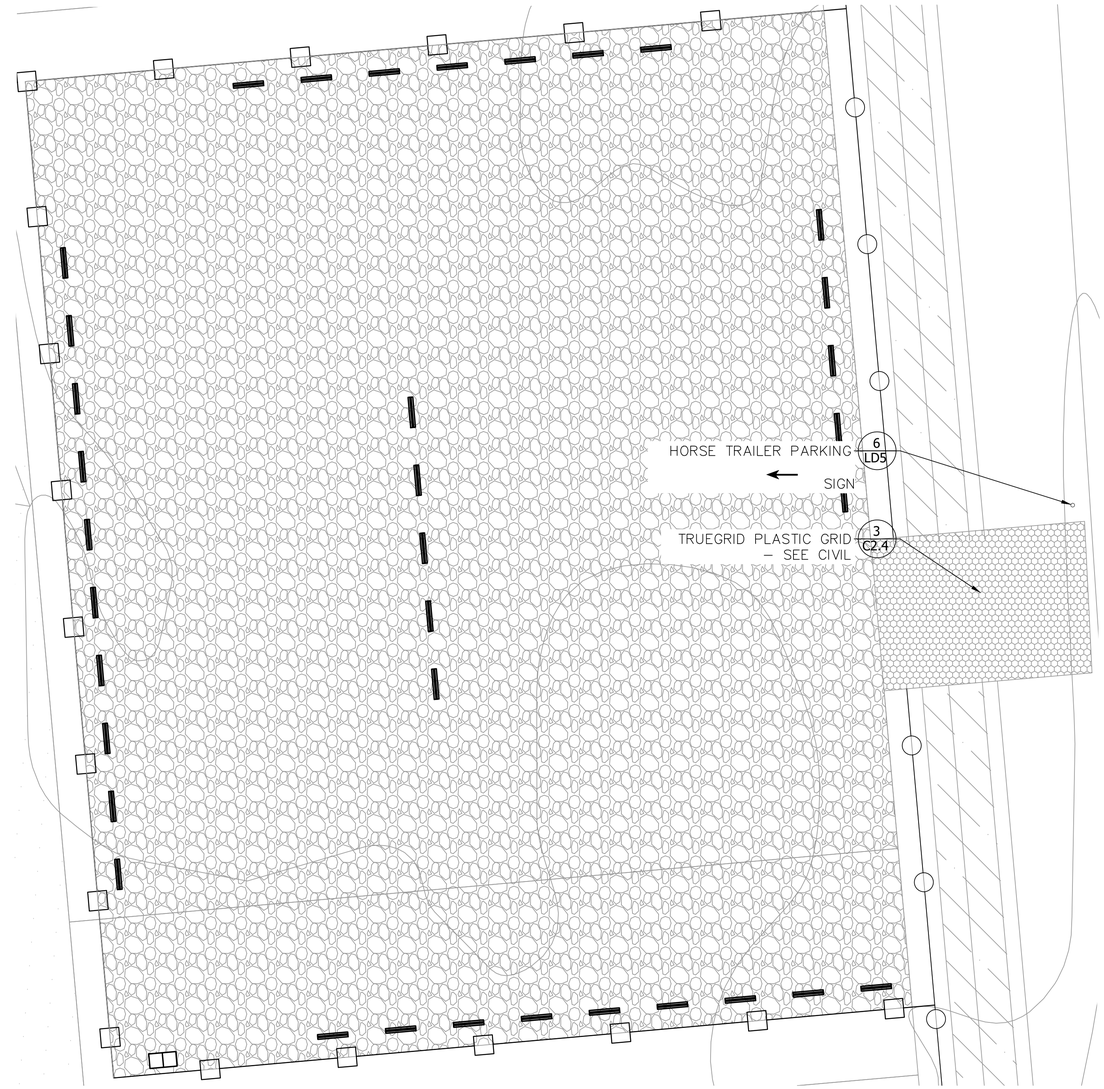
LEGEND

- AGGREGATE BASE PARKING LOT (2/LD4)
- GRAVEL TRAIL
- TRASH RECEPTACLE (1/LD5)
- 4'–0" LONG WHEEL STOP (4/LD5)
- SPLIT RAIL FENCING (3/LD2)
- CONCRETE SPLIT RAIL FENCING (4/LD4)
- HORSE TRAILER PARKING ONLY SIGN (6/LD5)

NOTE:
1. SEE TREE REMOVAL PLAN ON LD8 FOR EXISTING TREE LOCATIONS
2. 16 TOTAL PARKING STALLS IN OVERFLOW STAGING AREA 2
   4 EQUESTRIAN PARKING STALLS

2 PARKING LOT 3 - OVERFLOW STAGING AREA

SCALE: 1:10



LEGEND

- AGGREGATE BASE PARKING LOT (2/LD4)
- GRAVEL TRAIL
- TRASH RECEPTACLE (1/LD5)
- SPLIT RAIL FENCING (3/LD2)
- CONCRETE SPLIT RAIL FENCING (4/LD4)
- HORSE TRAILER PARKING SIGN (6/LD5)
- 4'–0" LONG WHEEL STOP (4/LD5)

NOTE:
1. SEE TREE REMOVAL PLAN ON LD8 FOR EXISTING TREE LOCATIONS
2. 36 TOTAL PARKING STALLS IN OVERFLOW STAGING AREA 1

1 PARKING LOT 2 - OVERFLOW STAGING AREA

SCALE: 1:10

95% Submittal

PLACEWORKS
2040 BANCROFT WAY #400
BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DATE: 6/23/23
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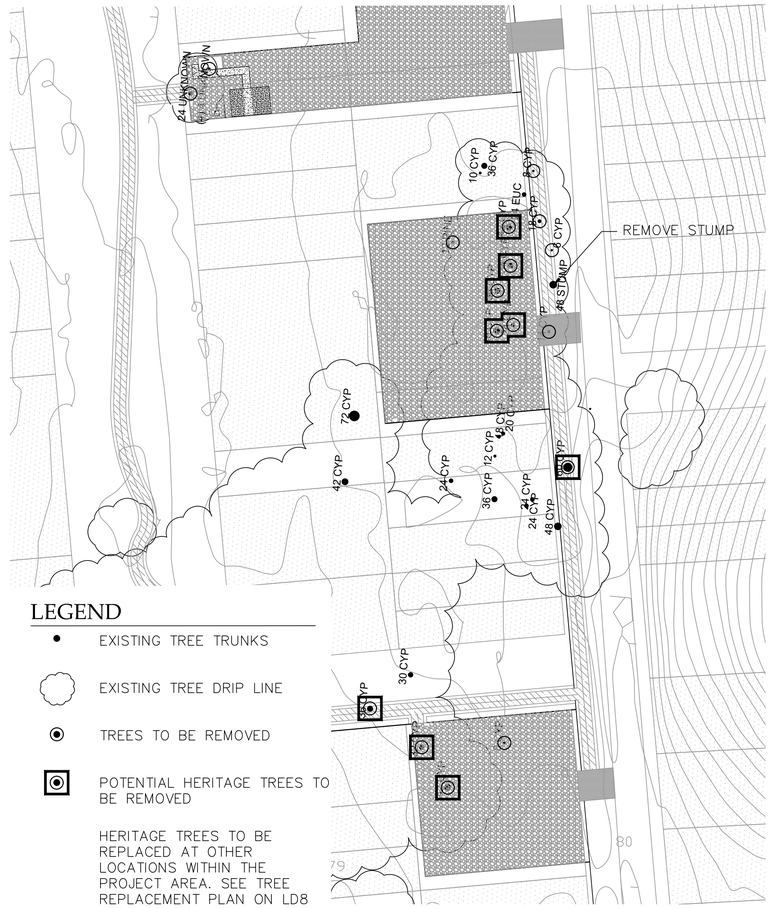
DRAWING NO:
LD7
SHEET 28 OF 29 SHEETS



LEGEND

- EXISTING TREE TRUNKS
- EXISTING TREE DRIP LINE
- TREES TO BE REMOVED
- POTENTIAL HERITAGE TREES TO BE REMOVED

HERITAGE TREES TO BE REPLACED AT OTHER LOCATIONS WITHIN THE PROJECT AREA. SEE TREE REPLACEMENT PLAN ON LD8 FOR LOCATIONS.

2 TREE REMOVAL PLAN

SCALE: 1"=50'

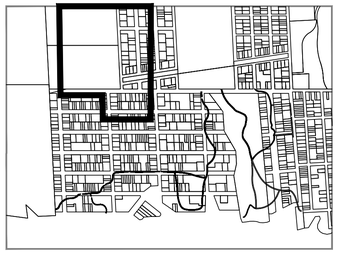
LEGEND

QUERCUS AGRIFOLIA
(COAST LIVE OAK)

NOTE:

1. TREE REPLACEMENT SHALL TAKE PLACE OUTSIDE OF THE PROJECT AREA ON LAND OWNED BY COASTSIDE LAND TRUST AND CONSIDERED TO BE MORE APPROPRIATE FOR TREE PLANTING AND NOT PART OF THE COASTAL PRAIRE RESTORATION EFFORT.
2. ALL TREES SHALL BE PLANTED AS 24" BOX.

KEY MAP



1 TREE REPLACEMENT PLAN

SCALE: 1"=100'

95% Submittal

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BERKELEY, CA 94704
PHONE (510) 848-3815

LICENSED LANDSCAPE ARCHITECT
SARAH SUTTON
No. 4219
Signature
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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DRAWING TITLE:
Details

SCALE: As Shown

DATE: 6/23/23

REVISIONS:

DRAWING NO:
LD8

SHEET 29 OF 29 SHEETS

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

95% CD Submittal

WAVECREST TRAIL PROJECT- PHASE 2

COASTSIDE LAND TRUST

June 23, 2023

Sheet Index

1. C1 Cover Sheet
2. C2 Overview Map
3. C3 South Step Layout Plan
4. C4 North Step Layout Plan
5. C5 North Step Layout Plan
6. C6 South Step Profiles
7. C7 North Step Profiles - Left
8. C8 North Step Profiles - Right
9. C9 South Step Sections 1 of 2
10. C10 South Step Sections 2 of 2
11. C11 North Step Sections 1 of 3
12. C12 North Step Sections 2 of 3
13. C13 North Step Sections 3 of 3
14. C14 Interlocking Crib Step Details
15. C15 West Gully Stabilization Details
16. C16 Ditch and Slope Drain Details
17. C17 Stair Notes
18. S1 Structural Details for Interlocking Crib Steps
19. S2 Structural Details for Handrail, Guard, & Landing
20. S3 Structural Details for Timber Crib Wall
21. S4 Structural Plan for Crib Wall and General Notes

CONTACTS

OWNER

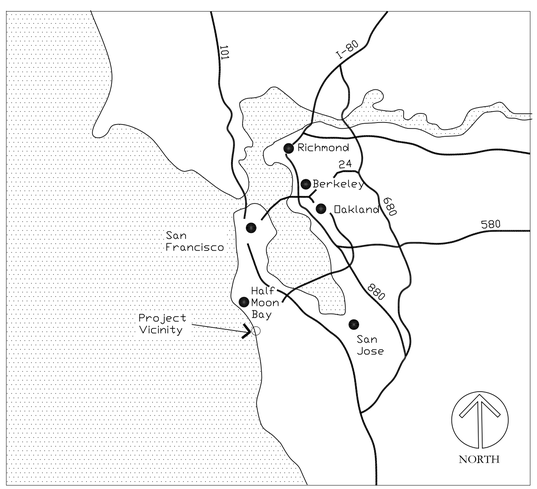
COASTSIDE LAND TRUST
788 MAIN STREET
HALF MOON BAY, CA 94019
(650) 726-3056

ENGINEERING AND GEOLOGIST - PLAN PREPARER

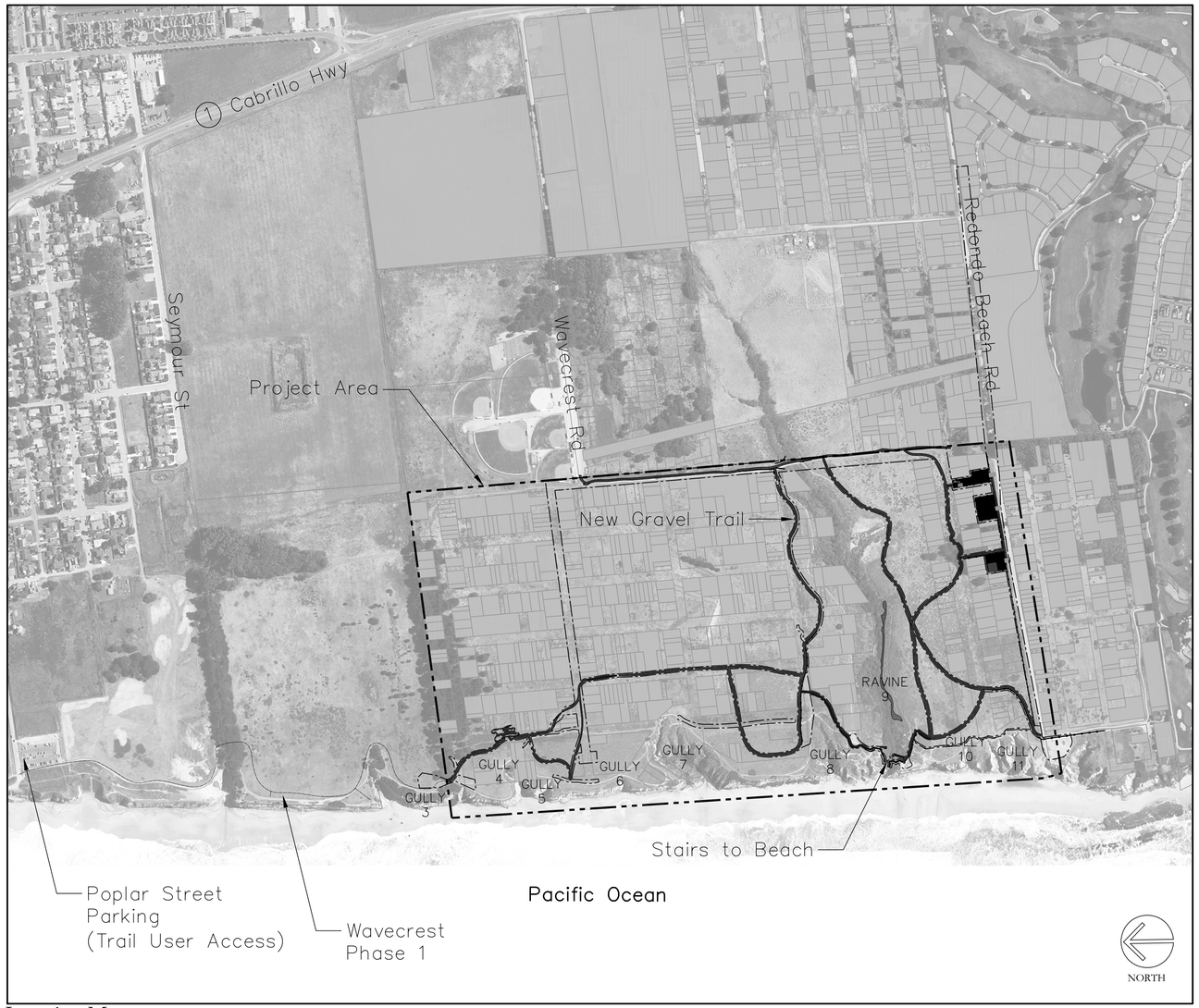
TIMOTHY C BEST, CEG
1002 COLUMBIA STREET
SANTRA CRUZ, CA 95060
(831) 425-5832 (831) 332-7791 - CELL
CONTACT: TIM BEST (timbest@coastgeo.com)

GEOTECHNICAL ENGINEER

HARO, KASHUNICH AND ASSOCIATES. INC
116 EAST LAKE AVE
WATSONVILLE, CA 95076
(831) 722-4175 ((831) 247-5466 CALL
CONTACT: JOHN KASUNICH

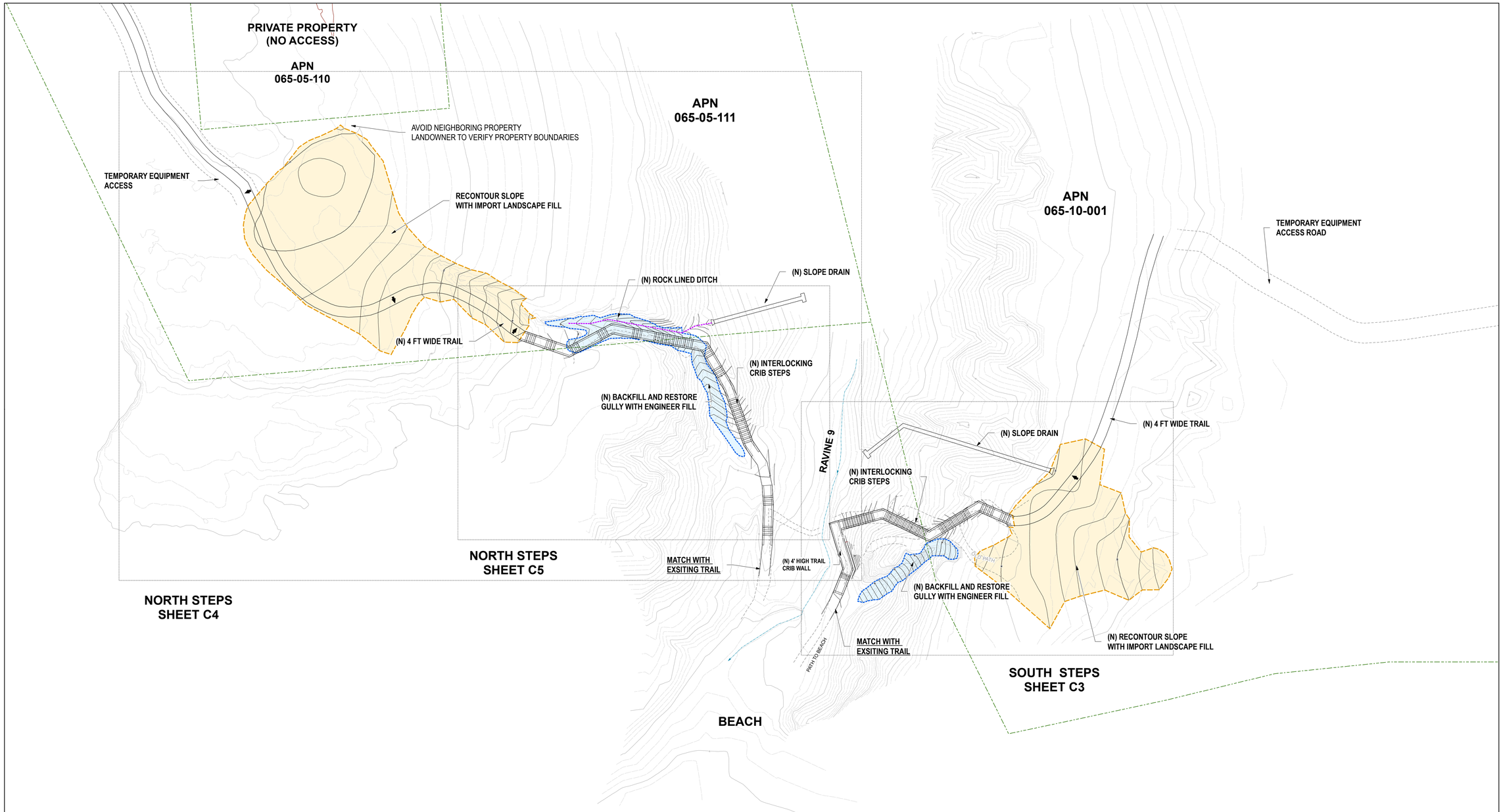


Vicinity Map



Location Map

NOTE:
PLANS FOR STAIRS TO BEACH ARE INCLUDED IN SEPARATE DRAWING SET COMPLETED BY COASTGEO AND MAYONE STRUCTURAL ENGINEERING, INC.



LEGEND

- (N) 4-FOOT WIDE TRAIL
- (N) INTERLOCKING CRIB STEPS
- (N) TIMBER CRIB WALL
- (N) ROCK LINED DITCH
- (N) BACKFILL GULLY WITH IMPORT ENGINEER FILL
- (N) RECONTOUR SLOPE WITH IMPORT LANDSCAPE FILL
- (N) REVERSE GRADE DIP
- (N) SLOPE DRAIN
- EDGE OF EXISTING PATH
- DRAINAGE PATH
- PROPERTY BOUNDARY / APPROXIMATE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR

65% CONSTRUCTION DOCUMENTS
SUBJECT TO REVISION
NOT FOR CONSTRUCTION

TOPOGRAPHIC SURVEY
MODIFIED FROM:
- BOWMAN & WILLIAMS, INC.
  3949 RESEARCH PARK COURT
  SOQUEL, CA 95073
  (831) 426-3560
  JOB NO: 27340
- TIMOTHY C. BEST, CEG
  1002 COLUMBIA STREET
  SANTA CRUZ, CA 95060
- 2016 USGS WEST COAST EL-NINO LIDAR
  https://coast.noaa.gov/htdata/raster2/elevation/
  West_Coast_El_Nino_DEM_2016_6260

BASIS OF ELEVATIONS (BENCHMARK)
ELEVATIONS FOR THIS SURVEY ARE BASED ON A TIE TO THE NATIONAL GEODETIC SURVEY (NGS) BENCHMARK PID-HT1455 (DESIGNATION – MOON 2), BENCH MARK ELEVATION 73.00 (NAVD88)

BOUNDARY NOTE
THERE WAS NO BOUNDARY DETERMINATION AS PART OF THIS STUDY

STATE LANDS NOTE
ALL PORTIONS OF THIS SURVEY ARE ABOVE THE MEAN HIGH TIDE LINE, BEING THE STATE LANDS BOUNDARY

N

0 10 20 30 40
Feet

PLACEWORKS
1625 SHATTUCK AVENUE, STE 300
BERKELEY, CA 94709
(510) 848-3815 PHONE
(510) 848-4315 FAX

PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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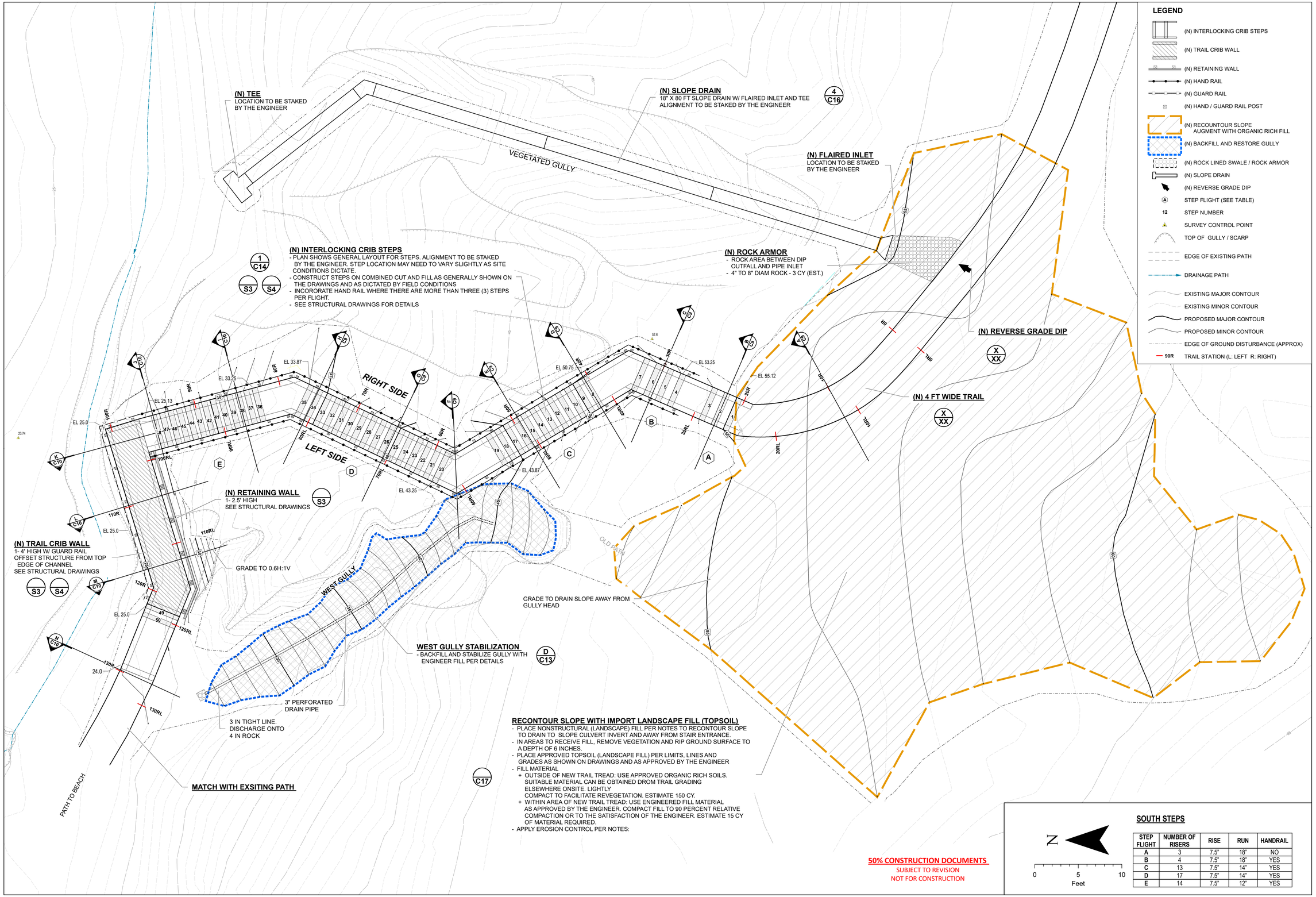
DRAWING TITLE:
OVERVIEW MAP

SCALE: 1"=20'
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C2
SHEET ___ OF ___ SHEETS



LEGEND

- (N) INTERLOCKING CRIB STEPS
- (N) TRAIL CRIB WALL
- (N) RETAINING WALL
- (N) HAND RAIL
- (N) GUARD RAIL
- (N) HAND / GUARD RAIL POST
- (N) RECOUNTOUR SLOPE AUGMENT WITH ORGANIC RICH FILL
- (N) BACKFILL AND RESTORE GULLY
- (N) ROCK LINED SWALE / ROCK ARMOR
- (N) SLOPE DRAIN
- (N) REVERSE GRADE DIP
- STEP FLIGHT (SEE TABLE)
- 12 STEP NUMBER
- SURVEY CONTROL POINT
- TOP OF GULLY / SCARP
- EDGE OF EXISTING PATH
- DRAINAGE PATH
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EDGE OF GROUND DISTURBANCE (APPROX)
- 90R TRAIL STATION (L: LEFT R: RIGHT)

SOUTH STEPS

STEP FLIGHT	NUMBER OF RISERS	RISE	RUN	HANDRAIL
A	3	7.5"	18"	NO
B	4	7.5"	18"	YES
C	13	7.5"	14"	YES
D	17	7.5"	14"	YES
E	14	7.5"	12"	YES

PLACEWORKS
1625 SHATTUCK AVENUE, STE 300
BERKELEY, CA 94709
(510) 848-3815 PHONE
(510) 848-4315 FAX

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DRAWING TITLE:
SOUTH STEP LAYOUT PLAN

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C3
SHEET ___ OF ___ SHEETS

PRIVATE PROPERTY
(NO ACCESS)

APN 065-05-110

PROPERTY BOUNDARY
AVOID NEIGHBORING PROPERTY
LANDOWNER TO VERIFY PROPERTY BOUNDARIES

APN
065-05-111

RECONTOUR SLOPE WITH IMPORT LANDSCAPE FILL (TOPSOIL)
- PLACE NONSTRUCTURAL (LANDSCAPE) FILL PER NOTES TO RECONTOUR SLOPE TO DRAIN TO SLOPE CULVERT INVERT AND AWAY FROM STAIRS
- IN AREAS TO RECEIVE FILL, REMOVE VEGETATION AND RIP GROUND SURFACE TO A DEPTH OF 6 INCHES.
- PLACE APPROVED TOPSOIL (LANDSCAPE FILL) PER LIMITS, LINES AND GRADES AS SHOWN ON DRAWINGS AND AS APPROVED BY THE ENGINEER
- FILL MATERIAL
  + OUTSIDE OF NEW TRAIL TREAD: USE APPROVED ORGANIC RICH SOILS. SUITABLE MATERIAL CAN BE OBTAINED DROM TRAIL GRADING ELSEWHERE ONSITE. LIGHTLY COMPACT TO FACILITATE REVEGETATION. ESTIMATE 150 CY.
  + WITHIN AREA OF NEW TRAIL TREAD: USE ENGINEERED FILL MATERIAL AS APPROVED BY THE ENGINEER. COMPACT FILL TO 90 PERCENT RELATIVE COMPACTION OR TO THE SATISFACTION OF THE ENGINEER. ESTIMATE 15 CY OF MATERIAL REQUIRED.
- APPLY EROSION CONTROL PER NOTES:

C17

TEMPORARY EQUIPMENT ACCESS

(N) REVERSE GRADE DIP

(N) 4 FT WIDE TRAIL

(N) REVERSE GRADE DIP

(N) REVERSE GRADE DIP

(N) ROCK LINED SWALE

3 C16

(N) SLOPE DRAIN

4 C16

BACKFILL GULLY WITH ENGINEER FILL
- CLEAR AND GRUB AREAS TO BE GRADED OR DESIGNATED TO RECEIVE ENGINEERED FILL PER NOTES. REMOVE VEGETATION AND DELETERIOUS SOIL TO SATISFACTION OF THE ENGINEER.
- ENGINEERED FILL SHALL BE PLACED PER LIMITS, LINES AND GRADES AS SHOWN ON DRAWINGS AND AS APPROVED BY THE ENGINEER
  + KEY AND BENCH FILL INTO FIRM NATIVE SOILS. THE SUBGRADE SHALL BE SCARIFIED AT LEAST 6 INCHES; MOISTURE CONDITIONED AND COMPACTED TO 85 PERCENT RELATIVE COMPACTION.
  + ENGINEERED FILL SHALL BE PLACED IN THIN LIFTS NOT EXCEEDING 8 INCHES IN LOOSE THICKNESS; MOISTURE CONDITIONED, AND COMPACTED TO A MINIMUM OF 85 PERCENT RELATIVE COMPACTION PER ASTM D 1557 OR TO THE SATISFACTION OF THE ENGINEER
- OUTSIDE OF TRAIL TREAD AND ROCKED LINED DITCH, CAP WITH 6 TO 8 INCHES OF ORGANIC RICH TOPSOIL.
- APPLY EROSION CONTROL PER NOTES:

C17

(N) INTERLOCKING CRIB STEPS

1 C14 S1 S2

(N) CRIB WALL

(N) RETA

LEGEND

- (N) INTERLOCKING CRIB STEPS
- (N) TRAIL CRIB WALL
- (N) RETAINING WALL
- (N) HAND RAIL
- (N) GUARD RAIL
- (N) HAND / GUARD RAIL POST
- (N) RECOUNTOUR SLOPE WITH WITH IMPORT LANDSCAPE FILL
- (N) BACKFILL AND RESTORE GULLY WITH ENGINEER FILL
- (N) ROCK LINED SWALE / ROCK ARMOR
- (N) SLOPE DRAIN
- (N) REVERSE GRADE DIP
- STEP FLIGHT (SEE TABLE)
- 12 STEP NUMBER
- SURVEY CONTROL POINT
- TOP OF GULLY / SCARP
- EDGE OF EXISTING PATH
- DRAINAGE PATH
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- 90R STATION (L: LEFT R: RIGHT)
- EDGE OF GROUND DISTURBANCE (APPROX)
- PROPERTY LINE (APPROXIMATE)

N

0 5 10
Feet

65% CONSTRUCTION DOCUMENTS
SUBJECT TO REVISION
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DRAWING TITLE:
NORTH STEP LAYOUT PLAN

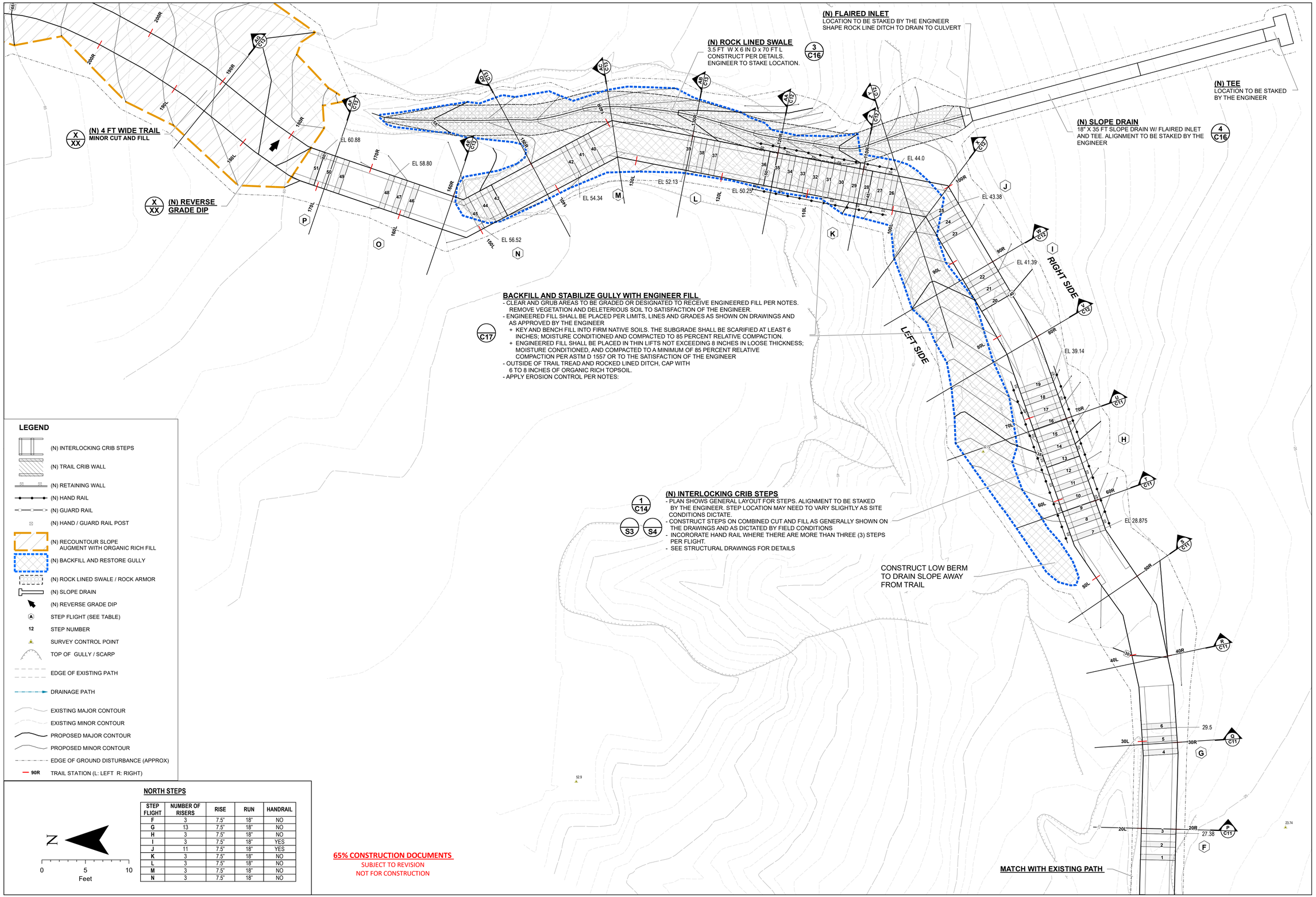
SCALE: 1"=10'

DATE: 3/18/2020

REVISIONS:

DRAWING NO:
C4

SHEET ___ OF ___ SHEETS



LEGEND

- (N) INTERLOCKING CRIB STEPS
- (N) TRAIL CRIB WALL
- (N) RETAINING WALL
- (N) HAND RAIL
- (N) GUARD RAIL
- (N) HAND / GUARD RAIL POST
- (N) RECOUNTOUR SLOPE AUGMENT WITH ORGANIC RICH FILL
- (N) BACKFILL AND RESTORE GULLY
- (N) ROCK LINED SWALE / ROCK ARMOR
- (N) SLOPE DRAIN
- (N) REVERSE GRADE DIP
- STEP FLIGHT (SEE TABLE)
- 12 STEP NUMBER
- SURVEY CONTROL POINT
- TOP OF GULLY / SCARP
- EDGE OF EXISTING PATH
- DRAINAGE PATH
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EDGE OF GROUND DISTURBANCE (APPROX)
- 90R TRAIL STATION (L: LEFT R: RIGHT)

N

0 5 10
Feet

NORTH STEPS

STEP FLIGHT	NUMBER OF RISERS	RISE	RUN	HANDRAIL
F	3	7.5"	18"	NO
G	13	7.5"	18"	NO
H	3	7.5"	18"	NO
I	3	7.5"	18"	YES
J	11	7.5"	18"	YES
K	3	7.5"	18"	NO
L	3	7.5"	18"	NO
M	3	7.5"	18"	NO
N	3	7.5"	18"	NO

65% CONSTRUCTION DOCUMENTS
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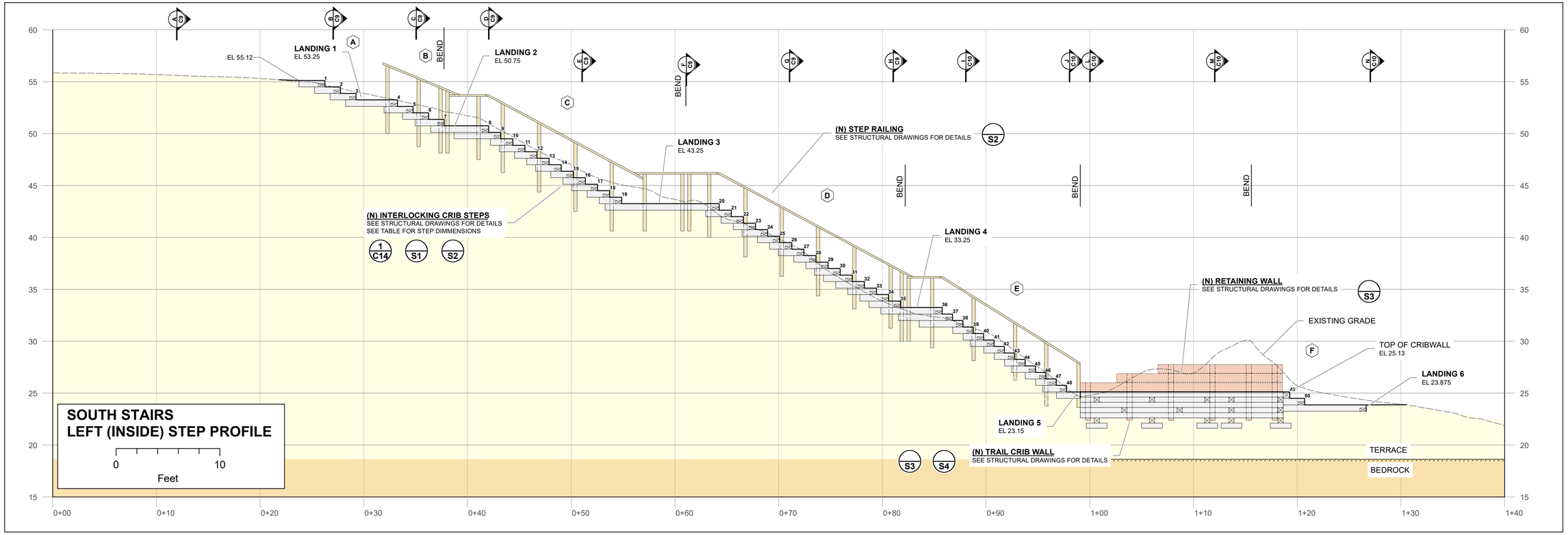
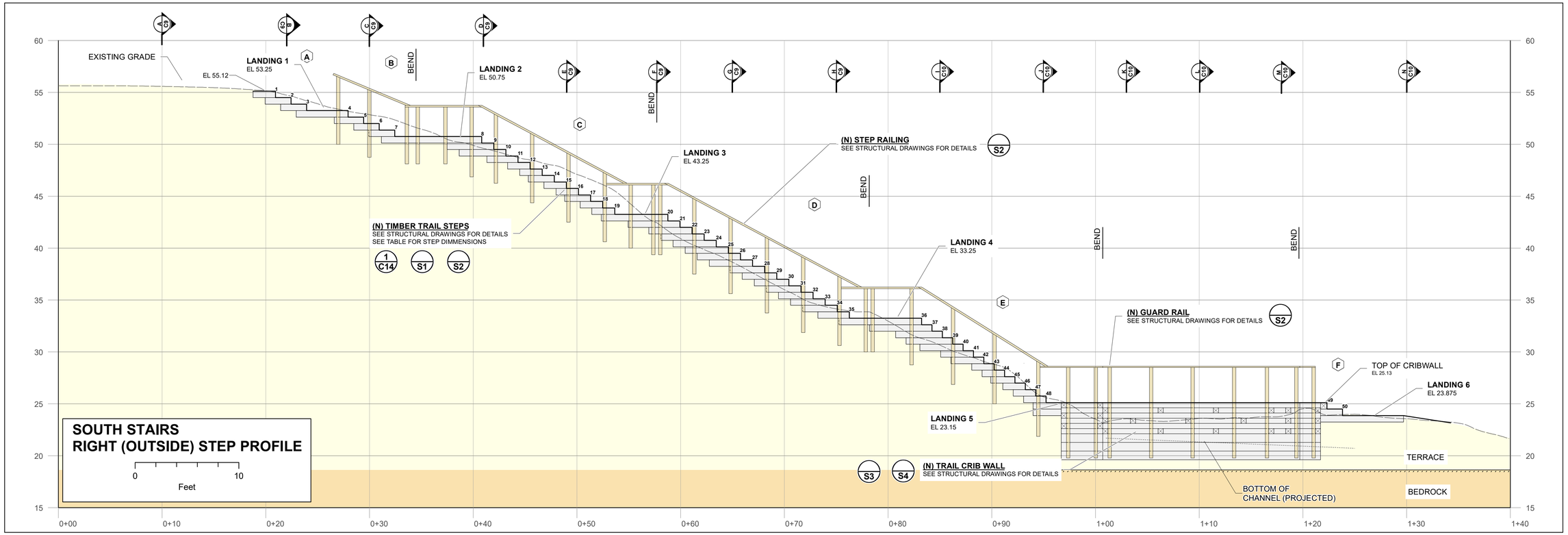
DRAWING TITLE:
NORTH STEP LAYOUT PLAN

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C5
SHEET __ OF __ SHEETS





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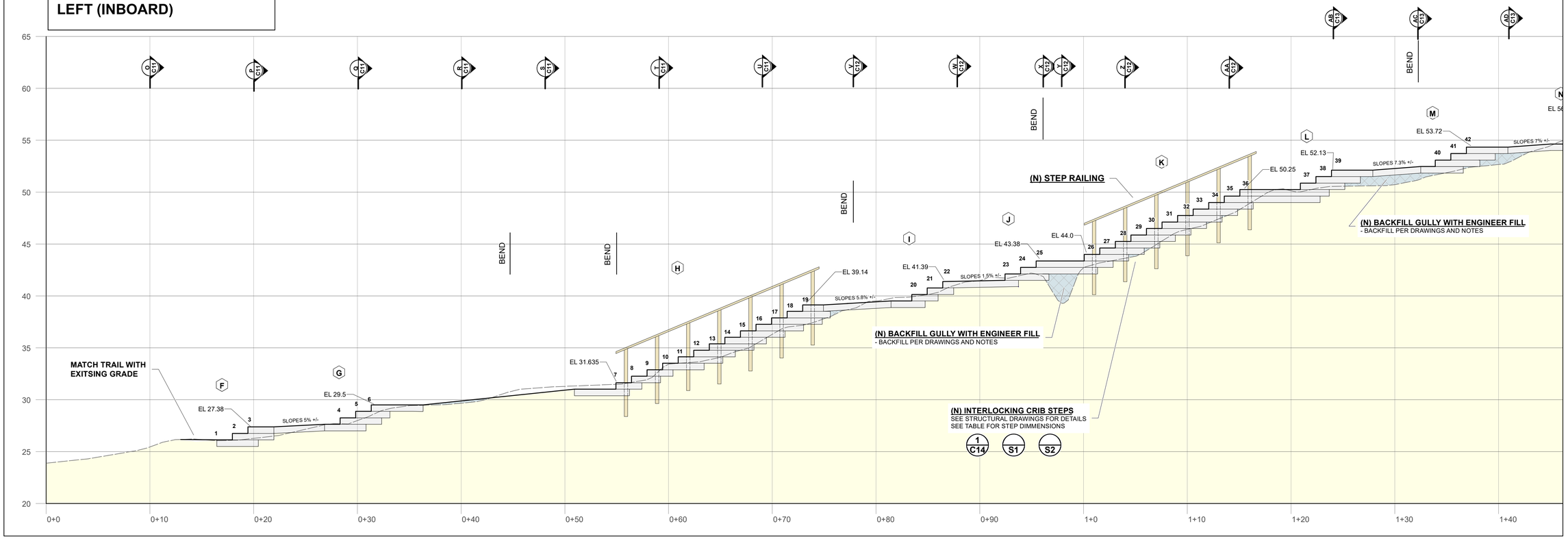
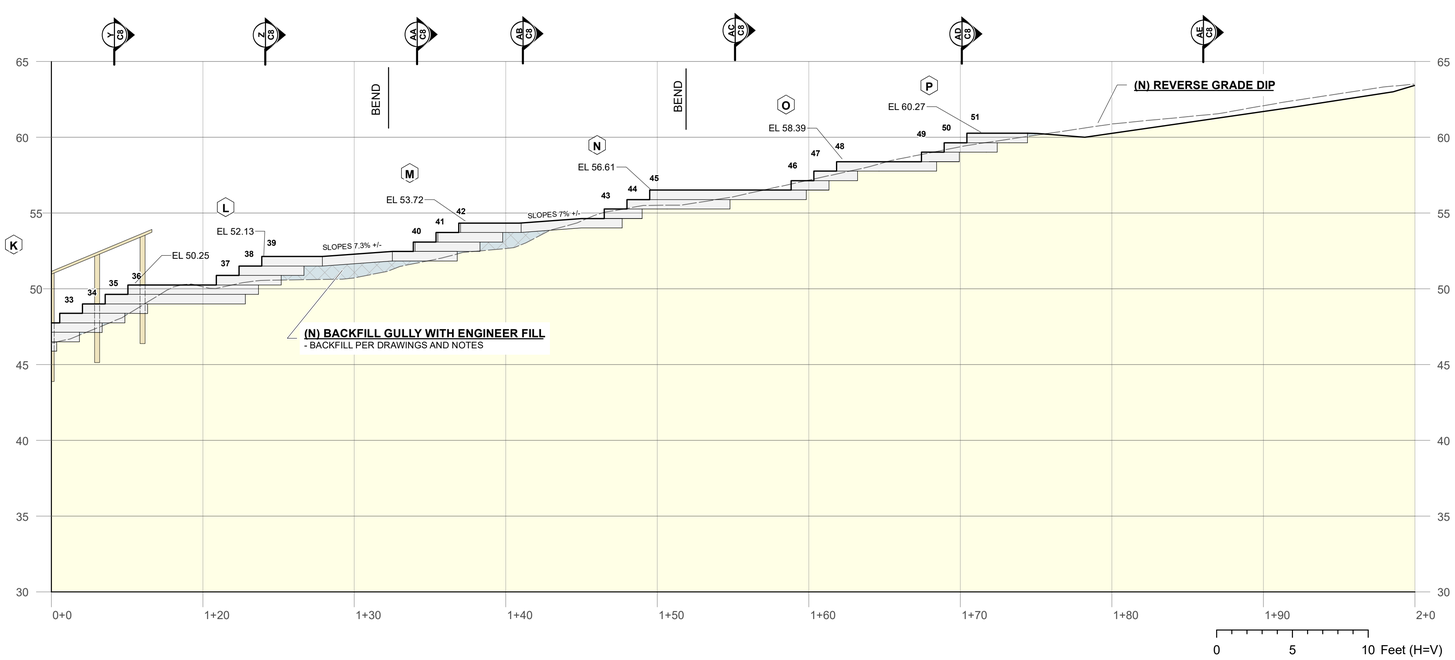
DRAWING TITLE:
SOUTH STEP PROFILES

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C6
SHEET ___ OF ___ SHEETS

NORTH STEP PROFILE LEFT (INBOARD)





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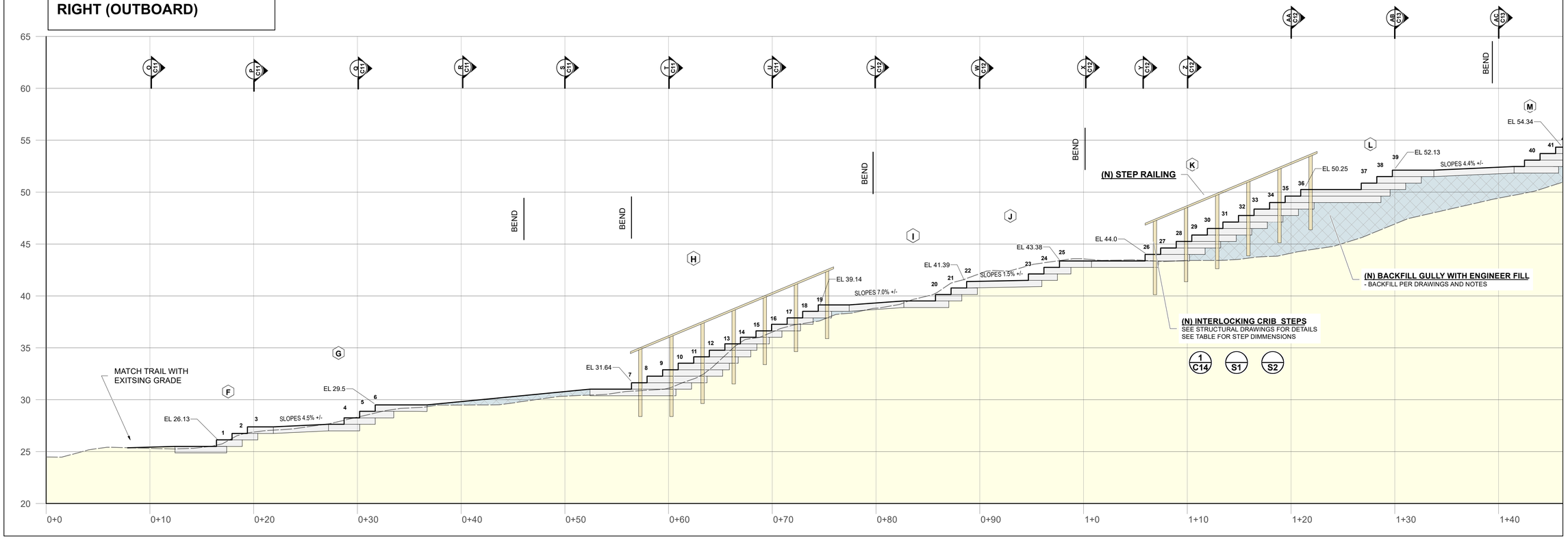
Coastside Land Trust

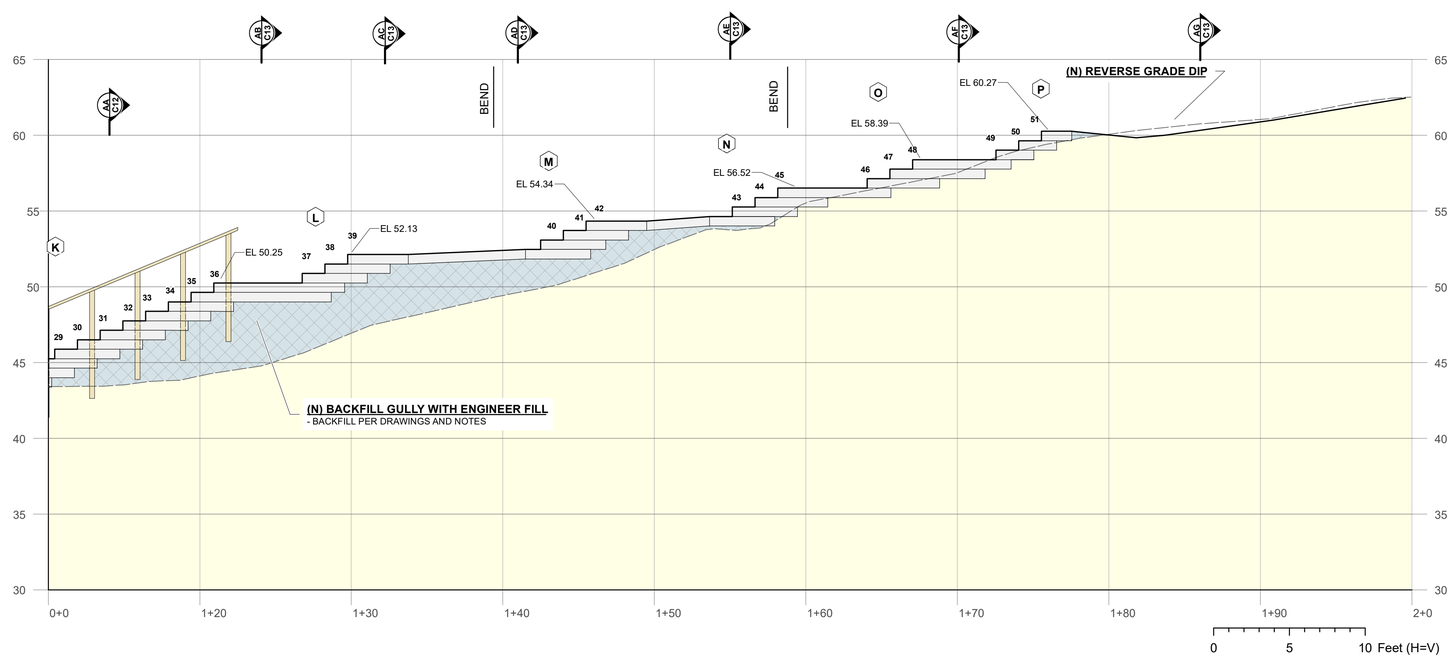
DRAWING TITLE:
NORTH STEP PROFILES - LEFT

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C7
SHEET ___ OF ___ SHEETS

NORTH STEP PROFILE RIGHT (OUTBOARD)





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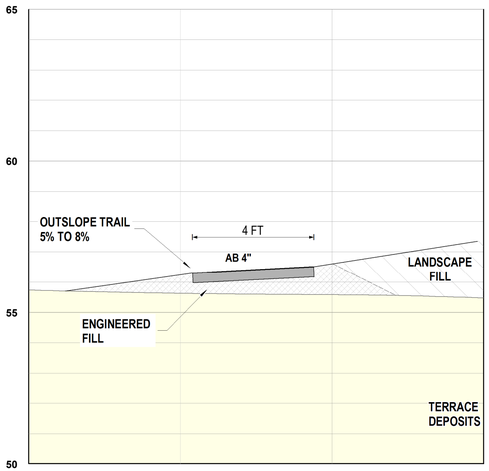
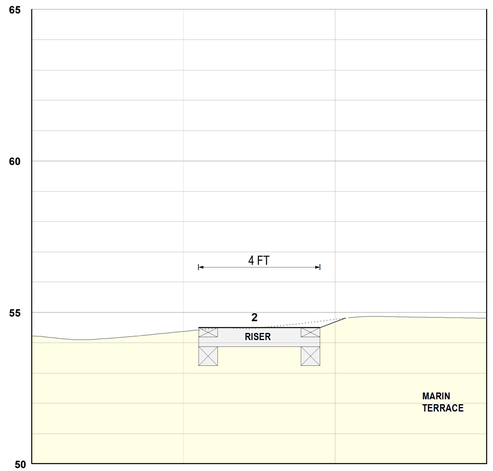
DRAWING TITLE:
NORTH STEP PROFILE - RIGHT

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

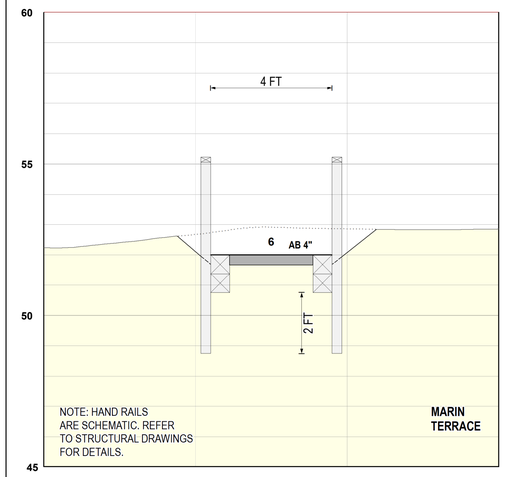
DRAWING NO:
C8
SHEET ___ OF ___ SHEETS



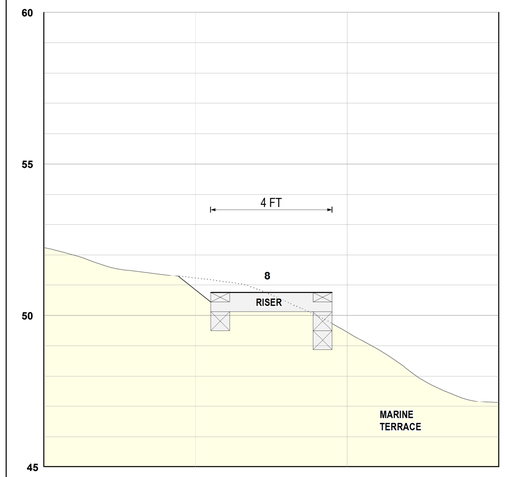
A / C9 **SOUTH STEPS: STATION 0+10 R 0+12 L**



B / C9 **SOUTH STEPS: STATION 0+22 R 0+27 L**

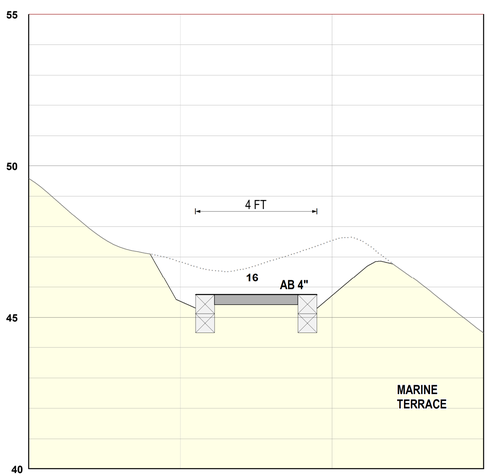


C / C9 **SOUTH STEPS: STATION 0+30 R 0+35 L**

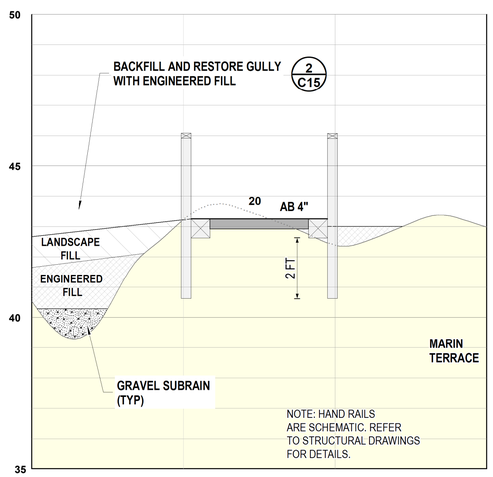


D / C9 **SOUTH STEPS: STATION 0+41 R 0+42 L**

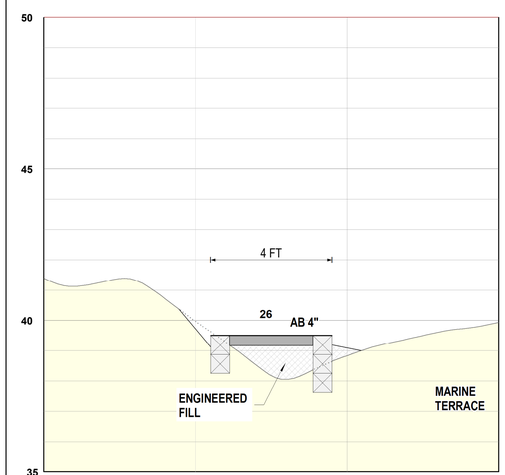
0 2.5 5
Feet (H=V)



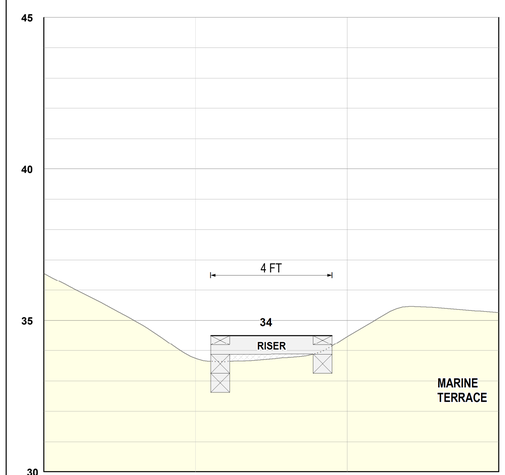
E / C9 **SOUTH STEPS: STATION 0+49 R 0+51 L**



F / C9 **SOUTH STEPS: STATION 0+58 R 0+61 L**



G / C9 **SOUTH STEPS: STATION 0+65 R 0+71 L**



H / C9 **SOUTH STEPS: STATION 0+75 R 0+81 L**

0 2.5 5
Feet (H=V)

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DRAWING TITLE:
SOUTH STEP SECTIONS 1 OF 2

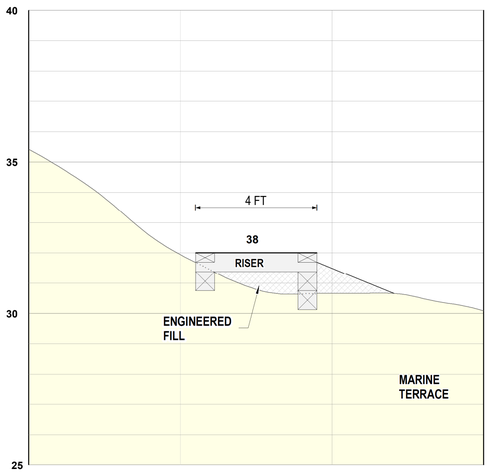
SCALE: 1"=5'

DATE: 3/18/2020

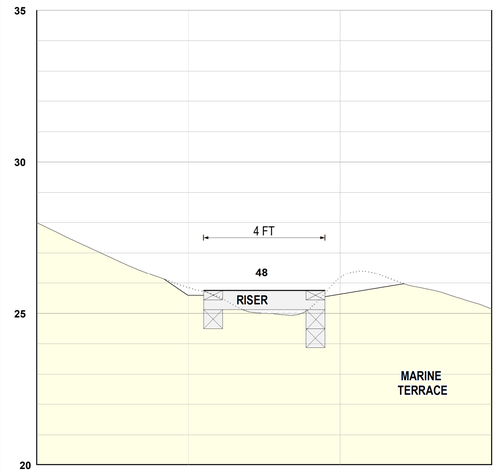
REVISIONS:

DRAWING NO:
C9

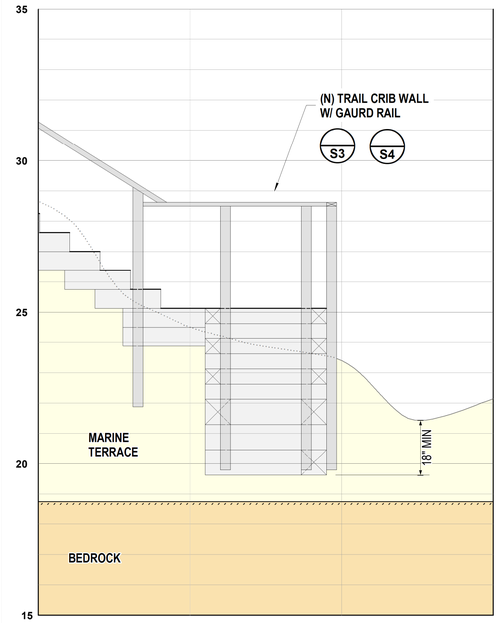
SHEET ___ OF ___ SHEETS



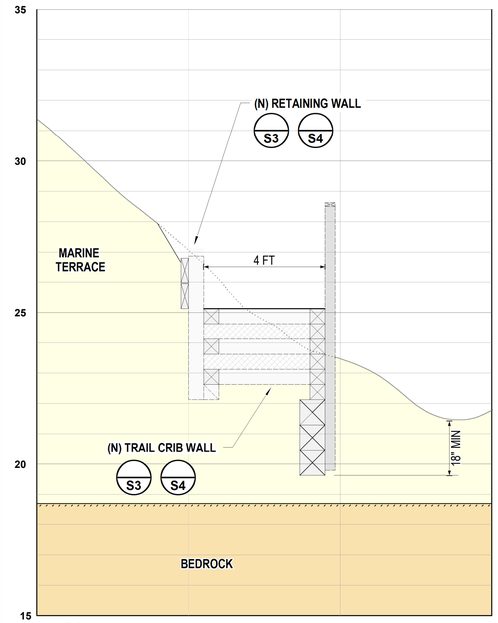
I / C10 **SOUTH STEPS: STATION 0+85 R**
0+88 L



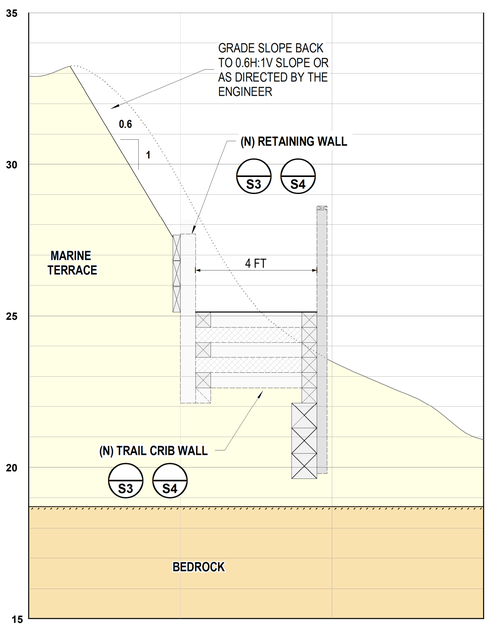
J / C10 **SOUTH STEPS: STATION 0+95 R**
0+98 L



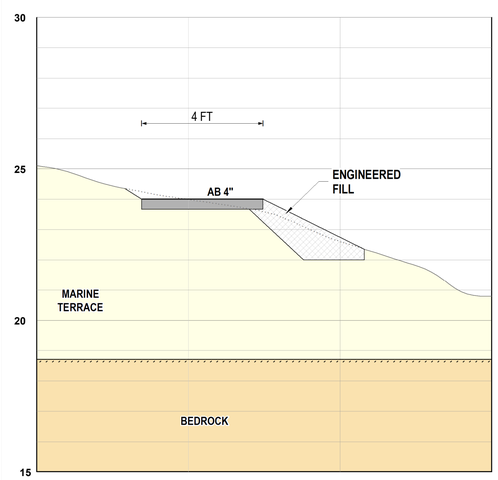
K / C10 **SOUTH STEPS: STATION 1+03 R**
L



L / C10 **SOUTH STEPS: STATION 1+10 R**
1+04 L



M / C10 **SOUTH STEPS: STATION 1+18 R**
1+12 L



N / C10 **SOUTH STEPS: STATION 1+30 R**
1+27 L

0 2.5 5
Feet (H=V)

0 2.5 5
Feet (H=V)

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DRAWING TITLE:
SOUTH STEP SECTIONS 2 OF 2

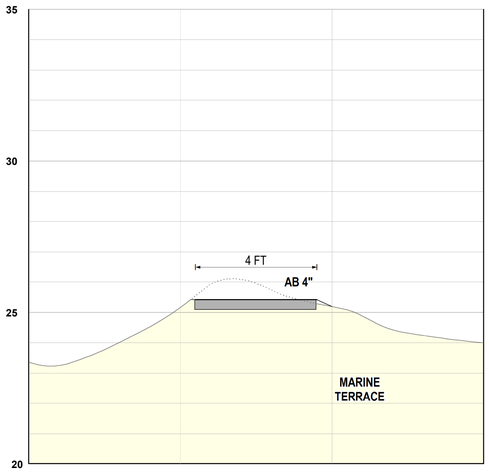
SCALE: 1"=5'

DATE: 3/18/2020

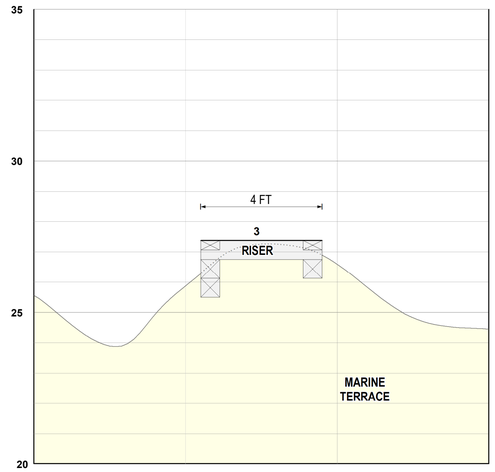
REVISIONS:

DRAWING NO:
C10

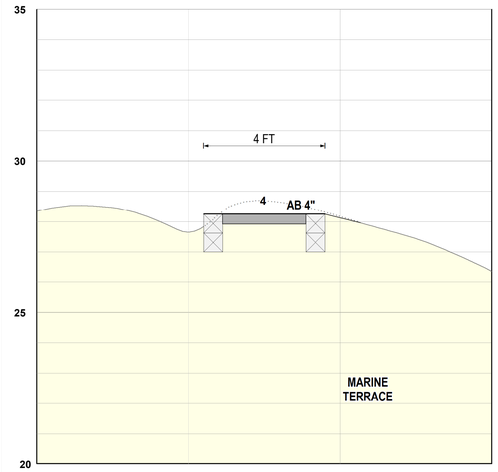
SHEET ___ OF ___ SHEETS



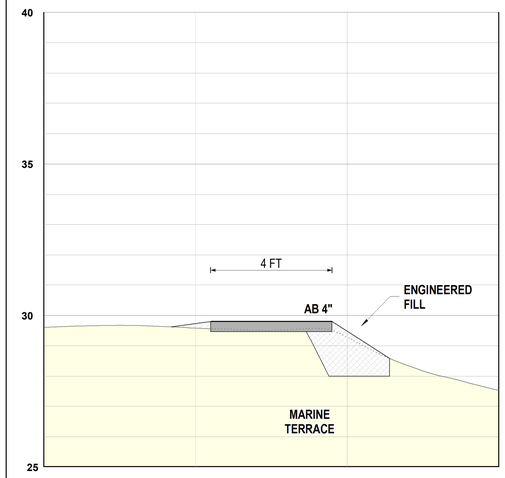
O / C11 **NORTH STEPS: STATION 0+10 R**
0+10 L



P / C11 **NORTH STEPS: STATION 0+20 R**
0+20 L

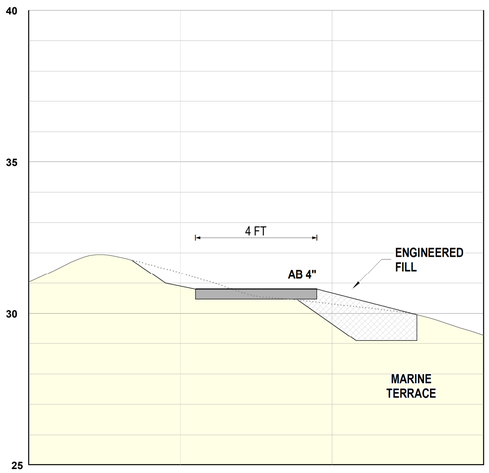


Q / C11 **NORTH STEPS: STATION 0+30 R**
0+30L

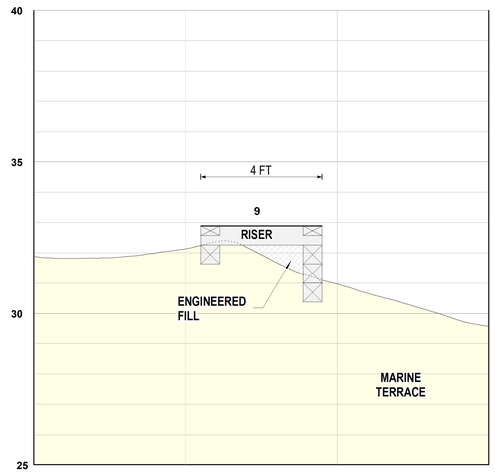


R / C11 **NORTH STEPS: STATION 0+40 R**
0+39 L

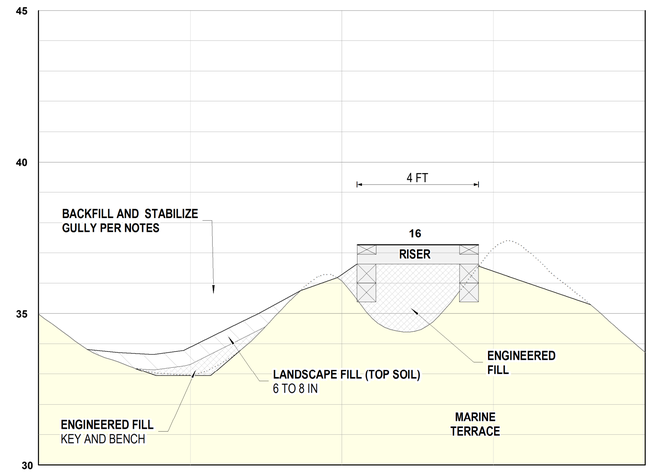
0 2.5 5
Feet (H=V)



S / C11 **NORTH STEPS: STATION 0+50 R**
0+48 L



T / C11 **NORTH STEPS: STATION 0+60 R**
0+59 L



U / C11 **NORTH STEPS: STATION 0+70 R**
0+69 L

0 2.5 5
Feet (H=V)

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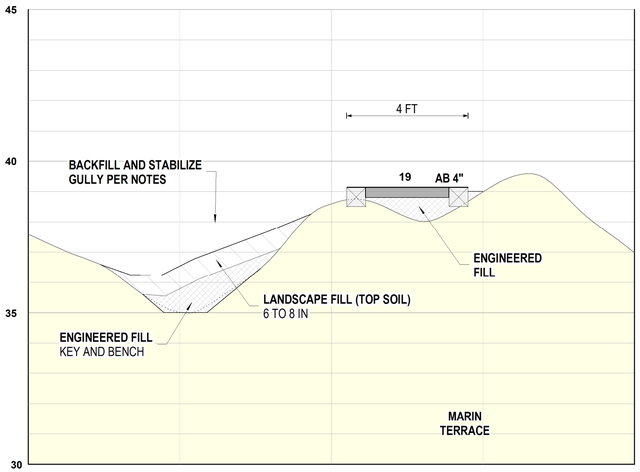
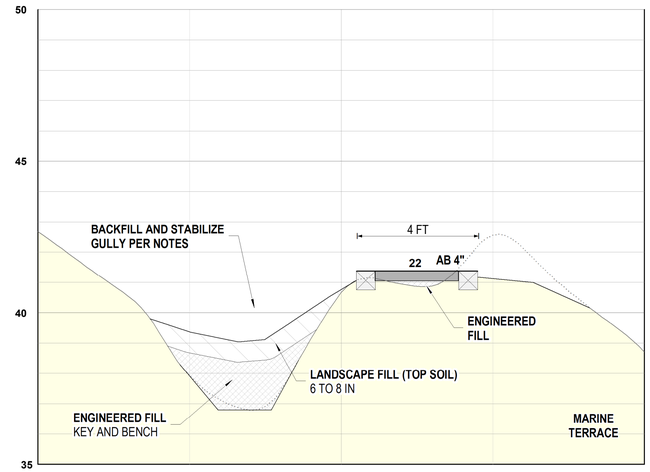
DRAWING TITLE:
NORTH STEP SECTIONS 1 OF 3

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

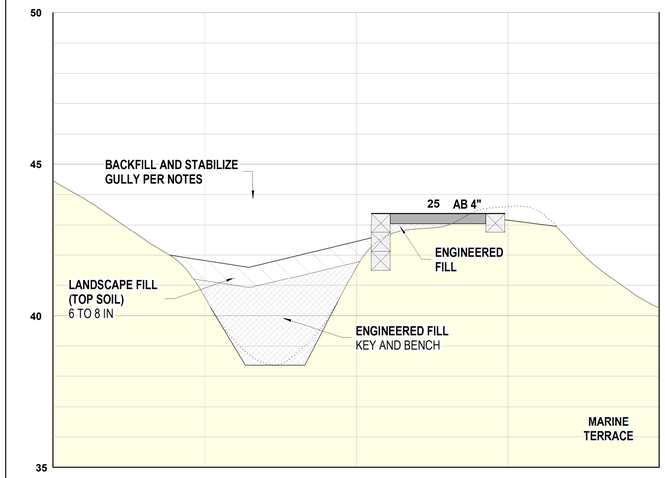
DRAWING NO:
C11
SHEET ___ OF ___ SHEETS



V / C12 **NORTH STEPS: STATION 0+80 R**
0+78 L

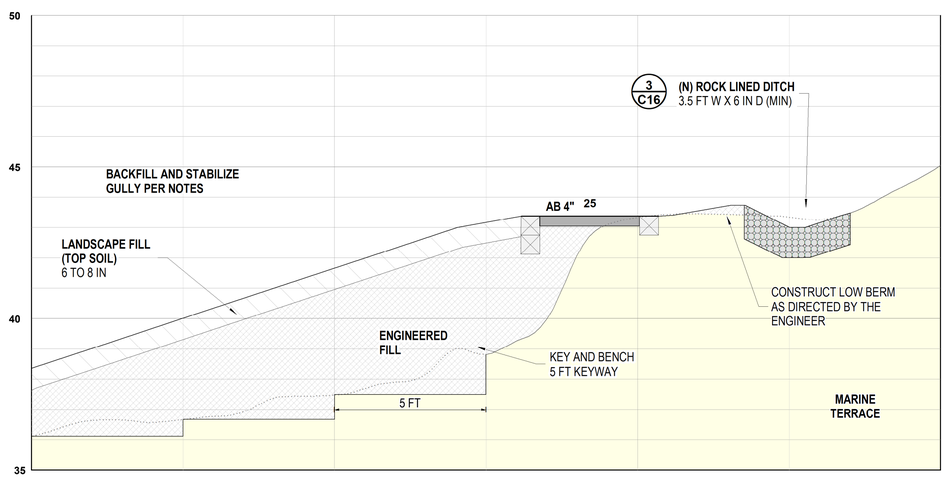


W / C12 **NORTH STEPS: STATION 0+90 R**
0+88 L

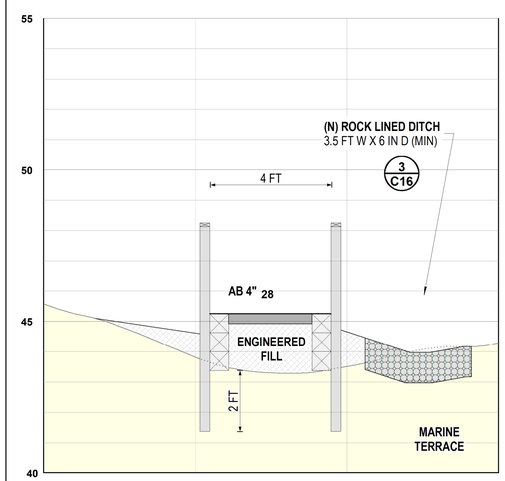


X / C12 **NORTH STEPS: STATION 1+10 R**
0+96 L

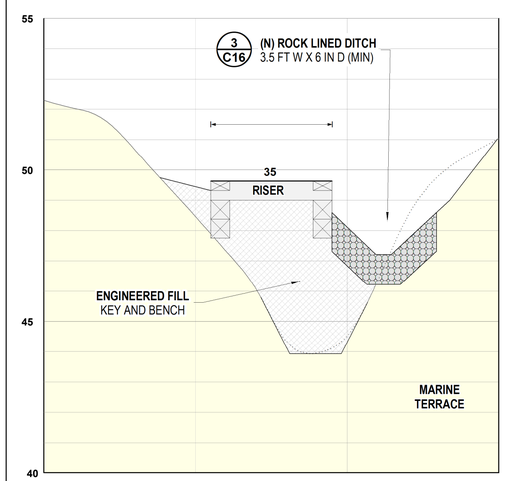
0 2.5 5
Feet (H=V)



Y / C12 **NORTH STEPS: STATION 1+06 R**
0+98 L



Z / C12 **NORTH STEPS: STATION 1+10 R**
1+04 L



AA / C12 **NORTH STEPS: STATION 1+20 R**
1+14 L

0 2.5 5
Feet (H=V)

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Coastside Land Trust

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DRAWING TITLE:
NORTH STEP SECTIONS 2 OF 3

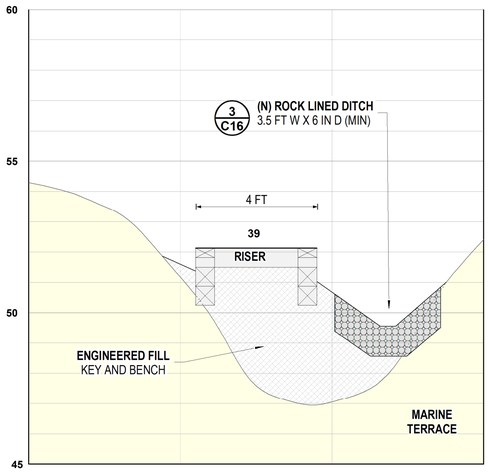
SCALE: 1"=5'

DATE: 3/18/2020

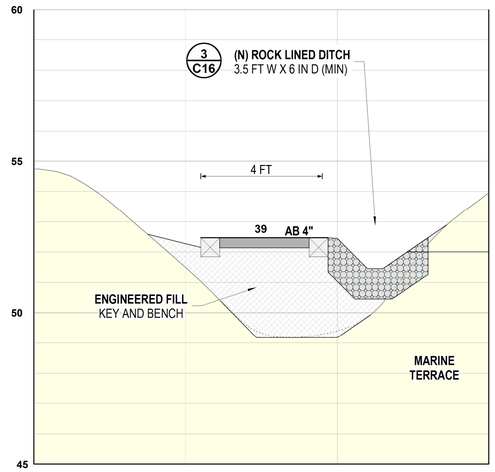
REVISIONS:

DRAWING NO:
C12

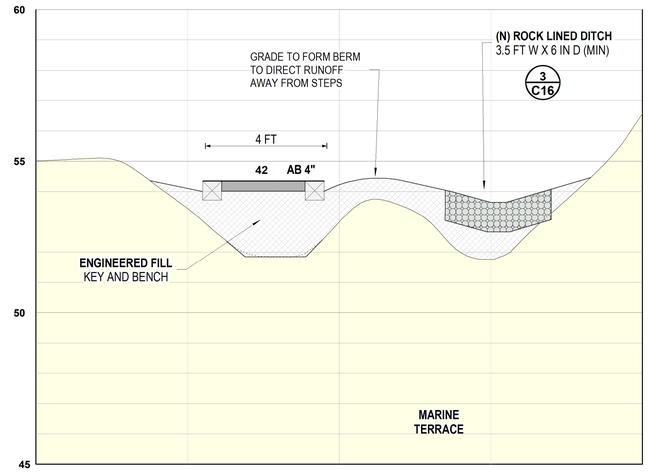
SHEET ___ OF ___ SHEETS



AB C13 **NORTH STEPS: STATION 1+30 R**
1+24 L

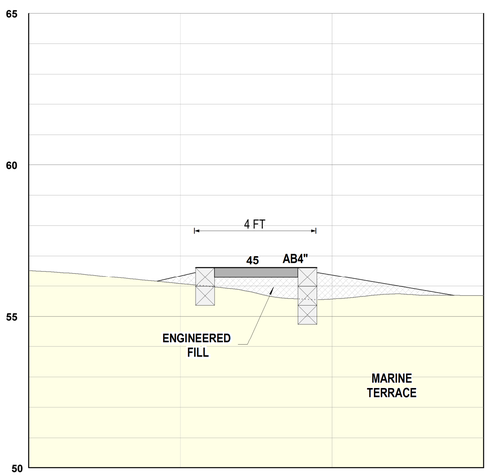


AC C13 **NORTH STEPS: STATION 1+40 R**
1+34 L

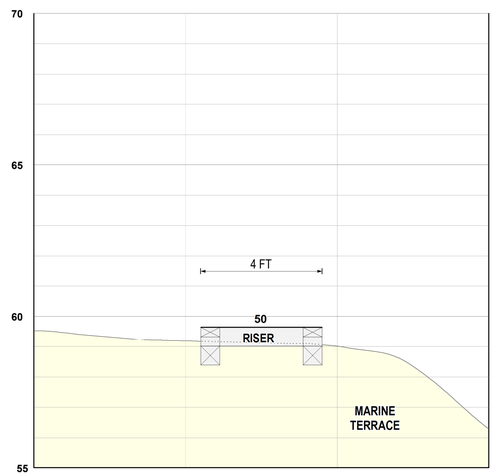


AD C13 **NORTH STEPS: STATION 1+50 R**
1+41 L

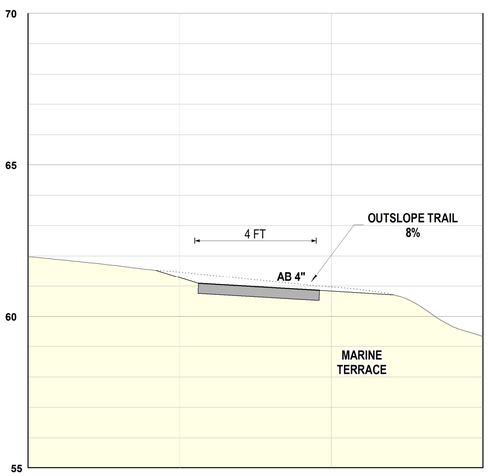
0 2.5 5
Feet (H=V)



AE C13 **NORTH STEPS: STATION 1+60 R**
1+55 L



AF C13 **NORTH STEPS: STATION 1+75 R**
1+70 L



AG C13 **NORTH STEPS: STATION 1+90 R**
1+86 L

0 2.5 5
Feet (H=V)

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NORTH STEP SECTIONS 3 OF 3

SCALE: 1"=5'
DATE: 3/18/2020
REVISIONS:

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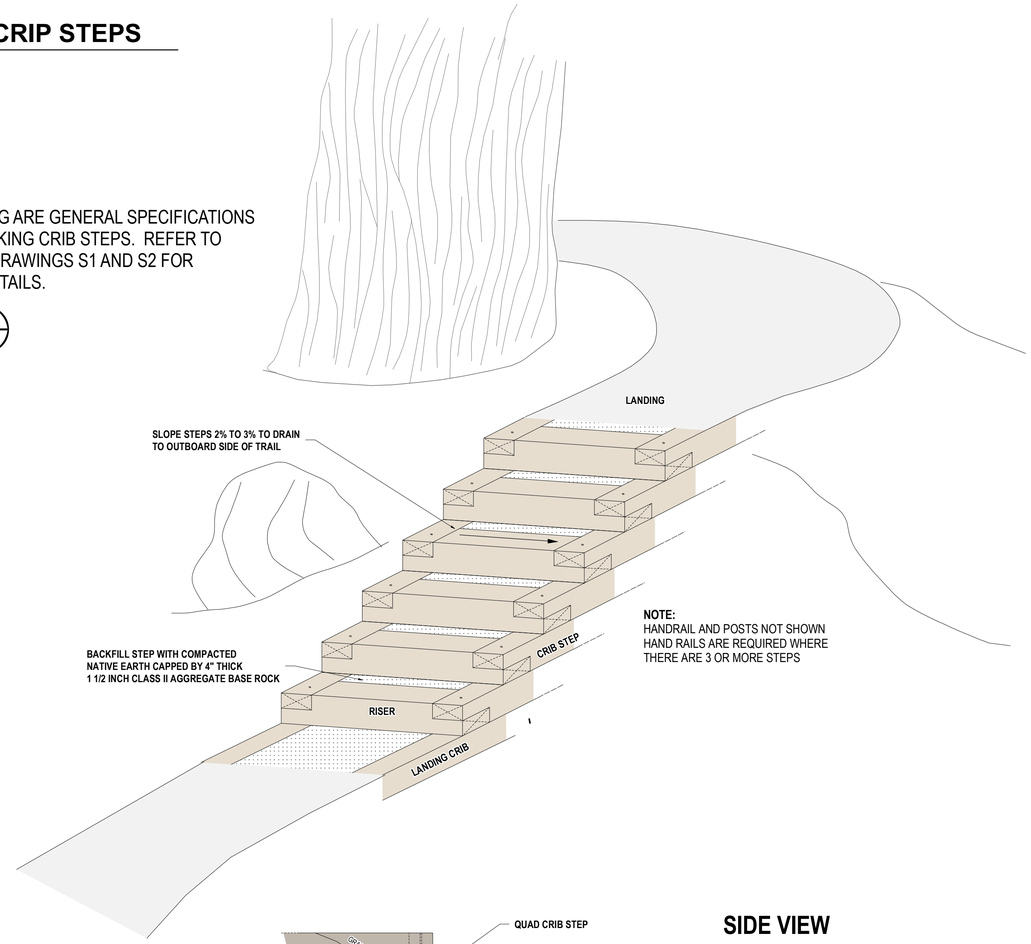
C13
SHEET ___ OF ___ SHEETS

1 / C14 INTERLOCKING CRIP STEPS

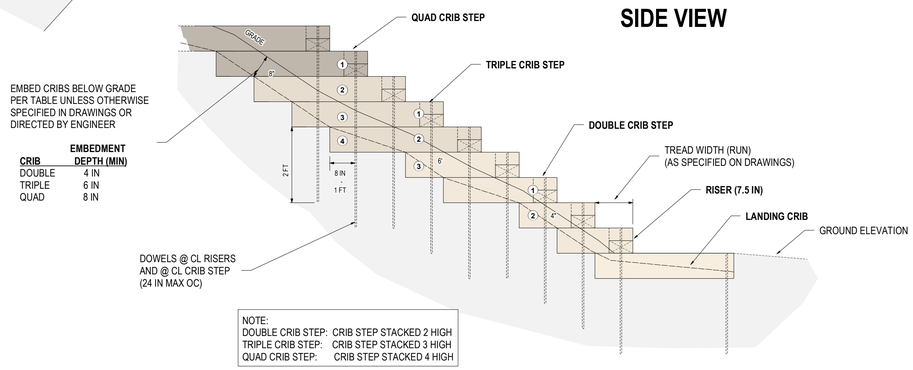
NOTE
THE FOLLOWING ARE GENERAL SPECIFICATIONS FOR INTERLOCKING CRIB STEPS. REFER TO STRUCTURAL DRAWINGS S1 AND S2 FOR ADDITIONAL DETAILS.

S1 S2



NOTE:
HANDRAIL AND POSTS NOT SHOWN
HAND RAILS ARE REQUIRED WHERE THERE ARE 3 OR MORE STEPS

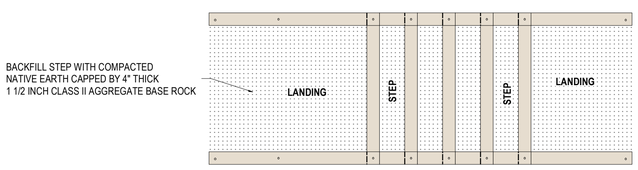
SIDE VIEW



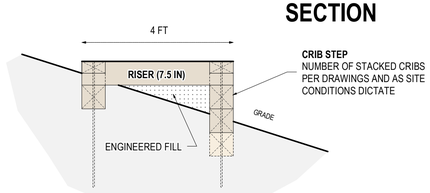
CRIB	EMBEDMENT DEPTH (MIN)
DOUBLE	4 IN
TRIPLE	6 IN
QUAD	8 IN

NOTE:
DOUBLE CRIB STEP: CRIB STEP STACKED 2 HIGH
TRIPLE CRIB STEP: CRIB STEP STACKED 3 HIGH
QUAD CRIB STEP: CRIB STEP STACKED 4 HIGH

TOP VIEW



SECTION



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INTERLOCKING CRIB STEP NOTES

GENERAL

1. INTERLOCKING CRIB STEPS ARE BUILT WITH A CRIB WALL OR WALLS THAT FRAME THE STEP TREAD. THE STEPS ARE INTERLOCKED AS THE CRIB WALL IS NOTCHED AND PINNED TO THE CRIB RISER. THE NOTCH DEPTH IS HALF THE 8-INCH (NOMINAL) HEIGHT OF THE STEP RISER AND THE 8-INCH (NOMINAL) HEIGHT OF THE CRIB WALL. WHEN NOTCHED IN THIS MANNER, THE CRIB WALL IS FLUSH WITH THE TOP OF THE STEP BELOW AND THE BOTTOM OF THE STEP ABOVE. A 9/16 INCH HOLE IS DRILLED THOUGH THE CENTER OF THE NOTCH AND THE STEP AND CRIBWALL AND ARE SECURED WITH SPECIFIED DOWEL.
2. ALL DETAILS, SECTIONS AND NOTES SHOWN ON DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO BEGINNING OF CONSTRUCTION. ACTUAL SITE DIMENSIONS SHALL TAKE PRECEDENCE OVER DIMENSIONS &/OR SCALE SHOWN ON DRAWINGS. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
3. HANDRAIL REQUIRED WHERE THERE ARE MORE THAN THREE STEPS. REFER TO STRUCTURAL SHEETS FOR HAND RAIL DETAILS.

REFERENCE STANDARDS

4. INTERLOCKING CRIB STEPS SHALL CONFORM TO STRUCTURAL DRAWINGS PREPARED BY MAYONE STRUCTURAL ENGINEERING. WHERE DISCREPANCIES EXIST BETWEEN THIS DETAIL AND THE STRUCTURAL DETAILS, THE STRUCTURAL DETAIL SHALL TAKE PRECEDENCE.
5. ALL CONSTRUCTION NOT SPECIFICALLY DETAILED SHALL BE BUILT TO CONFORM TO THE 2019 CALIFORNIA BUILDING CODE (IBC) AND ANY LOCAL ORDNANCES.
6. STEP DETAIL MODIFIED FROM CALIFORNIA STATE PARKS DRAFT TRAIL MANUAL (2018).

MATERIALS

7. ENGINEERED FILL: MATERIAL TO BE USED AS ENGINEERED FILL SHALL CONSIST OF NATURAL OR ARTIFICIALLY GRADED NON–ORGANIC GRANULAR SOIL THAT IS RELATIVELY FREE OF ORGANIC MATERIAL AND CONTAIN NO ROCKS OR CLODS GREATER THAN 6 INCHES IN DIAMETER, WITH NO MORE THAN 15 PERCENT LARGER THAN 4 INCHES. THE MATERIAL SHOULD BE PREDOMINATELY GRANULAR WITH A PLASTICITY INDEX LESS THAN 18, A LIQUID LIMIT LESS THAN 35, AND NOT MORE THAN 20 PERCENT PASSING THE #200 SIEVE. TO THE EXTENT THEY ARE NEEDED, ALL SUITABLE MATERIALS FROM THE SPECIFIED ON-SITE EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF REQUIRED PERMANENT ENGINEERED FILL. THE SUITABILITY OF MATERIALS FOR SPECIFIC PURPOSES WILL BE SUBJECT SOLELY TO THE APPROVAL OF THE ENGINEER AND IN CONFORMANCE WITH THESE SPECIFICATIONS.
8. TIMBER: CRIB TIMBER TIMBER SHALL BE APPROVED PRESSURE TREATED DOUGLAS FIR #1 OR CON HEART REDWOOD. TIMBER USED FOR RAILINGS SHALL BE CON HEART REDWOOD . TIMBER GRADING SHALL BE WCLB STANDARD GRADING RULES FOR WEST COAST LUMBER.
9. HARDWARE: ALL HARDWARE (BOLTS, NUTS, WASHERS, SCREWS, ETC.) SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL RATED FOR EXTERIOR USE UNLESS OTHERWISE SPECIFIED ON STRUCTURAL DRAWINGS.
10. DOWELS: DOWELS SHALL BE ASTM A-615 DEFORMED, UNCOATED GRADE 60 (OR BETTER) STEEL REINFORCING BAR (REBAR) USE MINIMUM 5/8-INCH DIAMETER (#5) REBAR FOR ALL DOWELS. WHERE LONG REBARS ARE INSTALLED AND HAMMERING CAUSES DOWEL BUCKLING, IT IS RECOMMENDED TO INCREASE DOWELS TO ¾ INCH DIAMETER (#6) OR LARGER.
11. AGGREGATE BASE: SHALL BE CLASS 2 AGGREGATE BASE, 1-1/2 INCH MAXIMUM, CONFORMING TO CALTRANS STANDARD SPECIFICATIONS. AGGREGATE BASE SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.

EXECUTION

12. LOCATION: STEPS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON DRAWINGS AND AS STAKED IN THE FIELD BY THE ENGINEER.
13. CLEAR AND GRUBBING: CONTRACTOR SHALL CLEAR AND GRUB TO A DEPTH NECESSARY TO REMOVE ALL VEGETATION, OBSTRUCTIONS, BURIED DEBRIS AND OTHER DELETERIOUS MATERIAL, UNLESS OTHERWISE SHOWN ON DRAWINGS OR DIRECTED BY THE ENGINEER. EXERCISE DUE CARE TO PRESERVE EXISTING VEGETATION OUTSIDE OF GRADING. EXCEPT AS HEREINAFTER SPECIFIED OR OTHERWISE INDICATED ON THE DRAWINGS, ALL LOGS, BRUSH, STRIPPINGS, SLASH, AND OTHER ORGANIC DEBRIS WHICH ARE THE PRODUCTS OF THE CLEARING AND GRUBBING OPERATIONS SHALL BE DISPOSED OF ON SITE AT LOCATIONS TO BE APPROVED BY THE ENGINEER
14. EXCAVATION: EXCAVATIONS SHALL EXTEND INTO FIRM, UNDISTURBED NATIVE SOILS TO ALLOW FOR REQUIRED DEPTH OF TIMBER EMBEDMENT AS SPECIFIED ON DRAWINGS, STRUCTURAL DETAILS, AND AS DIRECTED BY THE ENGINEER.
15. CONSTRUCTION: INTERLOCKING CRIB STEPS SHALL BE CONSTRUCTED PER DIMENSIONS SHOWN ON DRAWINGS AND PER THESE DETAILS, STRUCTURAL DETAILS, AND TO THE SATISFACTION OF THE ENGINEER. MODIFICATIONS TO THE STEPS MAY BE REQUIRED AS SITE CONDITIONS DICTATE. DOWELS HAMMERED INTO TIMBER SHALL BE PLACED IN A TIGHT-FITTING PRE-DRILLED HOLE OF A DIAMETER NO GREATER THAN THAT OF THE DOWEL, WITH A SLIGHTLY SMALLER DIAMETER "SUB-DRILLED" HOLE PREFERRED.
16. ENGINEER FILL: STEPS SHALL BE BACKFILLED WITH APPROVED ENGINEERED FILL AND COMPACTED TO A MINIMUM OF 90 PERCENT RELATIVE COMPACTION PER ASTM D 1557. ONSITE SOILS MAY BE USED FOR ENGINEERED FILL AS APPROVED BY THE ENGINEER.
17. AGGREGATE BASE: CAP STEP TREAD WITH 1 ½ INCH MINUS CLASS II AGGREGATE BASE, 4-INCHES DEEP. COMPACT TO MINIMUM 90 PERCENT.
18. HAND RAIL: CONSTRUCT HAND RAIL BOTH SIDES OF STEPS WHERE THERE ARE 3 OR MORE STEPS. CONSTRUCT HAND RAILS PER STRUCTURAL DETAILS.
19. DRAINAGE: STEPS SHALL BE SLOPED 2% TO 3% TO DRAIN TO OUTSIDE (DOWNSLOPE) SIDE OF TRAIL.

INSPECTIONS

20. PROJECT ENGINEER SHALL OBSERVE EXCAVATION AND PLACEMENT OF CRIBS, STEP RISERS AND DOWELS, AND HAND RAILS.

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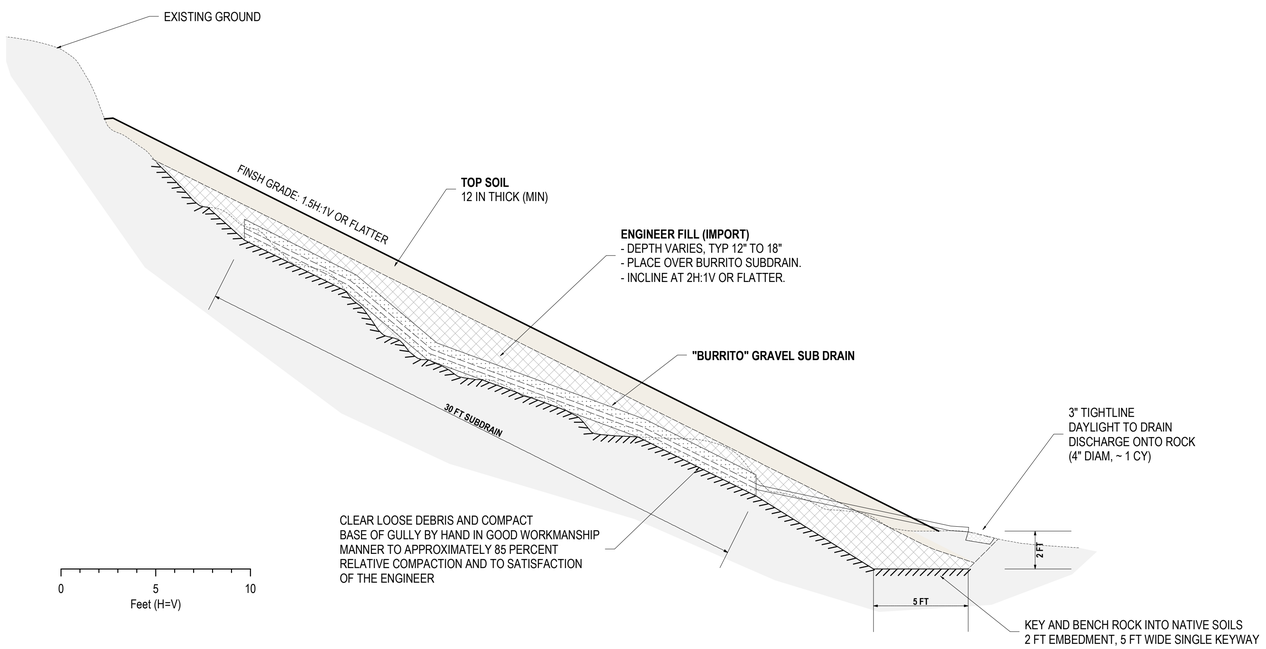
DRAWING TITLE:
INTERLOCKING CRIB STEP DETAILS

SCALE: AS SHOWN
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C14
SHEET ___ OF ___ SHEETS

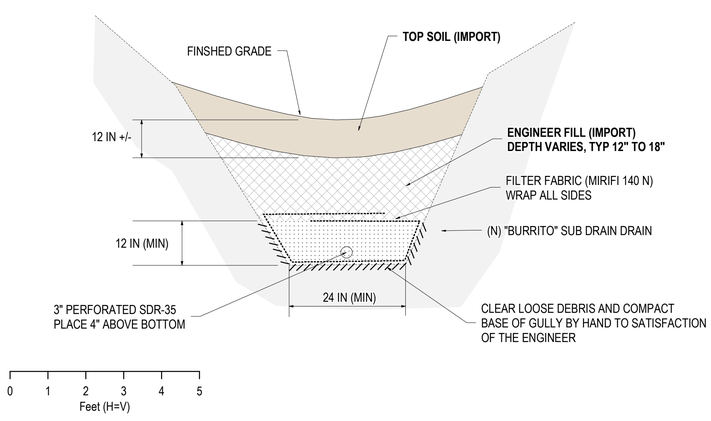
2 / C15 WEST GULLY STABLIZATION: PROFILE (TYPICAL)

SCALE: 1/4" = 1'



2B / C15 WEST GULLY STABLIZATION: SECTION (TYPICAL)

SCALE: 1/2" = 1'



WEST GULLY STABILIZATION NOTES

MATERIALS

1. IMPORT ENGINEERED FILL: MATERIAL TO BE USED AS ENGINEERED FILL SHALL CONSIST OF NATURAL OR ARTIFICIALLY GRADED NON–ORGANIC GRANULAR SOIL THAT IS RELATIVELY FREE OF ORGANIC MATERIAL AND CONTAIN NO ROCKS OR CLODS GREATER THAN 6 INCHES IN DIAMETER, WITH NO MORE THAN 15 PERCENT LARGER THAN 4 INCHES. THE MATERIAL SHOULD BE PREDOMINATELY GRANULAR WITH A PLASTICITY INDEX LESS THAN 18, A LIQUID LIMIT LESS THAN 35, AND NOT MORE THAN 20 PERCENT PASSING THE #200 SIEVE.
2. TOPSOIL: APPROVED TOPSOIL SHALL CONSIST OF ORGANIC RICH SOILS OBTAINED FROM GRADING OF THE TRAIL ELSEWHERE ON THE PROPERTY.
3. THE SUITABILITY OF MATERIALS FOR SPECIFIC PURPOSES WILL BE SUBJECT SOLELY TO THE APPROVAL OF THE ENGINEER AND IN CONFORMANCE WITH THESE SPECIFICATIONS.

EXECUTION

4. CLEAR AND GRUBBING: IN AREAS TO BE GRADED OR DESIGNATED TO RECEIVE ENGINEERED FILL, ALL LOOSE SOIL, OLD LOGS AND OTHER UNSUITABLE MATERIAL MUST BE SUBEXCAVATED TO ITS FULL DEPTH. EXISTING DEPRESSIONS OR VOIDS CREATED DURING SITE CLEARING SHOULD BE BACKFILLED WITH ENGINEERED FILL. EXERCISE DUE CARE TO PRESERVE EXISTING VEGETATION OUTSIDE OF GRADING. EXCEPT AS HEREINAFTER SPECIFIED OR OTHERWISE INDICATED ON THE DRAWINGS, ALL LOGS, BRUSH, STRIPPINGS, SLASH, AND OTHER ORGANIC DEBRIS WHICH ARE THE PRODUCTS OF THE CLEARING AND GRUBBING OPERATIONS SHALL BE DISPOSED OF ON SITE AT LOCATIONS TO BE APPROVED BY THE ENGINEER.
5. ENGINEERED FILL:
   a. ENGINEERED FILL SHALL BE PLACED PER LIMITS, LINES AND GRADES AS SHOWN ON DRAWINGS AND AS APPROVED BY THE ENGINEER.
   b. THE SUBGRADE SHALL BE SCARIFIED AT LEAST 6 INCHES; MOISTURE CONDITIONED AND COMPACTED TO 85 PERCENT RELATIVE COMPACTION.
   c. ENGINEERED FILL SHALL BE PLACED IN THIN LIFTS NOT EXCEEDING 8 INCHES IN LOOSE THICKNESS; MOISTURE CONDITIONED, AND COMPACTED TO A MINIMUM OF 85 PERCENT RELATIVE COMPACTION PER ASTM D 1557 OR TO THE SATISFACTION OF THE ENGINEER, UP TO DESIRED GRADE. DURING PLACEMENT AND COMPACTION OF FILL, THE MOISTURE CONTENT OF THE MATERIALS BEING PLACED SHALL BE ADJUSTED AND MAINTAINED AS NECESSARY.
   d. THE TOE OF THE FILL EMBANKMENT SHALL BE KEYED AND BENCHED A MINIMUM OF 2 FEET FILL INTO FIRM NATIVE MATERIALS PER DRAWINGS. KEYWAY SHALL BE A MINIMUM OF 5 FEET WIDE.
   e. ENGINEERED FILL SLOPES SHOULD BE INCLINED NO STEEPER THAN 1.5:1 (HORIZONTAL TO VERTICAL) AND NOT GREATER THAN 60 FEET IN HEIGHT WITHOUT APPROVAL OF THE ENGINEER. WHERE SHOWN ON PLANS AT THE TRANSITIONS TO EXISTING SLOPES THAT ARE STEEPER GRADIENTS, FILL SLOPES MAY BE BLENDED WITH NATURAL GRADES.
6. "BURRITO" SUBDRAIN
   a. CONSTRUCT "BURRITO" SUBDRAIN ALONG THE AXIS OF THE GULLY BOTTOM PRIOR TO PLACEMENT OF ENGINEERED FILL
   b. SUBDRAIN SHALL CONSIST OF ¾" INCH DIAMETER ANGULAR DRAIN ROCK WRAPPED ON ALL SIDES WITH FILTER FABRIC (MIRIFI 140N OR EQUAL). ALTERNATIVELY CLASS 2 CALTRANS PERMEABLE DRAIN ROCK MAY BE USED. THE SUBDRAIN SHALL INCORPORATE A 3 INCH DIAMETER PERFORATED PVC PIPE (PERFORATIONS DOWN) PLACED IN THE AXIS OF THE DRAIN, 3 INCHES FROM ITS BASE. PERFORATED PIPE SHALL BE CONNECTED TO A 3 INCH DIAMETER SOLID TIGHT LINE THAT CARRIES WATER TO THE BASE OF THE FILL SLOPE AND DISCHARGED IN A REASONABLE AND CONTROLLED MANNER AT A LOCATION TO BE DETERMINED IN THE FIELD AND TO THE SATISFACTION OF THE ENGINEER.
7. TOPSOIL
   a. CAP ENGINEER FILL WITH 12 INCHES OF APPROVED ORGANIC TOP SOIL OBTAINED ELSEWHERE ONSITE.
   b. AVOID OVER-COMPACTING TOPSOIL
   c. BLEND TOPSOIL WITH NATIVE GROUND TO PROVIDE A "NATURAL" LOOKING SETTING.
8. TOPSOIL
   a. APPLY EROSION CONTROL PER NOTES AND TO SATISFACTION OF THE ENGINEER.

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DRAWING TITLE:
WEST GULLY STABILIZATION DETAILS

SCALE: AS SHOWN
DATE: 3/18/2020
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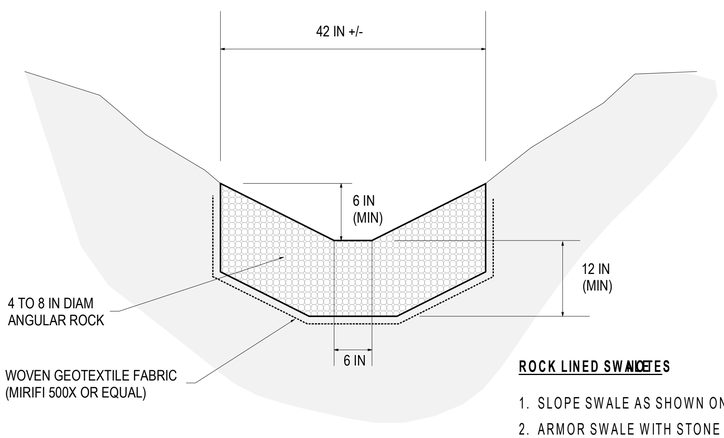
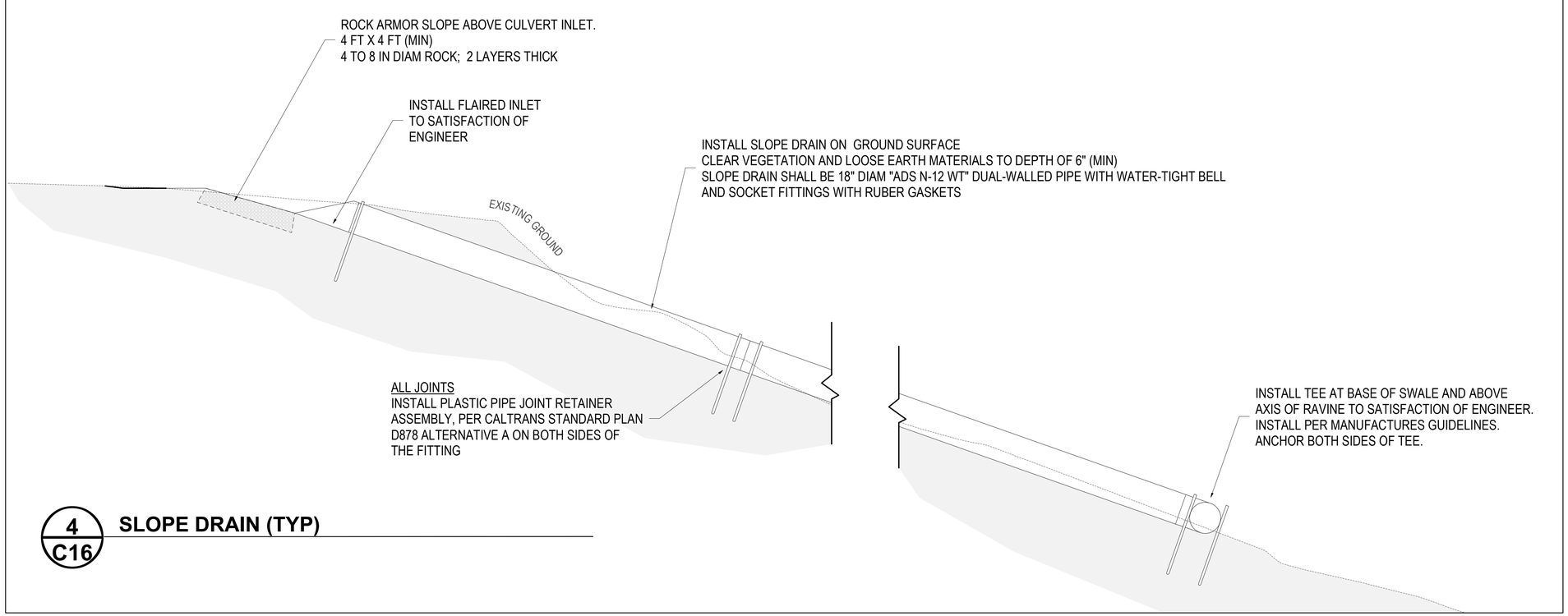
3 / C16 ROCK LINED DITCH

SCALE: 1" = 1'



ROCK LINED SWALE NOTES

1. SLOPE SWALE AS SHOWN ON PLANS
2. ARMOR SWALE WITH STONE AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER
3. SWALE DEPTH AND WIDTH VARY AS SITE CONDITIONS DICTATE. ENGINEER MAY SPECIFY VARIED SWALE DIMENSIONS IN FIELD



4 / C16 SLOPE DRAIN (TYP)

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DRAWING TITLE:
DITCH AND SLOPE DRAIN DETAILS

SCALE: AS SHOWN
DATE: 3/18/2020
REVISIONS:

DRAWING NO:
C16
SHEET ___ OF ___ SHEETS

GENERAL NOTES

DEFINITIONS

1. THE "CLT" SHALL BE COASTSIDE LAND TRUST, THE "ENGINEERING GEOLOGIST" SHALL BE TIMOTHY C. BEST, THE "GEOTECHNICAL ENGINEER" SHALL BE HARO, KASUNICH AND ASSOCIATES, THE "STRUCTURAL ENGINEER" SHALL BE MAYONE STRUCTURAL ENGINEERING, THE "CONTRACTOR" SHALL BE AN INDEPENDENT CONTRACTOR SELECTED BY CLT TO PERFORM THE WORK DESCRIBED HEREIN.
2. ON THESE PLANS "ENGINEER" REFERS TO "ENGINEERING GEOLOGIST". THE FIRST POINT OF CONTACT FOR QUESTIONS REGARDING THESE PLANS SHALL BE THE ENGINEER (TIMOTHY C. BEST

GENERAL

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETION OF ALL ITEMS SHOWN ON THE PLANS AND SPECIFICATIONS AND SHALL BE RESPONSIBLE FOR ANY DEVIATION FROM THESE PLANS AND ASSOCIATED RISK AND EXPENSE.
2. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE DRAWINGS SPECIFICATIONS, CURRENT EDITION OF STATE OF CALIFORNIA STANDARD SPECIFICATION ISSUED BY THE DEPARTMENT OF TRANSPORTATION, AND APPLICABLE LOCAL ORDINANCES, CODES, AND REQUIREMENTS.
3. ALL WORK SHALL BE IN CONFORMANCE WITH APPLICABLE OCCUPATION SAFETY AND HEALTH ADMINISTRATION (OSHA) STANDARDS AS SET FOR BY THE FEDERAL DEPARTMENT OF LABOR AND/OR THE STATE OF CALIFORNIA
4. THE CONTRACTOR SHALL KEEP THEMSELVES FULLY INFORMED OF ALL APPLICABLE CODES, LAWS, ORDINANCES AND REGULATIONS OF ANY JURISDICTION OR AUTHORITY, AND SHALL ADHERE STRICTLY THERETO. COMPLIANCE WITH ALL LAWS, ORDINANCES AND REGULATIONS OF FEDERAL, STATE, COUNTY AND LOCAL AGENCIES SHALL TAKE PRECEDENCE OVER ALL OTHER CONTRACT DOCUMENTS.
5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND CLT WITH THE NAME AND TELEPHONE NUMBER OF THE RESPONSIBLE PERSON TO CONTACT, WITH REGARD TO THIS PROJECT, 24 HOURS A DAY.
6. CLT SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL PROPERTY LINES AND EASEMENT AREAS.

EXAMINATION OF JOB SITE, PLANS AND SPECIFICATIONS

1. THE DOCUMENTS INDICATE GENERAL AND TYPICAL DETAILS OF CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE PROJECT DOCUMENTS WITH CONDITIONS FOUND AT THE SITE AND SHALL VERIFY EXISTING GRADES, ELEVATIONS AND CONDITIONS PRIOR TO COMMENCING WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER AND SHALL BE RESOLVED BEFORE PROCEEDING WITH THE WORK. ANY DEVIATION, SUBSTITUTION OR ALTERATION TO THE WORK SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER.
3. THE CONTRACTOR SHALL EXAMINE CAREFULLY THE SITE OF WORK AND THE PLANS AND SPECIFICATIONS. THE SUBMISSION OF A BID SHALL BE CONCLUSIVE EVIDENCE THAT THE CONTRACTOR HAS INVESTIGATED AND IS SATISFIED AS TO THE CONDITIONS TO BE ENCOUNTERED, AS TO THE CHARACTER, QUALITY, AND SCOPE OF WORK TO BE PERFORMED, THE QUANTITIES OF MATERIALS TO BE FURNISHED AND AS TO THE REQUIREMENTS OF THIS INVESTIGATION AND THE PLANS AND SPECIFICATIONS.
4. THE CONTRACTOR SHALL RECOGNIZE THAT THE PLANS USED FOR THE DRAWINGS OF THE WORK MAY DIFFER FROM THE ACTUAL PHYSICAL SITE. BEFORE PROCEEDING WITH THE WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK THE SITE IN RELATION TO THE DRAWINGS AND SPECIFICATIONS. REPORT ANY DISCREPANCIES TO THE OWNER AND THE ENGINEER.
5. ANY DISCREPANCIES BETWEEN THE PERMITS AND PLANS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION TO ENABLE THE ENGINEER TO ADDRESS THE NEED FOR PLAN MODIFICATIONS.
6. IN THE EVENT THAT ANY UNUSUAL CONDITIONS NOT COVERED BY THE DRAWINGS AND SPECIFICATIONS ARE ENCOUNTERED DURING THE WORK, THE ENGINEER SHALL BE IMMEDIATELY CONTACTED FOR DIRECTIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO IMMEDIATELY NOTIFY THE ENGINEER UPON DISCOVERY OF ANY CONFLICTS BETWEEN DRAWINGS AND FIELD CONDITIONS.
7. THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A PRE-CONSTRUCTION MEETING WITH THE ENGINEER PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE PURPOSE OF THIS MEETING IS SO THE CONTRACTOR MAY ASK QUESTIONS CONCERNING THE WORK AND TO MAKE SURE THE CONTRACTOR UNDERSTANDS THE SCOPE OF WORK, PERMIT CONDITIONS AND ENVIRONMENTAL CONSTRAINTS.
8. AT ALL TIMES DURING PROJECT CONSTRUCTION ACTIVITIES, COPIES OF THE APPROVED FINAL PLANS, COPIES OF PERMITS, AND A COPY OF THE GEOTECHNICAL REPORT SHALL BE MAINTAINED AT THE CONSTRUCTION JOB SITE (WHERE SUCH COPIES SHALL BE AVAILABLE FOR PUBLIC REVIEW) AND ALL PERSONS INVOLVED WITH THE CONSTRUCTION SHALL BE BRIEFED ON THE CONTENT AND MEANING OF EACH PRIOR TO COMMENCEMENT OF CONSTRUCTION

EXISTING UNDERGROUND UTILITIES

1. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR LOCATION AND AVOIDANCE OR REPAIR OF ALL UTILITIES, INCLUDING, BUT NOT LIMITED TO WATER LINES. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES WHETHER SHOWN ON THE DRAWINGS OR NOT. IF THE CONTRACTOR FAILS TO ADEQUATELY PROTECT THE UTILITIES, ANY RESULTING DAMAGE SHALL BE REPAIRED AT CONTRACTOR'S COST.
2. THE CONTRACTOR, AND ANY SUBCONTRACTOR, IS REQUIRED TO NOTIFY U.S.A. FORTY-EIGHT HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK, BY CALLING THE TOLL FREE NUMBER (800) 642-2444.

PROPERTY BOUNDARIES

1. CLT SHALL IDENTIFY AND MARK THE PROPERTY BOUNDARY PRIOR TO CONSTRUCTION

STAGING AREAS AND ACCESS

1. STAGING AREA
   A. CONTRACTOR IS ADVISED OF THE NECESSITY TO RESTRICT HIS/HER ACTIVITIES TO EXISTING ROADS AND ONLY TO THOSE STAGING AREAS AND WORK AREAS SHOWN ON THE PLANS, OR OTHERS PROPOSED BY CONTRACTOR, AND APPROVED IN ADVANCE BY THE CLT. ALTERNATIVE STAGING AREAS MAY BE ALLOWED PENDING REVIEW BY THE ENGINEER PRIOR TO COMMENCEMENT OF WORK. GRADING WILL NOT BE PERMITTED TO CREATE ENLARGED STAGING AREAS. ALL DISTURBED AND DAMAGED AREAS MUST BE REPAIRED BY CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
   B. NO AREA WITHIN THE CONTRACT LIMITS IS AVAILABLE FOR THE EXCLUSIVE USE OF CONTRACTOR. USE OF CONTRACTOR'S WORK AREAS AND ANY MOBILIZATION AREAS SHALL BE AT CONTRACTOR'S OWN RISK, AND CLT SHALL NOT BE HELD LIABLE FOR ANY DAMAGE OR LOSS OF MATERIALS OR EQUIPMENT LOCATED WITHIN SUCH AREAS.
2. ACCESS
   A. IMPACTS TO THE ACCESS ROUTE MUST BE MINIMIZED AND DISTURBANCE ALONG THE ACCESS ROUTE MUST BE RESTORED TO PRE-CONSTRUCTION CONDITIONS UPON PROJECT COMPLETION TO THE SATISFACTION OF THE ENGINEER.
   B. THE CONTRACTOR SHALL CAREFULLY PRESERVE THE SURROUNDING PROPERTY BY CONFINING OPERATIONS WITHIN THE LIMITS OF WORK. CONSTRUCTION WORK OR EQUIPMENT OPERATIONS SHALL NOT BE CONDUCTED OUTSIDE THE DESIGNATED WORK AREA BOUNDARY WITHOUT APPROVAL OF THE ENGINEER.
   C. CONSTRUCTION AREA CLOSURE SIGNS SHALL BE FURNISHED, INSTALLED, MAINTAINED, AND REMOVED BY THE MCOSD WHEN NO LONGER REQUIRED.

HOUSEKEEPING

1. THE CONSTRUCTION SITE SHALL MAINTAIN GOOD CONSTRUCTION SITE HOUSEKEEPING CONTROLS AND PROCEDURES (E.G., CLEAN UP ALL LEAKS, DRIPS, AND OTHER SPILLS IMMEDIATELY; KEEP MATERIALS COVERED AND OUT OF THE RAIN (INCLUDING COVERING EXPOSED PILES OF SOIL AND WASTES); DISPOSE OF ALL WASTES PROPERLY, PLACE TRASH RECEPTACLES ON SITE FOR THAT PURPOSE, COVER OPEN TRASH RECEPTACLES DURING WET WEATHER, REMOVE ALL CONSTRUCTION DEBRIS FROM THE SITE.

HAZARDOUS MATERIALS CONTROL AND SPILL PREVENTION PLAN

1. CONTRACTOR SHALL BE RESPONSIBLE FOR HAZARDOUS MATERIALS CONTROL AND SPILL PREVENTION
2. CONTRACTOR SHALL PROVIDE STAGING AND STORAGE AREAS FOR EQUIPMENT, AS REQUIRED TO CONTAIN CONTAMINANTS AWAY FROM WATERCOURSES. PROVIDE A CONTAINED, LOCKED STORAGE FACILITY FOR FUELS, LUBRICANTS, CONSTRUCTION CHEMICALS AND OTHER HAZARDOUS MATERIALS AND SUPPLIES STORED AT SITE.
3. CONTRACTOR SHALL CLEAN AND MAINTAIN EQUIPMENT TO PREVENT ANY LEAKAGE OF FUEL AND LUBRICANTS. ESTABLISH A DESIGNATED EQUIPMENT REFUELING AREA. ALL FUELING AND MAINTENANCE OF VEHICLES AND OTHER EQUIPMENT AND STAGING AREA SHALL OCCUR AT LEAST 75 FEET FROM ANY RIPARIAN HABITAT OR WATER BODY.
4. ISOLATE WORK AREAS DURING IN-WATER CONSTRUCTION ACTIVITIES BY USING OIL CONTAINMENT BOOMS. MAINTAIN A SUPPLY OF OIL BOOMS, SORBENT PADS AND OTHER SUPPLIES TO CONTAIN AND CLEAN SPILLS. CLEAN UP ANY SPILLS ON A DIRT AREA BY DIGGING UP AND PROPERLY DISPOSING OF CONTAMINATED SOIL AT AN APPROPRIATE FACILITY.

EARTH WORK GRADING

1. CLEARING AND GRUBBING
   A. VEGETATION SHALL BE CLEARED AND GRUBBED ONLY WITHIN THE GRADING AREA TO THE SATISFACTION OF ENGINEER. CARE SHALL BE MADE TO AVOID DAMAGE TO TREES OUTSIDE THE WORK AREA. THE GROUND SHALL BE CLEARED AND GRUBBED TO A DEPTH NECESSARY TO REMOVAL ALL TREES, STUMPS, ROOTS, DOWN TIMBER, SNAGS, VEGETATION, LOGS, BURIED LOGS, OLD PILING, STONE, CONCRETE RUBBLE, AND OTHER OBJECTIONABLE DEBRIS, UNLESS OTHERWISE SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER..
   B. EXCEPT AS HEREINAFTER SPECIFIED OR OTHERWISE INDICATED ON THE DRAWINGS, ALL LOGS, BRUSH, STRIPPINGS, SLASH, AND OTHER ORGANIC DEBRIS WHICH ARE THE PRODUCTS OF THE CLEARING AND GRUBBING OPERATIONS SHALL BE DISPOSED OF ON SITE AT LOCATIONS TO BE APPROVED BY THE ENGINEER. ALL GARBAGE, CONCRETE, PIPING, OR OTHER NON- ORGANIC MATERIALS SHALL BE DISPOSED OFF-SITE BY THE CONTRACTOR AT LOCATIONS TO BE ARRANGED AND PAID FOR BY THE CONTRACTOR.
2. EXCAVATION / CUTS
   A. EXCAVATIONS SHALL BE TO DEPTH AND GRADE SHOWN ON PLANS AND/OR AS DIRECTED BY THE ENGINEER.
   B. EXCAVATIONS SHALL EXTEND INTO FIRM, UNDISTURBED NATIVE SOILS UNLESS OTHERWISE SPECIFIED OR DIRECTED. IN THE EVENT THAT ORGANIC MATERIALS, YIELDING SUB-GRADE (PUMPING) OR OTHER DELETERIOUS MATERIALS ARE ENCOUNTERED DURING FOUNDATION EXCAVATIONS, THEY SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
   C. TEMPORARY CUTS MAY BE MADE AT 0.5:1 GRADIENT TO A HEIGHT OF 6 FEET AND 1:1 UNLESS OTHERWISE REVIEWED AND APPROVED BY THE ENGINEER.
   D. THE CONTRACTOR SHALL BE AWARE THAT SLOPE HEIGHT, INCLINATION, OR EXCAVATION DEPTHS (INCLUDING UTILITY TRENCH EXCAVATIONS) SHOULD IN NO CASE EXCEED THOSE SPECIFIED IN LOCAL, STATE OR FEDERAL SAFETY REGULATIONS, I.E. OSHA HEALTH AND SAFETY STANDARDS FOR EXCAVATIONS, 29 CFR PART 1926 SUBPART P, OR SUCCESSOR REGULATIONS. CUT SLOPES EXCEEDING MINIMUM STANDARDS MUST BE INSPECTED AND EVALUATED BY THE GEOTECHNICAL ENGINEER OR REPRESENTATIVE BEFORE EXCAVATION COMMENCES.
   E. THE CONTRACTOR SHALL EXERCISE DUE CARE TO PRESERVE EXISTING VEGETATION OUTSIDE OF THE GRADED AREA.
3. ENGINEERED AND NON-STRUCTURAL FILL
   ENGINEERED AND NON-STRUCTURAL FILL SHALL BE PLACED PER LIMITS, LINES AND GRADES AS SHOWN ON DRAWINGS AND AS APPROVED BY THE ENGINEER. THE FINISHED GRADES SHALL TRANSITION NATURALLY INTO ADJACENT EXISTING GRADES TO PROVIDE A FUNCTIONAL AND NATURALISTIC FINISHED SURFACE.
   A. ENGINEERED FILL
      i) AREAS TO RECEIVE STRUCTURAL FILL SHALL BE STRIPPED TO REMOVE ALL VEGETATION, ROOTS, BRUSH, HIGHLY ORGANIC SOILS AND OTHER UNSUITABLE FILL MATERIAL (~ 4" DEPTH).
      ii) STRUCTURAL BACKFILL SHALL CONSIST OF APPROVED IMPORT FILL OR ONSITE SOILS DERIVED FROM EXCAVATIONS. ALL SOILS, BOTH EXISTING ON-SITE AND IMPORTED, TO BE USED AS ENGINEERED FILL, SHALL CONTAIN LESS THAN 3 PERCENT ORGANICS AND BE FREE OF DEBRIS AND COBBLES OVER 3 INCHES IN MAXIMUM DIMENSION. UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE ENGINEER, THE MATERIAL SHALL BE PREDOMINATELY GRANULAR WITH A PLASTICITY INDEX LESS THAN 18, A LIQUID LIMIT LESS THAN 35, AND NOT MORE THAN 20 PERCENT PASSING THE #200 SIEVE.
      iii) ENGINEERED FILL SHALL BE PLACED IN THIN LIFTS NOT EXCEEDING 8 INCHES IN LOOSE THICKNESS; MOISTURE CONDITIONED, AND COMPACTED TO A MINIMUM OF 90 PERCENT RELATIVE COMPACTION PER ASTM D 1557, UP TO DESIRED GRADE, UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS OR APPROVED BY THE ENGINEER.
      iv) FILL EMBANKMENTS SITUATED ON SLOPES 20% OR STEEPER IN GRADIENT SHALL BE KEYED AND BENCHED INTO FIRM NATIVE MATERIAL. ALL KEYS AND BENCHES SHALL BE DRAINED PER DRAWINGS AND AS DIRECTED BY THE ENGINEER.
      v) ENGINEERED FILL SLOPES SHALL BE INCLINED NO STEEPER THAN 1.5:1 (HORIZONTAL TO VERTICAL) WITHOUT APPROVAL OF THE ENGINEER.
      vi) ENGINEERED FILL SLOPES SHALL BE DRESSED BY OVER-BUILDING AND CUTTING BACK TO THE REQUIRED GRADE. THE CONTRACTOR MAY COMPACT THE SHOULDER OF EACH LIFT DURING THE PLACEMENT OF FILL MATERIALS TO ASSIST IN THE SUBSEQUENT DRESSING OF THE SLOPES.
   B. NON STRUCTURAL FILL
      i) SURPLUS, DETERIOUS AND/OR ORGANIC RICH EARTH MATERIALS DERIVED FROM EXCAVATIONS MAY BE SPREAD AND COMPACTED ONSITE AT APPROVED LOCATIONS AND TO THE SATISFACTION OF THE ENGINEER.
      ii) WHERE SPECIFIED ON DRAWINGS, ENGINEER FILL SHALL BE CAPPED BY APPROVED ORGANIC TOPSOIL.

DRAINAGE

1. PROPER DRAINAGE IS KEY TO THIS PROJECT. SURFACE DRAINAGE PROVISIONS ARE TO BE INSTALLED AS DEPICTED ON PLANS AND AS DIRECTED BY THE ENGINEER.
2. CONTROL OF RUNOFF FROM THE SLOPES ABOVE; CONTROL OF INFILTRATION AND PONDING ADJACENT TO THE EDGE OF THE ROAD; AND CONTROL OF SUBSURFACE SEEPAGE IS CRITICAL. DISCHARGE COLLECTED WATER IN A WAY SO AS NOT TO CAUSE EROSION. RUNOFF AND DISCHARGE MUST NOT BE ALLOWED TO SPILL OVER GRADED SLOPES. WATER SHALL BE DIRECTED TO DRAIN INLETS CONNECTED TO A DRAINAGE SYSTEM THAT DISCHARGES AT APPROVED LOCATIONS AND IN A MANNER AS NOT TO INDUCE EROSION.
3. ROLLING DIPS, KNICKS, WATERBARS AND DITCH RELIEF CULVERTS SHALL BE INSTALLED AS SPECIFIED ON PLANS. ROAD PRISM SHALL BE RESHAPED AS NECESSARY TO DRAIN TO DIPS AND CULVERTS.
4. ROAD TREAD SHALL BE INSLOPED/OUTSLOPED/CROWNED AT 8% UNLESS OTHERWISE SPECIFIED

EROSION CONTROL, WATER POLLUTION PREVENTION

1. TEMPORARY EROSION CONTROL
   A. DURING PROJECT CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING APPROPRIATE AND NECESSARY EROSION CONTROL MEASURES TO MINIMIZE STORM WATER RUNOFF FROM THE CONSTRUCTION SITE, PURSUANT TO APPLICABLE REGULATIONS AND PERMITS.
   B. ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE IN PLACE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AS WELL AS AT THE END OF EACH WORK DAY. AT A MINIMUM, SILT FENCES, OR EQUIVALENT APPARATUS, SHALL BE INSTALLED AT THE PERIMETER OF THE CONSTRUCTION SITE TO PREVENT CONSTRUCTION RELATED RUNOFF AND/OR SEDIMENT FROM ENTERING INTO THE WATERCOURSES UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER OR DESIGNEE.
   C. TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED DURING CONSTRUCTION

50% CONSTRUCTION DOCUMENTS
SUBJECT TO REVISION
NOT FOR CONSTRUCTION

2. PERMANENT EROSION CONTROL
   A. EXPOSED MINERAL SOILS OUTSIDE OF THE TRAIL RUNNING SURFACE GREATER THAN 50 SQUARE FEET (SF) AND WITH EXPOSED SLOPE DISTANCE EXCEEDING 10 FEET AND WITH LESS THAN 80% GROUND COVERAGE OF NATURAL VEGETATION SHALL BE SEEDED AND MULCHED IN ORDER TO REDUCE THE POTENTIAL FOR SHORT-TERM SHEET AND RILL EROSION.
   B. SEED: NATIVE GRASS SEED MIX (TO BE APPROVED BY CLT). SPREAD SEED MIX AFTER ALL GRADING HAS BEEN COMPLETED, BEFORE SPREADING STRAW OR MULCH ON THE SITE. FINISHED GRADING SHALL LEAVE TRACTOR CLEAT MARKS, PREFERABLY PERPENDICULAR TO SLOPE. SEED MIX SHOULD BE SPREAD AT A RATE OF 40 LBS/ACRE. LIGHTLY RAKE SEED INTO SOIL AND COVER WITH 1 TO 2 INCHES OF STRAW. SEED MAY NOT BE APPLIED UNTIL LATE SEPTEMBER OR OCTOBER TO PROMOTE SUCCESSFUL GERMINATION.
   C. MULCHING: USE NATIVE MULCH WHERE FEASIBLE. WHERE NATIVE MULCH IS UNAVAILABLE AND/OR AS DIRECTED BY THE ENGINEER OR DESIGNEE, MULCH USING 1-1/2" TO 2" OF APPROVED CERTIFIED WEED-FREE STRAW MULCH.
   D. EROSION CONTROL BLANKET: EXPOSED SLOPES GREATER THAN 2H:1V WITH THE EXPOSED SLOPE DISTANCE EXCEEDING 20 LF IN A DOWNSLOPE DIRECTION SHALL BE COVERED WITH APPROVED EROSION CONTROL BLANKET (TENSAR ROLLMAX C125BN OR EQUIVALENT) IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS DIRECTED BY THE CEG OR DESIGNEE. THIS SPECIFICATION DOES NOT APPLY TO EXPOSED SLOPES THAT ARE SHORTER THAN 20 LF IN A DOWNSLOPE DIRECTION
   E. STRAW ROLL: WHERE THE EXPOSED SLOPE EXCEEDS 20 LF IN DOWNSLOPE DIRECTION, INSTALL STRAW ROLL(S) AT 15' O.C. PER STANDARD SPECIFICATIONS. USE BIO-12 STRAW WATTLES BY CALIFORNIA STRAW WORKS OR EQUIVALENT.
3. EROSION CONTROL TIMING
   A. ALL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED BY OCTOBER 15 OR PRIOR TO INCLEMENT WEATHER, WHICHEVER COMES FIRST.
   B. THE SITE SHALL BE INSPECTED NO MORE THAN 14 DAYS AFTER THE FIRST RAIN. IF THE INSPECTION REVEALS THAT THE SLOPES NEED TO BE REPAIRED BECAUSE THE SEED HAS NOT TAKEN OR EROSION HAS TAKEN PLACE, THE SLOPES SHALL BE RE-SEEDED AND/OR REPAIRED. THE PERMITEE IS RESPONSIBLE TO RETAIN A CIVIL ENGINEER OR AN AUTHORIZED INDIVIDUAL FOR INSPECTION AND MODIFICATION OF THE EROSION CONTROL DEVICES, AS NECESSARY DURING THE RAINY SEASON
   C. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED & MAINTAINED CONTINUOUSLY DURING CONSTRUCTION
4. EROSION CONTROL MAINTENANCE
   A. AFTER CONSTRUCTION INSPECT AND CLEAN THE DRAINAGE SYSTEMS AS NEEDED AND AT LEAST ONCE A YEAR PRIOR TO THE RAINY SEASON. PERFORM PERIOD INSPECTIONS DURING THE WINTER SEASON AND REMOVE ANY DEBRIS THAT IS BLOCKING OPERATION OF THE DRAINAGE SYSTEM. LOOK FOR DEBRIS OR SOIL THAT IS BLOCKING RUNOFF FLOW OR PLUGGING INLETS AND REMOVE. CHECK ENERGY DISSIPATERS FOR EVIDENCE OF BLOCKAGE AT THE ADJACENT STORM DRAIN PIPE OUTLET AND UNPLUG AS NEEDED. CHECK THE GROUND SURFACE IN THE VICINITY OF THE ENERGY DISSIPATERS FOR EVIDENCE OF EROSION AND REPAIR AS NEEDED.

TRAIL CRIB STEPS AND RETAINING WALLS

1. TRAIL CRIB STEPS AND RETAINING WALLS SHALL BE CONSTRUCTED PER CIVIL AND STRUCTURAL ENGINEERING DRAWINGS.
2. CONTROL OF RUNOFF FROM THE SLOPES ABOVE; CONTROL OF INFILTRATION AND PONDING ADJACENT TO THE EDGE OF THE ROAD; AND CONTROL OF SUBSURFACE SEEPAGE IS CRITICAL. DISCHARGE COLLECTED WATER IN A WAY SO AS NOT TO CAUSE EROSION. RUNOFF AND DISCHARGE MUST NOT BE ALLOWED TO SPILL OVER GRADED SLOPES. WATER SHALL BE DIRECTED TO DRAIN INLETS CONNECTED TO A DRAINAGE SYSTEM THAT DISCHARGES AT APPROVED LOCATIONS AND IN A MANNER AS NOT TO INDUCE EROSION.
3. ROLLING DIPS, KNICKS, WATERBARS AND DITCH RELIEF CULVERTS SHALL BE INSTALLED AS SPECIFIED ON DRAWINGS. TRAIL PRISM SHALL BE RESHAPED AS NECESSARY TO DRAIN TO DIPS.

CONSTRUCTION OBSERVATION SCHEDULE

4. REVIEW, OBSERVATION AND TESTING
   A. THE PROJECT ENGINEER SHALL BE PROVIDED AN OPPORTUNITY TO REVIEW PROJECT PLANS WITH THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING TO EVALUATE IF RECOMMENDATIONS HAVE BEEN PROPERLY INTERPRETED. THE ENGINEER SHALL ALSO PROVIDE EARTHWORK OBSERVATIONS AND TESTING DURING CONSTRUCTION. THIS ALLOWS THE ENGINEER TO CONFIRM ANTICIPATED SOIL CONDITIONS AND EVALUATE CONFORMANCE WITH RECOMMENDATIONS AND PROJECT PLANS TO CONFIRM THAT DRAINAGE RECOMMENDATION HAVE BEEN PROPERLY IMPLEMENTED.
   B. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND GEOTECHNICAL ENGINEER A MINIMUM OF 7 DAYS PRIOR TO COMMENCEMENT OF WORK AND A MINIMUM OF 4 WORKING DAYS PRIOR TO ANY INSPECTIONS.
   C. REGULATORY AGENCIES MAY REQUIRE A FINAL GRADING COMPLIANCE LETTER. WE CAN ONLY OFFER THIS LETTER IF WE ARE CALLED TO THE SITE TO OBSERVE AND TEST, AS NECESSARY, ANY GRADING AND EXCAVATION OPERATIONS FROM THE START OF CONSTRUCTION. WE CANNOT PREPARE A LETTER IF WE ARE NOT AFFORDED THE OPPORTUNITY OF OBSERVATION FROM THE BEGINNING OF THE GRADING OPERATION. THE CONTRACTOR MUST BE MADE AWARE OF THIS AND EARTHWORK TESTING AND OBSERVATION MUST BE SCHEDULED ACCORDINGLY.

ITEM	REQUIRED	REMARKS
PRECONSTRUCTION	X	PRIOR TO CONSTRUCTION
KEYWAYS AND DRAINS FOR TRAIL STEPS, RETAINING WALLS, GULLY REPAIRS, AND EMBANKMENT CONSTRUCTION	X	CONTINUOUS
TRAIL STEP AND RETAINING WALL CONSTRUCTION	X	CONTINUOUS
SLOPE DRAINS	X	CONTINUOUS
FINAL GRADING AND EROSION CONTROL	X	CONTINUOUS AND FINAL

SAFETY

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GENERAL SAFETY DURING CONSTRUCTION. ALL WORK SHALL CONFORM TO PERTINENT SAFETY REGULATIONS AND CODES. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK, AND PROVIDE FOR THE PROPER AND SAFE ROUTING OF VEHICULAR AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE PROVISIONS OF OSHA IN THE CONSTRUCTION PRACTICES FOR ALL EMPLOYEES DIRECTLY ENGAGED IN THE CONSTRUCTION OF THIS PROJECT.
2. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTION LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL. NEITHER THE PROFESSIONAL ACTIVITIES OF CONSULTANT NOR THE PRESENCE OF CONSULTANT OR HIS OR HER EMPLOYEES OR SUB-CONSULTANTS AT A CONSTRUCTION SITE SHALL RELIEVE THE CONTRACTOR AND ITS SUBCONTRACTORS OF THEIR RESPONSIBILITIES INCLUDING, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES NECESSARY FOR PERFORMING, SUPERINTENDING OR COORDINATING ALL PORTIONS OF THE WORK OF CONSTRUCTION IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND APPLICABLE HEALTH OR SAFETY REQUIREMENTS OF ANY REGULATORY AGENCY OR OF STATE LAW.
3. CONTRACTOR IS REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
4. THE CONTRACTOR SHALL CONFORM TO THE RULES AND REGULATIONS OF THE CONSTRUCTION SAFETY ORDERS OF THE CALIFORNIA DIVISION OF OCCUPATIONAL SAFETY AND HEALTH PERTAINING TO EXCAVATION AND TRENCHES THE CALIFORNIA CODE OF REGULATIONS TITLE 8, SUBCHAPTER 4 CONSTRUCTION SAFETY ORDERS, ARTICLE 6 EXCAVATION.

PLACEWORKS
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PROJECT TITLE:
Wavecrest Coastal Trail Phase 2
Coastside Land Trust

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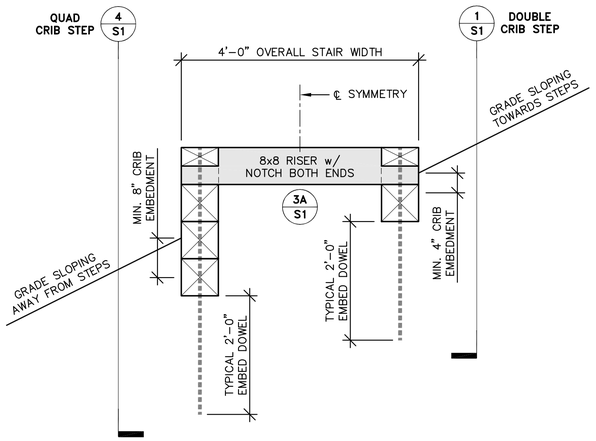
DRAWING TITLE:
STAIR NOTES

SCALE: AS SHOWN
DATE: 3/18/2020>
REVISIONS:

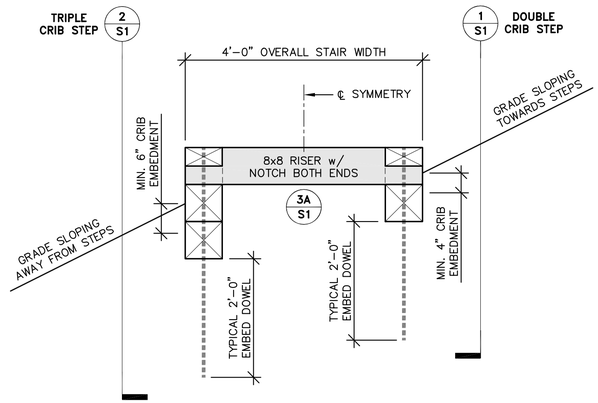
DRAWING NO:
C17
SHEET ___ OF ___ SHEETS



SECTION AT STEPS ON CROSS-SLOPE w/ QUAD CRIB STEP

6 S1

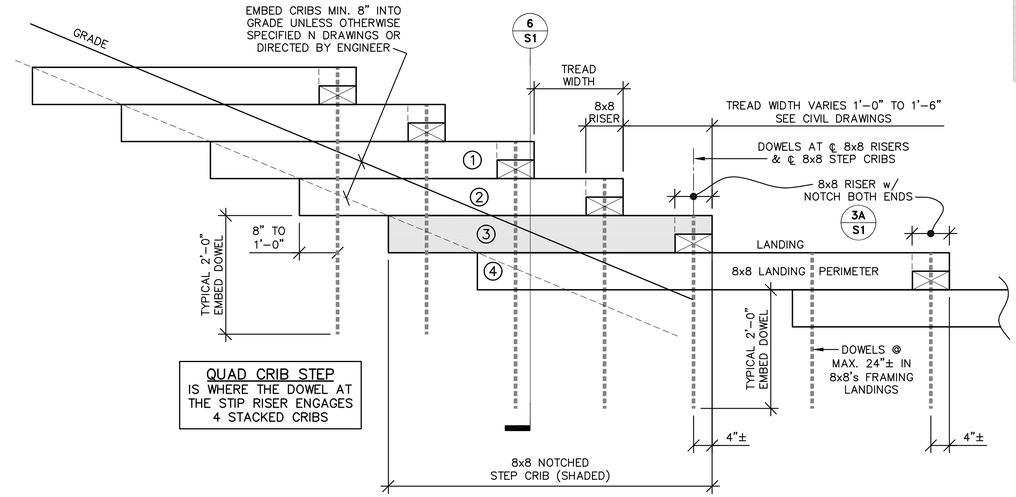
SCALE: 3/4" = 1'-0"



SECTION AT STEPS ON CROSS-SLOPE w/ TRIPLE CRIB STEP

5 S1

SCALE: 3/4" = 1'-0"

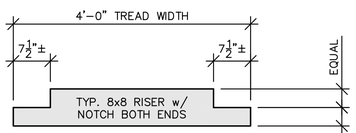


QUAD CRIB STEP

EMBED CRIBS MINIMUM 8" INTO GRADE

4 S1

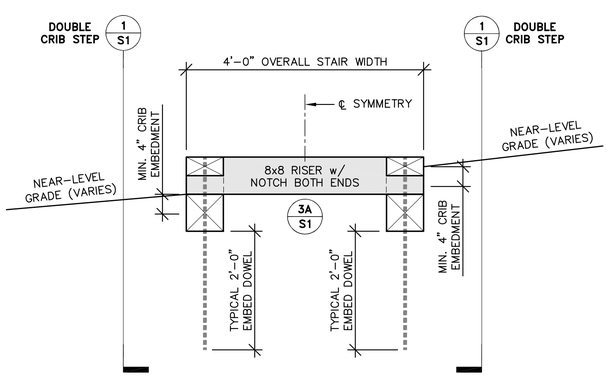
SCALE: 3/4" = 1'-0"



NOTCHED 8x8 RISER

3A S1

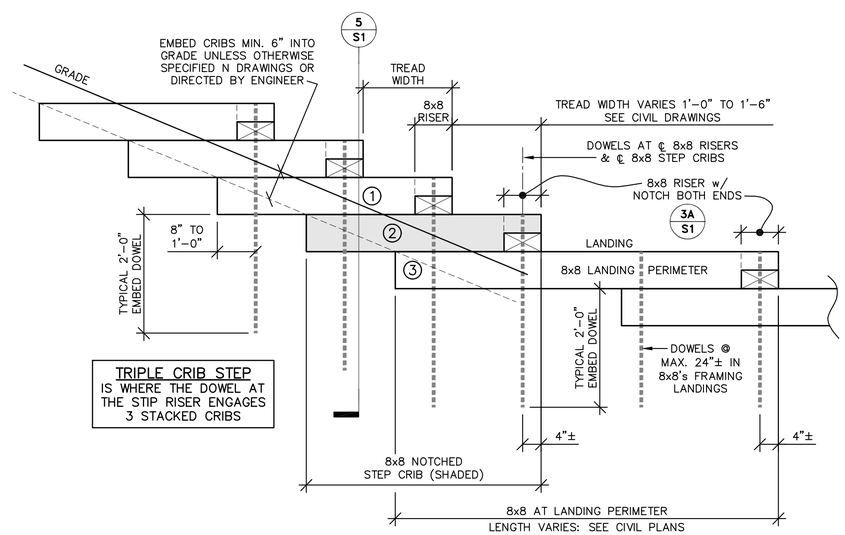
SCALE: 3/4" = 1'-0"



SECTION AT STEPS ON NEAR-LEVEL GRADE w/ DOUBLE CRIB STEP

3 S1

SCALE: 3/4" = 1'-0"

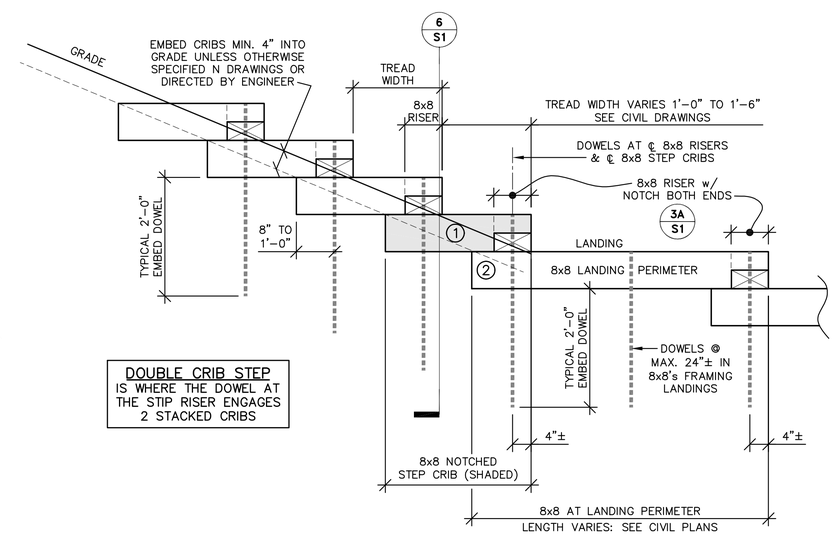


TRIPLE CRIB STEP

EMBED CRIBS MINIMUM 6" INTO GRADE

2 S1

SCALE: 3/4" = 1'-0"



DOUBLE CRIB STEP

EMBED CRIBS MINIMUM 4" INTO GRADE

1 S1

SCALE: 3/4" = 1'-0"

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REGISTERED PROFESSIONAL ENGINEER STEPHEN CHARLES MAYONE No. 4459 Exp. 3-31-20 STRUCTURAL STATE OF CALIFORNIA

Not Valid Without Wet Signature

Project / Owner

Wavecrest Coastal Trail Phase 2

Coastside Land Trust
788 Main Street
Half Moon Bay, CA

Redondo Beach Access Trail Project

MSE Project Number	13-023.14
DRAWN BY	S C MAYONE
DATE	3-18-2020
Revision	Date
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.	.

PRINT DATE: 3-18-2020

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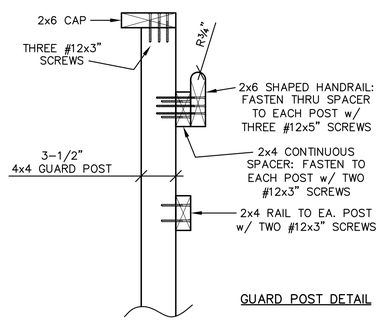
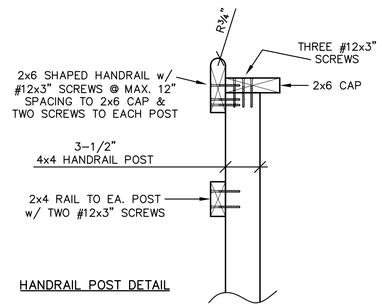
Sheet Title

Structural Details for Interlocking Crib Steps

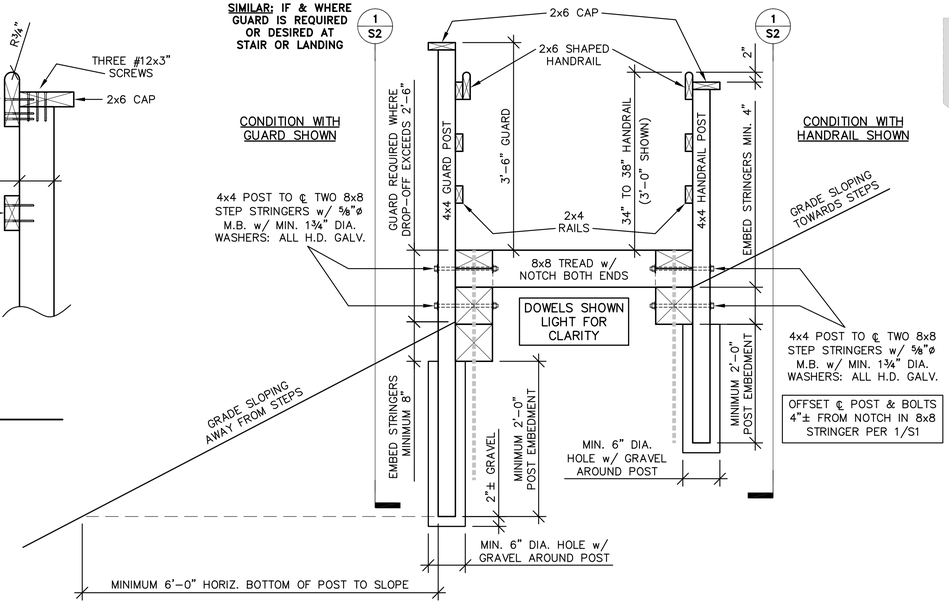
Sheet Number S1 Of





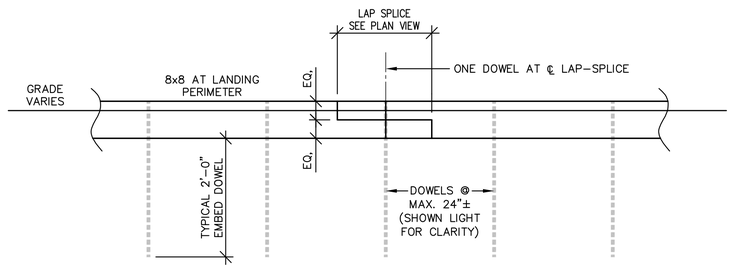
4/S2 ENLARGED DETAIL AT TOP OF 4x4 POSTS FOR HANDRAIL & GUARD

SCALE: 1-1/2" = 1'-0"



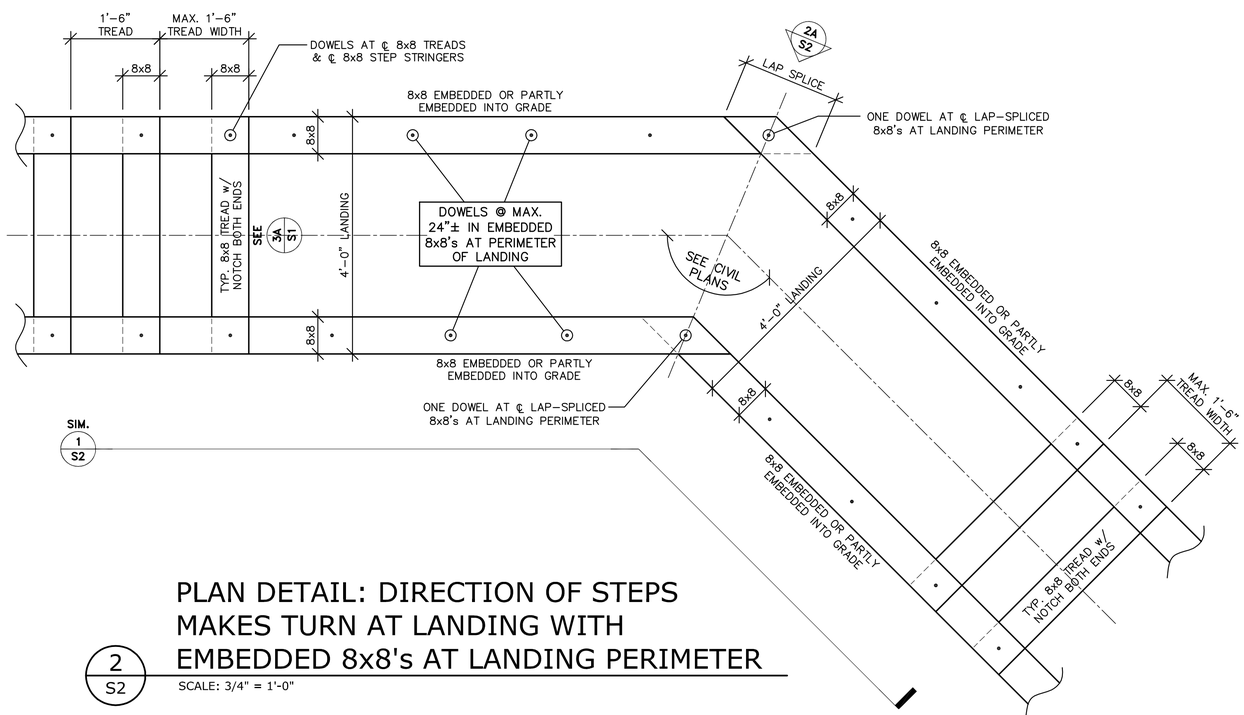
3/S2 SECTION AT STEPS OR LANDING w/ POSTS FOR HANDRAIL & GUARD WHERE OCCURRING

SCALE: 3/4" = 1'-0"



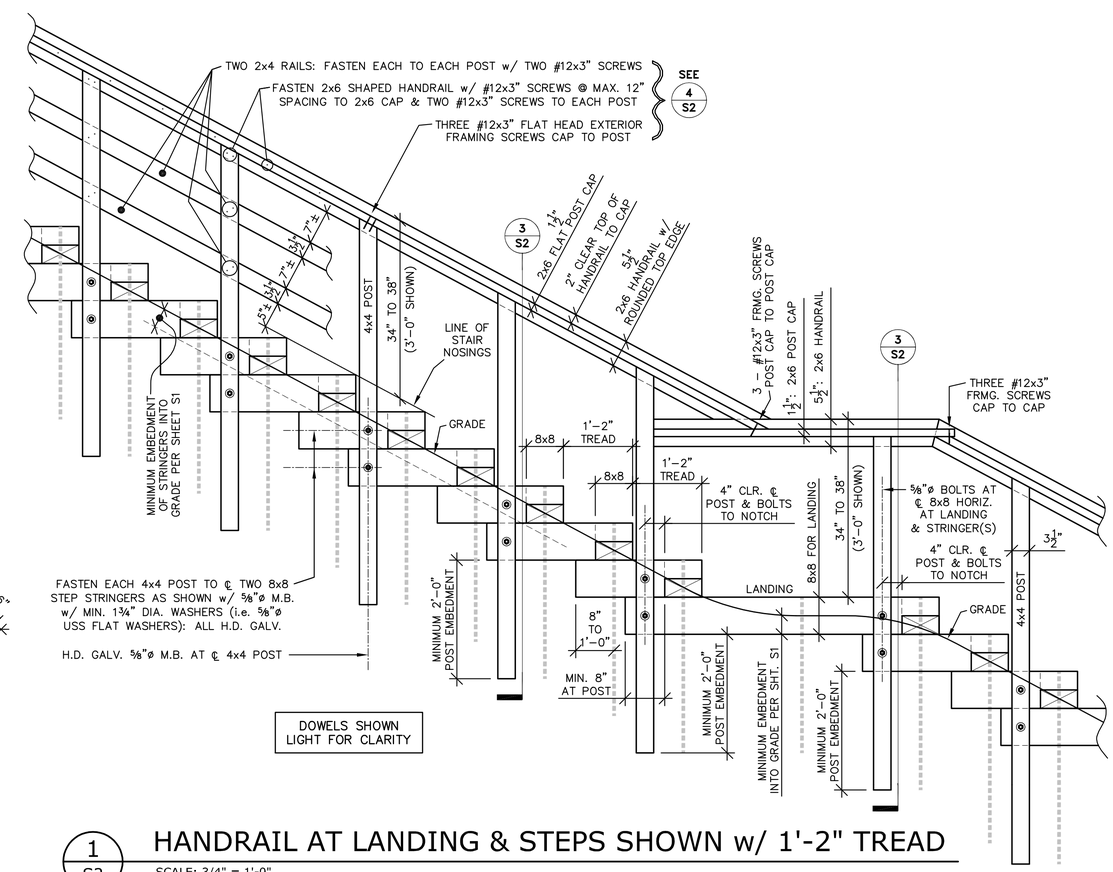
2A/S2 SIDE ELEVATION OF ANGLED LAP SPLICE: EMBEDDED 8x8's AT LANDING PERIMETER

SCALE: 3/4" = 1'-0"



2/S2 PLAN DETAIL: DIRECTION OF STEPS MAKES TURN AT LANDING WITH EMBEDDED 8x8's AT LANDING PERIMETER

SCALE: 3/4" = 1'-0"



1/S2 HANDRAIL AT LANDING & STEPS SHOWN w/ 1'-2" TREAD

SCALE: 3/4" = 1'-0"

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Project / Owner

Wavecrest Coastal Trail Phase 2

Coastside Land Trust
788 Main Street
Half Moon Bay, CA

Redondo Beach Access Trail Project

MSE Project Number	13-023.14
DRAWN BY	S C MAYONE
DATE	1-27-2020
Revision	Date
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PRINT DATE:	1-27-2020

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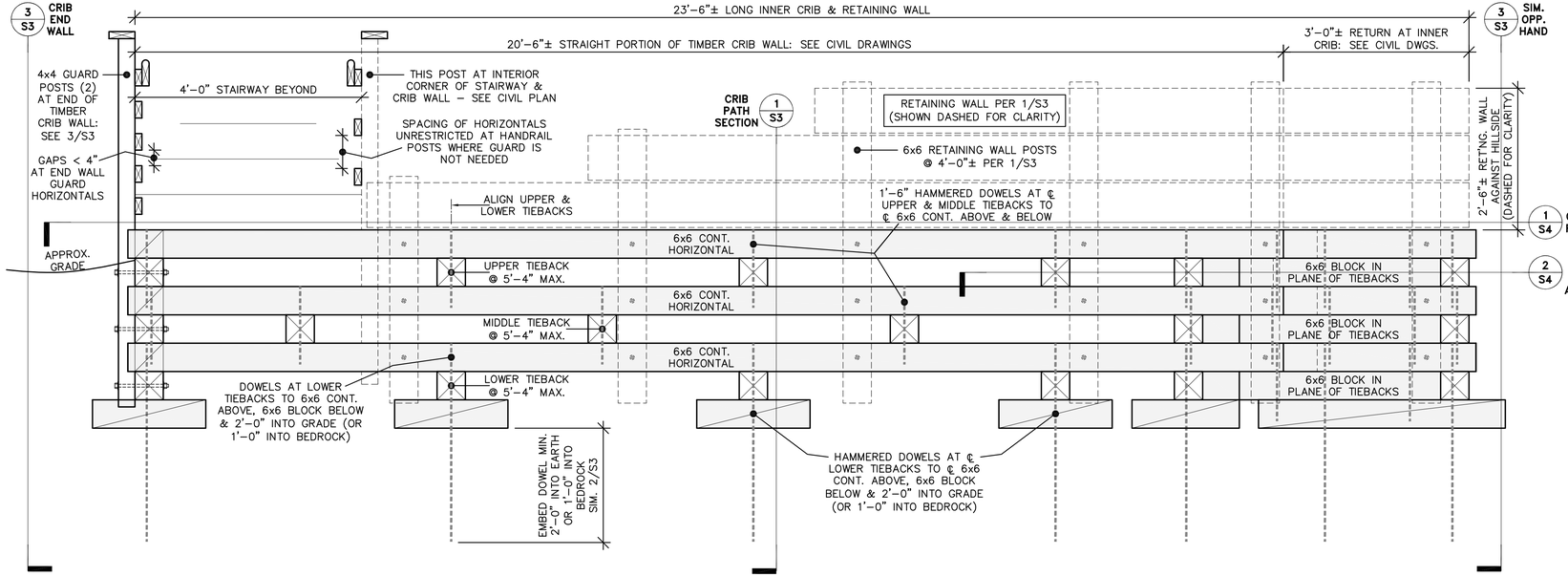
Sheet Title

Structural Details for Handrail, Guard & Landing

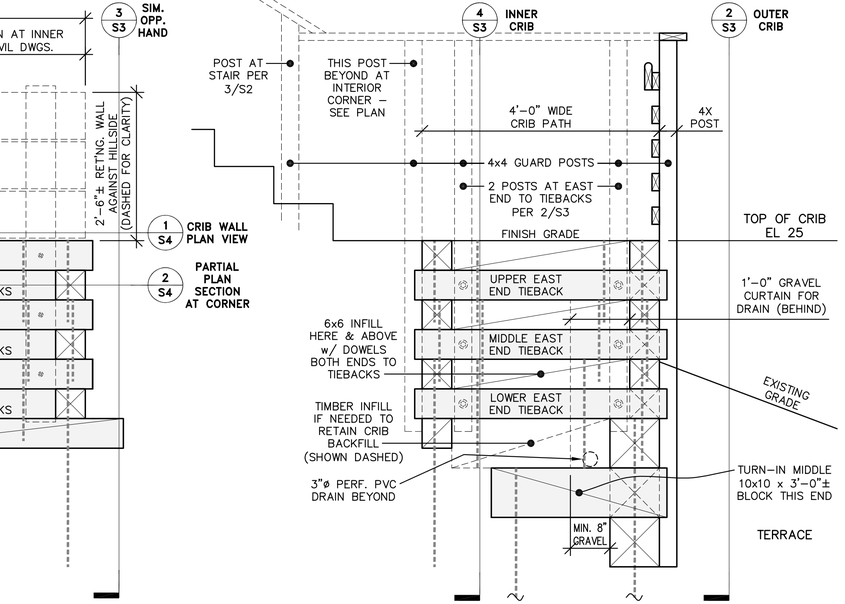
Sheet Number Of

S2



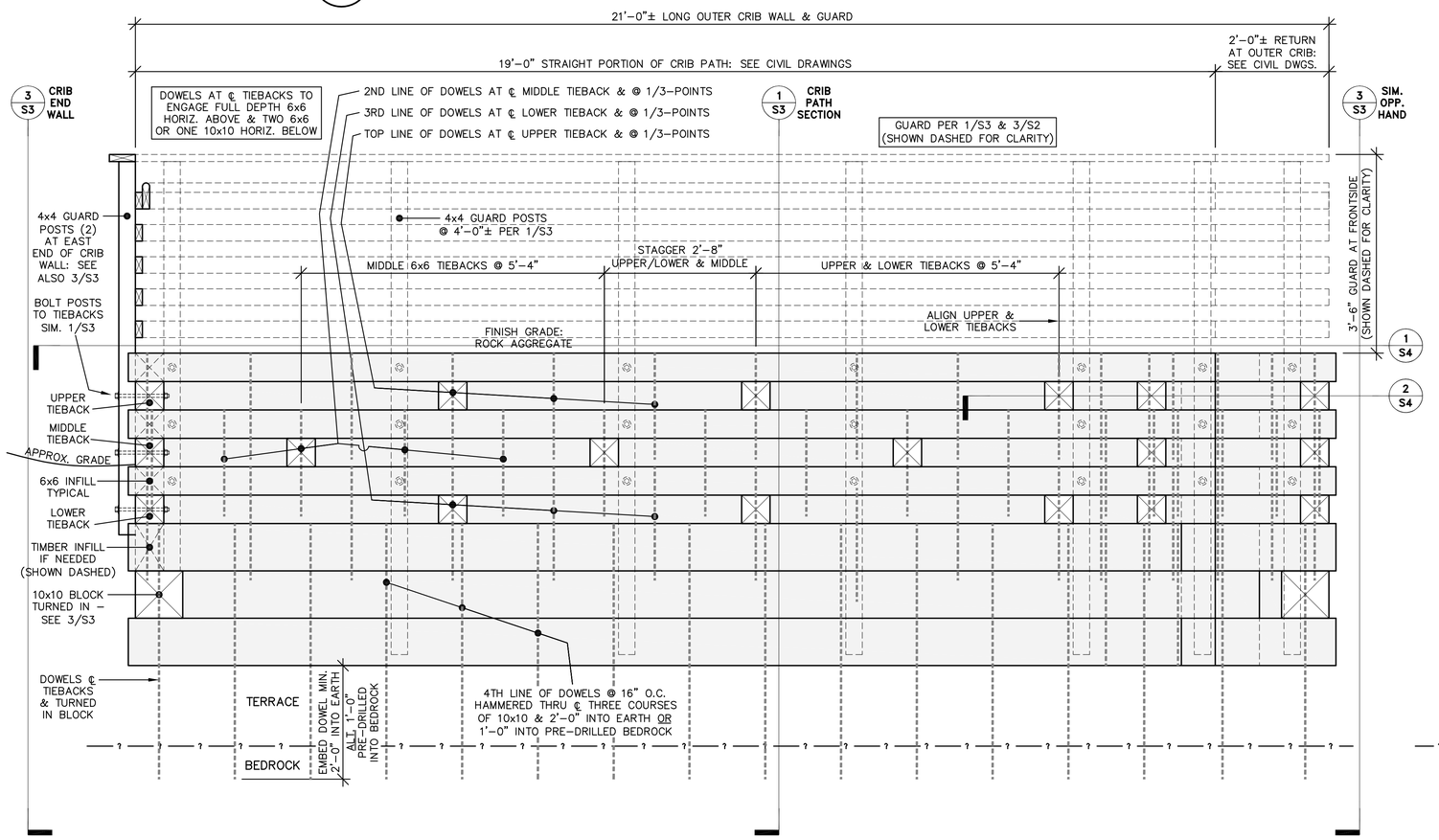
4 S3 SOUTH & UNFOLDED ELEVATION OF INNER CRIB

SCALE: 3/4" = 1'-0"



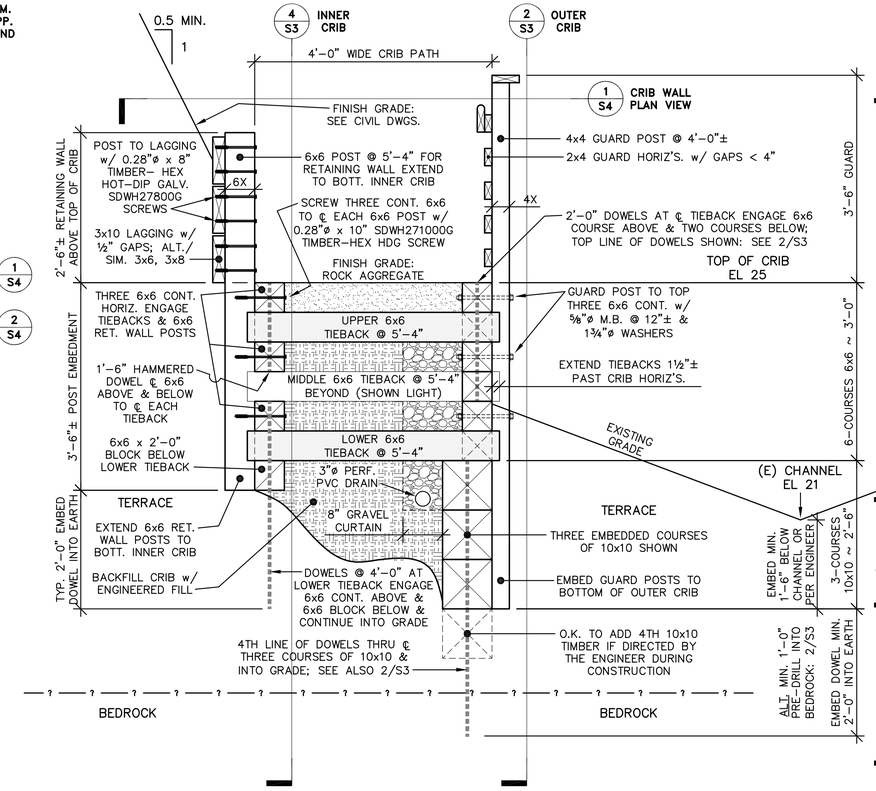
3 S3 EAST END ELEVATION: CRIB WALL

SCALE: 3/4" = 1'-0"



2 S3 SOUTH & UNFOLDED ELEVATION OF OUTER CRIB

SCALE: 3/4" = 1'-0"



1 S3 SECTION: CRIB PATH AT BASE OF SOUTH STEPS

SCALE: 3/4" = 1'-0"

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Project / Owner

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Sheet Title

Structural Details for Timber Crib Wall

Sheet Number S3 Of

STRUCTURAL ENGINEERING NOTES & SPECIFICATIONS

1. ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH 2018 INTERNATIONAL BUILDING CODE AS AMENDED BY 2019 CALIFORNIA BUILDING CODE.

INTERLOCKING CRIB STEPS, CRIB WALL, HAND RAIL AND GUARD RAIL TO BE CONSTRUCTED AS SHOWN ON THE CIVIL DRAWINGS. REFER TO CIVIL DRAWINGS FOR ADDITIONAL DETAILS.

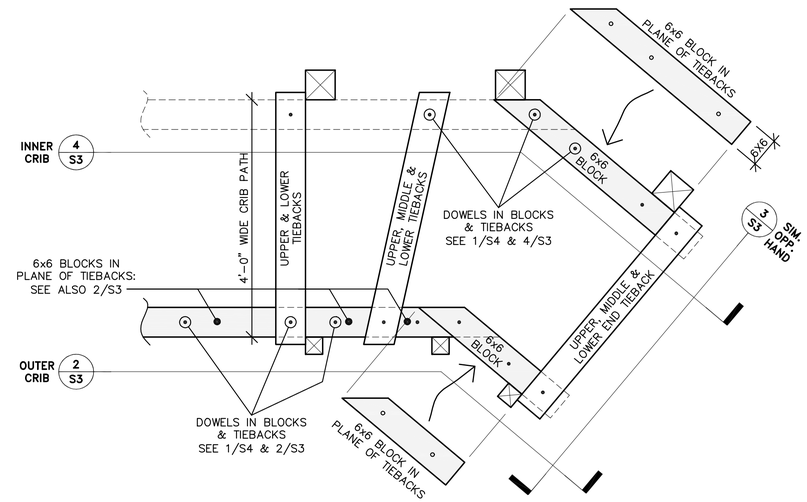
2. CARPENTRY AND TIMBER:
   A. TIMBER GRADING SHALL BE WCLB STANDARD GRADING RULES FOR WEST COAST LUMBER.
   B. ALL TIMBER SHALL BE CONSTRUCTION GRADE REDWOOD OR BETTER. USE FULL–DIMENSION, ROUGH–SAWN FOR STEPS, CRIBS AND LANDINGS. GUARD FRAMING CAN BE S4S OR FULL–DIM., ROUGH–SAWN AT OWNER'S CHOICE.
   C. DOWELS HAMMERED INTO REDWOOD SHALL BE PLACED IN A TIGHT–FITTING PRE–DRILLED HOLE OF DIAMETER NO GREATER THAN THAT OF THE DOWEL, WITH SLIGHTLY SMALLER DIAMETER "SUB–DRILLED" HOLES PREFERRED.
   D. ALL TIMBER FASTENERS SHALL BE AS SPECIFIED IN THE STRUCTURAL DRAWINGS. ALL FASTENERS SHALL BE RATED FOR EXTERIOR USE AND AS SPECIFICALLY NOTED.

3. STEEL DOWELS SHALL BE ASTM A–615 DEFORMED, UNCOATED GRADE 60 (OR BETTER) STEEL REINFORCING BAR (REBAR). USE MINIMUM 5/8–INCH DIAMETER (#5) REBAR FOR ALL DOWELS. WHERE LONG DOWELS ARE INSTALLED AND HAMMERING CAUSES DOWEL BUCKLING, IT IS RECOMMEDED TO INCREASE DOWELS TO 3/4–INCH DIAMETER (#6) REBAR OR LARGER.

4. INSTALL GRAVEL CURTAIN DRAIN PER DRAWINGS. SUBDRAINS SHALL CONSIST OF 3/4–INCH DIAMETER ANGULAR DRAIN ROCK WRAPPED ON ALL SIDES WITH FILTER FABRIC (MIRAFI 140N OR EQUAL). ALTERNATELY CLASS 2 CALTRANS PERMEABLE DRAIN ROCK MAY BE USED. THE SUBDRAIN SHALL INCORPORATE A 3–INCH DIAMETER PERFORATED PVC PIPE (PERFORATIONS DOWN) PLACED IN THE AXIS OF THE DRAIN, 3–INCHES FROM ITS BASE. PERFORATED PIPE SHALL BE CONNECTED TO A 3–INCH DIAMETER SOLID TIGHT LINE THAT CARRIES WATER TO THE BASE OF THE FILL SLOPE AND DISCHAGED IN A REASONABLE AND CONTROLLED MANNER AT A LOCATION TO BE DETERMINED IN THE FIELD AND TO THE SATISFACTION OF THE ENGINEER.

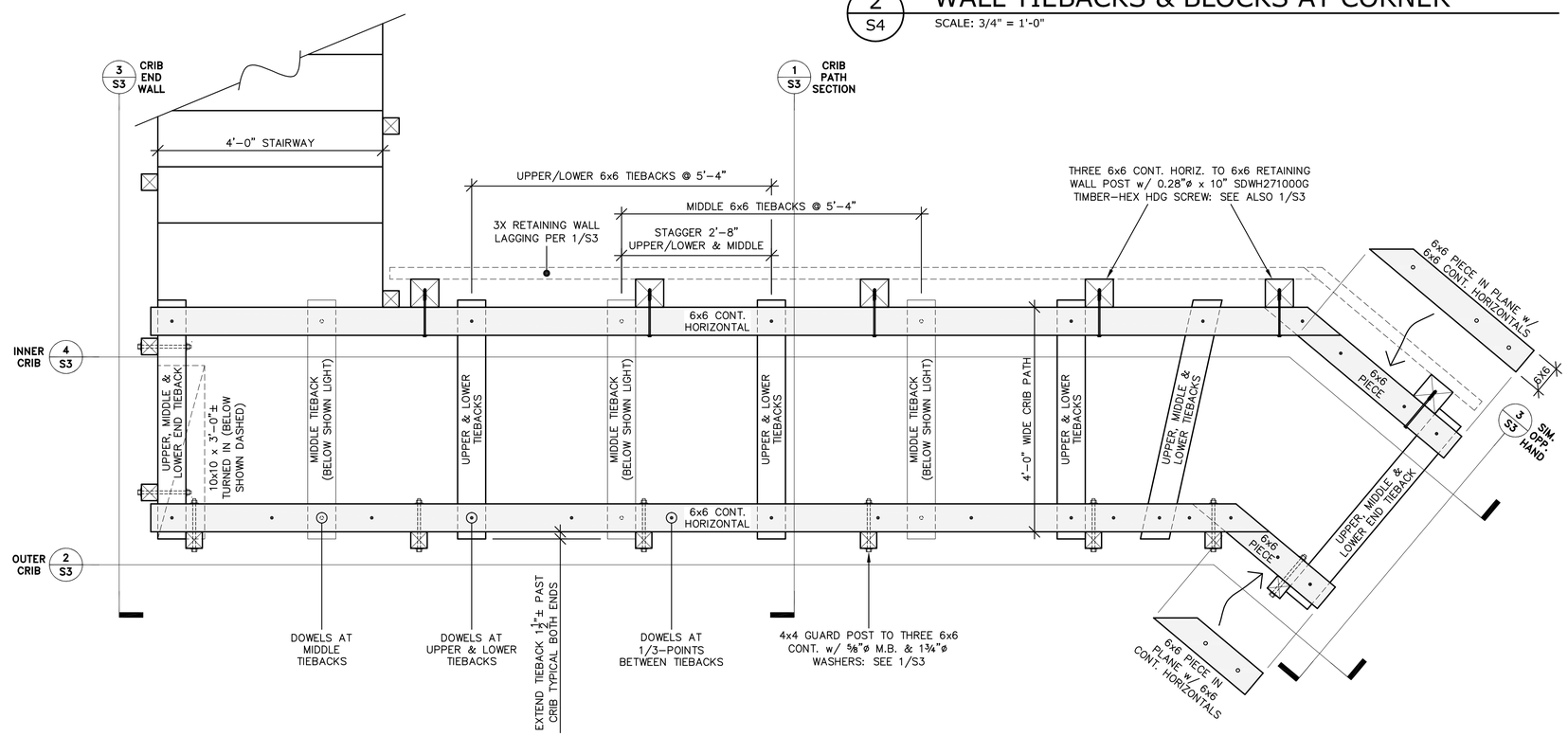
5. BACKFILL BEHIND CRIB WALL AND INTERLOCKING CRIB STEPS WITH APPROVED ENGINEERED FILL. ENGINEERED FILL SHALL BE PLACED IN THIN LIFTS NOT EXCEEDING 8–INCHES IN LOOSE THICKNESS; MOISTURE CONDITIONED, AND COMPACTED TO A MINIMUM OF 90–PERCENT RELATIVE COMPACTION PER ASTM D 1557 OR TO THE SATISFACTION OF THE ENGINEER, UP TO DESIRED GRADE. DURING PLACEMENT AND COMPACTION OF THE FILL, THE MOISTURE CONTENT OF THE MATERIALS BEING PLACED SHALL BE ADJUSTED AND MAINTAINED AS NECESSARY.

6. ENGINEER OF RECORD (EOR) SHALL OBSERVE EXCAVATION AND PLACEMENT OF CRIBS, STEP RISERS AND DOWELS. EOR SHALL ALSO OBSERVE INSTALLATION OF GUARD POSTS, CAP, AND HORIZONTALS; INSTALLATION OF TIMBER CRIB WALL WITH RETAINING WALL BEHIND; AND ALL FASTENERS.



2 / S4 PARTIAL PLAN SECTION: TIMBER CRIB WALL TIEBACKS & BLOCKS AT CORNER

SCALE: 3/4" = 1'-0"



1 / S4 PLAN VIEW: TIMBER CRIB WALL

SCALE: 3/4" = 1'-0"

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Sheet Title

Structural Plan for Crib Wall & General Notes

Sheet Number S4 Of

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Lisa Rossi, Administrative Services Director

TITLE: **APPOINTMENT OF CALPERS RETIRED ANNUITANT AS INTERIM COMMUNITY DEVELOPMENT DIRECTOR**

RECOMMENDATION:
Adopt a resolution authorizing the City Manager to appoint Steven McHarris, a retired CalPERS annuitant, as the Interim Community Development Director.

FISCAL IMPACT:
The position will be funded with salary savings resulting from the vacancy in the permanent Community Development Director position.

STRATEGIC ELEMENT:
This action supports the *Infrastructure and Environment*, *Healthy Communities and Public Safety*, and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:
The Community Development Director has recently accepted a position in the City Manager's office. While a formal recruitment is being launched to fill the vacated Director position on a permanent basis, an interim Director is needed to ensure ongoing day to day operations within the department. Staff recommends filling the vacant Community Development Director position with Steven McHarris, who is recently retired following a 30+ year local government career.

Under Government Code 21221, the California Public Retirement System (CalPERS) policies establish guidelines for the interim appointments of retirees (retired annuitants) to vacant positions, including: the appointment is for a limited term while the City is recruiting for the permanent position, the position requires specialized skills, the appointment is authorized by the City Council, the retiree must not work more than 960 hours in any fiscal year, and there must be at least a 180-day break between their retirement date and their post-retirement hire date. If there isn't a 180-day break, the agency must submit a resolution approving a 180-day

wait period exception. Mr. McHarris formally retired last September; as such, a resolution waiving the 180-day break is needed.

The City of Half Moon Bay requires the following experience and education to qualify for the Community Development Director position:

- Five years of increasingly responsible experience in Community Development Services including two years supervisory experience; and
- Senior management level as a professional Planner, Engineer, Building Official, Redevelopment Specialist or similar position within a municipal organization; and
- Equivalent to a bachelor's degree from an accredited college or university with major course work in engineering, planning, code enforcement, economics, or public administration.

DISCUSSION:

Upon review of Mr. McHarris's background and experience, Staff has determined that he exceeds the qualifications required for the Community Development Director position. Mr. McHarris has served in progressively increasing planning roles, including as Community Development Director for multiple cities. He has also served as Assistant City Manager and City Manager for the City of Milpitas. As such, Mr. McHarris has the requisite skills to fill the vacant Community Development Director position on an interim basis.

Mr. McHarris will work full-time, be paid an hourly rate of $107.60, and will not receive any other benefit, incentive, compensation in lieu of benefit, or other form of compensation beyond the hourly pay rate from the City. Because he has met the CalPERS requirements to be appointed interim Community Development Director for the City of Half Moon Bay, staff recommends the City Council approve the 180-day exception and authorize the City Manager to enter into an employment agreement with Mr. McHarris while the City conducts its recruitment for the permanent Director.

ATTACHMENT:

1) Resolution
2) Employment Agreement

Resolution No. C-2024-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY AUTHORIZING THE CITY MANAGER TO APPOINT STEVEN MCHARRIS, A CALPERS RETIRED ANNUITANT, AS INTERIM COMMUNITY DEVELOPMENT DIRECTOR

WHEREAS, in compliance with Government (Gov.) Code section 7522.56 of the Public Employees' Retirement Law, the City of Half Moon Bay must provide CalPERS this certification resolution when hiring a retiree before 180 days has passed since their retirement date; and

WHEREAS, Steven McHarris retired CalPERS, effective September 29, 2023; and

WHEREAS, Gov. Code section 7522.56 requires that post-retirement employment commence no earlier than 180 days after the retirement date, which is March 28, 2024, without this certification resolution; and

WHEREAS, Gov. Code section 7522.56 provides that this exception to the 180-day wait period shall not apply if the retiree accepts any retirement-related incentive; and

WHEREAS, the City of Milpitas and Steven McHarris certify that Steven McHarris has not and will not receive a Golden Handshake or any other retirement-related incentive; and

WHEREAS, an appointment under Gov. Code section 21221(h) requires the retiree is appointed into the interim appointment during recruitment for a permanent appointment; and

WHEREAS, the City initiated the search for a permanent appointment in January 2024; and

WHEREAS, the City Council hereby appoints Steven McHarris as an interim appointment retired annuitant to the vacant position of Community Development Director for the City of Half Moon Bay under Gov. Code section 21221(h), effective March 7, 2024; and

WHEREAS, this Gov. Code section 21221(h) appointment shall only be made once and therefore will end on or before December 15, 2024; and 180-Day Resolution Instructions; and

WHEREAS, the entire employment agreement, contract, or appointment document between Steven McHarris and the City of Half Moon Bay has been reviewed by this body and is attached herein; and

WHEREAS, no matters, issues, terms or conditions related to this employment and appointment have been or will be placed on a consent calendar; and

WHEREAS, the employment shall be limited to 960 hours per fiscal year for all CalPERS employers; and

WHEREAS, the compensation paid to retirees cannot be less than the minimum nor exceed the maximum monthly base salary paid to other employees performing comparable duties, divided by 173.333 to equal the hourly rate; and

WHEREAS, the maximum monthly base salary for this position is $18,650 and the hourly equivalent is $107.60, and the minimum monthly base salary for this position is $15,343 and the hourly equivalent is $88.52; and

WHEREAS, the hourly rate paid to Steven McHarris will be $107.60; and

WHEREAS, Steven McHarris has not and will not receive any other benefit, incentive, compensation in lieu of benefit, or other form of compensation in addition to this hourly payrate from the City; and

THEREFORE, BE IT RESOLVED THAT the City of Half Moon Bay hereby certifies the nature of the employment of Steven McHarris as described herein and detailed in the attached employment agreement / contract / appointment document and that this appointment is necessary to fill the critically needed position of Community Development Director for the City of Half Moon Bay by March 7, 2024, because the current Community Development Director has accepted another position, and a permanent replacement will take several months to recruit and onboard.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5th day of March, 2024, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

_____

Jessica Blair, City Clerk

APPROVED:

_____

Joaquin Jimenez, Mayor

EMPLOYMENT AGREEMENT FOR
STEVEN MCHARRIS, RETIRED ANNUITANT

This Employment Agreement ("Agreement") is made by and between the City of Half Moon Bay, a municipal corporation of the State of California ("City") and Steven McHarris, an individual ("Retiree") as of March 7, 2024 ("Effective Date").

RECITALS

A. Retiree was previously employed by the City of Milpitas, serving as City Manager until June 3, 2023; and
B. Retiree retired on September 29, 2023, and has begun collecting a retirement pension from the California Public Employees' Retirement System (CalPERS); and
C. Retiree has specific knowledge, background and expertise that is required for the City to adequately fill the position of Community Development Director on an interim basis; and
D. Retired Annuitant's employment is authorized by Government Code section 21221(H), which requires the retiree is appointed into the interim appointment during recruitment for a permanent appointment; and
E. City desires to retain the services of Retiree in accordance with California Government Code Section 21224 and Retiree agrees to provide certain services to City under the strict terms and conditions set out in this Agreement.

In consideration of this matter described above and of the mutual benefits and obligations set forth in this Agreement, the receipt and sufficiency of which consideration is hereby acknowledged, the parties of this Agreement agree as follows:

AGREEMENT

Section 1. Term of Services
The term of this Agreement is from March 7, 2024, through December 15, 2024, unless the City or Retiree elect to terminate this agreement on an earlier date by providing written notice to the other party.

Section 2. Scope of Services
Retiree shall comply with all City rules, policies, guidelines, regulations, and laws. Retiree shall perform all the duties as required in the classification of Community Development Director.

Section 3. Compensation: Hours
City agrees to compensate Retiree at $107.60 per hour for all services provided under this Agreement. Payments from City to Retiree shall be made during the normal payroll cycles of other City employees.

Retiree agrees and acknowledges that he shall not perform any services under this Agreement exceeding a total of nine hundred sixty (960) hours during any fiscal year (July 1 to June 30).

Retiree shall record his hours on a pre-approved timesheet that shall be submitted to the City Manager every week.

The position is a temporary, hourly assignment which is generally not expected to exceed 40 hours per week. The City, through the Human Resources Director, will assign Retiree hours to work. Due to the nature of the position, it is understood that the workday and work week hours may vary.

There are no other benefits, incentives, compensation in lieu of benefits or other forms of compensation in addition to the hourly pay rate set forth in this Section.

Section 4. Location
The primary location for services will be at the following address:
Half Moon Bay City Hall, 501 Main Street, Half Moon Bay CA 94019

Section 5. Compliance with Laws
This Agreement will be construed in accordance with and governed by the laws in the State of California. In the event that suit shall be brought by any of the parties, the parties agree that venue shall be exclusively vested in the state courts of the County of Santa Mateo, or if federal jurisdiction is appropriate, exclusively in the United States District Court, Northern District of California, San Jose, California. Retiree shall comply with all applicable laws, rules, policies, and guidelines. Retiree agrees and acknowledges that the State of California and the governing body of the California Public Employees' Retirement System enact strict laws, regulations and guidelines relating to services provided by "retired annuitants" to public agencies contracting with the California Public Employees' Retirement System. Retiree agrees to comply with all applicable laws, regulations and guidelines relating to the services provided under this Agreement.

Section 6. Termination
This Agreement may be terminated by either party for convenience by 30 day's written notice to the other party. In the event of termination, Retiree shall be entitled to compensation for satisfactory services performed to the effective date of termination; City, however, may condition payment of such compensation upon Retiree delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Retiree or prepared by or for Retiree or the City in connection with this Agreement. In the event Retiree is not provided notice of any outstanding materials to be delivered to City, Retiree shall be entitled to payment within 30 days or receipt of the notice.

Section 7. Miscellaneous

a) Retiree has read each and every part of this Agreement and Retiree freely and voluntarily has entered into this Agreement. This Agreement is a negotiated document and shall not be interpreted for or against any party by reason of the fact that such party may have drafted this Agreement or any of its provisions.
b) If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjusted shall remain in

full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

c) This Agreement, including the exhibits, represents the entire and integrated agreement between City and Retiree and supersedes all prior negotiations, representations, or agreements, either written or oral.

In witness where of the parties have duty affixed their signatures on this 7th day of March, 2024.

CITY:	RETIREE:
_____	_____
Matthew Chidester, City Manager	Steven McHarris

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: John Doughty, Assistant City Manager
Karen Decker, Economic and Community Vitality Manager

TITLE: **DOWNTOWN STREETSCAPE MASTER PLAN - PROJECT UPDATE**

RECOMMENDATION:
Receive a presentation and provide feedback to staff and consultants on the Downtown Streetscape Master Plan.

FISCAL IMPACT:
The Downtown Streetscape Master Plan is included as a funded project in the FY 2023-24 Capital Improvement Program (CIP) and totals $264,730 in consultant services.

STRATEGIC ELEMENT:
This recommendation supports all Elements of the Strategic Plan.

BACKGROUND:
Downtown revitalization has been an area of interest for this Council and a topic of conversation during annual priority setting workshops. This concept was further explored by task force members of the Coastside Recovery Initiative, who identified Downtown Half Moon Bay as a business district with untapped potential for greater commercial and community vibrancy. The City has also updated its Local Coastal Land Use Plan, which defines a "Town Center" comprised of North, Heritage, and South Downtown and its policies support vitality through infill mixed-use development, historic preservation, and sustainable public infrastructure.

The recommendation to reimagine the downtown streetscape of Half Moon Bay resulted in the City Council's inclusion of this project in the City's Capital Improvement Program (CIP) and allocation of funds for FY 2023-24.

The goals of the project are to 1) create a more attractive, accessible, and economically vibrant downtown; 2) preserve and enhance the existing character of downtown; and 3) prioritize improvements that benefit residents and visitors alike.

The project's broad geographic scope is Main Street from Highway 1 (North Main Street) to South Main Street with a concentrated focus on the four central blocks of downtown from the Main Street Bridge to Correas Street.

The Council unanimously approved a professional services agreement with Toole Design on April 18, 2023. The project schedule includes an existing conditions review, extensive community engagement process through charettes, open studios, and popups, and public meeting opportunities. The existing conditions review was conducted in the summer / fall of 2023. The community engagement process was divided into two phases: a "Discovery Week" and a "Design Week". The Discovery Week solicited input from a wide range of community stakeholders on how Main Street is currently experienced and what can be enhanced to achieve the project's goals. Design Week built on the ideas from the discovery workshops to generate preliminary design concepts and provide additional opportunities for community engagement.

Robust Community Engagement

In September 2023, the project kicked off with discovery workshops focused on general feedback of the current streetscape and "starter" ideas from over 150 community members. The Architectural Advisory Committee, Bicycle and Pedestrian Advisory Committee, City Council, Planning Commission, and Community Stakeholder Group were all engaged in Discovery Week. The Toole Design team returned in October to conduct a second convening of the Community Stakeholder Group, public meeting, and open studio sessions where participants could drop by and have conversations with the design team. These activities engaged an additional 90 community members. Spanish-speaking staff were available for translation during all events.

Discovery and design engagement opportunities were heavily promoted. City staff distributed over 205 flyers to local businesses and organizations and spread the word to over 4,580 subscribers through the City's weekly eNews listserv. Additionally, over 24 social media posts were generated to promote the project and invite input. Media coverage included a radio ad on KHMB and print media coverage from the San Mateo Daily Journal, Coastside Buzz, and Half Moon Bay Review.

The Toole Design team held six open design studio drop-in sessions and facilitated 25 focus group discussions. These engagement opportunities resulted in feedback from 240 community members. A complete schedule of events and community engagement activities can be found in Attachments One and Two.

The City provided an additional opportunity for community input on priorities and design elements through a community survey. The survey was open for three weeks and was accessible online via social media, QR code, and the City's website. Hard copies were also provided during strategic popups like a recent visit from the Mexican Consulate and at a newly formed Youth Advisory Committee. There were 164 respondents to the survey who were asked questions about how they experienced downtown, getting to and around downtown, their

ideas for special downtown locations (e.g., Kitty Fernandez Park) as well as their ideas about shorter-term opportunities to enhance downtown. To learn more about the survey results, please refer to Attachment 3.

City staff made presentations at a joint meeting of the Architectural Advisory Committee and Planning Commission on February 27 and at a joint meeting of the Parks and Recreation Commission and Bicycle and Pedestrian Advisory Committee on February 28. Commissioners and Committee members received a refresh on the project's status and received updates on the direction of overall aesthetics, safety, parking, sustainability, pedestrian and bicycle improvements, and potential for more park space and less hardscape.

DISCUSSION:
The purpose of this update is to keep Council informed about the status of the project. Staff are pleased to report that the project schedule is on time and on budget. A broad range of people who live, work, play, and do business in downtown Half Moon Bay as well as community members who do not typically engage and / or have been historically left out of the decision-making process have contributed meaningful ideas that have informed the project. In addition, subject matter experts, such as architects, planners, engineers, age-friendly initiative advocates, and many others have also contributed ideas.

Overall, there is overwhelming support for safer crossings like added curb extensions to slow vehicular turning movements and shorten crossing distances. There is also strong support for gateway signage both south of Hwy 92 on Main Street and at the north end of the bridge. Another popular opinion supports better connections from downtown to the high school and consolidation of driveways, especially at Ace Hardware where three come together with many left turning movements. A widening of the sidewalks along Heritage Main Street to balance great spaces for people, café, and retail spill out space, and parking is also emphasized. Parallel parking ranks as the biggest compromise to achieve this additional sidewalk real estate.

Community preferences for furnishing palettes lean toward textured and natural and community members noted this option better reflected the essence of the Coast and the more traditional atmosphere of downtown. More playful and bold colors are preferred for signs, art, murals, and business frontages.

For landscaping, there is a slight preference for colorful and agrarian concepts primarily for the more vibrant color. Many likened this concept to the hanging baskets that were largely affirmed in the community survey. Overall, there is a desire to combine the drought-resistant, low-maintenance elements of the muted and coastal option with the colorful component of the colorful and agrarian concept.

Given its large size and key frontage on Main Street, the design team explored options for redesigning Kitty Fernandez Park to be a more integrated and activated part of the public realm. All design concepts prioritized the need to address the existing private driveways and access points along the western edge of the park. Participants at all workshop events expressed

enthusiasm for a reimagined Kitty Fernandez Park and emphasized the potential impact this area could have if it were transformed to be a more public-facing space.

There is overall support for the incorporation of lawn-like areas for children and families (amidst maintenance concerns), a “flex area” that can accommodate pop-up events and food trucks, and excitement around the potential for a “signature element” in the Park.

The Downtown Streetscape Master Plan document is expected to be delivered in May of 2024.

ATTACHMENTS:

1) Discovery Workshop Summary
2) Design Workshop Summary
3) Community Survey Results

TOOLE DESIGN

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MEMORANDUM

To: The City of Half Moon Bay
From: Cindy Zerger and Anjulie Palta, Toole Design
Project: Half Moon Bay Downtown Streetscape Master Plan
Date: October 5, 2023
Re: Discovery Workshop Summary

Background and Purpose

This memorandum describes the outreach and engagement efforts and outcomes for the Half Moon Bay Downtown Streetscape Master Plan Discovery Workshop.

Goals

The goals of the outreach and engagement process are to:

1. **Conduct outreach and engagement to a broad range of people** who live, work, play, and do business in downtown Half Moon Bay
2. **Solicit input from community members who do not typically engage** and/or have historically been left out of the decision-making process
3. **Extract meaningful ideas** to inform the concepts developed during the plan
4. **Create a feedback loop** whereby participants see and understand how their contributions were incorporated into the final design and plan
5. **Apply national best practices** for transparent, representative, and responsive engagement.

Timeline

The table below summarizes the engagement approach for the Half Moon Bay Downtown Streetscape Master Plan which is organized around the Discovery and Design Workshop process.

Pre-Discovery Workshop	Discovery Workshop	Intermediate	Design Workshop	Post-Design Workshop
June – August 2023	Week of September 11th 2023	September – October 2023	Week of October 23rd 2023	November 2023 – May 2024
▪ Stakeholder Mapping ▪ Informational Outreach ▪ Promote Discovery Workshop	▪ Explore Issue & opportunities ▪ Identify Priorities & Challenges ▪ Draft “starter ideas”	▪ Evaluate Outreach Process ▪ Promote Discovery Workshop	▪ Design Iteration and Evolution	▪ Evaluate Outreach Process ▪ Refine Design Concepts ▪ Develop Draft Plan ▪ Public Review of Plan ▪ Final Plan

Discovery Workshop Summary

The summary below outlines the Discovery Workshop that took place from Tuesday, September 12th to Thursday, September 14th, 2023. During the Discovery Workshop, the project team promoted awareness of the study, asked for input on existing conditions and desires, and established an understanding of opportunities and constraints. The themes generated through the Discovery Workshop will form the foundation of ideas that will be developed during the Design Workshop.

Discovery Workshop Schedule of Events

Over the course of the three-day workshop, the team held focused conversations with a broad range of participants. The team held a two-hour-long public workshop, open studio sessions for the public to stop by and discuss their desires for downtown, and a series of focus groups. Focus groups included representation from non-profits, local businesses, property owners, advocacy and youth groups, faith-based organizations, and city staff. The project team also met with ALAS, the Planning Commission, BPAC, and the Parks and Recreation Commission.

<table>
<tr><th></th><th>TUES 9/12</th><th colspan="2">WEDS 9/13</th><th colspan="2">THURS 9/14</th></tr>
<tr><td>9:00 AM</td><td>prep time for design team</td><td rowspan="2">Focus Group Discussions</td><td rowspan="2">Open Design Studio (9-12pm)</td><td rowspan="2">Focus Group Discussions</td><td rowspan="2">Open Design Studio (9-12pm)</td></tr>
<tr><td>10:00 AM</td><td rowspan="2">ALAS Staff Meeting</td></tr>
<tr><td>11:00 AM</td><td rowspan="2">Community Stakeholder Group (CSG) Working Lunch</td><td colspan="2" rowspan="2">lunch</td><td colspan="2" rowspan="2">lunch</td></tr>
<tr><td>12:00 PM</td><td>prep time for design team</td></tr>
<tr><td>1:00 PM</td><td rowspan="3">Focus Group Discussions</td><td rowspan="4">Focus Group Discussions</td><td rowspan="4">Open Design Studio (1-5pm)</td><td rowspan="2">Focus Group Discussions</td><td rowspan="4">Open Design Studio (1-5pm)</td></tr>
<tr><td>2:00 PM</td></tr>
<tr><td>3:00 PM</td><td rowspan="2">closed studio / prep time for design team</td></tr>
<tr><td>4:00 PM</td><td rowspan="3">closed studio / prep time for design team</td></tr>
<tr><td>5:00 PM</td><td colspan="2">closed studio / prep time for design team</td><td colspan="2">closed studio / prep time for design team</td></tr>
<tr><td>6:00 PM</td><td rowspan="2">Public Meeting (6-8pm)</td><td colspan="2" rowspan="2">Special Session BPAC and Parks & Recreation Commission (6:30-9:30pm)</td></tr>
<tr><td>7:00 PM</td><td rowspan="2">Planning Commission Meeting (7-9pm)</td></tr>
<tr><td>8:00 PM</td><td colspan="2">closed studio / prep time for design team</td></tr>
</table>

Discovery Workshop by the Numbers

The following is a snapshot of key outreach and engagement successes:

Engagement Successes:

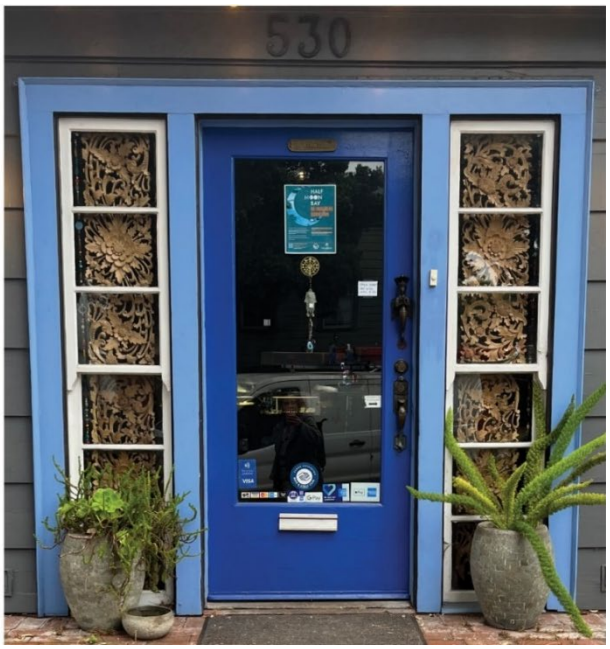
- In total, approximately **150 community members participated** in the September Discovery Workshop.
- 4 Open Design Studio Sessions
- 25 Focus Group Discussions
- Public Meeting at IDES Hall (25 participants)

- Meeting with ALAS (12 participants)
- Community Stakeholder Group Session #1 (12 representatives)
- Planning Commission Meeting (4 representatives)
- Special Session with BPAC and Parks & Recreation Commission (10 representatives)
- Spanish-speaking staff were available for live translation during all events.

Public Workshop (left). Focus Group Discussion (right).

Outreach Successes:

- 150 Flyers distributed to local businesses which provided information on the project and Discovery Workshop
- 80 Emails distributed to promote the project and encourage participation in the Discovery Workshop
- 15 Social media posts advertising the Discovery Workshop
- All outreach materials were distributed in both English and Spanish.



The City of Half Moon Bay distributed flyers advertising the Discovery Workshop to businesses along Main Street and encouraged business owners to post the flyer in their storefront windows.

What We Heard

During the Discovery Workshop, participants shared their experiences, their likes, and dislikes, and what they hoped to see improved in Half Moon Bay. Conversations were organized around three questions which are used as a framework to summarize feedback and key themes below.

What do you like and want to see retained?

Many community members expressed that Downtown Half Moon Bay is a wonderful place to be. The walkable, small-town character of the Downtown should be preserved, and the city's rich and layered history should inspire ideas for design interventions, particularly art, furnishings, and fixtures. Additional characteristics participants wanted to see preserved were:

- Unique, small-town character
- Walkability of the downtown area
- Places and spaces for both residents and visitors
- Promotion and inclusion of local businesses
- Murals (especially the Cunha mural) and public art
- Acknowledgement of the rich and varied history of Half Moon Bay
- Historic landmarks, storefronts, and historic building plaque program
- Half Moon Bay parades, festivals, and market events

What do you dislike and want to see changed?

When asked what participants disliked many comments were related to narrow sidewalks, angled parking, driver behavior, and street trees. Participants also noted that the Downtown and Main Street streetscape and open spaces have a lot of hardscape and could be softened with more landscape or plantings. Additional comments are summarized below:

- Diagonal parking on Main Street is not ideal, large vehicles cut into travel lanes and hinder visibility
- Narrow sidewalks with obstacles and clutter including trees, bike racks, benches, and other furnishings
- Street trees obscure historic facades and drop debris onto sidewalk
- There is too much hardscape, particularly in Mac Dutra and Kitty Fernandez Park
- Wayfinding needs to be improved, often visitors are not aware there is a downtown Main Street
- Crossing Highway 1 and 92 along Main Street as a pedestrian or bicyclist feels unsafe
- Vehicles do not obey traffic laws and often don't stop at stop signs and make illegal U-turns
- Traffic back-ups along Main Street on weekends
- North, Heritage, and South Main Street do not feel connected
- The Bank of America parking lot is underutilized

What is missing that you would like to see created?

When asked what is missing and what participants would like to see created, many noted that there needs to be more spaces for youth and families in the public realm. Wider sidewalks, improved signage, more streetscape amenities, and a reconfiguration of street parking were also identified as opportunities to make Half Moon Bay a memorable experience for residents and visitors alike. The following provides a sampling of the comments:

- Wider sidewalks
- A reconfiguration of Heritage Main Street to potentially change traffic to one-way or a temporary and/or permanent closure of the street (or part of the street) to vehicles

- More warmth and vibrancy in the streetscape through colors, materials, and/or public art
- A strengthened town “center”
- More greenery and vegetation
- Street trees that don’t obscure building facades and don’t drop debris on the sidewalk
- More seating, bike racks, public art, water bottle filling stations, and dog waste stations
- More public restrooms that are easily identifiable/are signed to
- Public/outdoor spaces that are comfortable during cold weather days (ie: they provide wind protection, heat, etc.)
- Places to linger/hang out
- Spaces for youth
- A public art and/or history “walk” with QR codes and/or map
- A banner or archway over the Main Street Bridge that announces entry
- Better signage and wayfinding directing vehicles on Highway 1 and 92 into Half Moon Bay
- Trolley or shuttle from the beach to Main Street/Downtown
- An improved parking management strategy
- Parking garage (if parking is removed from Downtown streets)
- Acknowledgement of indigenous and other underrepresented communities in the built environment
- Restoration of Pilarcitos Creek/Creek Trail
- Better connection and cohesion from Heritage Main Street to North and South Main Street
- Strategies for how to improve circulation and ADA access over the Main Street Bridge
- Town kiosk or bulletin board in Mac Dutra that advertises festivals and events

DESIGN WORKSHOP SUMMARY

BACKGROUND AND PURPOSE

This document provides an overview of the outreach and engagement efforts and outcomes for the Half Moon Bay Downtown Streetscape Master Plan Design Workshop.

GOALS

The goals of the outreach and engagement process are to:

1. Conduct outreach and engagement to a broad range of people who live, work, play, and do business in downtown Half Moon Bay
2. Solicit input from community members who do not typically engage and/or have historically been left out of the decision-making process
3. Extract meaningful ideas to inform the concepts developed during the plan
4. Create a feedback loop whereby participants see and understand how their contributions were incorporated into the final design and plan
5. Apply national best practices for transparent, representative, and responsive engagement.

TIMELINE

The table below summarizes the engagement approach for the Half Moon Bay Downtown Streetscape Master Plan which is organized around the Discovery and Design Workshop process.

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DESIGN WORKSHOP SUMMARY

The Design Workshop took place from Monday, October 23rd to Tuesday, October 24th 2023. During the workshop, the design team advanced the starter ideas from the Discovery Workshop into design concepts and provided additional opportunities for community engagement.

DESIGN WORKSHOP SCHEDULE OF EVENTS

The two-day Design Workshop included open studio sessions with the design team, the second convening of the Community Stakeholder Group (CSG), and a public meeting at IDES Hall. Open studio sessions were open to the public on both Monday and Tuesday at the Half Moon Bay Public Library.

Monday October 23rd

Open Studio
Half Moon Bay Library
1-5pm

Tuesday, October 24th

Open Studio
Half Moon Bay Library
9-12pm

Community Stakeholder Group
Half Moon Bay Library
3-4pm

Public Meeting
IDES Hall
6-7:30pm

Design Workshop schedule (left). Photo of Open Studio (upper right) and the Public Meeting (bottom right).

DISCOVERY WORKSHOP BY THE NUMBERS

The following is a snapshot of key outreach and engagement touchpoints:

Engagement Successes:

- In total, over 90 community members participated in the October Design Workshop.
- Public Meeting at IDES Hall (30 participants)
- 2 Open Design Studio Sessions (55 participants)
- Community Stakeholder Group Session #2 (10 representatives)
- Spanish-speaking staff were available for live translation during all events.

Outreach Successes:

- 55 Flyers distributed to local businesses and organizations
- 4500 Emails sent via the eNews subscribers list serv and 3 eNews Advertisements (October 5, 12, and 19)
- 9 Social media posts
- Promotional Banner on City Website
- Radio ad played on KHMB for over one week

WHAT WE HEARD

During the Design Workshop the design team gathered public feedback on preliminary concepts for Main Street, landscape and furnishing palettes, wayfinding and signage, and a reimagined Kitty Fernandez Park. The design team incorporated and documented feedback in realtime during each Workshop event while helping community members:

- Understand tradeoffs between different design options
- Indicate their preferences and priorities between different concepts
- Set expectations on how projects get built and when these concepts may become a reality

The following pages provides a high-level summary of proposed concepts and feedback gathered.

MAIN STREET

As the design team developed and illustrated draft concepts for Main Street, participants were encouraged to give their feedback on draft concepts while indicating preferences and priorities on various streetscape treatments. The design team solicited feedback through one-on-one and group conversations with participants during each workshop event.

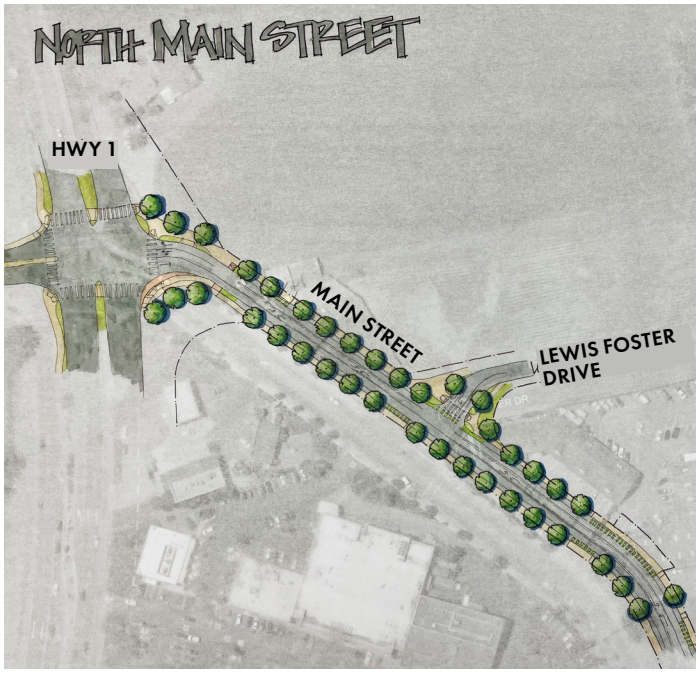
North Main Street: From Highway 1 to the Main Street Bridge

Design Concepts:

- Reduced corner radii and added curb extensions (with bike ramps where applicable) to slow vehicular turning movements and shorten crossing distances.
- Lane width reduction and/or removal (road diet) where possible to reduce vehicular speeds and widen sidewalks.
- Updated tree pit locations for improved walking experience.
- Tee up intersection at Lewis Foster Drive by removing slip lane to provide a better line of sight to the crossing and to stop vehicles before turning right. Also to reclaim pedestrian space and shorten the crossing.

Community Feedback:

- Overwhelming support for safer crossings including design interventions like reduced corner radii and curb extensions at intersections. Support for lane width reduction, widened sidewalks, and tree pit relocation.
- Varied level of support for removal of right turn lanes at Hwy 92 and slip lane at Lewis Foster Drive intersections. Some participants worried that lane removal would remove queuing space and cause increased congestion.
- Strong support for consolidation of driveways, especially at Ace Hardware driveway where three come together with many left turning movements. Some participants open to restricting turning movements such as right-in, right-out only.
- Strong support for gateway signage both south of Hwy 92 on Main St and at the north end of the bridge.
- Interest in adding paver mosaics at smaller intersections north of the bridge on Main St, such as at Stone Pine Rd.
- Strong support for aiding in better connections from Downtown to the high school via improved crossings and bicycle and pedestrian facilities.



Illustrative concept plans for North Main Street.

Heritage Main Street: Between Main Street Bridge and Correas Street.

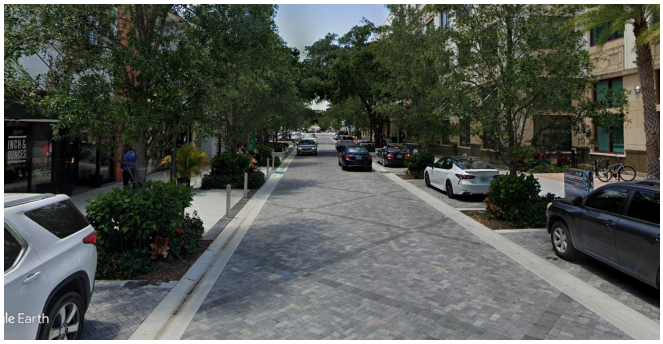
These four blocks of Main Street are 70′ in width from building face to building face. The existing space includes 6′ sidewalks, including tree plantings which creates an effective 4′ sidewalk at times. The angle and the depth of parking stalls allows for ample parking but creates challenging parking and visibility issues. The street trees provide a wonderful sense of enclosure, though the trees are near the end of their life cycle in this urban condition. The design team explored two options in effort to balance great spaces for people, cafe and retail spillout space, and parking.

Design Concepts:

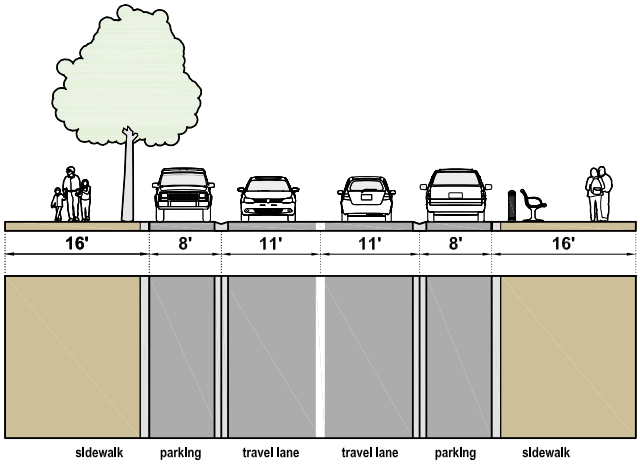
- Concept A: Parallel parking on both sides of the street which allows for widened sidewalks and ample room for café and retail spillover space. Widened sidewalk space provides opportunities to incorporate better street tree planting conditions, and additional vegetation such as green infrastructure plantings or planters at curb extensions near intersections or driveway aprons.
- Concept B: Parallel parking on one side and angled on the other side of the street. Parallel parking would switch from the north side to the south side every block from the bridge through Correas Street. Angled parking allows for more parking spaces to be maintained (than in Concept A) at the expense of sidewalk space. Parallel parking on one side of the street does allow for wider sidewalks, although not as spacious as those in Concept A.
- Both concepts feature A flush/curbless street configuration. A flush street provides exceptional flexibility for street closures and festivals - the entire space can function like a plaza. Both concepts also propose parking on perpendicular streets (Mill, Kelly, Miramontes, and Correas) shifts to (or remains) angled parking - formalized through curb extensions and striping.

Community Feedback:

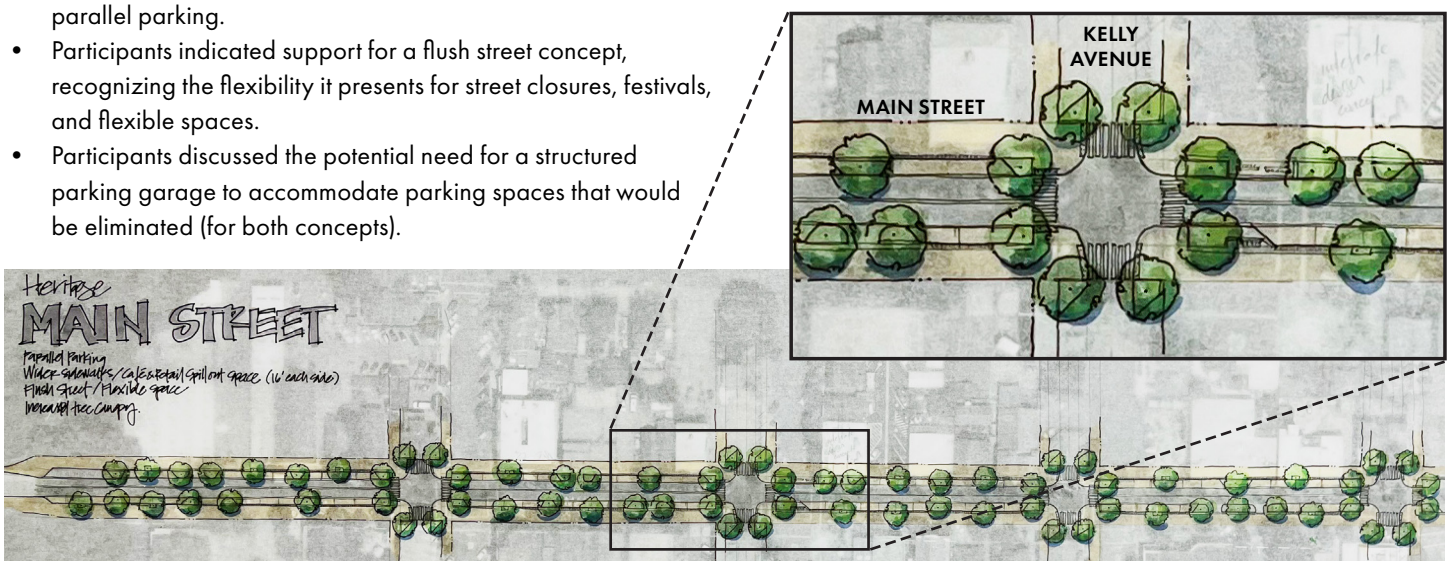
- Overall, workshop participants indicated a strong preference for Concept A which features sidewalks widened from 6′ to 16′ and parallel parking.
- Participants indicated support for a flush street concept, recognizing the flexibility it presents for street closures, festivals, and flexible spaces.
- Participants discussed the potential need for a structured parking garage to accommodate parking spaces that would be eliminated (for both concepts).



Examples of a fully flushed/curbless street with parallel parking.



Illustrative cross sections of Concept A for Heritage Main Street (parallel parking on both sides of the street).



Illustrative plan of Concept A for Heritage Main Street (parallel parking on both sides of the street).

FURNISHING AND LANDSCAPE PALETTE

Two concepts or "mood boards" (a collage of images, textures, colors, and other elements) for both a furnishing and landscape palette were prominently featured throughout open studio, the Community Stakeholder Group session, and the Public Meeting. Participants were encouraged to place a sticker next to the concept they preferred. Post-its were provided to elaborate on selections and add comments directly onto the boards. In addition to the activities and materials above, the design team solicited informal feedback through one-on-one conversations with participants.

Furnishing Palette

Includes recommendations for seating, planters, bike racks, and trash receptacles, among others.

Design Concepts:

- Playful + Bold: Vibrant colors, unusual shapes, and unique elements create a visually striking, dynamic furnishing family.
- Textured + Natural: Features warm and earthy colors, organic forms, raw materials, and a variety of textures.

Community Feedback:

- The majority of participants were in favor of the Textured and Natural concept noting that this option better reflected the essence of the coast and more traditional atmosphere of downtown.
- Desire to incorporate elements of the Playful and Bold concept into the Textured and Natural concept by integrating strategic pops of color. Color was suggested to be reserved for signs art, murals, and business frontages.
- Suggestions to prioritize furnishings that incorporate sustainable and recycled materials.

Landscape Palette

Plants and trees that could be included in the "furnishing zone", and in elements like medians, curb extensions, and planters.

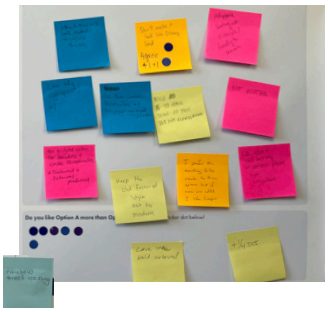
Design Concepts:

- Colorful + Agrarian: Various types of edible, native, and ornamental plants work together to reflect Half Moon Bay's agricultural heritage.
- Textured + Natural: Emphasizes the environment of the coast with grasses, soft, subtle colors, and a mix of native, drought-resistant species.

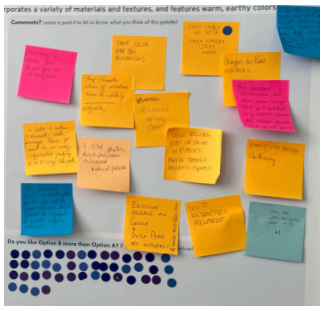
Community Feedback:

- Slight preference for the Colorful and Agrarian concept primarily for the more vibrant color included in this option. Many likened this concept to the hanging baskets that used to be in downtown which incorporated colorful ornamental flowers. Participants also noted this concept would pair nicely and add needed color to the Textured and Natural furnishing palette, if selected.
- Overall there was a desire to combine the drought-resistant, low-maintenance elements of the Muted and Coastal option with the colorful components of the Colorful and Agrarian Concept.

PLAYFUL + BOLD

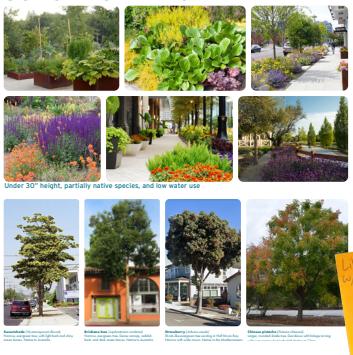


TEXTURED + NATURAL

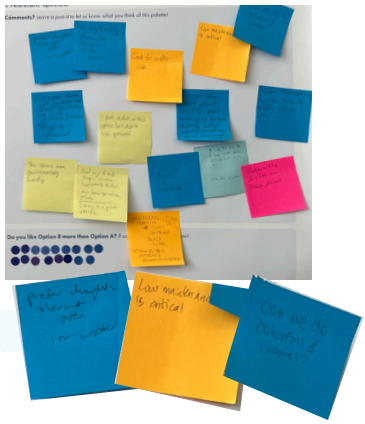


Furnishing Palette Concepts (above).

COLORFUL + AGRARIAN



MUTED + COASTAL



Landscape Palette Concepts (above).

SIGNAGE + WAYFINDING

During the Workshop the design team developed preliminary placements for different signage types. The design team also developed high level wayfinding goals and strategies. Facilitators sought feedback on ideas for wayfinding and signage strategies through both one-on-one and group conversations with participants at each Workshop event.

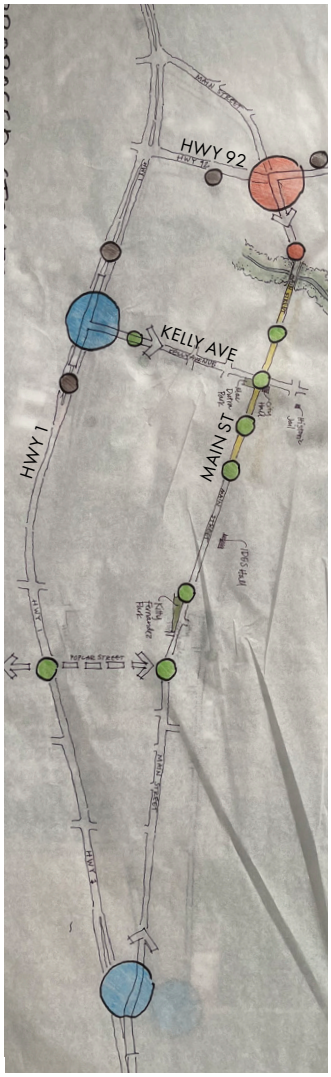
Design Concepts:

- New gateway and monument signage at key locations to provide a sense of arrival and orientation including monument signage at HWY 1 and Kelly Avenue and HWY 1 and South Main Street and a new gateway at HWY 92 and North Main Street.
- Additional pedestrian-scale directional signage along Main Street and at the corners of Heritage Main Street to direct visitors toward community institutions and businesses.
- Improve clarity of regulatory signage for vehicular traffic by providing legible direction towards Main Street and giving vehicles clear choices: this way to the beach, and this way to Main Street.
- Create visual cohesion between all signage types and tie into other Downtown branding efforts.

Community Feedback:

- Overall support for the proposed strategy of gateways, improved regulatory signage, and increased directional signage
- Broad support for the idea of a gateway element at the intersection of HWY 92 and Main Street.
- Mixed feedback on the perspective sketch of new arch signage at 92 and Main Street. Some community members felt the arch might be too large and were more comfortable with a half arch or tall pillars. Some preferred something less modern and mentioned the old historic sign before the bridge.
- General support for pedestrian scale directional signage along Main Street
    - Some thought directional signage should only include community institutions and businesses should not be included.
    - Concern about responsibility for maintenance.
    - Concern about signs being oriented towards visitors in a way that is detractive to local character.
    - Support for signage on Poplar St. at Coastal Trail pointing towards Main Street and on Main Street pointing towards Coastal Trail.
- Other ideas included:
    - Signage for downtown along the Coastal Trail and at the beach.
    - Integrating QR codes into signage.
    - Adding signage in the median before the intersection of Kelly Avenue and HWY 1 to give people a chance to get over into the turn lane to go downtown.

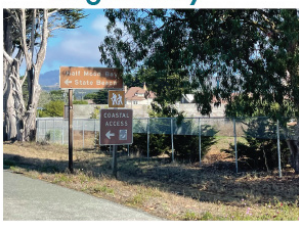
Conceptual rendering showing a new arch gateway at HWY 92 and Main Street.



Gateway

Monument

Regulatory



Directional

Conceptual map showing proposed locations for gateway, monument, regulatory, and directional signage.

KITTY FERNANDEZ PARK

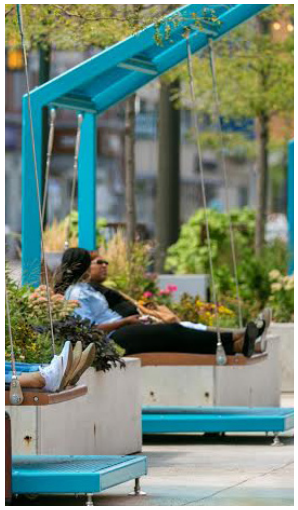
Given its large size and key frontage on Main Street, the design team explored options for redesiging Kitty Fernandez Park to be a more integrated and activated part of the public realm. All design concepts prioritized the need to address the existing private driveways and access points along the western edge of the park.

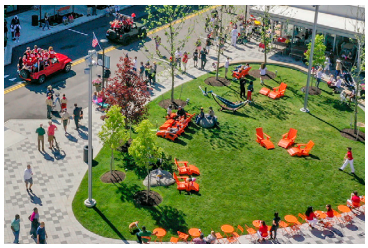
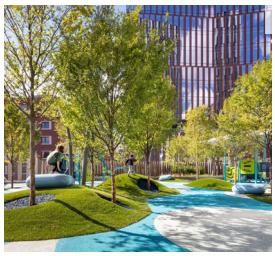
Design Concepts:

- Front Porch: Centers around the idea of the front porch and incorporates a wood-paneled deck and brightly colored porch swings. The opposite end of the park, is designed to be a versatile open space that can accommodate food trucks, special events, and art exhibitions, among others. A hip-height wall with landscaping is incorporated between the existing private driveways and park space.
- Undulating Greenscape: A series of grassy mounds of varying heights and shapes. These mounds add visual interest and provide opportunities for various activities. Throughout the park, flexible furniture areas are strategically placed to accommodate various activities and group sizes. Equally spaced trees are placed between the current private driveways and the park area, defining the boundary between private and public spaces.
- Distinctive Plaza: This concept capitalizes on the Park's location to serve as a gateway to the south end of Main Street. A new street is proposed on the western edge of the park which creates new one-way circular traffic flow around the Park. The plaza becomes an extension of the urban fabric, by connecting paving and design elements into surrounding streets.

Community Feedback:

- Participants at all Workshop events expressed enthusiasm for a reimagined Kitty Fernandez and emphasized the potential impact this area could have if it were transformed to be more public-facing.
- Wide support for various aspects of all concepts. A desire to integrate the "best parts" of each option was expressed by many participants.
- Overall support for the incorporation of lawn-like areas for children and families, though concerns for maintenance and the potential for slipping on grass given the rainy climate of Half Moon Bay.
- Overall support for a "flex area" that can accommodate pop-up events and food trucks.
- Excitement around the potential for a "signature element" in the Park.
- Concern that oversized or sculptural seating elements would not be ADA or senior-friendly.
- Support for the new/proposed road created in the "Distinctive Plaza" concept and its effectiveness in addressing the private driveways on the western edge of the park, but concern about traffic impacts, emergency vehicle access, and turning radii.
- Some concerned that example images look too modern and do not align with the more traditional aesthetic of Half Moon Bay.
- Desire to incorporate wifi and/or charging kiosks in the park.



Collage of illustrative concepts and precedent photos for reimagined Kitty Fernandez Park

Streetscape Master Plan Survey – Summary of Findings

In April 2023, the Half Moon Bay City Council unanimously approved the Main Street Revitalization Project and an allocation of funds from the Capital Improvement Program to support this important effort. Downtown revitalization has been a topic of interest for the Council and community alike and was identified as one of 15 strategic recommendations resulting from the Coastside Recovery Initiative.

The goals of the project are to create a more attractive, accessible, and economically vibrant downtown through a Streetscape Master Plan. Toole Design was selected to create the Streetscape Master Plan based on existing conditions review and extensive community engagement through charettes, open studios, focus groups, popups, and public meetings. The Streetscape Master Plan survey was identified as an important tool to gather additional community feedback, particularly from community members who were not able to participate in the previous Toole-led engagement opportunities.

Methodology

The survey was designed to follow similar areas of inquiry as those explored through the charettes, open studios, focus groups, popups, and public meetings. It included questions related to downtown identity and experience, getting to and around downtown as well as ideas for improving key locations such as Kitty Fernandez Park. Another important objective of the survey was to gather input on ideas for improvements that could be accomplished in the short-term, recognizing that implementation of the Streetscape Master Plan is a multi-phase, multi-year effort.

Wood Consulting Services developed the survey with input from City staff and the Toole Design team. A draft of the survey was first developed as a word document for ease of review and then finalized as a google form. The google form was pre- tested with two city staff to fine-tune questions and response options, check skip pattern logic and assess the overall ease of completing the survey.

The survey was launched on January 8, 2024, and closed on February 2, 2024. Five additional surveys were received after the February 2 deadline and included in the analysis. The survey was accessible online via social media, QR code, and the City's website in English and Spanish. Hard copies were also provided during a visit from the Mexican Consulate and at a newly formed Youth Advisory Committee. A total of 164 respondents completed the survey. Demographics collected as part of the survey are summarized on pages 3-5 of this report.

Additional Notes

The consultant exported all the raw data captured from the google form into an Excel spreadsheet for analysis. Response rates were verified for each survey question by determining the number of blank and non-blank cells. Frequencies and percentages were calculated for all close-ended survey questions. Charts and graphs were then created to illustrate the distribution of responses across the different response options for each survey question.

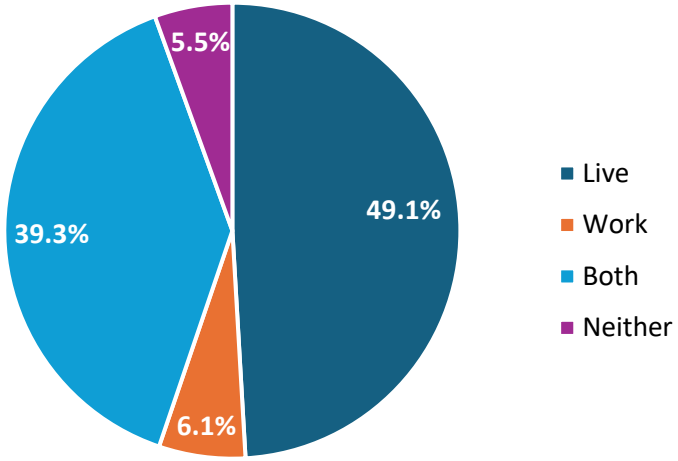
For open-ended questions, the consultant used thematic analysis to identify common themes for responses. Tables were created to show counts of responses for each theme category.

Key Takeaways

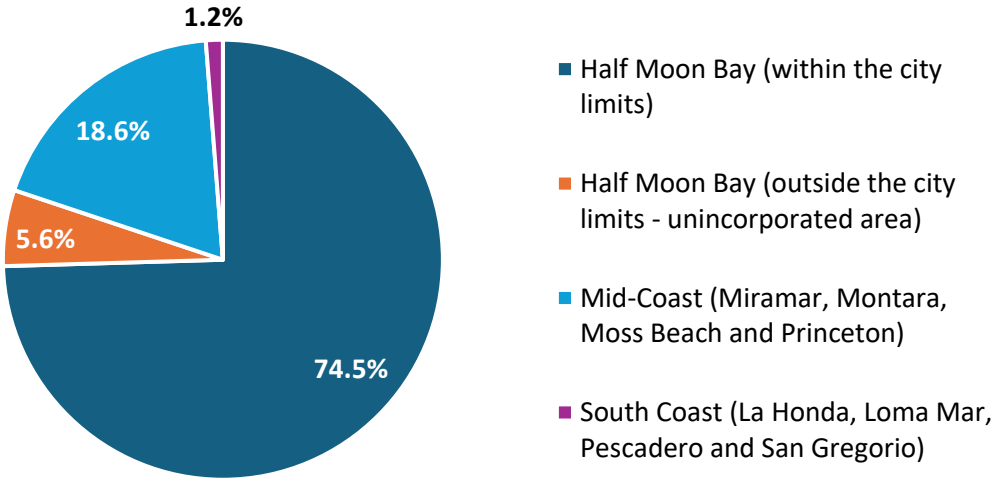
- Respondents greatly appreciate the City's charm, quaintness, and small-town feel. They also value the shops and restaurants downtown, and that many are locally owned small businesses. The downtown aesthetic, including tree lighting, murals and historic buildings were also important to respondents.
- Parking was most frequently cited as something respondents disliked about downtown and wanted to see changed with several respondents mentioning angled parking specifically. Traffic congestion, lack of signage and the need for better cross walks along Main Street were other dislikes that respondents noted. The business mix and need for more retail versus professional service-oriented businesses along Main Street was a concern as well as the condition / underutilization of buildings and the bridge.
- Recognizing that the Streetscape Master Plan is a multi-phase, multi-year effort, City leadership was interested in the community's feedback for improvements that could be made in the shorter-term and with minimal investment. "Hanging flower baskets that are replenished and maintained", "street pole banners with seasonal themes or events", and a "banner north of the bridge next to Stone Pine Road that identifies the entrance to downtown", were the top three improvements based on total responses falling into a "first" or "second choice" option.
- An overwhelming majority of respondents supported the ideas for more furnishing and landscaping along Main Street, 79.8 percent, and 86.2 percent respectively. They also supported a textured and natural landscaping and furniture palette in keeping with Half Moon Bay's coastal aesthetic.
- When asked about ways that Main Street could be made safer for drivers, "improve key intersections to increase visibility", "street improvements to reduce traffic", "a gateway sign north of the Main Street bridge to provide a sense of arrival into downtown", and "improve wayfinding from highway 92 to downtown", were the improvements with the highest responses.
- When asked about ways that Main Street could be made safer for pedestrians, "make sidewalks easier to walk by removing obstructions", "make existing crosswalks safer", "make sidewalks wider", and "add more lighting", were the improvements with the highest responses.
- A nearly equal percentage of respondents either "strongly supported" (27.8 percent) or "strongly opposed" (30.2 percent) parallel parking to increase sidewalk space along Main Street.
- When asked about ways to improve Kitty Fernandez Park, "create more green space", "create spaces for children and youth", "create flex areas for pop-ups and food trucks", were the design features rated as most important based on total responses falling into the "first", "second" or "third choice" options.

About You

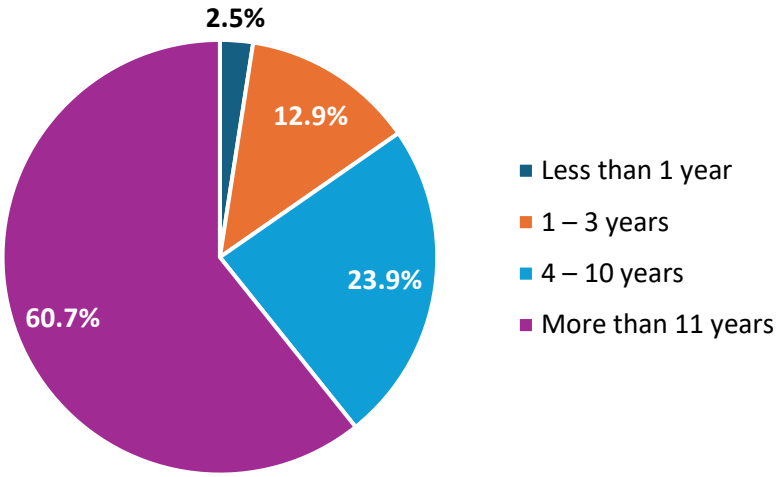
1. Do you live or work in Half Moon Bay or both? (Please choose one option)
Values shown as a percentage of respondents, n=163.



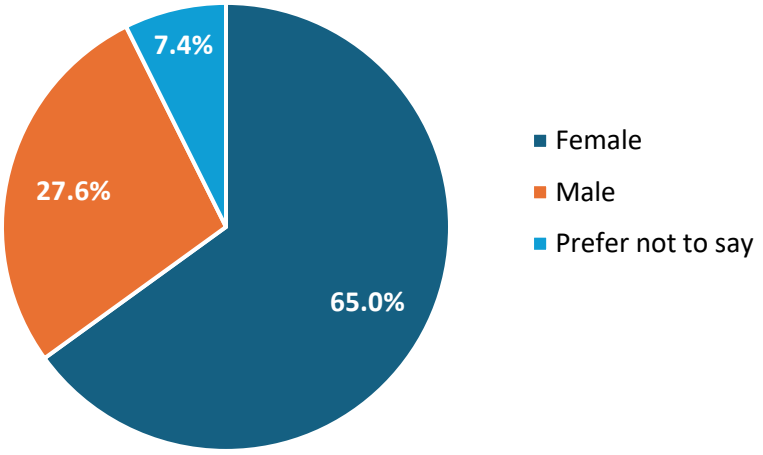
2. Where do you currently reside? (Please choose one option)
Values shown as a percentage of respondents, n=161



3. How long have you been a resident here? (Please choose one option)
Values shown as a percentage of respondents, n=163

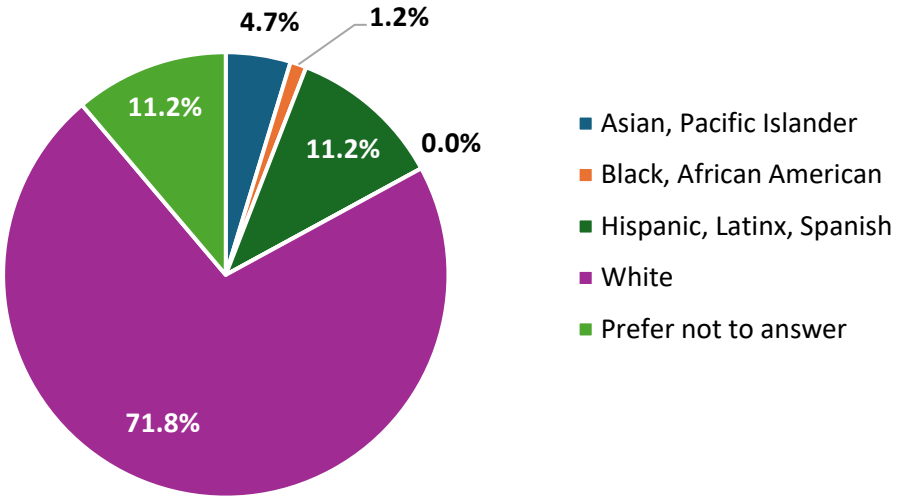


4. What gender do you identify as? (Please choose one option)
Values shown as a percentage of respondents, n=163

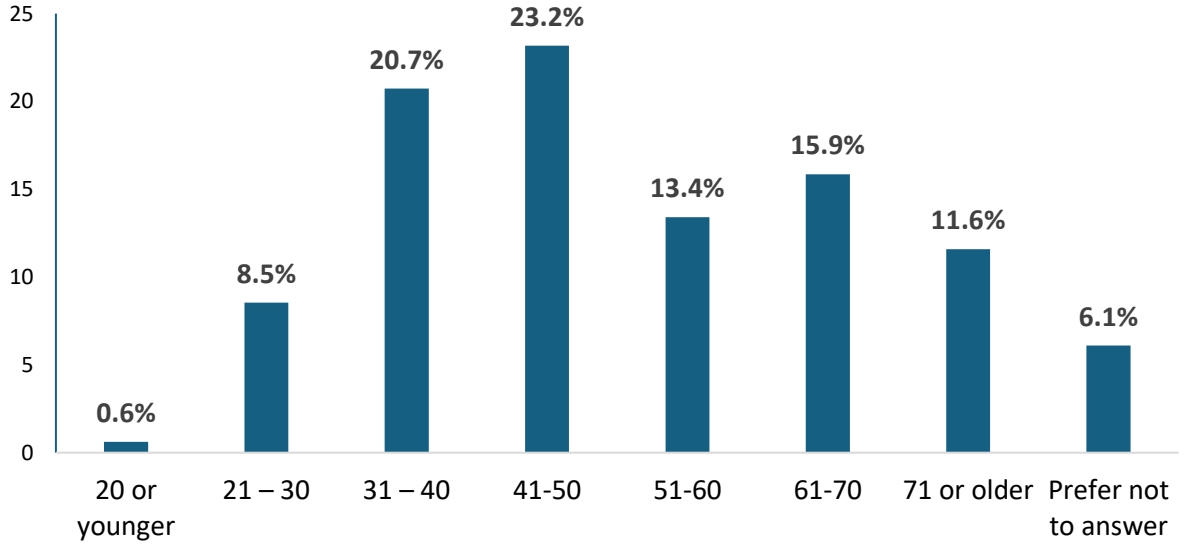


8.

5. Which of the following best describes your race or ethnicity? (Please choose all that apply)
Values shown as a percentage of responses, n=170

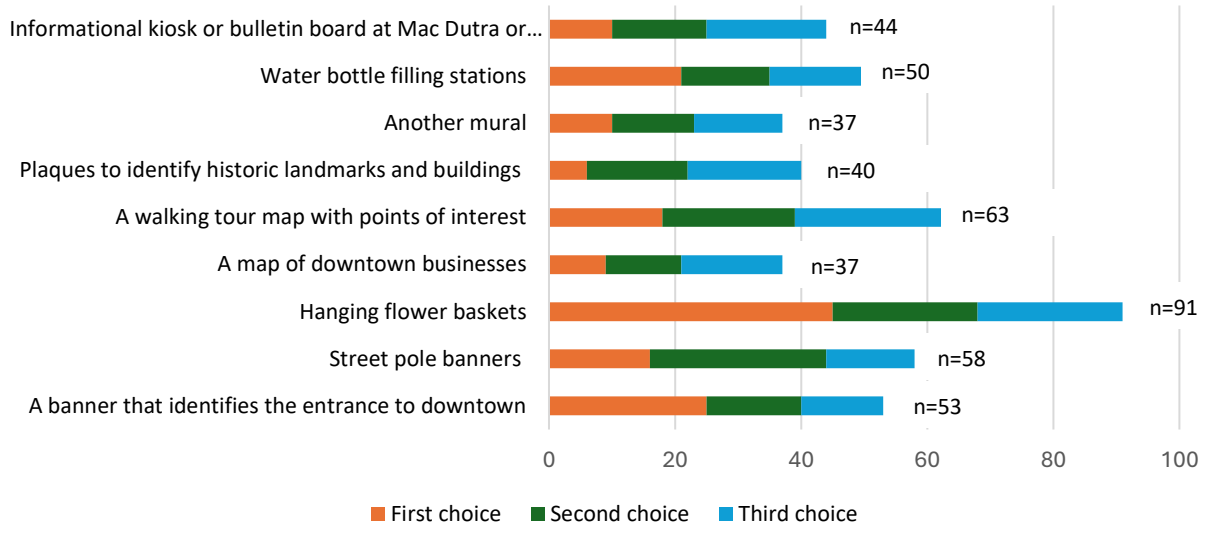


6. Which of the following best describes your age? (Please choose one option)
Values shown as a percentage of respondents, n=164



Short-Term Opportunities

7. Which of the following short-term improvements would you most like to see on Main Street / downtown? (Please select your top three options). Values shown as a frequency (count) of responses.



Downtown Identity and Experience

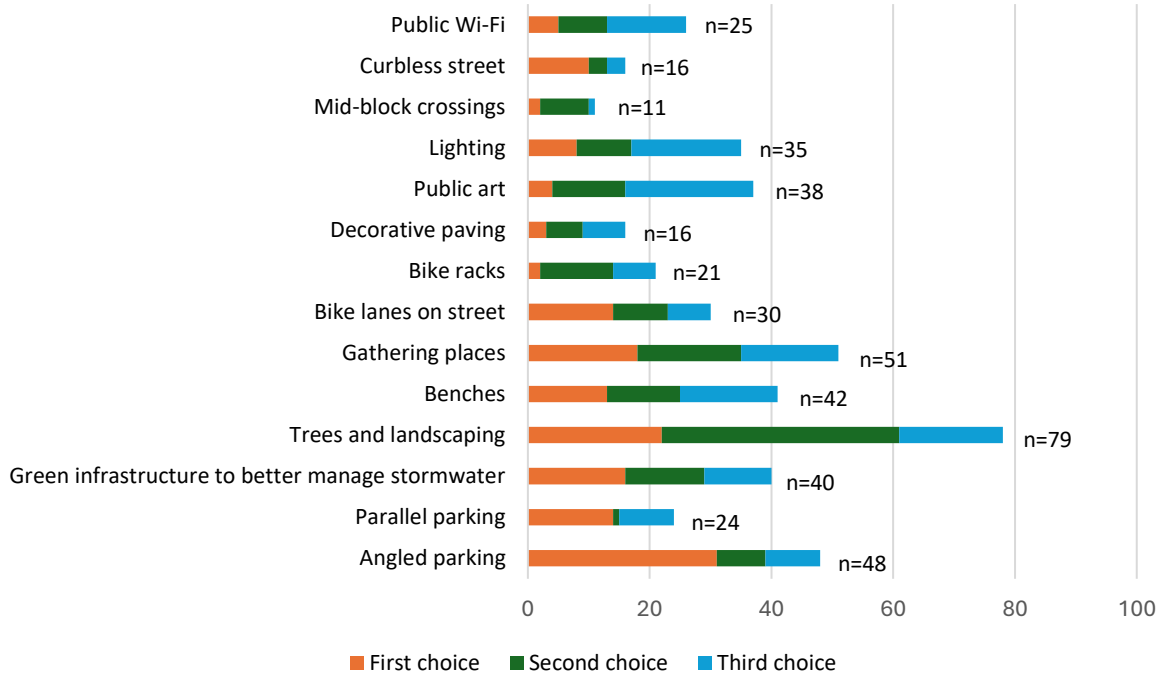
8. What do you like about downtown Half Moon Bay and want to see maintained? Values shown as a frequency (count) of responses.

Response Option	Frequency
Charm, quaintness, small town feel	36
Shops	28
Décor, tree lights	24
Restaurants, dining	21
Small, local businesses	20
Historic buildings, bridge, plaza	17
Arts, entertainment, and events	16
Free parking	12
Accessibility (walking, biking)	10
Clean, safe, and quiet	10
Plants	9
Furnishings	7
Other	15
Total	225

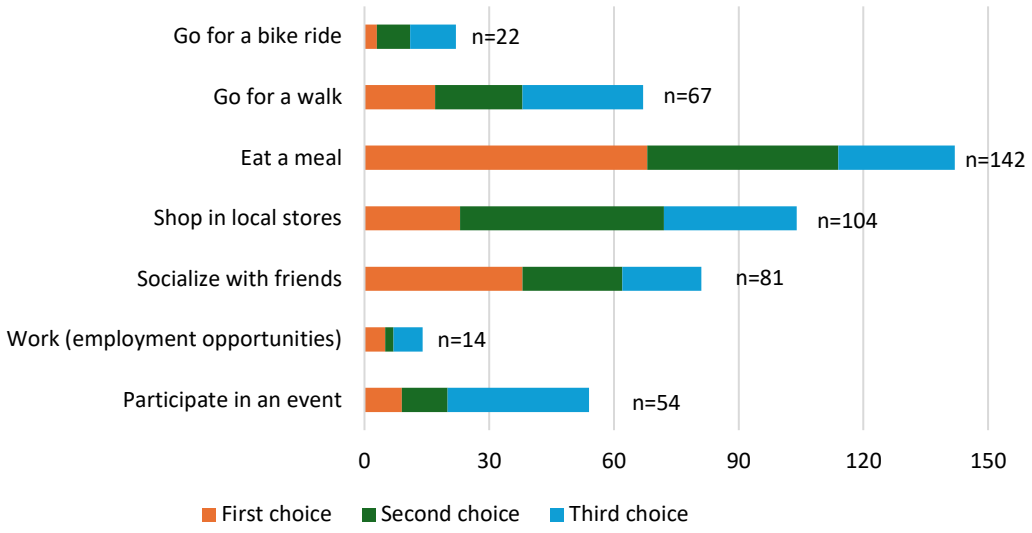
9. What do you dislike and want to see changed? Values shown as a frequency (count) of responses.

Response Option	Frequency
Parking	31
Traffic flow, signage, cross walks	20
Business mix	17
Buildings, new construction, bridge	17
Pedestrian, bike access	15
Sidewalks, street	14
Dining	12
Limited business activity and hours	10
Garbage, cleanliness	10
Areas to gather	6
Other	21
Total	173

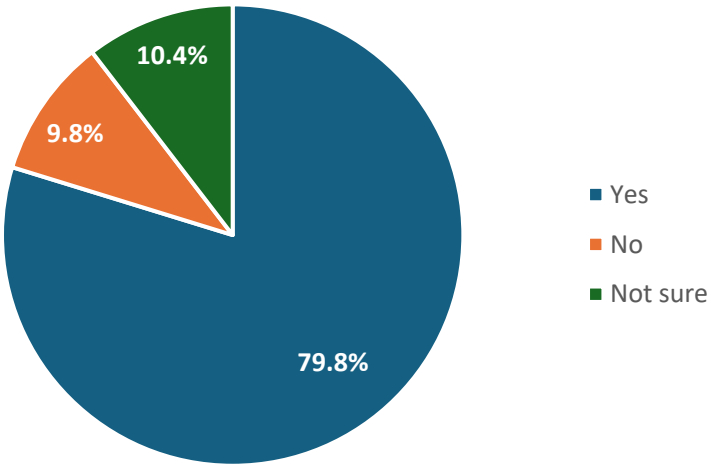
10. Which of the following features would you most like to see on Main Street? (Please select your top three options). Values shown as a frequency (count) of responses.



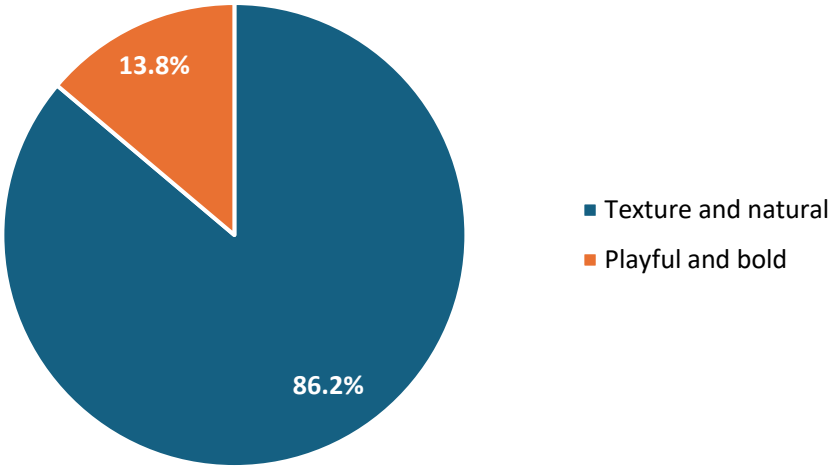
11. Which of the following activities would you most like to do when you are downtown? (Please select your top three options). Values shown as a frequency (count) of responses.



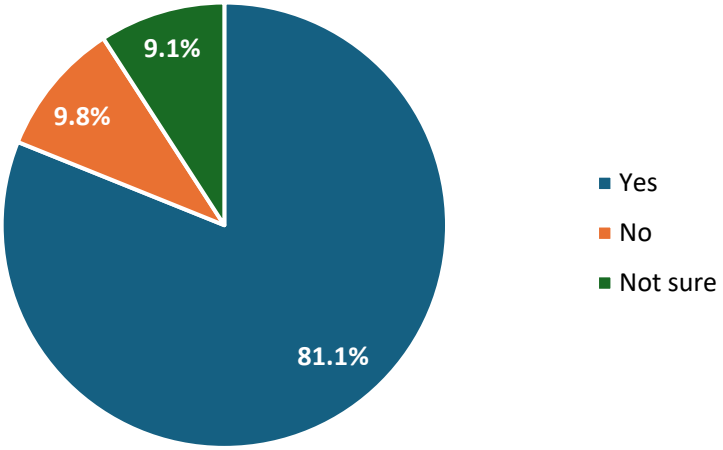
12. Do you support more furnishings along Main Street? Examples of street furniture include banners, public art, benches and seating, bicycle racks, restrooms, trash bins, community kiosks and signage. Values shown as a percentage of respondents, n=163.



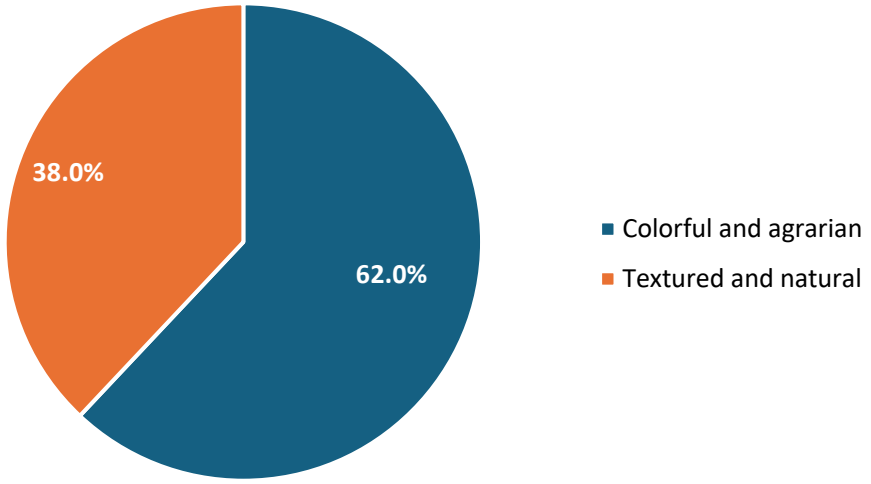
13. If yes, please review the following examples of furniture style and tell us what you like best (Please choose one option) Values shown as a percentage of respondents, n=130.



14. Do you support more landscaping along Main Street?
Values shown as a percentage of respondents, n=164.

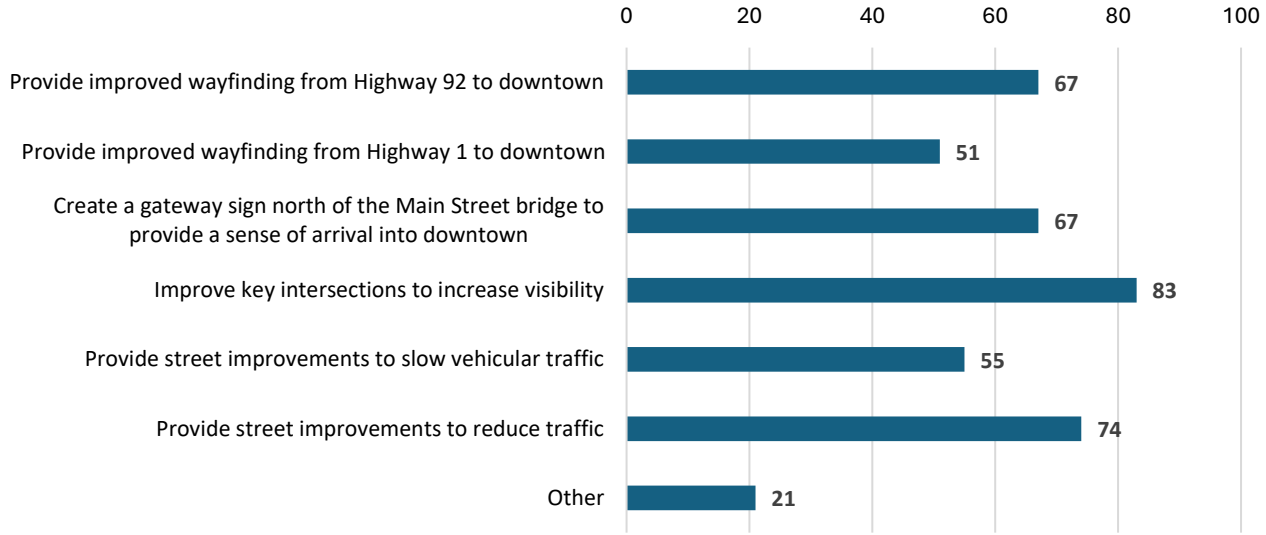


15. If yes, please review the following examples of landscaping and tell us what you like best (Please choose one option). Values shown as a percentage of respondents, n=129.

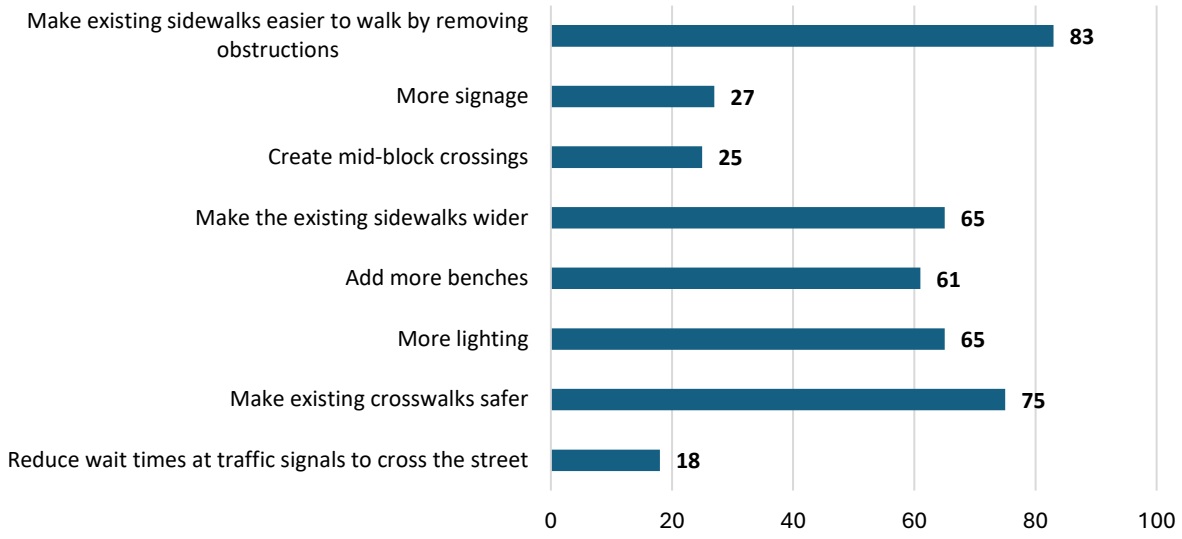


Getting To and Around Downtown

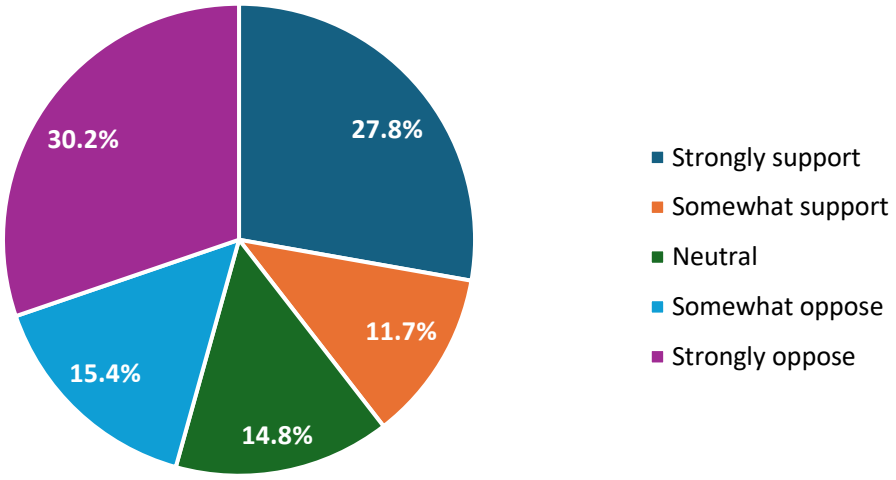
16. There could be ways to make Main Street safer for people driving and improve access to downtown locations. Which of the following are most important to you? (Please check all that apply). Values shown as a frequency (count) of responses



17. There could be ways to make Main Street safer, easier, and more enjoyable for people walking. Which of the following are most important to you? (Please check all that apply) Values shown as a frequency (count)of responses.

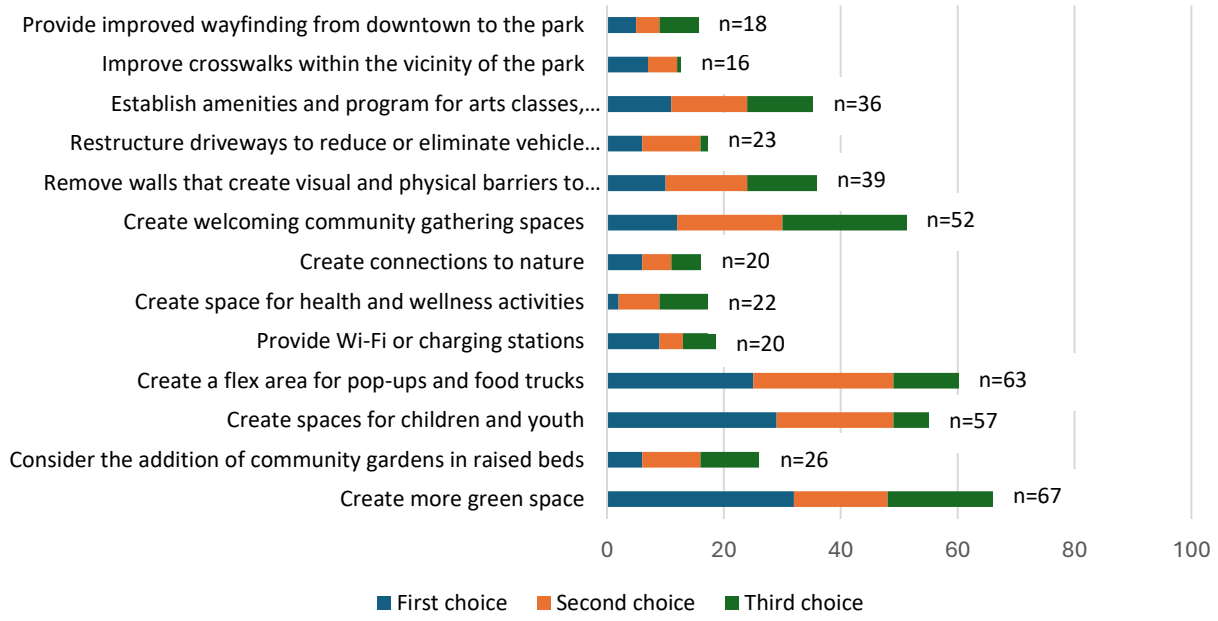


18. Parallel parking could increase sidewalk space on Main Street. Please tell us your level of support to change the current angled parking along the four blocks of Heritage Main Street to parallel parking. Values shown as a percentage of respondents, n=162.



Important Locations – Kitty Fernandez Park

19. Given its large size and key location on Main Street, we would like your ideas about ways to improve Kitty Fernandez Park. Which of the following design features are more important to you? (Please select your top three choices) Values shown as a frequency (count) of responses.



Conclusion

20. Are there any other ideas you would like to share as the City moves forward with the Streetscape Master Planning project? Values shown as a frequency (count) of responses.

Response Option	Frequency
Access, including for bikes and pedestrians	15
Maintaining angled parking, parking garage	13
Street closures, sidewalk and cross walk improvements, traffic calming	13
Trees, landscaping, park improvements	13
Focus on sustainable, environmentally friendly improvements	12
Trash cans, cleanliness, public safety	11
Business mix (more shops) and longer hours	8
Restaurants, more outdoor dining	7
Overall plan and design, balance visitor and resident needs	7
Bridge, building improvements	6
More murals, entertainment, and activities	6
Family, kid, and pet-friendly places	6
More gathering places	4
Other	13
Total	134

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Karen Decker, Economic and Community Vitality Manager

TITLE: **Introduction to Coastside Venture Studio**

RECOMMENDATION:
Receive an update on a new business incubator, Coastside Venture Studio.

FISCAL IMPACT:
There is no net fiscal impact to the City. The total amount of the professional services agreement is funded through a $2,500,000 grant from the County of San Mateo.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability*, *Healthy Communities and Public Safety*, and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:
Despite its beauty and abundance of natural assets, the Coastside region has limited industry and job growth. It lacks economic diversity, which undermines its prospects for long-term economic growth and makes it vulnerable to external shocks. This is especially true for tourism, with Transient Occupancy Tax (TOT) contributing about 40-percent of the City's General Fund. TOT for the City plummeted between fiscal years 2019-20 and 2020-21 and the Ritz Carlton, one of the largest hotels on the Coast, had to cut back on 138 jobs. Agriculture has suffered too with a 30-percent drop in total production value between 2019 and 2020, and production values have remained flat throughout 2022, according to the most recent San Mateo County Annual Crop Report.

The lack of a diverse economy limits residents' prospects for local job opportunities. More affluent residents tend to commute to jobs (or have the option to work from home) that provide higher wages, better benefits, and opportunities for advancement while less affluent residents are stuck in low-wage jobs that dominate the Coastside economy and find it difficult to afford the region's high cost of living.

Limited industry and higher-paying job opportunities make the region less competitive and attractive to the next generation of workers who are more likely to leave the area after they finish high school.

In response to these challenges, the Coastside Recovery Initiative produced a set of strategic recommendations detailed in a public report, *Building a More Equitable, Vibrant and Resilient Coastside Economy*. One of the recommendations called for the creation of a business incubator for new start-up and early-stage companies aligned with the Coastside's unique natural assets. The extraordinary coastal environment is poised for innovation and growth in key opportunity industries such as ag-tech and regenerative farming, sustainable fishing, renewable energy, disaster mitigation and natural resource conservation, among others. This effort is well timed as climate science, consumer, and corporate interests, decreasing technology costs, and the policy environment all point toward opportunity for innovative climate technology projects. The City and its partners believe this incubator is uniquely positioned to be the only incubator-through-accelerator program in the nation entirely dedicated to climate resiliency and resiliency tech.

Since the release of the report in March 2022, the San Mateo County Board of Supervisors approved a $2.5 million funding allocation to support the development of an economic advancement center (the Opportunity Cetner of the Coastside) to provide supportive services for job seekers, small businesses, and entrepreneurs.

A physical location has been acquired for the Opportunity Center in the heart of downtown (637 Main Street) with access to public transit and proximity to City Hall, local nonprofits, and the College of San Mateo's upcoming new facility. A lease agreement has been signed with the property owners, tenant improvements are underway, and the Half Moon Bay Coastside Chamber of Commerce and Renaissance Entrepreneurship Center have been conducting some services at the new location. Job Train will soon be joining the team, pending the hiring of new staff who will be dedicated specifically to serving this location. A ribbon-cutting event is being planned for March, pending completion of tenant improvements.

DISCUSSION:

The City released a Request for Qualifications inviting qualified individuals and organizations to develop and operate a business incubator that would serve Half Moon Bay and the surrounding Coastside communities. Three proposals were received in early January, and the review committee unanimously approved American Energy Society (AES) to lead this important effort. AES is a professional association for innovators and experts that provides news and information, events, and business development services for those working to solve the most urgent challenges in human history. The organization has more than 135,000 members and is the largest professional society for energy and sustainability in the world. Eric Vettel is the President of AES, a resident of Half Moon Bay, and a volunteer for the Half Moon Bay History Association.

AES will work with an advisory board to select six startups as the inaugural cohort of CSVS. These startups will focus on solutions that help communities become more resilient to disruptions caused by changing climate in the areas of food, water, and the built environment. These three subsectors align directly with the region's natural assets – agriculture, harbor and waterways, and coastline infrastructure. AES will encourage and actively recruit underrepresented startup founders including women and people of color.

Each year, a new cohort of startups chosen through a competitive process will be invited to participate in Coastside Venture Studio. The cohorts will consist of startups in each of the three focus areas (food, water, and the built environment), with some slots set aside for local startups with Coastside ties. Entrepreneurs and start-up founders will be selected based on shared values around a social ethos of people, planet, and profit – a triple bottom line.

Recognizing that 80-90 percent of startups and small businesses fail in the first 10 years of operation, Coastside Venture Studio will address the challenges that all entrepreneurs face with a sharp focus on women, immigrants and minority-led start-up and early-stage businesses. These businesses are not yet competitive for venture funding, but still have needs that go beyond capital such as workspace, legal, accounting, human resource, marketing, and other business planning services. Our model will also provide industry-specific programming and services keeping work adjacent issues in mind like the need for flexible scheduling and childcare.

CSVS's physical address is 633 Main Street, which includes a suite in the Opportunity Center. With prior authorization from Council, the City entered into an Agreement with AES in February, and the recruitment of advisory board members, startups, and investors is underway.

ATTACHMENT:
Scope of Work

Exhibit A
Scope of Work/Fee Schedule

Consultant shall complete the scope of work and satisfy, and complete outcome measures detailed in the attached proposal.

AES for CSVS
Scope of Work and Budget

AMERICAN ENERGY SOCIETY

Phase 1: Planning (February - March, 2024)

Operations

Startups - prepare strategic plan and target startups to recruit.

Advisory Board - prepare stratgic categories and targeted advisors to recruit.

Sponsors - prepare targeted sponsors in industry and venture capital for contributions.

Workforce Development - prepare platform and services to support upskilling and professional training.

Staff/hiring - conduct search and interviews; make selection.

Marketing

Website - design UX/UI, architecture and layout, and language; conduct QA/QC

Marketing collateral - includes recruitment material, logo, signage, etc.

SMEs

Meetings with advisors (investors, entrepreneurs, etc.) - includes travel and meetings

SUBTOTAL - Planning phase	$	21,000

Phase 2: Implementation (March - April 2024)

Recruitment

Startups - build network of 4 subcategories; includes outreach and recruitment

Advisory Board - build network for 5 subcategories, includes outreach and recruitment.

Sponsors - build network of industry and investment sponors.

Workforce Development - promote program, collaborate with parallel programs (OCC, etc.)

Staff - includes but not limited to onboarding

Office space

Signage - includes third-party public relations and strategic communication experts.

Technology - includes computer(s), copier, Internet access, etc.

Marketing

Launch website

Publish marketing collateral

SUBTOTAL - Implementation phase	$	43,000

Phase 3: Operations (May - September, 2024)

KPI

Startups - target: 12 - 15 in-person and/or virtual participating startups.

Advisory Board - target: 5 boards, including oversite.

Sponsors - target: $20,000 revenue in year 1 as proof-of-concept.

Workforce Development - target: an operating program including active support.

Support staff - office personnel.

Marketing and promotion - includes public speaking events and stakeholder engagement.

Travel

Assessment and Reporting

SUBTOTAL - Operations phase	$	136,000

TOTAL	$	200,000

This is our scope of work and budget/cost estimate to run CSVS through September 30, 2024.

It should be noted that AES's process for working with partners is collaborative. We offer an expansive network, professional expertise, and years for experience, but we value, respect, and rely on the expertise of our partners to ensure that our work is appropriate and grounded in the community.

The first step in this process is always relationship building, where we collaboratively discuss and solidify goals, objectives, activities, methodology, and timing of the work. Indeed, AES is flexible and will create, adapt, or incorporate new approaches based on further conversations including additional services or publications to share and disseminate information and services in a way that is culturally and linguistically accessible.

Therefore, some aspects of the scope of work and budget are tentative and will be finalized based on our collaborative work with our partners. AES looks forward to this opportunity to launch the CSVS incubator to accelerate resiliency. Our committed team is excited to get to work on this project. We are happy to answer any questions about this Scope of Work and Budget.

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maz Bozorginia**,** Public Works Director/City Engineer

TITLE: **SEWER AUTHORITY MID-COASTSIDE (SAM) OPERATIONS BUDGET AMENDMENT REQUEST – PRINCETON PUMP STATION CAPITAL PROJECT**

RECOMMENDATION:
Adopt a resolution approving, under protest, the requested budget augmentation increasing the previously approved Princeton Pump Station Capital Replacement Project in the amount of $823,849, and repeal Resolution 2024-08 approved on February 12, 2024.

If the Council takes no action on this item, staff will proceed pursuant to Resolution 2024-08 and continue to seek a renewed stipulation of the parties.

FISCAL IMPACT:
The fiscal impact to the City's sewer enterprise fund associated with this action is $823,849. This payment will be made under protest pending the outcome of the City's court action seeking declaratory relief.

STRATEGIC PLAN:
This action supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:
SAM is preparing to replace the Princeton Pump Station, which is part of the Intertie Pipeline System (IPS), a series of force mains, pump stations and wet weather storage facilities that convey effluent from sewer customers within the Montara Water and Sanitary District (MWSD) and Granada Community Services District (GCSD), to the SAM-operated treatment plant.

In Fiscal Year 2017-18, the City filed a lawsuit to protect City sewer rate payers from covering expenses related to the IPS, as it does not directly benefit them, and named the other SAM member agencies as parties. Under a subsequent Stipulation and Order entered by the court on September 13, 2017, the City agreed to fund IPS projects in the FY 2017-18 budget, under protest, pending the outcome of the City's request for declaratory relief. MWSD/GCSD have

not been willing to agree to a renewed Stipulation and Order, which has caused a pause in SAM's ability to move forward on critical repairs that impact Granada and Montara Districts.

The California Appellate Court recently considered the City's appeal of the Santa Clara Superior Court decision in *City of Half Moon Bay v. Granada Community Services District et al.* Unfortunately, the decision of the Appellate Court will require further Superior Court hearings, which will delay the outcome. In the event the City ultimately prevails, MWSD/GCSD would refund IPS capital costs previously paid under protest.

The Appellate Court heard the arguments in October 2023. On December 15, 2023, the Court issued its opinion reversing the grant of summary judgment to the Districts and remanding the action back to the trial court. This was positive news for City rate payers but means further delay as there is no date set for trial.

At the regular SAM Board meeting of January 22, 2024, a number of capital project related items were presented by staff, including deferral of low-priority capital improvements and approvals to move forward with significant replacements of infrastructure at the wastewater treatment plant. The final item approved authorized the SAM General Manager to submit a budget amendment for Fiscal Year 2023-24 to member agencies for approval (Attachment 2).

On February 6, 2024, the City Council adopted a resolution (Resolution 2024-08) approving SAM's requested budget augmentation to increase funding for the previously approved IPS capital replacement projects (Princeton Pump Station & Montara Force Main), subject to a renewed stipulation authorizing the City to pay under protest while reserving its rights for final resolution in the court action. The City's attempts at seeking a renewed stipulation have thus far been rejected by GCSD and MWSD.

DISCUSSION:

At the regular SAM Board meeting of February 26, 2024, the SAM Board met to consider a recommendation from the General Manager to place a hold on the Princeton Pump Station Capital Rehabilitation Project for an indefinite period of time. This was due to the current budget amendment impasse and would have a fiscal impact of approximately $50,000 to pause the contractor mobilization for three months. The SAM Board chose not to approve the requested action.

The Princeton Pump Station Capital Replacement Project construction commenced under a contract authorized by SAM although adequate funding was not available to fulfill the entirety of the scope. This project was originally approved as part of the FY 2022-23 with a budget of $1,263,181. The current estimate to complete the work is now estimated to be $2,602,773, which requires an additional $1,339,592. Of this total, the City's flow-based share (61.5%) is $823,849.

Granada and Montara have chosen not to participate in establishing a renewed Stipulation. This issue became a source of contention with the adoption of the FY 2023-24 SAM operating budget.

Meanwhile, SAM's General Counsel has advised the parties the law is clear that the City is entitled to pay under protest, even absent a stipulation or court order. In addition, SAM staff has indicated that there are eminent occupational hazards associated with the existing Princeton Pump Station. In reliance on SAM counsel's statements and in consideration for the operational safety of SAM staff, the City Council may consider authorizing the requested budget amendment even in the absence of a stipulation of the parties. If the Council takes no action, staff will proceed pursuant to the Council's February 12, 2024, action.

ATTACHMENTS:

1) Resolution
2) SAM Staff Report – Princeton Pump Station Capital Project February 26, 2024
3) SAM Staff Report – Budget Amendment Request FY 2023/24 January 22, 2024

Resolution No. C-2024-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY APPROVING UNDER PROTEST THE REQUESTED BUDGET AUGMENTATION TO INCREASE THE PREVIOUSLY APPROVED PRINCETON PUMP STATION CAPITAL REPLACEMENT PROJECT IN THE AMOUNT OF $823,849

WHEREAS, City of Half Moon Bay representatives reviewed and provided input on the General Budget of the Sewer Authority Mid-Coast (SAM) Budget for Fiscal Year (FY) 2023-24; and

WHEREAS, on May 3, 2022, the City Council of the City of Half Moon Bay approved the General (O&M) Budget of SAM for FY 2022-23 of $8,195,626 which included the Princeton Pump Station Replacement Capital Project with an estimated cost of $1,263,181; and

WHEREAS, the City previously approved the Princeton Pump Station Replacement Project under protest per the then approved per the Superior Court of the County of San Mateo Stipulation and Order Regarding Expenses and Assessments for the Sewer Authority Mid-Coastside in the matter of *City of Half Moon Bay v. Granada Community Services District et al.* (Case No. 17 CV 03092) approved on September 13, 2017. Among other things, the Stipulation and Order provided that the City shall be deemed to have approved under protest that part of SAM's 2022-23 General Budget characterized as the "Infrastructure Division"; and

WHEREAS, the City requested and Granada CSD and Montara WSD denied the City's request for extension or restatement of the Stipulation and Order as part of the FY 2023-24 General Operating Budget approval; and

WHEREAS, on June 20, 2023, the City Council of the City of Half Moon Bay approved the General (O&M) Budget of SAM for FY 2023-24 of $9,109,686 which included the carryover Princeton Pump Station Replacement Capital Project with an estimated budget of $1,263,181; and

WHEREAS, on January 22, 2024, the SAM General Manager presented a number of capital project related items to the SAM Board, including deferral of low-priority capital improvements and approvals to move forward with significant replacements of infrastructure at the wastewater treatment plant and IPS related work (Princeton Pump Station and Montara Force Main); and

WHEREAS, the SAM General Manager has submitted a revised budget request which includes capital improvements and contract project delivery costs relating to the Princeton Pump Station Capital Replacement Project totaling $1,263,181 and raising the total capital budget to $2,602,773; and

WHEREAS, on February 6, 2024, the City Council adopted Resolution 2024-08 approving the requested budget augmentation increasing the prior approved IPS capital replacement

projects (Princeton Pump Station & Montara Force Main) conditioned on a renewed stipulation to pay under protest or final resolution in the court action; and

WHEREAS, the City's flow-based requested budget amendment is $823,849; and

WHEREAS, SAM's General Counsel has since advised the parties the law is clear that the City is entitled to pay under protest, even absent a stipulation or court order; and

WHEREAS, in reliance on SAM counsel's statements and in consideration for the operational safety of SAM staff, the City Council may consider authorizing the requested budget amendment even in the absence of a stipulation of the parties.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay repeals Resolution 2024-08 and approves, under protest, the requested budget augmentation to increase the previously approved Intertie Pipeline System (IPS) Princeton Pump Station Capital Replacement Project in the amount of $823,849.

****

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 5th day of March 2024, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:
NOES, Councilmembers:
ABSENT, Councilmembers:
ABSTAIN, Councilmembers:

ATTEST:

_____
Jessica Blair, City Clerk

APPROVED:

_____
Joaquin Jimenez, Mayor

SEWER AUTHORITY MID-COASTSIDE

Staff Report

TO: Honorable Board of Directors

FROM: Kishen Prathivadi, General Manager

SUBJECT: **Authorize General Manager to Place a Hold on Princeton Pump Station Rehabilitation Project for an Indefinite Period of Time**

Executive Summary

The purpose of this report is to authorize the General Manager to place a hold on the Princeton Pump Station Rehabilitation Project for an indefinite period of time.

Fiscal Impact

The fiscal impact for this action item is estimated to be approximately $50,000 for a hold period of 3 months.

Strategic Plan Compliance

The recommendation complies with Goal 5 of the SAM Strategic Plan, "Infrastructure, Operations, and Maintenance," Goal 5.3 – ***"Develop a longest-term reasonable perspective in concrete spending terms of potential alternative approaches to managing the system with the objective of decreasing long term costs and environmental impacts and increasing safety."***

Background and Discussion/Report

The Princeton Pump Station (PPS) project is part of the Capital Improvement Program for Fiscal Year 2022 (CIP 4.01) and replaces the existing PPS with a buried package pump station. This project is a required component of the 2019 Consent Decree in the case of *Ecological Rights Foundation v. Sewer Authority Mid-Coastside* (Case No. 3:18-CV-04413) ("Consent Decree"), which settled a Clean Water Act Citizen suit against SAM, and which is a binding legal obligation, enforceable in federal court, against SAM

and its member agencies. The Consent Decree was approved by the Federal District Court for the Northern District of California and the court retained continuing jurisdiction to enforce the terms of the Consent Decree. In March 2021, per the Consent Decree, Section 2.c.2, SAM is required to complete a feasibility study on the PPS by June 30, 2021, and is further required to implement the feasible recommendations of the PPS feasibility study by no later than June 30, 2024. SAM completed the required feasibility study on the PPS in a timely fashion and submitted the feasibility study to ERF. The PPS feasibility study determined that replacement/rehabilitation of the PPS was feasible, identified a proposed approach to replacing/rehabilitating the PPS, and identified at least three significant existing vulnerabilities at the existing pump station facility: Tsunami, Seismic Fault Rupture, and Soil Liquefaction Potential. As noted, per the Consent Decree, SAM is required to implement the recommendations of the PPS feasibility study, and replace the PPS, by June 30, 2024.

The PPS is located on West Point Avenue within the Granada Community Services District service area. PPS was originally constructed in the 1950s to convey sewage collected from the community in Princeton-by-the-Sea to a small local wastewater treatment plant. In 1979, the PPS flows were redirected to the new Intertie Pipeline System (IPS) that conveys all wastewater from the northern communities of Montara, Moss Beach, Princeton-by-the-Sea, and El Granada to the SAM Regional WWTP in Half Moon Bay. PPS has not been upgraded in over 40 years and has exceeded its useful life. The reliability of the pumps is diminishing as they continue to age, and replacement parts are more difficult to obtain. In addition, the existing pump station requires high-risk, confined space entry whenever the pumps or valves need maintenance.

At the September 25, 2023 Board meeting, the SAM Board authorized SAM to contract with JMB Construction for the Princeton Pump Station Rehabilitation Project in the amount of $1,637,650 with additional funds to be provided later at the previously referenced Mid-Year Budget Amendment on or around January 2024.

Per the Board's direction, the project has commenced using funds on-hand per the Board's direction that the balance of the funds required to complete the PPS work would be provided in a Mid-Year Budget Amendment. The Contractor has many submittals approved for the PPS and is ready to commence construction. Construction is scheduled to start by the end of February, which must occur to meet the June 30, 2024, deadline imposed by the ERF Consent Decree. Electrical items are ordered and there is

good progress on the project, which is anticipated to be completed, as per the required ERF Consent Decree Latest Date, by June 30, 2024.

A budget of $1,263,181 was approved as a part of the General Budget in Fiscal Year 2022/23 for the PPS work. The total cost estimated for completing the project is $2,602,773, details of which have been provided as attachment A. Additional funds are needed to permit the contractor to finish the PPS work by June 30, 2024.

The balance required for Mid-Year Budget Amendment for this project is $1,339,592 and was sent to the Member Agencies on January 23, 2024 to seek approval from their respective boards/council. MWSD has adopted a resolution approving a Mid-Year Budget Amendment for funding their share of the extra amount. GCSD has also adopted a resolution approving a Mid-Year Budget Amendment for funding their share of the extra amount. HMB has indicated that the Mid-Year Budget Amendment will be approved pending a stipulation agreement being agreed upon and signed by all the Member agencies.

At the February 12, 2024, Board meeting, the SAM Board authorized the General Manager to place the project on hold for two weeks.

It appears that the districts have, to date, been unwilling to agree to a stipulation as requested by the City.

Therefore, the Project needs to be placed on hold for an indefinite period of time, due to lack of sufficient funds. The contractor has indicated an estimate of approximately $50,000 for a hold period of 3 months.

Staff Recommendation:

Staff recommends the Board to authorize the General Manager to place hold on Princeton Pump station Rehabilitation Project for an indefinite period of time.

Supporting Documents

Attachment A: Adjustment Calculation for Princeton Pump Station Rehabilitation Project

FY2023-2024 Mid-Year Budget Adjustment Calculation for Princeton Pump Station

Princeton Pump Station	
Expenditures To Date:	
Soft Costs	177,719
Released Purchase Orders	2,105,054
Estimated Future Costs:	
Engineering Support	60,000
Construction Management	100,000
Electrical Costs	160,000
Princeton Pump Station Project Total:	**2,602,773**
Budget Approved	**1,263,181**
Balance for Mid-Year Adjustment	**1,339,592**

SEWER AUTHORITY MID-COASTSIDE

Staff Report

TO: Honorable Board of Directors

FROM: Kishen Prathivadi, General Manager

SUBJECT: **Authorize the General Manager to Submit a Budget Amendment for Fiscal Year 2023/24 to Member Agencies for Approval**

Executive Summary

The purpose of this report is for the Board of Directors to discuss the proposed budget amendment for Fiscal Year 2023/24.

Fiscal Impact

The fiscal impact of the budget amendment for FY 2023/24 is $2,122,692. The impact to the member agency assessments is (rounded to nearest $):

JPA Assessments for Each Member Agency

	FY 2023/24	Amended	$ Change	% Change
Half Moon Bay	$1,057,800	$2,363,256	$1,305,456	123.41%
GCSD	$327,660	$732,032	$404,372	123.41%
MWSD	$334,540	$747,404	$412,864	121.41%
Total	$1,720,000	$3,842,692	$2,122,692	

BOARD MEMBERS: M. Clark, B. Dye, P. Dekker, D. Penrose, D. Ruddock, K. Slater-Carter

ALTERNATE MEMBERS: S. Boyd, B. Softky, J. Randle, J. Grant, H. Rarback

Strategic Plan Compliance

The recommendation complies with the SAM Strategic Plan's Goal 3: *"Consider long-term costs and ensure that finances are stable and understandable by the board, member agencies, and the public."*

Background and Discussion/Report

The JPA General Budget for FY 2023/24 was presented based on the issues known as of June 2023. Since that time, several events have occurred that required the SAM Board to proceed with certain projects which require funding.

A. Princeton Pump Station:

At the September 25, 2023 Board meeting, the SAM Board authorized to contract with JMB Construction for the Princeton Pump Station Rehabilitation Project in the amount of $1,637,650.

The project has commenced, and the Contractor has many submittals approved. Construction is scheduled to start in February. Electrical items have been ordered and there is good progress on the project.

It is expected the project will be completed, as per the required ERF Consent Decree Latest Date, by June 30, 2024.

A budget of $1,263,181 was approved as a part of the General Budget in Fiscal Year 2022/23.

The total cost estimated for completing the project is $2,602,773. Details of which have been provided as attachment A.

Balance required for Mid-Year Budget Adjustment for this project: $1,339,592.

B. Design of Montara Force Main:

This is required to be completed by December 31, 2024, as per ERF Consent Decree Amendment dated August 2023.

This is a new CIP Project and predesign work was in progress at the time the budget preparation was done in June 2023. The predesign was completed and a final design proposal submitted by SRT Consultants is being taken to the Board as Item 4E for approval.

The following are the estimated costs for completing the final design of the entire Montara Force Main:

a) Design Services and Permitting Assistance: $448,100 (Item 4E of agenda)
b) Estimated Surveying Costs: $65,000
c) Estimated CEQA Costs: $170,000
d) Estimated Geo-Tech Costs: $100,000

Total Costs: $783,100

Balance required for Mid-Year Budget Adjustment for this project: $ 783,100.

Staff believes that any additional expenses can be funded by reprioritizing and deferring other tasks to reduce the burden on member agencies.

Therefore, total Mid-Year Budget Adjustment Required is $2,122,692.

Staff Recommendation:

Staff recommends that the Board of Directors authorize the General Manager to submit the Mid-Year Budget Amendment for FY 2023/24 to the member agencies and to request that this item be placed at the next regular meeting for each agency to consider and approve.

Supporting Documents

Attachment A: FY 2023-24 Mid-Year Budget Adjustment Calculation

FY2023-2024 Mid-Year Budget Adjustment Calculation

A. Princeton Pump Station	
Expenditures To Date:	
Soft Costs	177,719
Released Purchase Orders	2,105,054
Estimated Future Costs:	
Engineering Support	60,000
Construction Management	100,000
Electrical Costs	160,000
Princeton Pump Station Project Total:	**2,602,773**
Budget Approved	**1,263,181**
Balance for Mid-Year Adjustment	**1,339,592**

B. Montara Force Main Design	
Estimated Future Costs:	
Design Services and Permitting Assistance	448,100
Surveying	65,000
CEQA	170,000
Geo Tech	100,000
Montara Force Main Design Project Total:	**783,100**

Total Mid-Year Budget Adjustment Required	**2,122,692**

	FY 2023/24	Amended	$ Change	% Change
HMB	1,057,800	2,363,256	1,305,456	123.41%
GCSD	327,660	732,033	404,373	123.41%
MWSD	334,540	747,404	412,864	123.41%
Total	**1,720,000**	**3,842,692**	**2,122,692**	

	Member Agency %	Change Calculation	Amended Calculation	% Change Calculation
HMB	61.50%	1,305,455.58	2,363,255.58	123.41%
GCSD	19.05%	404,372.83	732,032.83	123.41%
MWSD	19.45%	412,863.59	747,403.59	123.41%
Total	100.00%	**2,122,692.00**	**3,842,692.00**	**123.41%**

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Lisa Rossi, Administrative Services Director
Kenneth Stiles, Finance Manager

TITLE: **MID-YEAR OPERATING BUDGET REVIEW AND ADOPTION OF RESOLUTION TO AMEND THE FISCAL YEAR 2023-24 BUDGET**

RECOMMENDATION:
Accept the Financial Report for the quarter ended on December 31, 2023; Adopt the attached Resolution to amend the FY 2023-24 Operating and Capital Budget.

FISCAL IMPACT:
General Fund revenues will be amended to $20,454,229; a decrease of $805,312 and General Fund expenditures is amended to $25,446,173, an increase of $500,000 over the Adopted FY 2023-24 budget. In addition, Staff is recommending the total revenue of Non-General Funds be amended to $34,550,597 and Non-General Expenditures amended to $42,897,178.

STRATEGIC ELEMENT:
This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:
One of the City Council strategic priorities includes planning for and implementing long-term financial stability. A key component of this goal includes preparing a quarterly financial report that provide readers with an executive summary of the City's current financial conditions as it relates to the annual operating budget to ensure accountability and transparency in managing public funds. This report can be found in Attachment #1. Additionally, Finance Department staff completed a Mid-Year Budget Analysis and is proposing adjustments to the FY 2023-24 Adopted Budget.

As part of the typical mid-year budget review, Department Heads were directed to review their expenditures and revenues in FY 2023-24 and to provide projections (and any proposed modifications) in order to identify significant variances which may necessitate amendments. The City Manager and Finance staff met with each department to discuss and

finalize the Revised FY 2023-24 Budget recommendations. In contrast to prior years, departments have refrained from requesting any additional staff or expanded programs, in recognition of the City's fiscal situation.

Year-end estimates in operating expenditures exceeding 5% and $10,000 of the adopted budget are considered material in nature and are proposed for a budget adjustment. Revenue adjustments are described in the body of this staff report and an itemized version is attached (Attachment #4). The estimates in the Mid-Year Financial Analysis will be revisited in the development of the FY 2024-25 budget and significant and material changes will be presented as part of the annual financial presentation.

DISCUSSION:

This mid-year budget report will focus on the following key objectives:

1. Updating Council on General Fund revenues and expenditures including adjustments
2. Updating Council on all other fund revenues and expenditures including adjustments
3. Updating Council on the Five-Year Forecast and Fiscal Year 2024-25 projected Deficit

GENERAL FUND

The General Fund is the City's main operating fund, covering day-to-day activities such as administration, law enforcement and public safety, public works, and community development. It receives various revenues, including transient occupancy tax (TOT), sales tax, property tax, business registration fees, and service fees.

Transient Occupancy Tax

Transient Occupancy Tax (TOT) makes up 40% of all general fund revenues and represents the City's primary source of revenue. This revenue stream is also the most sensitive to changes in the local, national, and global economy, requiring careful monitoring throughout the year.

During the final five months of Fiscal Year 2022-23, TOT actual revenues were less than the conservative projections included in the budget. In June 2023, the City conservatively set its TOT budget at $9.6 million under the assumption that the drop in TOT was temporary, and revenues would rebound to FY 2021-22 levels. These projections were made in consultation with the City's consultant and based on review and analysis of local, state, and national data trends. These negative trends have continued, and revenues in FY 2023-24 have continued to underperform. For this fiscal year, TOT has deviated from the adopted budget at an average of 6% per month.

The table below highlights the budget vs actuals for these revenues by the month:

Transient Occupancy Tax: Budget to Actuals by Month				
	Budget	**Actuals**	**% Change**	**$ Change**
July	972,400	961,607	-1%	(10,793)
August	970,634	1,006,209	4%	35,575
September	974,658	946,898	-3%	(27,760)
October	982,145	875,669	-11%	(106,476)

November	738,781	621,437	-16%	(117,344)
December	626,321	518,843	-17%	(107,478)
Totals	***5,264,939***	***4,930,663***	***-6%***	***(334,276)***

Given the performance in the first half of the fiscal year, staff now projects TOT revenue to be $8.6 million for the year, a $982 thousand (10%) decrease from the adopted budget.

Drawing on the City's history with these revenues and observing similar declines in TOT among other coastal cities, Staff considers this decrease a permanent adjustment and the new baseline for future projections. While there is hope that revenues could rebound, it is prudent to adopt a revised, conservative approach in financial projections. This revision has been factored into the financial outlook, which will be discussed in more detail later in this report.

Revenues

The total revised estimates for General Fund revenues are projected to be $20,454,299 or $805,312 (4%) lower than the Adopted Budget of $21,259,541. The following table illustrates the FY 2023-24 adopted and revised budget recommendations.

General Fund Revenues	Adopted Budget	Mid-Year Proposal	Revised Budget	% Change
Transient Occupancy Tax	9,608,500	(982,187)	8,626,313	-10%
Property Taxes	3,911,500	(162,762)	3,748,738	-4%
Sales & Use Taxes	3,268,200	(29,000)	3,239,200	-1%
Other Revenues	4,471,341	368,637	4,839,978	8%
Total	**21,259,541**	**(805,312)**	**20,454,229**	**-4%**

- **Transient Occupancy Tax** As mentioned above, TOT revenues are underperforming in both budgetary expectations and versus prior year actuals. The City now estimates revenues will be $8.6 million, a decrease adjustment of $982 thousand or 10%.
- **Property Taxes** On December 31, 2023, the City received $1.6 million or 43% of budget. Considering property taxes are mostly received in two equal payments in December and April, this revenue stream is underperforming. This is primarily due to a decrease in Vehicle In-Lieu fees. Staff is requesting a decrease adjustment of $162 thousand.
- **Sales & Use Taxes** As seen in the 2nd Quarter financial report, the City has received 34% of budget compared to the prior year's 36%, a slight underperformance. Staff is requesting an adjustment to this line-item of $29 thousand or 1% decrease.
- **Other Revenues** This category includes revenues such as business license, golf facilities fees, parking fees, and grant funding. Specifically, the City was awarded an extension of a public safety grant for operation of the CARES mental health response program, which will provide sufficient funding for the program through FY 2024-25. Some line-items are requesting to be increased while others to be decreased (Attachment #4). In total, the City estimates it will receive $4.8 million, which is a $368 thousand or 8% increase from the adopted budget.

Expenditures

Due to the shortfalls in major revenues, operating departments were advised against budget

increases unless absolutely necessary. The table below highlights the only General Fund expenditure appropriation adjustment for Council consideration:

Actions	Request
Operating Expenditures for City Attorney	500,000

- **Operating Expenditures for City Attorney**
  In the City Attorney Division, Staff is requesting an additional $500,000. While general City legal matters have not changed significantly, litigation costs have risen substantially. Unfortunately, the City cannot control the nature of timing of suits and the City must ultimately defend itself as appropriate. This increase is not programmatic in nature or necessarily ongoing but may extend into the next fiscal year.

Projected General Fund Balance

Should the Council approve the recommendations listed above, the ending General Fund balance as of June 30, 2024, is projected to be approximately $11,235,960 which includes $11 million in reserves and $144 thousand in unassigned. The projected fund balance for the General Fund is shown below:

GENERAL FUND: FUND BALANCES

	Adopted Budget FY 2023-24 Before Audit	Adopted Budget FY 2023-24 after Audit	Revised Budget FY 2023-24
Beginning Fund Balance*	***$ 14,963,555***	***$ 16,227,904***	***$ 16,227,904***
Total Revenues	**21,259,541**	**21,259,541**	**20,454,229**
Expenditures			
Operating Expenditures	22,183,173	22,183,173	22,683,173
Capital Transfers	2,763,000	2,763,000	2,763,000
Total Expenditures	**24,946,173**	**24,946,173**	**25,446,173**
Ending Fund Balance	11,276,924	12,541,273	11,235,960
Reserves (Operating & Economic)	11,091,587	*11,091,587*	*11,091,587*
Unassigned Fund Balance	**185,337**	**1,449,686**	**144,373**

**At the time of budget adoption, the beginning fund balance was unavailable and estimated. With the completion of the audit in December, that number has been finalized.*

The decrease in unassigned fund balance from adopted to revised budget is directly attributable to the fall in revenues and the increase in legal costs.

NON-GENERAL FUNDS

Non-General Funds include the following categories:

- **Special Revenue and Capital Funds**, including Storm Drain, Main Street Bridge, Gas Tax, Streets and Roads, Measure A & W, Traffic Mitigation, Library Operating and Capital, Parks Development, Affordable Housing, Citizens' Option for Public Safety (COPS) Grant, Public Facilities, General Capital and Land Assets funds.
- **Enterprise Funds**, including Sewer Operating and Capital funds, and
- **Internal Service Funds**, including Vehicle and Equipment Replacement, Risk Management, and Pension Stabilization funds.

Revenues

The revised estimates for all other fund revenues are projected to be $34.5 million or $4,874,303 (16%) higher than the Adopted Budget of $29,676,294. Full detail on itemized revenue changes can be found on Attachment #4.

		Adjustments				
Other Funds	**Adopted Budget**	**Previously Approved**	**Mid-Year Proposal**	**Total Adjustment**	**Revised Budget**	**% Change**
Enterprise Funds	6,618,400	-	(130,873)	(130,873)	6,487,527	-2%
Special Revenue & Capital	15,403,612	-	3,462,042	3,462,042	18,865,653	22%
Internal Service	74,700	-	93,134	93,134	167,834	125%
Transfers in *(various funds)*	7,579,582	950,000	500,000	1,450,000	9,029,582	19%
Total	**29,676,294**	**950,000**	**3,924,303**	**4,874,303**	**34,550,597**	**16%**

- **Enterprise Funds** During budget adoption back in June 2023, staff estimated sewer rate charges for the fiscal year. After the completion of the final sewer rate charges in July 2023, staff requests an adjustment to the final amount. Staff is requesting a $130,873 adjustment.
- **Special Revenue & Capital Funds** Staff is requesting an additional $3,462,042 adjustment to these funds. This is primarily from the acceptance of state grants in the amount of $3,250,000 for affordable housing and farmworker housing efforts.
- **Internal Service Funds** Due to rising interest rates, staff is anticipating slightly more interest to be received during the fiscal year. An adjustment of $93,134 is recommended.

Expenditures

Non-General Fund expenditures comprise $42.8 million of the City's $68.3 million total adopted expenditure budget. These expenditures are proposed to be amended by an increase of $4,425,315 to $42,897,178 which includes $3.9 million previously approved by Council as outlined in Attachment #3. Staff is requesting one additional transfer adjustment to recognize the receipt of federal grants to fund the 555 Kelly project.

Actions	Request
Transfer from Fund 136 – Federal Grants to 555 Kelly	500,000

GENERAL FUND FORECAST

Forecasting is a budgeting tool that is integral to the annual budgeting process. It is used to identify any significant fiscal issues in future years.

During the Fiscal Year 2023-24 budget development, staff prepared a five-year general fund forecast based on economic assumptions, known future costs, and historical information. This forecast estimated an ongoing $4 million structural deficit beginning in Fiscal Year 2024-25, caused by significant increases in existing public safety obligations and a decrease in revenues.

The forecast has since been updated with the most recent information and contains an annual structural deficit of approximately $5.4 million for Fiscal Year 2024-25, which will continue to grow with inflation. The increase is primarily due to the continuation of falling TOT revenues as mentioned above. This deficit is structural in nature and will require significant revenue enhancement and/or programmatic expenditure reductions to resolve.

If left without adjustments in either revenues or expenditures, the City would drain its reserves until it is in a negative fund balance position in approximately Fiscal Year 2026-27.

Strategies & Focus Areas

This presents a notably adverse financial scenario. Staff has been working since the prior year to address this in the following areas:

- **Cost Allocation / Fee Study -** Since March of 2023, Council approved the City to undergo a cost allocation and fee study, which is a process of identifying the cost of providing services and developing a fee structure to recoup those costs. Since the City's last study was performed in 2017, staff anticipates some additional revenue generation. Staff hopes to have the fee study portion complete for Fiscal Year 2024-25.
- **Expenditure Review -** Since the start of the fiscal year, Staff has been meeting regularly to review the entirety of the budget line-by-line to identify any areas of cost reduction that have minimal impact on service levels and the community. Staff has completed the first review and will start a second review in the coming weeks.
- **Identifying Revenue Enhancements -** Staff has been working with the Finance Committee in identifying and quantifying all revenue enhancements available to the City. In a separate staff report and agenda item, staff will bring the details of these options to Council for discussion.
- **Identifying One-Time Funds -** Although**,** the deficit is structural in nature and will require permanent solutions, staff is identifying one-time funds. These funds may only be helpful in one fiscal year, but they can act as a bridge to more permanent solutions.

Overall, the deficit presents a critical challenge that will be the primary focus as we move into the next budget cycle, guiding our strategic planning and decision-making processes.

Preparing the FY 2024-25 Budget

In March 2024, Finance Staff will issue budget instructions for the FY 2024-25 Budget to all departments. Finance Staff is working closely with the City Manager and all departments to

develop budget factors and assumptions that will be used to prepare the FY 2024-25 Budget. Each department will be provided with their Base Budget expenditure allotments consistent with the FY 2023-24 revised budget including any cost reductions as identified in the expenditure review study above.
Each department will be given an opportunity to submit prioritized program changes and any further possible reductions that have minimum impact in current service levels and the goals of the operational program.

With updated revenue forecasts and identification of one-time funds, staff will present budget balancing options to the Finance Committee for recommendations to incorporate in the draft budget. The draft budget will then be presented to Council for discussion in the first meeting in June.

The goal of this budget process is to identify cost reductions and put into focus clearer pathways to long-term fiscal sustainability. The staff recommendations will be based on several factors, including the City's core services and priorities, the City's strategic plan, and long-term fiscal health.

ATTACHMENTS:

1. Financial Report for the Quarter Ended on December 31, 2023
2. Resolution authorizing adjustments to the FY 2023-24 Operating and Capital Budget
3. FY 2023-24 City Council Previously Approved Budget Items
4. FY 2023-24 Itemized Revenues & Expenditure Adjustments
5. FY 2023-24 Summaries of Revenues, Expenditures and Fund Balances By Fund

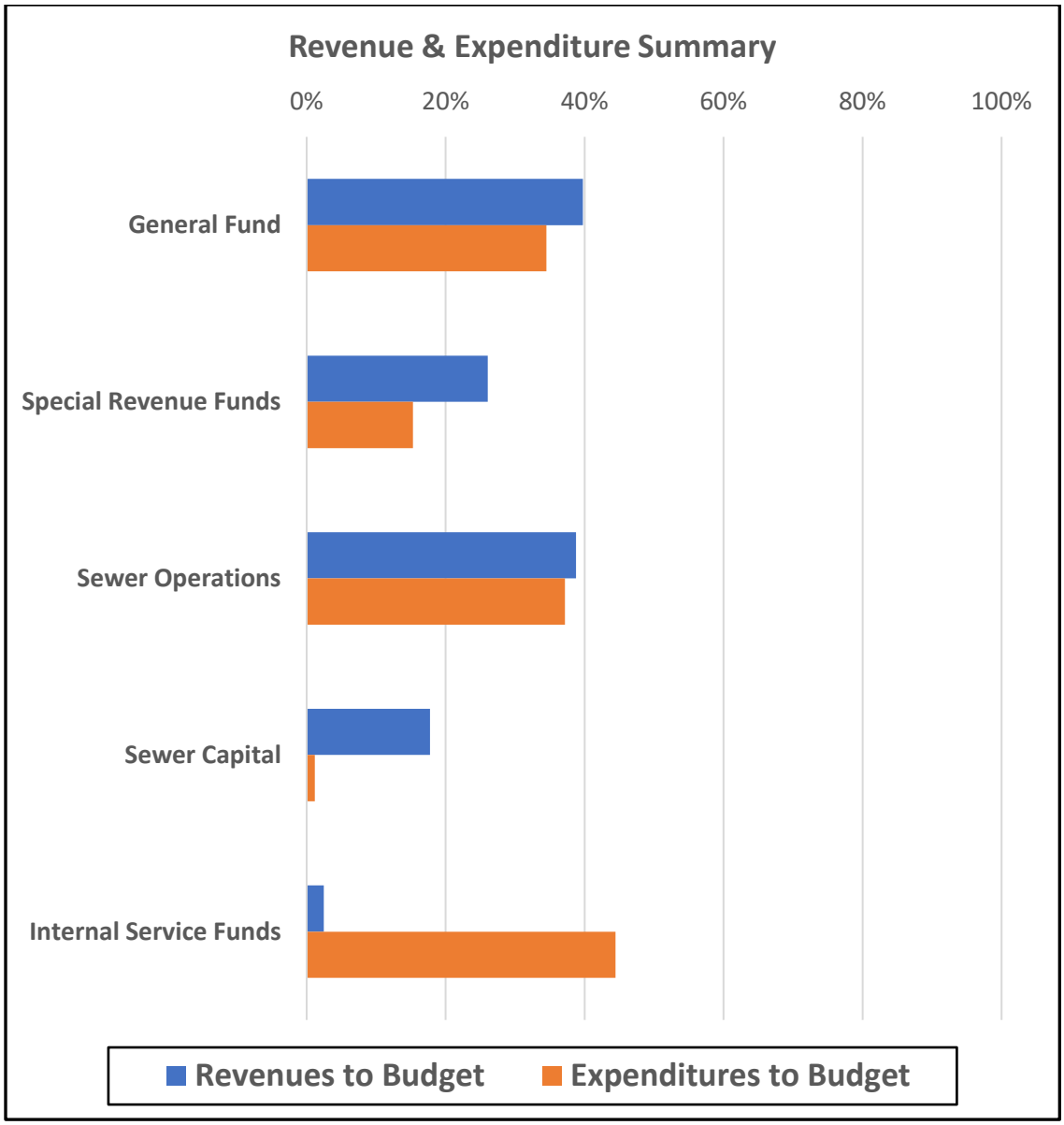
CITY OF HALF MOON BAY

Quarterly Financial Report

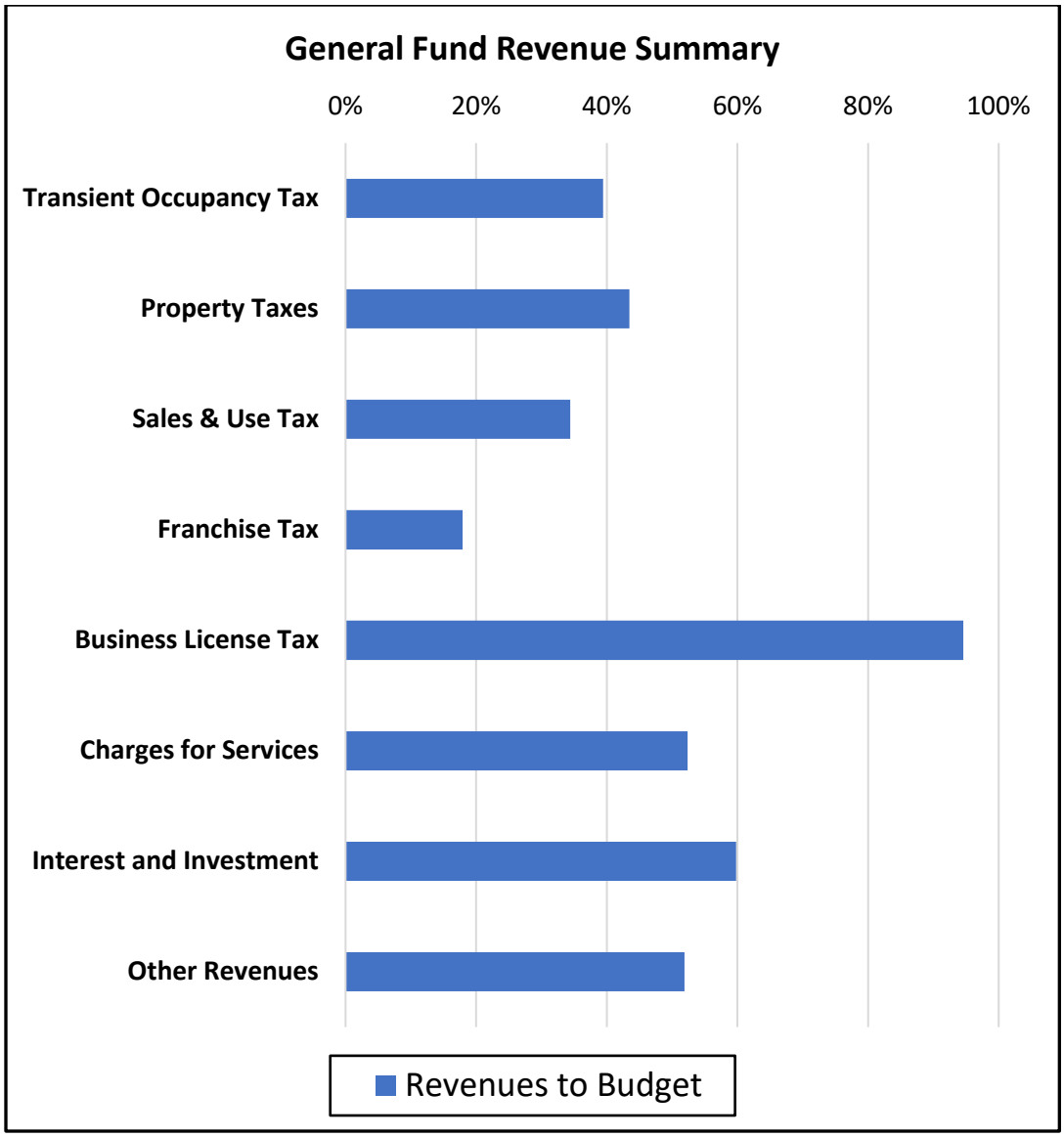
December 31, 2023

Prepared By:

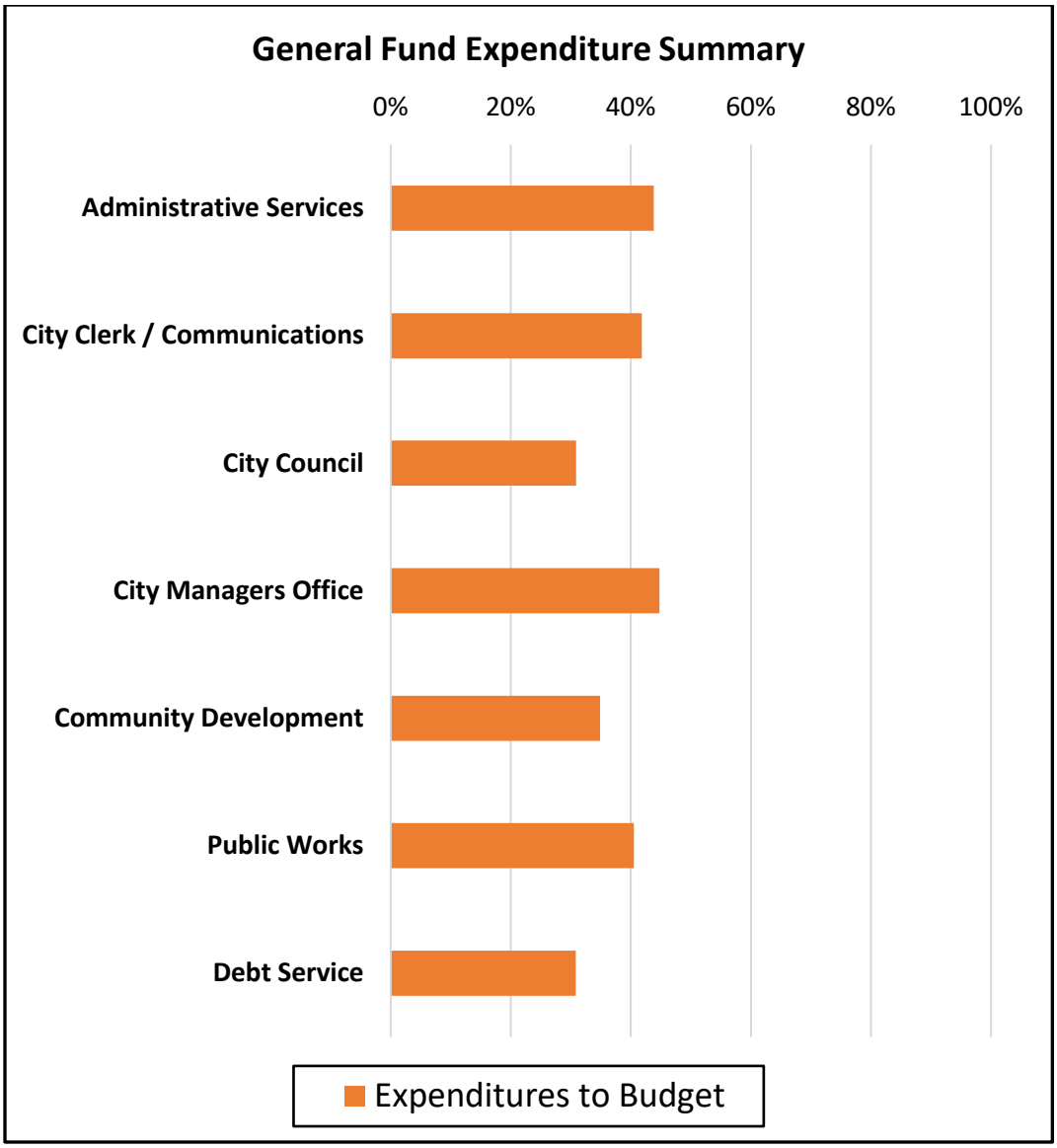
Administrative Services Department



Funds	Revenues Actual	Revenues % of Budget	Expenditures Actual	Expenditures % of Budget
General Fund	8,450,929	40%	8,601,933	34%
Special Revenue Funds	5,370,108	26%	4,349,386	15%
Sewer Operations	2,919,974	39%	2,798,321	37%
Sewer Capital	37,410	18%	25,861	1%
Internal Service Funds	33,581	2%	784,045	44%
Pension Stabilization Fund	6,189	1%	913,474	100%
TOTAL FOR ALL FUNDS	**16,818,190**	**32%**	**17,473,020**	**26.6%**



Department	Budget	Actual	% of Budget	Prior Year Actual	Prior Year % of Actuals
Transient Occupancy Tax	9,608,500	3,790,383	39%	$3,961,966	45%
Property Taxes	3,911,500	1,699,720	43%	$1,931,913	47%
Sales & Use Tax	3,268,200	1,123,612	34%	$1,130,624	36%
Franchise Tax	1,065,078	190,793	18%	$ 183,169	19%
Business License Tax	305,000	288,472	95%	$ 257,041	78%
Charges for Services	1,692,257	886,517	52%	$ 964,208	47%
Interest and Investment	242,000	144,662	60%	$ 48,581	14%
Other Revenues	629,721	326,770	52%	$1,950,999	77%
Transfers in	537,285	-	0%	$ -	0%
TOTAL	**21,259,541**	**8,450,929**	**40%**	**10,428,502**	**46%**



Department	Budget	Actual	% of Budget	Prior Year Actual	Prior Year % of Actuals
Administrative Services	1,520,384	666,113	44%	$ 591,870	52%
City Clerk / Communications	1,091,667	456,313	42%	$ 438,972	50%
City Council	239,642	74,040	31%	$ 63,497	32%
City Managers Office	11,075,941	4,957,680	45%	$ 3,991,424	49%
Community Development	2,007,233	699,571	35%	$ 774,810	43%
Public Works	3,757,958	1,521,234	40%	$ 1,433,074	44%
Debt Service	736,610	226,983	31%	$ 338,811	50%
Non-Departmental	-	-		$ -	0%
Operating Transfers	1,753,738	-	0%	$ -	0%
Capital Transfers	2,763,000	-	0%	$ -	0%
TOTAL	**24,946,173**	**8,601,933**	**34.5%**	**7,632,458**	**34%**

GENERAL FUND ANALYSIS:

The General Fund is the primary operating fund of the City and is used to account for most operating activities. Table 1 below provides year-to-date through the second quarter comparable data for the current fiscal year and the prior year.

Table 1: Second Quarter Budget to Actual Comparison						
	FY 2023-24			FY 2022-23		
	Revised Budget	Actuals as of 12/31/2023	% of Budget	Final Actuals	Actuals as of 12/31/2022	% of Actuals
Revenues						
Transient Occupancy Tax	9,608,500	3,790,383	39%	8,852,640	3,961,966	45%
Property Taxes	3,911,500	1,699,720	43%	4,135,613	1,931,913	47%
Sales & Use Tax	3,268,200	1,123,612	34%	3,160,478	1,130,624	36%
Franchise Tax	1,065,078	190,793	18%	945,755	183,169	19%
Business License Tax	305,000	288,472	95%	330,544	257,041	78%
Charges for Services	1,692,257	886,517	52%	2,037,767	964,208	47%
Interest and Investment	242,000	144,662	60%	353,945	48,581	14%
Other Revenues	629,721	326,770	52%	2,529,259	1,950,999	77%
Transfers in	537,285	-	0%	524,180	-	0%
Total Revenues	**21,259,541**	**8,450,929**	**40%**	**22,870,180**	**10,428,502**	**46%**
Expenditures						
Administrative Services	1,520,384	666,113	44%	1,149,168	591,870	52%
City Clerk / Communications	1,091,667	456,313	42%	884,782	438,972	50%
City Council	239,642	74,040	31%	197,756	63,497	32%
City Managers Office	11,075,941	4,957,680	45%	8,204,098	3,991,424	49%
Community Development	2,007,233	699,571	35%	1,807,920	774,810	43%
Public Works	3,757,958	1,521,234	40%	3,242,122	1,433,074	44%
Debt Service	736,610	226,983	31%	675,302	338,811	50%
Non Departmental	-	-		95,926	-	
Operating Transfers	1,753,738	-	0%	1,954,936	-	0%
Capital Transfers	2,763,000	-	0%	4,015,419	-	0%
Total Expenditures	**24,946,173**	**8,601,933**	**34%**	**22,227,428**	**7,632,458**	**34%**

Through the second quarter, the city received $8.4 million in revenues for the fiscal year. Revenues have decreased from the prior years. While last year's revenues were 46%, the current fiscal year revenues are 40% of the budget.

Expenditures through the second quarter total $8.6 million. Expenditures are tracking at 34% of budget.

Revenues

Table 2 below shows a year-to-date summary of actual revenues through the second quarter for the current fiscal year and the prior year.

Table 2: Second Quarter Revenues					
	FY 2023-24			FY 2022-23	
	Revised Budget	Actuals as of 12/31/2023	% of Budget	Actuals as of 12/31/2022	% of Actuals
Revenues					
Transient Occupancy Tax	9,608,500	3,790,383	39%	3,961,966	45%
Property Taxes	3,911,500	1,699,720	43%	1,931,913	47%
Sales & Use Tax	3,268,200	1,123,612	34%	1,130,624	36%
Franchise Tax	1,065,078	190,793	18%	183,169	19%
Business License Tax	305,000	288,472	95%	257,041	78%
Charges for Services	1,692,257	886,517	52%	964,208	47%
Interest and Investment	242,000	144,662	60%	48,581	14%
Other Revenues	629,721	326,770	52%	1,950,999	77%
Transfers in	537,285	-	0%	-	0%
Total Revenues	**21,259,541**	**8,450,929**	**40%**	**10,428,502**	**46%**

- **Transient Occupancy Tax:** The City has received $3.7 million through the second quarter. This is a decrease of $171 K from the prior year. This revenue stream is at 39% of the budget compared to the prior year's 45%. This revenue is underperforming and has been since February of 2023. Although half the year remains to be collected and reviewed, the City is anticipating revenue to not meet the adopted budget.

- **Property Taxes:** Most property tax funds are received in December and April. $1.6 million in revenues have been received thus far. Revenues are 43% of budget as compared to 47% in the prior year. This stream is underperforming primarily due to vehicle in-lieu fees.

- **Sales & Use Taxes:** The City received $1.1 million in sales & use taxes. This is a minimal decrease from the prior year. The City has received 34% of the budget, which is slightly less than the prior year's 36%, signaling an underperformance.

Expenditures

Table 3 below shows a summary of second quarter budget-to-actual revenues for fiscal years 2023-24 and 2022-23.

Table 3: Second Quarter Expenditures	FY 2023-24			FY 2022-23	
	Revised Budget	Actuals as of 12/31/2023	% of Budget	Actuals as of 12/31/2022	% of Actuals
Expenditures					
Administrative Services	1,520,384	666,113	44%	591,870	52%
City Clerk / Communications	1,091,667	456,313	42%	438,972	50%
City Council	239,642	74,040	31%	63,497	32%
City Managers Office	11,075,941	4,957,680	45%	3,991,424	49%
Community Development	2,007,233	699,571	35%	774,810	43%
Public Works	3,757,958	1,521,234	40%	1,433,074	44%
Debt Service	736,610	226,983	31%	338,811	50%
Non-Departmental	-	-		-	0%
Operating Transfers	1,753,738	-	0%	-	0%
Capital Transfers	2,763,000	-	0%	-	0%
Total Expenditures	**24,946,173**	**8,601,933**	**34%**	**7,632,458**	**34%**

General fund expenditures through the second quarter total $8.6 million or 34% of budget. Expenditures are tracking as anticipated.

Budget Adjustments

Table 4 below shows a summary of council actions with potential budgetary effects during the second quarter not reflected in the numbers above.

Table 4: Budget Adjustments			
Item	Major Funding Source	Total Fiscal Impact	GF Impact
CIP # 1008 - Smith Field Improvement Project	Fund 125	$ 20,000	$ -
	Total	**$ 20,000**	**$ -**

Conclusion

Table 5 below shows an updated summary of general fund balances for the fiscal year.

GENERAL FUND: FUND BALANCES

	Adopted Budget FY 2023-24 after Audit	Revised Budget FY 2023-24
Beginning Fund Balance*	***$ 16,227,904***	***$ 16,227,904***
Total Revenues	**21,259,541**	**20,454,229**
Expenditures		
Operating Expenditures	22,183,173	22,683,173
Capital Transfers	2,763,000	2,763,000
Total Expenditures	**24,946,173**	**25,446,173**
Ending Fund Balance	12,541,273	11,235,960
Reserves (Operating & Economic)	*11,091,587*	*11,091,587*
Unassigned Fund Balance	**1,449,686**	**144,373**

The adopted budget estimated unassigned funds on June 30, 2024, to be $1.4 million. Due to falling revenues, primarily in Transient Occupancy Tax, the City now estimates the unassigned fund balance to be $144 thousand. While the City has fully funded reserves, existing obligations and expenditures exceed ongoing revenues creating longer-term fiscal challenges exist for the City. A full financial outlook can be found in the Mid-Year Review staff report from the March 5th City Council meeting.

RESOLUTION NO. C-2024-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY APPROVING ADJUSTMENTS TO THE FY 2023-24 OPERATING AND CAPITAL BUDGET

WHEREAS, the City Council adopted the Fiscal Year 2023-24 Annual Operating and Capital Budget on June 20, 2023; and

WHEREAS, the City Council has reviewed the Mid-Year Budget analysis and requested adjustments; and

WHEREAS, the City Council desires to amend an appropriations limit, pursuant to California Constitution Article XII B, for fiscal year 2023-24 to $68,343,351;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Half Moon Bay hereby approves the budget adjustments needed for the City-wide revenues and expenditures to be as follows:

	Mid-Year Budget	
	Revenue	**Expenditures**
GENERAL FUND	20,454,229	25,446,173
ENTERPRISE FUNDS		
Sewer Operating	7,335,602	7,529,974
Sewer Capital	274,199	2,252,777
SPECIAL REVENUE FUNDS		
Storm Drain Operating	5,100	100,000
Traffic Mitigation	205,702	37,033
Library Operation	200	-
Main Street Bridge	7,100	-
Gas Tax	670,415	566,432
Streets and Roads	5,639,650	6,313,163
Measures A	446,695	261,117
Park/Facilities Development	5,968,362	8,401,079
Affordable Housing	3,318,740	1,450,000
Public Facilities	189,402	1,742,398
Police Grants	214,688	-
Measure W	197,755	-
Lot Retirement/Acquisition	44,891	400,000
CZI Grant	4,000	289,401
Opportunity Coastside Center	1,870,177	2,470,000
Federal Grants	1,500,000	500,000
Judgement Bonds - B	100	-
Capital General	3,352,458	5,991,648
Drainage Capital	921,818	1,914,546
Library Capital	6,400	-
INTERNAL SERVICE FUNDS		
Vehicle Replacement	69,067	69,067
Equipment Replacement	601,234	586,335
Risk Management	768,611	1,108,731
Pension Stabilization	938,230	913,474
	55,004,826	**68,343,351**

****

I hereby certify that the foregoing is a full, true, and correct copy of a resolution duly passed and adopted on the 5th day of March 2024 by the City Council of the City of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:	APPROVED:
_____	_____
Jessica Blair, City Clerk	Joaquin Jimenez, Mayor

City of Half Moon Bay
FY 2023-24 Revised Budget
Previously Approved Budget Items

Fund	Description	Council Date	FISCAL IMPACT Revenue	FISCAL IMPACT Expenditure
Various	Final audited CIP funds carried over from prior years			1,555,315
125	CIP # 1008 - Smith Field Improvement Project	12/5/2023		20,000
126	Emergency Housing Support for Farmworkers	1/16/2024		300,000
126	Start-up Expenditures of Rental Registration Program	2/6/2024		150,000
125	CIP # 0611 - Carter Park	2/20/2024		1,250,000
125	CIP #1009 - Main Street Improvements to CIP # 611	2/20/2024		(300,000)
151	Transfer to fund CIP # 0611 - Carter Park	2/20/2024		950,000
125	Transfer from General Capital Fund Balance for Carter Park	2/20/2024	950,000	
			950,000	3,925,315
		NET FISCAL IMPACT OF CURRENT YEAR ADJUSTMENTS		**(1,420,000)**

City of Half Moon Bay
FY 2023-24 Revised Budget
Proposed Revenue Adjustments

	Approved Budget	Actuals on 12/31	Ending Est.	Increase / (Decrease)
General Fund Revenues				
Transient Occupancy Tax	9,608,500	3,790,383	8,626,313	(982,187)
Property Taxes	3,655,000	1,678,394	3,229,000	(426,000)
Property Tax - Eraf	150,000	-	413,238	263,238
Sales & Use Tax	3,238,000	1,108,603	3,209,000	(29,000)
Franchise Tax	355,000	37,312	368,105	13,105
Interest	242,000	144,662	508,662	266,662
Miscellaneous Revenue	150,000	76,320	423,492	273,492
Franchise Tax	710,078	153,481	613,923	(96,156)
Engineering Fees	125,000	20,755	36,533	(88,467)
			General Fund Revenue Adjustment	**(805,312)**
	Approved Budget	**Actuals on 12/31**	**Ending Est.**	**Increase / (Decrease)**
Other Funds				
[Fund 122] - Gas Tax	348,192	148,270	331,218	(16,975)
[Fund 124] - Measure A Sales Tax	504,876	206,007	398,552	(106,324)
[Fund 125] - Grants	5,564,000	-	4,589,895	(974,105)
[Fund 125] - Park Facility Development Impact Fee	147,000	-	66,890	(80,111)
[Fund 126] - Grants	-	3,250,000	3,250,000	3,250,000
[Fund 128] - Cops Distribution	170,000	138,060	186,408	16,408
[Fund 132] - Measure W Sales Tax	224,390	59,892	177,124	(47,266)
[Fund 136] - Grants	-	1,000,000	1,500,000	1,500,000
[Fund 151] - Grants	-	15,000	15,000	15,000
[Fund 151] - Capital Grants	1,080,000	-	580,000	(500,000)
[Fund 201] - Sewer Service Charges	6,405,600	2,919,974	6,211,228	(194,372)
[Multiple Funds] - Interest	488,700	266,349	1,050,747	562,047
			Other Funds Revenue Adjustment	**3,424,303**
	Approved Budget	**Actuals on 12/31**	**Ending Est.**	**Increase / (Decrease)**
Fund Transfers				
Transfer to Capital General from Federal Grants for 555 Kelly	-	-	500,000	500,000
			Total Revenue Adjustments	**3,118,991**

City of Half Moon Bay
FY 2023-24 Revised Budget
Proposed Expenditures Adjustments

	Approved Budget	Actuals on 12/31	Ending Est.	Increase / (Decrease)
General Fund Revenues				
City Attorney	469,250	375,910	969,250	500,000
	General Fund Expenditure Adjustment			**500,000**
	Approved Budget	**Actuals on 12/31**	**Ending Est.**	**Increase / (Decrease)**
Other Funds				
	General Fund Expenditure Adjustment			**-**
	Approved Budget	**Actuals on 12/31**	**Ending Est.**	**Increase / (Decrease)**
Fund Transfers				
Transfer from Fund 136 - Federal Grants to 555 Kelly	-	-	500,000	500,000
	Total Expenditure Adjustments			**1,000,000**

City of Half Moon Bay
FY 2023-24 Revised Budget
Summary of Revenue & Transfers by Fund

Fund Name	Actual 2022-23	Adopted 2023-24	Budget Adjustments: Previously Approved	Budget Adjustments: Mid-Year Adjustments	Revised 2023-24	% Change over Adopted
GENERAL FUND	**$ 22,870,180**	**$ 21,259,541**	**$ -**	**(805,312)**	**$ 20,454,229**	**-3.8%**
ENTERPRISE FUNDS						
Sewer Operating	$ 7,071,505	7,529,974	-	(194,372)	7,335,602	-2.6%
Sewer Capital	452,392	210,700	-	63,499	274,199	30.1%
TOTAL ENTERPRISE FUNDS	**7,523,898**	**7,740,674**	**-**	**(130,873)**	**7,609,801**	**-1.7%**
SPECIAL REVENUE FUNDS						
Storm Drain Operating	7,637	5,100	-	-	5,100	0.0%
Traffic Mitigation	226,307	129,700	-	76,002	205,702	58.6%
Library Operation	350	200	-	-	200	0.0%
Main Street Bridge	39,367	7,100	-	-	7,100	0.0%
Gas Tax	598,951	653,946	-	16,469	670,415	2.5%
Streets and Roads	247,030	5,600,600	-	39,050	5,639,650	0.7%
Measures A	454,696	523,276	-	(76,581)	446,695	-14.6%
Park/Facilities Development	1,570,732	6,051,500	950,000	(1,033,138)	5,968,362	-1.4%
Affordable Housing	47,034	31,400	-	3,287,340	3,318,740	10469.2%
Public Facilities	3,012,796	167,600	-	21,802	189,402	13.0%
Police Grants	183,236	181,200	-	33,488	214,688	18.5%
Measure W	196,378	231,590	-	(33,835)	197,755	-14.6%
Lot Retirement/Acquisition	36,645	27,100	-	17,791	44,891	65.6%
CZI Grant	506,701	4,000	-	-	4,000	0.0%
Opportunity Coastside Center	651,347	1,850,000	-	20,177	1,870,177	1.1%
Federal Grants	-	-	-	1,500,000	1,500,000	
Capital General	1,813,130	3,280,800	-	71,658	3,352,458	2.2%
Drainage Capital	410,836	900,000	-	21,818	921,818	2.4%
Library Capital	9,581	6,400	-	-	6,400	0.0%
TOTAL SPECIAL REVENUE AND	**10,012,755**	**19,651,512**	**950,000**	**3,962,042**	**24,563,553**	**25.0%**
Vehicle Replacement	70,680	69,067	-	-	69,067	0.0%
Equipment Replacement	558,673	586,335	-	14,899	601,234	2.5%
Risk Management	730,927	708,731	-	59,879	768,611	8.4%
Pension Stabilization	1,170,695	919,874	-	18,356	938,230	2.0%
INTERNAL SERVICE FUNDS	**2,530,975**	**2,284,008**	**-**	**93,134**	**2,377,142**	**4.1%**
Judgement Bonds - B	136	100	-	-	100	
DEBT SERVICE FUNDS	**136**	**100**	**-**	**-**	**100**	
Total Other Funds	**20,067,764**	**29,676,294**	**950,000**	**3,924,303**	**34,550,597**	**16.4%**
Total All Funds	**$ 42,937,945**	**$ 50,935,836**	**$ 950,000**	**$ 3,118,991**	**$ 55,004,826**	**8%**

City of Half Moon Bay
FY 2023-24 Revised Budget
Summary of Expenditures & Transfers by Fund

Fund Name	Actual 2022-23	Adopted 2023-24	Budget Adjustments: Previously Approved	Budget Adjustments: Mid-Year Adjustments	Revised 2023-24	% Change over Adopted
GENERAL FUND	**$ 24,946,173**	**$ 24,946,173**	-	**500,000**	**$ 25,446,173**	**2.0%**
ENTERPRISE FUNDS						
Sewer Operating	7,529,974	7,529,974	-	-	7,529,974	0.0%
Sewer Capital	2,212,877	2,212,877	39,900	-	2,252,777	1.8%
TOTAL ENTERPRISE FUNDS	**9,742,851**	**9,742,851**	**39,900**	**-**	**9,782,751**	**0.4%**
SPECIAL REVENUE FUNDS						
Storm Drain Operating	100,000	100,000	-	-	100,000	0.0%
Traffic Mitigation	37,033	37,033	-	-	37,033	0.0%
Library Operation	-	-	-	-	-	
Main Street Bridge	-	-	-	-	-	
Gas Tax	566,432	566,432	-	-	566,432	0.0%
Streets and Roads	6,263,566	6,263,566	49,597	-	6,313,163	0.8%
Measures A	261,117	261,117	-	-	261,117	0.0%
Park/Facilities Development	6,197,117	6,197,117	2,203,962	-	8,401,079	35.6%
Affordable Housing	1,000,000	1,000,000	450,000	-	1,450,000	45.0%
Public Facilities	1,932,516	1,932,516	(190,118)	-	1,742,398	-9.8%
Police Grants	-	-	-	-	-	
Measure W	-	-	-	-	-	
Lot Retirement/Acquisition	400,000	400,000	-	-	400,000	0.0%
CZI Grant	330,000	330,000	(40,599)	-	289,401	-12.3%
Opportunity Coastside Center	2,470,000	2,470,000	-	-	2,470,000	0.0%
Federal Grants	-	-	-	500,000	500,000	
Capital General	4,737,593	4,737,593	1,254,055	-	5,991,648	26.5%
Drainage Capital	1,756,028	1,756,028	158,518	-	1,914,546	9.0%
Library Capital	-	-	-	-	-	
TOTAL SPECIAL REVENUE AND	**26,051,403**	**26,051,403**	**3,885,415**	**500,000**	**30,436,818**	**16.8%**
Vehicle Replacement	69,067	69,067	-	-	69,067	0.0%
Equipment Replacement	586,335	586,335	-	-	586,335	0.0%
Risk Management	1,108,731	1,108,731	-	-	1,108,731	0.0%
Pension Stabilization	913,474	913,474	-	-	913,474	0.0%
INTERNAL SERVICE FUNDS	**2,677,608**	**2,677,608**	**-**	**-**	**2,677,608**	**0.0%**
Judgement Bonds - B	-	-	-	-	-	
DEBT SERVICE FUNDS	**-**	**-**	**-**	**-**	**-**	
Total Other Funds	**38,471,863**	**38,471,863**	**3,925,315**	**500,000**	**42,897,178**	**11.5%**
Total All Funds	**$ 63,418,036**	**$ 63,418,036**	**$ 3,925,315**	**$ 1,000,000**	**$ 68,343,351**	**8%**

City of Half Moon Bay
FY 2023-24 Revised Budget
Summary of Fund Balances by Fund

	Audited Fund Balance 7/1/2023	Revenues & Trsfrs In Budget	Expenditures & Trsfrs Out Budget	Revenue Over(Under) Expenditures	Projected Fund Balance 6/30/2024
GENERAL FUND					
101 General Fund	**$ 16,227,904**	**$ 20,454,229**	**$ (25,446,173)**	**$ (4,991,944)**	**$ 11,235,960**
ENTERPRISE FUNDS					
201 Sewer Operating	0	7,335,602	(7,529,974)	(194,372)	(194,372)
202 Sewer Capital [1]	4,637,048	274,199	(2,252,777)	(1,978,578)	2,658,470
Total Enterprise Funds	**4,637,048**	**7,609,801**	**(9,782,751)**	**(2,172,950)**	**2,464,098**
SPECIAL REVENUE FUNDS					
111 Storm Drain Operating	351,477	5,100	(100,000)	(94,900)	256,577
112 Traffic Mitigation	4,365,486	205,702	(37,033)	168,669	4,534,155
113 Library Operation	110,155	200	-	200	110,355
121 Main Street Bridge	42,270	7,100	-	7,100	49,370
122 Gas Tax	1,746,211	670,415	(566,432)	103,983	1,850,194
123 Streets and Roads	2,501,219	5,639,650	(6,313,163)	(673,513)	1,827,706
124 Measure A	1,472,949	446,695	(261,117)	185,578	1,658,526
125 Park/Facilities Development	2,479,538	5,968,362	(8,401,079)	(2,432,717)	46,821
126 Affordable Housing	2,164,621	3,318,740	(1,450,000)	1,868,740	4,033,361
127 Public Facilities	2,069,571	189,402	(1,742,398)	(1,552,996)	516,574
128 Police Grants	871,855	214,688	-	214,688	1,086,543
132 Measure W	664,576	197,755	-	197,755	862,332
133 Lot Retirement/Acquisition	1,348,210	44,891	(400,000)	(355,109)	993,100
134 CZI Grant	285,401	4,000	(289,401)	(285,401)	-
135 Opportunity Coastside Center	651,347	1,870,177	(2,470,000)	(599,823)	51,523
136 Federal Grants	-	1,500,000	(500,000)	1,000,000	1,000,000
151 Capital General	2,788,919	3,352,458	(5,991,648)	(2,639,190)	149,729
152 Drainage Capital	1,126,879	921,818	(1,914,546)	(992,728)	134,150
153 Library Capital	426,155	6,400	-	6,400	432,555
Total Special Revenue and Capital Funds	**25,466,836**	**24,563,553**	**(30,436,818)**	**(5,873,265)**	**19,593,572**
INTERNAL SERVICE FUNDS					
301 Vehicle Replacement	371,578	69,067	(69,067)	-	371,578
302 Equipment Replacement	944,115	601,234	(586,335)	14,899	959,014
303 Risk Management	2,609,717	768,611	(1,108,731)	(340,121)	2,269,596
304 Pension Stabilization	1,458,810	938,230	(913,474)	24,756	1,483,566
Total Internal Service Funds	**5,384,220**	**2,377,142**	**(2,677,608)**	**(300,466)**	**5,083,754**
DEBT SERVICE FUNDS					
142 Judgement Bonds - B	6,267	100	-	100	6,367
Total Debt Service Funds	**6,267**	**100**	**-**	**100**	**6,367**
Total Other Funds	**$ 35,494,371**	**$ 34,550,597**	**$ (42,897,178)**	**$ (8,346,581)**	**$ 27,147,790**
Total All Funds	**$ 51,722,275**	**$ 55,004,826**	**$ (68,343,351)**	**$ (13,338,525)**	**$ 38,383,750**

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **March 5, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Jessica Blair, Communications Director / City Clerk
Kenneth Stiles, Finance Manager
Heather Minner, Assistant City Attorney

TITLE: **DISCUSSION OF POTENTIAL REVENUE ENHANCEMENT MEASURES FOR THE NOVEMBER 5, 2024, GENERAL MUNICIPAL ELECTION**

RECOMMENDATION:
Receive a presentation from staff on potential revenue enhancement measures for the November 5, 2024, General Municipal Election, direct staff accordingly.

FISCAL IMPACT:
There is no fiscal impact associated with this discussion, however, if directed to move forward with a tax measure, there will be costs associated with consultant agreements for polling and feasibility analyses as well as election costs if a measure is placed on the ballot.

BACKGROUND:
Last spring, the City was informed by the County of San Mateo that following an internal audit of its programs and services, contracts with the Sheriff's Office and 911 Dispatch would be increased. For Half Moon Bay, total public safety costs increased approximately 43% heading into the current fiscal year. This increase, along with other increased expenses and lagging tourism revenues, resulted in a multimillion-dollar annual structural deficit that is projected to continue into the foreseeable future. Staff immediately began meeting internally to develop a strategy and identify areas in the budget for cost-cutting measures to narrow the gap. A number of modifications are being planned and will be presented to the City Council as part of the FY 2024-25 budget process. In addition to looking for ways to reduce expenses, Staff explored ways to increase revenue as well.

In November 2023, an internal team was formed to assess potential revenue enhancement measures, looking toward the November 2024 general election. After research and information-gathering, staff scheduled a City Council Finance Subcommittee meeting to discuss the potential measures and seek direction. The Finance Subcommittee met on December 20,

2023, provided feedback to staff, and met again on February 6, 2024, and provided a final recommendation.

DISCUSSION:
After considering options for potential revenue enhancement measures, the Finance Subcommittee ultimately suggested exploring a potential Parcel Tax, with an emphasis on the revenue being used to offset public safety costs and maintain services, and / or a Sales Tax Increase.

Parcel Tax
A Parcel Tax is considered a "special tax" and would require a super majority (two-thirds vote) to pass. The Finance Subcommittee initially suggests the tax be formulated to be charged by square footage at $0.10 per square foot. Setting the tax by square footage versus a flat rate for each parcel would be more equitable across property types.

The table below highlights a sample fee structure and the estimate revenue generated from each:

Class	Square Feet	Per Square Footage		
		$0.10	$0.12	$0.15
Residential	28.20 M	2.82 M	3.38 M	4.23 M
Commercial	15.54 M	1.55 M	1.87 M	2.33 M
Residential & Commercial	43.74 M	**4.37 M**	**5.25 M**	**6.56 M**
Average tax for SFH lot	*5,000 sqft*	*$ 500*	*$ 600*	*$ 750*

Sales & Use Tax
An increase to Sales Tax could be a general tax requiring a simple majority (50% +1) to pass. Currently, the City's sales tax is 9.375% and the highest in the county is 9.875%. Staff is working with the City's sales tax consultant to determine whether it is feasible to consider increasing our sales tax rate beyond the current highest rate in the county.

The table below highlights the estimated revenue generation at each ¼ cent increase:

% Increase	Estimated Additional Revenue
+.25% (9.625%)	**$1,005,400**
+.50% (9.875%)	**$2,010,800**

The following table show the all the current sales tax rates in the County:

Current Sales Tax Rates in San Mateo County			
9.375%		**9.625%**	**9.875%**
Atherton	Portola Valley	Burlingame	Belmont
Colma	San Carlos	San Mateo	Brisbane
Foster City	San Mateo County		Daly City
Half Moon Bay	Woodside		East Palo Alto
Hillsborough			Pacifica
Menlo Park			Redwood City
Millbrae			San Bruno
			South San Francisco

For either tax, consultants should be secured to advise on feasibility and conduct polling. Staff is aware that this year's election will contain multiple revenue and tax measures both locally and across the state as many agencies are struggling with structural challenges.

Staff is seeking direction from the City Council as to whether staff should continue to explore either or both of these revenue enhancement options. If directed to do so, staff will engage with consultants and begin polling work. Once that stage is complete, staff would return to the City Council to present the information obtained and the City Council would ultimately then make a final decision on what measures to place on the ballot, if any.