



AGENDA

CITY OF HALF MOON BAY PLANNING COMMISSION MEETING

**WEDNESDAY, OCTOBER 9, 2024
6:00 PM**

**TED ADCOCK COMMUNITY CENTER
535 KELLY AVENUE
HALF MOON BAY, CA
IN-PERSON/HYBRID**

**Margaret Gossett, Chair
Hazel Joanes, Vice Chair
David Gorn, Planning Commissioner
Rick Hernandez, Planning Commissioner
Steve Ruddock, Planning Commissioner**

This agenda contains a brief description of each item to be considered. Those wishing to address the Planning Commission on any matter not listed on the Agenda, but within the jurisdiction of the Planning Commission 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. Those wishing to speak on an agenda item are asked to fill out a speaker card. Speaker(s) will be called forward at the appropriate time during the agenda item in consideration.

Please Note: Please Provide a Copy of Prepared Presentations to the Clerk

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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).

<http://hmbcity.com/>

MEETING WILL CONCLUDE BY 10:30 PM UNLESS OTHERWISE EXTENDED BY SIMPLE MAJORITY VOTE OF THE PLANNING COMMISSION.

HYBRID MEETING PARTICIPATION PROTOCOLS

*This meeting will be held in-person and via Zoom for public participation. Public comments may be made in-person or remotely via Zoom, and interpretation will be available. Planning Commissioners 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. If joining by phone, use *9 to raise your hand, *6 to mute and unmute. The meeting will also be streamed on Channel 27, on pacificoast.tv.*

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PLEDGE OF ALLEGIANCE AND ROLL CALL

APPROVAL OF MINUTES

PUBLIC COMMENT

PUBLIC HEARING ITEMS

PROJECT DESCRIPTION: HYATT PLACE HOTEL PROJECT &NDASH; COASTAL DEVELOPMENT PERMIT, SITE AND ARCHITECTURAL REVIEW, TENTATIVE PARCEL MAP, AND PARKING EXCEPTION, AND CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR A 102-ROOM HOTEL WITH ASSOCIATED SITE IMPROVEMENTS AND A FOUR-LOT SUBDIVISION FOR FUTURE DEVELOPMENT OF UP TO 16 RESIDENTIAL DWELLING UNITS.

CITY FILE #: PDP-072-13

LOCATION: 1100 BLOCK OF MAIN ST (APN 065-012-030); 100 SEYMOUR STREET (APN 065-012-020); NORTH SIDE OF SEYMOUR ST (APN 064-352-150)

APPLICANT/OWNER: GREG JAMISOM/ RGJC, LLC.

PROJECT PLANNER: KRISTI BASCOM, CONTRACT PLANNER; STEVE MCHARRIS, INTERIM COMMUNITY DEVELOPMENT DIRECTOR

Staff Recommendation:

That the Planning Commission, by Resolution:

1. Certify the Environmental Impact Report for the Half Moon Bay Hyatt Place Project, Adopt CEQA Findings and a Statement of Overriding Considerations, Mitigation Measures, and a

- Mitigation Monitoring and Reporting Program (Attachment 1); and
2. Approve PDP-072-13, an application for a Coastal Development Permit, Site and Architectural Review, and a Parking Exception for a 66,268 square-foot, 102-room hotel; Tentative Parcel Map to adjust the lot line between the hotel parcel and the adjacent James Ford auto dealership parcel and to create four residential parcels on the north side of Seymour Street for future development of up to 16 residential dwelling units as allowed by the R-2 zoning district development standards (Attachment 2).

STAFF REPORT

[ATTACHMENT 1 - CEQA Resolution](#)

[ATTACHMENT 1 - CEQA Reso Ex B MMRP](#)

[ATTACHMENT 2 - CDP Resolution](#)

[ATTACHMENT 2 - CDP Resolution Ex A Findings](#)

[ATTACHMENT 2 - CDP Reso Ex A-1 LCLUP Policies](#)

[ATTACHMENT 2 - CDP Resolution Ex B Conditions](#)

[ATTACHMENT 3 - Project Plan Set 9.5.2024](#)

[ATTACHMENT 4 - HMB Hyatt View 07.04.2024 Sim](#)

[ATTACHMENT 5 - HMB Hyatt View 07.02.2024 Sim](#)

[ATTACHMENT 6 - HMB Hyatt View 07.03.2024 Sim](#)

[ATTACHMENT 7 - Color Materials](#)

[ATTACHMENT 8 - Parking Analysis](#)

[ATTACHMENT 9 - FEIR errata](#)

DIRECTOR'S REPORT

PLANNING COMMISSION COMMUNICATIONS

ADJOURNMENT

**BUSINESS OF THE PLANNING COMMISSION
OF THE CITY OF HALF MOON BAY**

AGENDA REPORT

For meeting of: **October 9, 2024**

TO: Honorable Chair and Planning Commissioners

FROM: Steve McHarris, Interim Community Development Director
Kristi Bascom, Contract Project Planner

TITLE: **Hyatt Place Hotel Project – Coastal Development Permit, Site and Architectural Review, Tentative Parcel Map, and Parking Exception, and Certification of a Final Environmental Impact Report (EIR) for a 102-room hotel with associated site improvements and a four-lot subdivision for future development of up to 16 residential dwelling units, File No. PDP-072-13**

RECOMMENDATION

That the Planning Commission, by Resolution:

1. Certify the Environmental Impact Report for the Half Moon Bay Hyatt Place Project, Adopt CEQA Findings and a Statement of Overriding Considerations, Mitigation Measures, and a Mitigation Monitoring and Reporting Program (Attachment 1); and
2. Approve PDP-072-13, an application for a Coastal Development Permit, Site and Architectural Review, and a Parking Exception for a 66,268 square-foot, 102-room hotel; Tentative Parcel Map to adjust the lot line between the hotel parcel and the adjacent James Ford auto dealership parcel and to create four residential parcels on the north side of Seymour Street for future development of up to 16 residential dwelling units as allowed by the R-2 zoning district development standards (Attachment 2).

PROJECT BACKGROUND

Project Description

The project before the Planning Commission (the Proposed Project) consists of a Coastal Development Permit, Site and Architectural Review, Parking Exception, and Environmental Review for a 66,268 square-foot, 102-room hotel on the project site with associated site improvements. The proposed hotel consists of two main buildings—a north building (3 stories) and a south building (2 stories)— a parking lot that faces Main Street — and 2.02-acres of open space and publicly-accessible pathways along the southern and westerly portions of the proposed hotel site. The north building consists of guestrooms on two levels and one level with

guestrooms as well as employee and service areas. The south building houses the lobby and common spaces, with guestrooms on the second level. The hotel also includes a smaller, single-story building that would house a bicycle rental shop. The project also includes a Tentative Parcel Map, which details a four-lot subdivision allowing for future development of up to 16 residential dwelling units along Seymour Street and also adjusts the lot line between the hotel parcel and the existing James Ford auto dealership parcel at 100 Seymour Street. The Proposed Project is described as “Modified Alternative 2” in the Hyatt Place Final EIR.

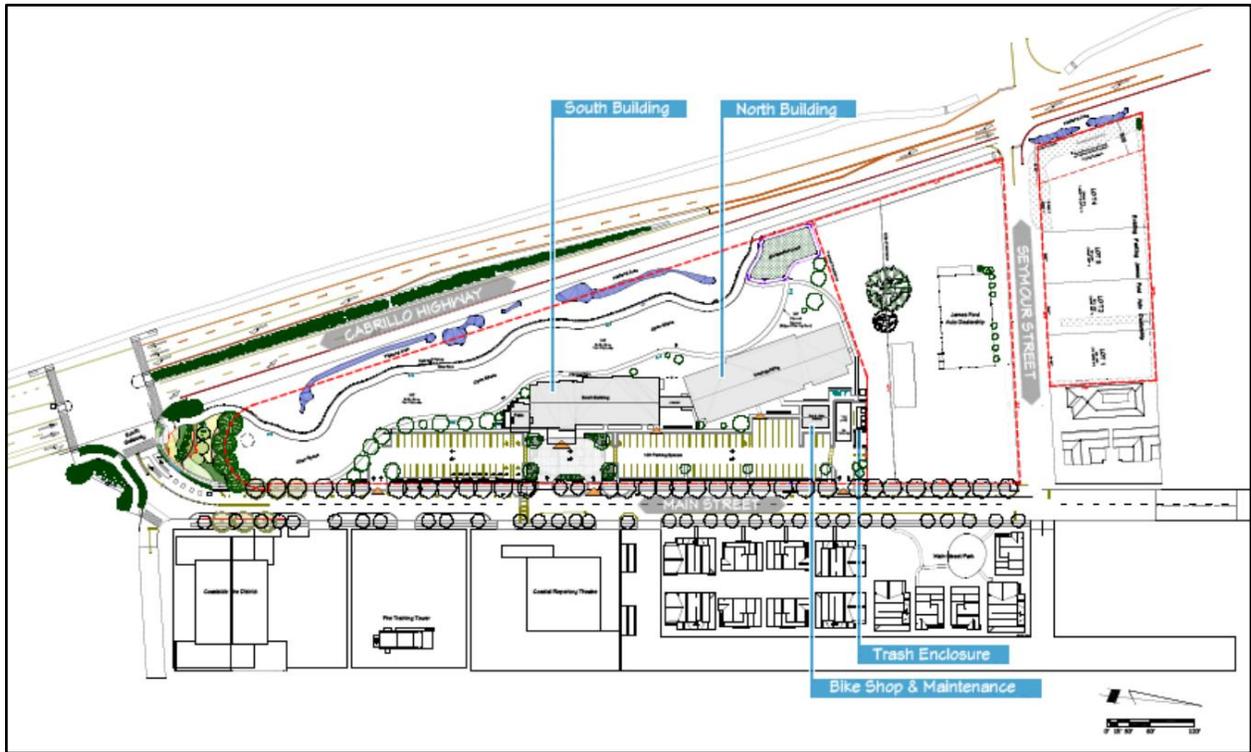
The Proposed Project involves three parcels of privately-owned land. Site 3 as identified below in Figure 1 is a five-acre, vacant parcel on the 1100 block of Main Street (undeveloped parcel north of the intersection of Highway 1 and South Main Street). Site 2 is a 1.45-acre parcel at 100 Seymour Street (James Ford Auto Dealership site). Site 1 is a 1.15-acre parcel on the northeast corner of Cabrillo Highway South and Seymour Street (currently used for James Ford Auto Dealership parking). Site 1 is the future residential parcel, Site 2 is the existing James Ford auto dealership parcel, and Site 3 is the future hotel parcel.

FIGURE 1: Aerial Image of Project Parcels



The site plan for the Proposed Project is shown in Figure 2, below:

FIGURE 2: Illustrative Site Plan



Source: AXIS/GFA Architecture + Design, 2024

The full Project Plan Set detailing the proposed site layout, architectural elevations, building renderings, material and color details, design inspiration, concept landscape and planting plans, and grading and civil sheets for the hotel site are provided as Attachment 3. The Project Plan Set also includes the Tentative Parcel Map sheets, which detail the four-lot subdivision proposed for future residential development in accordance with the site zoning and the adjustment to the lot line between the hotel and dealership parcels. The design of the residential units is not yet known, and this application does not include site and architectural review for any residential units – only the creation of the four lots – and medium density residential land use with R-2 residential zoning already exists on the property. If the Tentative Parcel Map is approved, development on the residential parcels will be subject to a future Coastal Development Permit and Site and Architectural Review. Table 1 provides a summary of the Proposed Project.

TABLE 1. Summary of Project

Summary of Project	
File Number	PDP-072-13
Requested Permits/Approvals	Coastal Development Permit, Site and Architectural Review (hotel only) Tentative Parcel Map, Parking Exception (hotel only), Environmental Review
Site Location (3 properties)	1100 block of Main St (APN 065-012-030) 100 Seymour Street (APN 065-012-020) North side of Seymour St (APN 064-352-150)

Developer/Applicant	Greg Jamison, RGJC South, LLC, P.O. Box 3095, Half Moon Bay, CA 94019 email: greg1@coastside.us
Project Planner	Kristi Bascom, Contract Project Planner, kbascom@smwlaw.com, (415) 552-7272 x202
Zoning District	1100 block of Main St – hotel parcel: Planned Unit Development (PUD) 100 Seymour Street – auto dealership parcel: Commercial – General North side of Seymour St – residential parcel: Two-family residential (R-2)
LCP Land Use Plan Designation	1100 block of Main St – hotel parcel: Commercial – General 100 Seymour Street – auto dealership parcel: Commercial – General North side of Seymour St – residential parcel: Residential – Medium Density
Water Service	CCWD will provide water service
Sewer Service (City of Half Moon Bay)	Adequate capacity available
Street Improvements	No public street widening is required. The hotel requires four new driveway curb cuts on Main Street. Frontage improvements will be installed on Seymour Street when the residential lots are developed in the future.
Infrastructure	On-site stormwater management drainage swale and all other underground utilities including water, sewer, power, cable, etc.
Environmental Determination	An EIR has been prepared. Attachment 2 is a resolution that includes CEQA Findings, a Statement of Overriding Considerations, Mitigation Measures, and a Mitigation Monitoring and Reporting Program that would need to be adopted prior to project approval.
Heritage Trees	Up to seven ornamental bottlebrush street trees are proposed to be removed to accommodate the new driveway curb cuts onto Main Street. The trees will be replaced at a 3:1 ratio on the project site with native trees.
Story Poles	Story poles demonstrating the height and massing of the Proposed Project were installed at least six days in advance of the public hearing, in accordance with the City’s Story Pole Policy.
Right of Appeal	This project is located in the California Coastal Commission appeals jurisdiction; therefore, if the Planning Commission’s decision is appealed to the City Council, the City Council decision would be appealable to the California Coastal Commission.

Project History

The project’s public review history is summarized below. It is important to note that for each meeting listed, different project designs were presented. Past versions of the Proposed Project can be viewed on the [City’s Hyatt Proposal project webpage](#) and/or in the associated meeting agenda packages, for which links are provided.

- **October 25, 2016:** This Planning Commission Study Session introduced the project. As originally proposed, the project included a 3-story, 148 room hotel in a one-building format with an ancillary 2,250 square foot stand-alone mixed-use building. Links to Planning Commission October 25, 2016 meeting here: [Agenda](#) and [Minutes](#).
- **March 27, 2018:** The Commission considered two design concepts for the proposed hotel – with guest rooms arranged in either a one-building or a two-building format. Based on

Commission input, the applicant proceeded to further develop the design in a multi-building format. Links to Planning Commission March 27, 2018 meeting here: [Agenda](#) and [Minutes](#).

- October 9, 2018:** This Planning Commission Study Session considered a revised project design. This version of the project consisted of a multi-building format including three guest room buildings (129 rooms), a hotel lobby/conference center building, and a stand-alone enclosed swimming pool. The basic components of this version of the proposal have been evaluated as the “Project” under consideration in the Draft EIR as described in the Discussion section of this staff report. Links to Planning Commission October 9, 2018 meeting here: [Agenda](#) and [Minutes](#).
- July 16, 2020:** The Architectural Advisory Committee (AAC) held a design review session to consider project updates responsive to the Planning Commission’s October 9, 2018 feedback. This session also served as the AAC’s introduction to the project in that they had been seated in 2019, well after the project review had been initiated. Links to [AAC Agenda page](#); the memo and plans are provided in the July 16, 2020 agenda materials; the meeting summary notes are provided in the August 20, 2020 agenda materials.
- June 29, 2021:** Planning Commission and AAC held a joint study session to receive an update on the project design, receive public comments, and provide design related comments. The session was focused on project design and not on environmental review. The updated project includes a two-building hotel with 102 rooms, expansion of the James Ford dealership parcel to the south, and phased replacement of the James Ford auto dealership parking lot on the north side of Seymour Street to residential development. This version of the plans, with modest modifications, is considered as “Alternative 2 – Reduced Intensity” in the Draft EIR as described in the Discussion section of this report. Links to Planning Commission June 29, 2021 meeting here: [Agenda](#) and [Minutes](#).
- August 9, 2022:** Planning Commission held a public hearing to receive comments from the public on the Draft EIR. At this meeting, the applicant shared plans for Draft EIR Alternative 2 and solicited feedback from the Planning Commission on this alternative. Input provided by the Planning Commission resulted in the modifications to this alternative that became the Proposed Project. Links to Planning Commission August 9, 2022 meeting here: [Agenda](#) and [Minutes](#).

Project Site and Surrounding Properties

The project site consists of the following parcels and uses.

TABLE 2: Current and Proposed Uses and Parcel Sizes

Address	Current Use	Current Size	Proposed Use	Proposed Size
Hotel parcel: 1100 block of Main St	Vacant	5.02 ac.	Hotel	4.57 ac.

Address	Current Use	Current Size	Proposed Use	Proposed Size
Auto dealership parcel: 100 Seymour Street	Auto Sales	1.62 ac.	Auto Sales	2.07 ac.
Residential parcel: North side of Seymour St	Auto Dealership Parking	1.15 ac.	Lot 1: Interim: Parking Future: R-2 residential development	10,158 SF (0.23 ac.)
			Lot 2: Interim: Parking Future: R-2 residential development	10,159 SF (0.23 ac.)
			Lot 3: Interim: Parking Future: R-2 residential development	10,159 SF (0.23 ac.)
			Lot 4: Interim: Parking Future: R-2 residential development	19,805 SF (0.46 ac.)
Totals	--	7.79 ac.	--	7.79 ac.

Hotel Parcel

The hotel consists of two primary structures and an ancillary structure: a three-story structure (north building) consisting of guestrooms and employee areas, a two-story structure (south building) consisting of lobby and public space on the ground floor with guestrooms on the second level, and an ancillary one-story structure for bike rentals next to the parking lot.

The site will have 2.02 acres of open space and publicly-accessible pathways, 108 parking spaces, and associated site improvements and landscaping.

The hotel buildings will span 466 feet across the longest frontage of the project site. This span includes a 32-foot gap between the two main buildings, which are connected by a single-story breezeway, which was a concept supported at the June 29, 2021 Planning Commission/ Architectural Advisory Committee Study Session. The building span makes up approximately 53 percent of the project site, which helps maintain the visual balance of structures and open space on the project site. Sheet C6.1 of the Project Plan set shows the proposed drainage system for the project site. Sheet L-2 of the Project Plan Set illustrates how the project will manage stormwater flows, enhance the wetland buffer zones on the project site with native plants, and incorporate source control measures and bioretention areas designed to filter potential pollutants from the water system.

Auto Dealership Parcel

Project implementation includes adjusting the lot line between the hotel and auto dealerships parcels. On the 5.02-acre hotel site, 0.45 acres is proposed to be removed and added to the adjacent auto dealership parcel. The remaining 4.57 acres will be used for the hotel and open space. This expansion of the auto dealership parcel will allow the auto dealership to relocate the existing parking from the 1.15 acre lot on the north side of Seymour Street to on-site and allow for the four-lot subdivision on the north side of Seymour Street.

Future Residential Parcels: Lots 1-4

The 1.15-acre parcel north of Seymour Street along SR-1 is currently used by the auto dealership for vehicle parking. The parcel will be subdivided into four parcels that will be developed in the future with residential units. Sheet C2.2 of the Project Plans shows the property division and future frontage improvements on Seymour Street. Upon completion of a Parcel Map, Lot 1 would be the first lot developed under the R-2 Zoning District Development Standards to provide up to four units as priority housing for employees of the auto dealership and hotel. Lots 2 through 4 would remain in use as parking for the dealership until such time that they could be developed in the future with R-2 residential uses, which could include up to four units per lot with duplexes and/or accessory dwelling units. Table 3 below describes the uses immediately surrounding the project site.

TABLE 3. Surrounding Land Uses

	Surrounding Uses	General Plan/LCLUP Land Use Designation	Zoning District
North	Residential Development	Residential - Medium Density	Two-family residential zoning district (R-2)
South	Intersection of South Main Street/Highway 1/Higgins Canyon Road and Agricultural land to southeast	Rural Coastal (East of city limits: San Mateo County agricultural designation)	Open Space Reserve (East of city limits: San Mateo County)
East	Coastside Fire Protection District Station 40, Coastal Repertory Theatre, Main Street Park residential neighborhood	Public Facilities, Commercial - General, and Residential - High Density	Public Service and Planned Unit Development (PUD)
West	Highway 1 and Agricultural land	Rural Coastal	PUD

ANALYSIS

Conformance with General Plan/ Local Coastal Land Use Plan and the California Coastal Act

The City’s Local Coastal Land Use Plan (LCLUP) contains hundreds of policies related to land use, recreation, development, housing, natural and visual resources, and coastal project. Not all policies are applicable to every project. Exhibit A-1 to Attachment 2 lists all of the relevant LCLUP policies and includes a brief statement on consistency. One of the policies that is unique to a hotel development is LCLUP Policy 5-71, which requires that “new development of higher cost accommodations and/or new development that would fail to provide lower cost accommodations on land where that use is allowed and suitable to provide lower-cost accommodations (e.g. a lower-cost bank of rooms in a hotel, a hostel, campground, cabins, etc.). The lower-cost accommodations may be provided as listed in order of priority as follows: on-site; off-site; or through payment of an in-lieu fee fund to support establishment of new lower-cost accommodations in the coastal zone. The provision of lower-cost accommodations shall equate to 15 to 25 percent of the number of approved high-cost accommodations in consideration of the price range of the proposed lodging options and provision by the

development of other low-cost public access and recreation benefits such as airport shuttles, bicycle rentals, or trail connections. Require full replacement of any existing low-cost rooms proposed for conversion to high-cost rooms.” The project applicant prepared a proposal to meet this LCLUP requirement through a combination of the provision of on-site amenities including open space, publicly-accessible trails and amenities, and bicycle rentals, as well as the permanent provision of 6 guestrooms as low-cost rooms. This requirement will be documented and monitored through the enforcement of Conditions of Approval No. A-6 and A-7. Coastal Commission staff reviewed the applicant’s proposal, the valuation assigned to the provision of on-site amenities plus the proposal to maintain 6 permanent low-cost guestrooms and confirmed that the proposal meets the intent of LCLUP Policy 5-71.

The other LCLUP policies that are most pertinent to this project are the policies contained in Chapter 9 of the LCLUP: Scenic and Visual Resources. The LCLUP identifies both scenic and visual resource areas for the project site, which are the “Town Boulevard Corridor” and “upland slopes.” The Town Boulevard Corridor includes State Route (SR)-1, which abuts the project site. Upland slopes are located east of the project site. Other visual resource areas designated in the LCLUP do not apply to the project site for the following reasons:

- Scenic Coastal Access Routes: The site is not on a designated coastal access route.
- Broad Ocean Views: Ocean views are not available from the project site and development of the site will not block any broad ocean views.
- California Coastal Trail: The Coastal Trail is located more than one-half mile west of the project site.
- Beaches and Shoreline: The site is on the east side of SR-1 and not adjacent to the beach or shoreline.
- Significant Plant Communities. The site does not contain significant plant communities as described in this section. Wetlands adjacent to the site in the SR-1 right-of-way will be retained and a wetland buffer will be established and planted with appropriate plant materials.
- Open Space Conservation Areas: The site is not designated as an open space conservation area. In addition, the wetlands in the SR-1 right-of-way adjacent to the project site will be retained and a conservation buffer will be established on the project site, thereby improving the function and appearance of the wetlands.
- Heritage Downtown: The site is located in South Downtown, not in Heritage Downtown.
- Substantially Undeveloped Planned Developments: While the site had been a Planned Development prior to the update of the Local Coastal Land Use Plan in 2020, this criterion is no longer applicable.
- Parks: The site does not and will not include a park. It is adjacent to the City’s gateway signage and landscape plantings and provides a significant setback from these features.

The Proposed Project’s potential conflict with LCLUP policies with respect to the Town Boulevard Corridor and upland slope protection requirements has been evaluated, including compliance with the following LCLUP policies related to scenic and visual resources:

- 9-1 (Scenic and Visual Resource Areas)
- 9-2 (Scenic Resource Protection)
- 9-3 (Visual Quality)
- 9-5 (Visual Impact Evaluation)
- 9-6 (Site Planning and Design for New Development)
- 9-8 (Land Divisions)
- 9-12 (Town Boulevard Scenic Corridor)
- 9-23 (Upland Slopes and Ridgelines)
- 9-30 (Dark Night Skies)
- 9-31 (Lighting Plan Review)

Project Findings, Exhibit A to the project approval Resolution (Attachment 2), outlines the relevant LCLUP policies in detail and includes a statement regarding consistency with each.

Conformance with Zoning Code/Local Coastal Implementation Plan

The hotel site is zoned Planned Unit Development (PUD)/Commercial, and the General Plan/LCLUP land use designation is Commercial – General. The LCLUP indicates that the site is proposed to be rezoned to Commercial – General (CG) as part of the future implementation of the LCLUP. The CG zoning standards are used as an appropriate guide for this site because they are consistent with the LCLUP land use designation and can also be accommodated by the PUD zoning. This approach is further supported by LCLUP Policy 1-2, which provides that, “[i]n advance of updating the Implementation Plan for conformance with the policies of the 2020 Land Use Plan, the policies of the Land Use Plan shall provide the standard of review for any proposed new development.”

Table 3. Zoning Code/Local Coastal Implementation Plan Issues

Topic Area (Zoning Code Section)	Applicability/Explanation	
Residential Growth Limitations (18.04)	No	The Measure D allocation to permit future residential development at the four lot subdivisions will be needed at the time of CDP/Site and Architectural Review. It is not required at this time.
General Development Standards (18.07.030, and .040)	Yes	The project meets all general development standards for the General Commercial zoning district, with the exception of Parking Standards, for which the applicant is seeking a Parking Exception. See Table 4.
Below Market Rate Housing (18.35)	No	The project involves the creation of four residential parcels, but no immediate plans for development. Development on the residential parcels will require future CDP/Site and Architectural Review, and compliance with Zoning Code Section 18.35 will be analyzed at that time.
Visual Resource Protection Standards (18.37)	Yes	According to LCLUP Figure 9-1, the project site is at a community gateway (Main Street and Highway 1), is within the Town Center, and is located on Highway 1, which is subject to the Visual Protection Standards identified in

		Zoning Code Section 18.37.020 (Visual Resource Areas).
Coastal Accessways (18.38.070)	No	The project will not affect public coastal access.
Riparian Corridors and Riparian Buffer Zones (18.38.075)	No	No riparian corridors or riparian buffer zones are in close proximity to the site.
Archaeological Resources (18.38.095)	No	The EIR analyzed potential impacts to archeological resources and found that the project site is not located in an area of mapped or known resources.
Historic Resources (18.39)	No	The EIR analyzed potential impacts to historical resources and found this impact to be less than significant.

A summary of zoning consistency, based on anticipated rezoning to the C-G Zoning District, is provided in Table 4 below. In addition to the zoning standards of the C-G zone, the proposed hotel buildings are set back to meet the required 100-foot wetland buffer. Proposed development in the buffer is limited to pathways, which are permitted buffer uses. The pathways include a multi-use bicycle/pedestrian path that is proposed to be part of the City’s Eastside Parallel Trail as defined in the LCLUP and the Bicycle and Pedestrian Master Plan. Condition of Approval No. E-8 requires the applicant to record an open space/conservation easement to ensure on-going public access and conservation of the wetland buffer area.

TABLE 4. Hotel Conformance with C-G Zoning District

Development Standard	Anticipated C-G Zoning District	Proposed Project
Min. Site Area	10,000 sq. ft.	Approximate 4.57 acres
Min. Site Width	100 ft.	860+ ft.
Min. Setbacks: Front - HWY 1 Front - Main Street Side – North Side – South (to gateway) Rear: N/A	Front: 25 ft. Side: 10 ft.	Front - HWY 1: 91 to 139 ft Front - Main Street: 52 to 81 ft. Side - North: 12 ft. Side – South: 389 ft.
Max. Site Coverage	No site coverage limit	30,663 sq. ft. of 4.57 acres (15.4%)
Max. Floor Area Ratio	No FAR limit	66,268 sq. ft.
Max. Building Height	36 ft., 3 stories	North hotel building: 36 ft., 3 stories South hotel building: 34 ft., 2 stories Bicycle building: 1 story

Development Standard	Anticipated C-G Zoning District	Proposed Project
Min. Off-Street Parking	1 per guest room: 102 1 per employee: pending, estimated fewer than 20 on peak shift	108 including 14 spaces in tandem. Parking Exception requested.
Min. Bicycle Parking	1 per 20 parking spaces: est. 15	Will comply

The project was evaluated for consistency with Municipal Code sections that regulate aesthetics. These sections are Chapter 18.37 (Visual Resource Protection Standards), which is part of the certified Local Coastal Program; and Chapter 14.37 (Architectural, Landscape and Site Plan Review), which is not part of the Local Coastal Program. These sections contain standards for scenic corridors, upland slopes, and design review, as summarized below:

Scenic Corridors: The Zoning Code indicates that SR-1 is to be treated as a visual resource area, even if it is not a State-designated scenic highway, as shown in the visual resource area map in the LCLUP (Section 18.37.020.A.1). The LCLUP includes SR-1 as part of the Town Boulevard Corridor which is a protected visual resource. Thus, all “Highway One Corridor” standards in Zoning Code Section 18.37.030 (Scenic Corridor Standards) are applicable to the project, although many of these standards address ocean views. For this project site, the Scenic Corridor Standards require setbacks from SR-1, screening parking lots with landscaping, landscaping that establishes scenic gateways, and no off-premises advertising. The project is in compliance with these requirements.

Upland Slopes: Although the site is flat and well below the 160-foot contour and therefore does not involve developing an upland slope pursuant to Zoning Code Section 18.37.020.B, upland slope standards are applicable to the site, including Zoning Code Section 18.37.035.C: “Structures shall be sited to not intrude or project above the ridge line skyline as seen from Highways One and 92.” The visual simulations provided for the Proposed Project include Viewpoint 4, which demonstrates that the buildings project above the hillside as viewed from the Naomi Patridge Trail which is on the west side of SR-1 (See Attachment 4). However, the trail is at a lower elevation than the highway (as is evident in the Viewpoint 4 photo), so this visual simulation has limited value in assessing whether the building projects above the hillside at various vantage points from SR-1 itself.

Viewpoint 4 was selected in order to provide a broad, full front view of the building as it could be viewed from pedestrians on the trail. However, Viewpoint 4 does not demonstrate conflict with any LCLUP policy or Zoning Code section. It is not a viewpoint from SR-1, which sits several feet higher and is a protected viewpoint, and the Naomi Patridge Trail is not the Coastal Trail, which is also a protected viewpoint. Visual simulation Viewpoints 2 and 3 are from SR-1, which is a protected viewpoint, and both of those visual simulations indicate that the buildings will sit below the ridgeline, as required by LCLUP policies 9-12 (Town Boulevard Scenic Corridor), 9-23 (Upland Slopes and Ridgelines), and Zoning Code Section 18.37.035. See attachments 5 and 6.

As shown in these two visual simulations, the project does not appear to violate any visual protection policies in the LCLUP.

There are no formal definitions in the LCLUP, Local Coastal Implementation Plan (including the Subdivision Code and the Zoning Code), or within the Municipal Code for the following terms: “hillsides,” “upland slopes,” or “ridgelines.” The same or similar terms are used in the LCLUP (especially Chapter 9. Visual Resources) and the Zoning Code. Despite the lack of adopted definitions, LCLUP narrative and policies help define the intended use of these terms and set the framework for controlling development on hillsides and prohibiting it above the 160-foot contour line. Applicable policies and standards from the LCLUP consistently state that impacts on a scenic resource involving views of hillsides and/or upland slopes are determined by whether the project would block views of the upland slopes to the extent that it intrudes into the ridgeline, which in this case is the ridgeline of the Santa Cruz Mountain foothills, defined as a protected visual resource in the LCLUP, when the project is viewed from SR-1. Numerous design approaches have been employed to reduce the Proposed Project’s visual impacts. The buildings step down in height from three stories to two stories from the north end of the site toward the southern gateway corner to maintain openness. The buildings are setback well over 100 feet from the pavement edge of SR-1 (and even further from the travel lanes) to reduce visual intrusion into the ridgeline of the hills to the east, and the buildings do not exceed the height limits of the zoning district. This suggests that within the allowances of the zoning district, the project has been optimized to reduce visual impacts to the hillsides to the greatest degree possible while still allowing for a viable commercial development project on the site.

Coastal Development Permit: Requirements and Compliance

Per Zoning Code Chapter 18.20 Local Coastal Development Permit, Section 18.20.070 (Findings Required), the Coastal Development Permit may be approved only if the proposed development is found to be consistent with the LCP, the growth management system, zoning requirements, the California Coastal Act, and design review criteria. All of these criteria have been considered through analysis of consistency with the General Plan/Local Coastal Land Use Plan and Zoning Code/Local Coastal Implementation Plan, both above and in Attachment 2. Conformance has also been analyzed in the Final EIR that covers the Proposed Project.

Approval of the Coastal Development Permit is included in the proposed approval resolution provided in Attachment 2.

Site and Architectural (Design) Review: Requirements and Compliance

Zoning Code Chapter 14.37 establishes the City’s design review process and states the design considerations that must be used as part of that process. Various iterations of the project have been reviewed by the City’s Architectural Advisory Committee and Planning Commission, as described above in this staff report under “Project History” and below under “Design Review input received.” Design review considerations should broadly consider design quality and compatibility with community design preferences and neighborhood context. The Proposed Project is described in the following sections:

Site Layout: The site layout, shown in Figure 2 above and in Sheet A1.01 of the Project Plan Set, illustrates the locations of the hotel buildings, parking areas, and the vehicular, bicycle, and pedestrian access points. The hotel site includes a 100-foot setback from the delineated wetlands with the Caltrans/SR-1 right of way, which results in an area of 2.02 acres that will be set aside for publicly-accessible open space, which is more than 40% of the project site. The open space area will include pedestrian pathways, a multi-use bike path, benches and interpretive signage, and a restored wetland buffer.

Architecture and Materials: The hotel's architectural theme uses form and materials that lean towards a modern farmhouse style reminiscent of the community's agricultural roots and natural landscapes. The hotel's building materials include board and batten siding, metal roofs, glass, engineered stone and board-formed concrete. A variety of roof forms are proposed. The feedback from the Planning Commission and Architectural Advisory Committee at the June 29, 2021 Joint Study Session was generally favorable to the architectural style and design aesthetic. A color and material board will be available at the Planning Commission meeting and a digital version is included as Attachment 7 to this staff report. The hotel building elevations are included as Sheets A4.01 and A4.02 in the Project Plan Set and the hotel building sections are shown in Sheet A5.01.

Hotel Floor Plan: The 3-story northern hotel building has two floors of guest rooms and a ground floor that will be used for guestrooms as well as service areas. A 32' long, single-story breezeway connects the two hotel buildings, which is intentionally low-rise to allow a visual break between the two larger structures. The southern hotel building includes the lobby and common spaces on the ground floor with a floor of guest rooms above. The hotel floor plans are included as Sheet A2.00 in the Project Plan Set.

Landscape: The landscape plan's plant materials are species native to the area including those occurring in the coastal prairie habitat. The Main Street frontage is proposed to retain existing street trees, where possible. However, up to seven ornamental bottlebrush street trees will be removed to accommodate the new driveway curb cuts, and they will be replaced at a 3:1 ratio on the project site with native trees. The landscape design takes into account the new gateway entry feature installed with the Highway 1/Main Street signalization project. The hotel landscape plan is included as Sheet L-1 in the Project Plan Set, and Sheet L-2 illustrates the water quality enhancements that will be implemented with the Proposed Project.

Parking and Circulation: The hotel site includes four vehicular access points off Main Street that lead to a 108-space parking lot for guests, visitors, and employees, as shown on the site plan, Sheet A1.01. Seven of the parking spaces are in a tandem configuration, which will be used for employee parking. The bicycle rental building and trash service areas are accessed from the northern-most driveway, the main hotel entry and exit points are at the two middle driveways, and the southern-most driveway is for ingress/egress as well. There is no vehicular access to State Route 1.

Design Review input received: Various iterations of the project have been reviewed at several Architectural Advisory Committee and Planning Commission meetings, including:

- October 25, 2016 Planning Commission Study Session
- March 27, 2018 Planning Commission Scoping Session
- October 9, 2018 Planning Commission Study Session
- July 16, 2020 Architectural Advisory Committee
- June 29, 2021 Joint Planning Commission and Architectural Advisory Committee Study Session

Links to the agendas and meeting minutes for these meetings are provided earlier in this staff report. At the Joint Study Session on June 29, 2021, the applicant shared the details of the project as it was configured at that time, which contained a majority of the same elements as the Proposed Project. The Planning Commissioners and Committee Members had a number of questions for the applicant and staff and provided direction to the applicant on design elements including architecture and building design, protection of on-site/adjacent wetlands, creating a visual anchor at the end of Main Street, suitability of proposed on-site trails/pathways, suggestions for the color palette and outdoor spaces, among others. The meeting minutes provide detailed comments.

Approval of Site and Architectural Review is included in the proposed approval resolution provided in Attachment 2.

Tentative Parcel Map

The Proposed Project includes a Tentative Parcel Map, which is shown in Sheets C.0.0 to C10.1 in the Project Plan Set. The Parcel Map includes the adjusted lot line between the hotel and auto dealership parcels that will enable the transfer of 0.45 acres of land from the hotel site to the auto dealership site. The Parcel Map also includes the subdivision of the 1.15 acre site on the north side of Seymour Street into four lots that will enable future residential development in accordance with the existing R-2 zoning for the site. The parcel is currently being used for parking for the auto dealership, which will continue in the near term. This project application only involves the subdivision of the parcel into four lots. It does not include a Coastal Development Permit or Site and Architectural Review for the development of the lots. That will happen at a later time.

Subdivision Code Chapter 17.26 specifies the requirements for the content and form of a Parcel Map application, and it specifies that a map shall be considered at a public hearing. Section 17.26.035 specifies that the Planning Commission shall at a public hearing determine whether a tentative parcel map is in conformity with the General Plan and its elements, the Local Coastal Plan, the Zoning Code, the provisions of the Subdivision Map Act, and Title 17 of the City's Municipal Code (the Subdivision Code) as to design, drainage, utilities, road improvements and offers of dedication or deed. The City's Public Works Director has reviewed this Tentative Parcel Map and has determined that the map is in conformance with the provisions of the Subdivision Map Act, and that the design meets the requirements of the City.

Approval of the Tentative Parcel Map is included in the proposed approval resolution provided in Attachment 2.

Parking Exception

The parking requirements for the Proposed Project are outlined in Zoning Code Chapter 18.36 (Parking Standards). Per the City's standards, hotels require one parking space per guest room plus one space per employee. The applicant estimates that the hotel will have up to 25 employees on site at the peak part of the day. This would require a total of 127 parking spaces at the site (102 rooms plus 25 employees). The Proposed Project, however, is providing 108 parking spaces, which is a deficit of 19 parking spaces per the City's standard. Providing less than the required amount of parking requires approval of a Parking Exception in accordance with Section 18.36.085 of the Zoning Code. This section allows that in the case of "practical difficulties and unusual hardships, exceptions to the parking requirements set forth may be granted." With over 2 acres of the site being set aside for landscaped wetland setback, the developable area for parking is limited, and presents a practical difficulty to providing more parking on site without further reducing the proposed project scope in terms of reducing the number of proposed hotel rooms, which according to the applicant is not a feasible option. Given that more than 40% of the project site is dedicated to open space, the amount of area left for buildings and non-structured parking is more limited than at a typical site.

An application for a parking exception requires that the applicant submit a written explanation relating the circumstance of the particular case. The applicant has submitted a Parking Load Analysis that further supports the exception request. The analysis demonstrates the peak parking times for hotel guests and the peak parking times for hotel employees based on conditions at a Hyatt Place hotel project in Santa Cruz. This analysis shows that despite having a lesser amount of on-site parking than required by the City, there is typically enough parking on site to meet the project need due to the actual parking demand at the site during different times of the day. The need for employee parking peaks at the same time the demand for guest parking is reduced, and therefore the 108 parking spaces provided is expected to be sufficient for the 102-room hotel with up to 25 employees. The applicant's analysis is included as Attachment 8 to this staff report.

Approval of the Parking Exception is included in the proposed approval resolution provided in Attachment 2.

Environmental Review

An Environmental Impact Report (EIR) has been prepared that covers the Proposed Project. Preparation of the EIR began in 2018 when a Notice of Preparation (NOP) was published, which serves to notify the general public and public agencies that an EIR is being prepared, and the City, as lead agency, solicits input on those issues that should be analyzed in the EIR. The NOP is linked [HERE](#), and the agenda and minutes of a Planning Commission Study Session, held on March 27, 2018 to receive public input on what issues should be addressed in the EIR are linked [HERE](#).

The Draft EIR was completed and published on July 15, 2022. The Draft EIR was circulated for public review and was submitted to the State Clearinghouse for distribution to responsible and trustee agencies. The public review period was for 60 days from July 15, 2022, ending on September 13, 2022. The Planning Commission held a public hearing to receive comments on the Draft EIR on August 9, 2022. The staff report for this meeting (linked [HERE](#)) contains a thorough summary of the Draft EIR and the public meetings held on the project to date. A link to the August 9, 2022 meeting agenda is [HERE](#) and a link to the meeting minutes is [HERE](#).

After the Draft EIR public comment period closed on September 13, 2022, the City's professional environmental consultants prepared responses to the 103 comment letters received on the Draft EIR during the 60-day comment period. The Original Project described in the Draft EIR was a hotel with up to 129 guest rooms and ancillary features on a 5-acre project site. The Draft EIR analyzed the implementation of the Original Project, as well as three project alternatives: Alternative 1: No Project, Alternative 2: Reduced Intensity, and Alternative 3: Multi-Family Residential.

Following circulation of the Draft EIR, the project applicant submitted revised project plans to the City indicating that Draft EIR Alternative 2 (with some minor revisions), would be the project to include in his CDP application for the Planning Commission's consideration. This Proposed Project is described in the Final EIR as "Modified Alternative 2". In the Final EIR, Modified Alternative 2 was analyzed at the same level of detail as the Original Project in the Draft EIR, and is subject to the mitigation measures outlined in the Final EIR.

The Final EIR consists of these sections:

- 1.0 **Introduction.** This section explains the differences between the Draft and Final EIRs.
- 2.0 **Responses to Comments.** This section provides individual responses to all of the comments received during the above-mentioned public comment period.
- 3.0 **EIR Text Revisions.** This section contains edits and clarifications to the information contained in the Draft EIR. Chapter 3.0 contains Appendix A, which contains revisions to the Draft EIR Alternatives Chapter. This chapter was revised to respond to the applicant's modifications to Draft EIR Alternative 2 that resulted in Modified Alternative 2, which is the Proposed Project described in the Final EIR, and the Proposed Project that is the subject of this CDP application and staff report for Planning Commission's consideration.
- 4.0 **Mitigation, Monitoring, and Reporting Program.** This section describes the various mitigation measures required by the EIR and identifies the timing and implementation responsibilities for ensuring the measures are completed.

The Final EIR was provided to the Coastal Commission, Caltrans, and the Mid-Peninsula Regional Open Space District on August 2, 2024, as required by Public Resource Code section 21092.5. The Final EIR has been posted on the City's Hyatt Project webpage since August 2,

2024, a notice was emailed on August 2, 2024 to the Hyatt project interested parties email list as well as those who have requested to be notified of Planning Commission meetings (2,100 recipients in total), a legal notice was published in the San Mateo Daily Journal on Saturday, August 3, 2024 and copies of the Final EIR have been available at City Hall since August 2, 2024 for review. A link to the Final EIR is [HERE](#).

After the Final EIR was published, it was discovered that a few minor revisions/corrections needed to be made to the document. On September 4, 2024, the City published an Errata to the Final EIR that identified the corrections and posted the Errata to the City's Hyatt Project webpage. The Errata is included as Attachment 9 to this staff report, and the Errata is referenced in the CEQA resolution (Attachment 1). No additional noticing or actions are required for the Final EIR as a result of the Errata.

Certification of the EIR is being considered by the Planning Commission (Attachment 1). The resolution includes a Statement of Overriding Considerations, which the Planning Commission would need to adopt with the certification of the EIR since the project has one impact that is considered significant and unavoidable. The EIR finds that buildout of the Proposed Project would result in "permanent changes in the existing visual quality of public views to the project site and its surroundings, namely the long-range views of the hillsides and ridgeline available from publicly accessible viewpoints near the project site." (Impact AES-3). The resolution explains that this effect on the environment, which has been found to be unavoidable, is acceptable due to other benefits provided by the project and the factors described in the Statement of Overriding Considerations.

PUBLIC COMMENTS

A number of public comments have been received on the project. They are included as Attachment 10 to the staff report.

CONCLUSION

Based on the above analysis, staff concludes that the proposed Hyatt Place project is consistent with the General Plan/Local Coastal Land Use Plan, the Zoning Code/Local Coastal Implementation Plan, and the City's development standards, and conforms to the requirements of the California Environmental Quality Act as detailed in the Final EIR. Staff recommends approval of both resolutions (Attachments 1 and 2)

ATTACHMENTS

1. Draft CEQA Resolution to Certify the Environmental Impact Report for the Half Moon Bay Hyatt Place Project, Adopt CEQA Findings and a Statement of Overriding Considerations, Exhibit A, Mitigation Measures, Exhibit A, and a Mitigation Monitoring and Reporting Program, Exhibit B.
2. Draft Project Approval Resolution with Findings and Evidence, Exhibit A and Conditions of Approval, Exhibit B.
3. Project Plan Set dated September 4, 2024
4. Visual Simulation – Viewpoint 4

5. Visual Simulation – Viewpoint 2
6. Visual Simulation – Viewpoint 3
7. Color and Materials Board
8. Hyatt Hotel Parking Load Analysis
9. Errata to the Final EIR dated September 4, 2024
10. Public Comments received

**PLANNING COMMISSION RESOLUTION P-24-
RESOLUTION FOR APPROVAL
PDP-072-13**

CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE HALF MOON BAY HYATT PLACE HOTEL PROJECT, ADOPTION OF FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS, MITIGATION MEASURES, AND A MITIGATION MONITORING AND REPORTING PROGRAM

SECTION I: PROJECT DESCRIPTION

Application No: PDP-072-13
Applicant: Greg Jamison, RGJC South, LLC
Location/APNs: Unaddressed parcel on the 1100 Block of Main Street (APN 065-012-030)
100 Seymour Street (APN 065-012-020)
Unaddressed parcel on the north side of Seymour Street (APN 064-352-150)

SECTION II: ENVIRONMENTAL REVIEW PROCESS

WHEREAS, pursuant to the provisions and requirements of the California Environmental Quality Act of 1970 (Public Resources Code Section 21000 *et seq.*) (“CEQA”) and the State CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) (“CEQA Guidelines”), the City of Half Moon Bay, as lead agency, prepared an Environmental Impact Report for the Half Moon Bay Hyatt Place Project (SCH No. 2018032059) (“EIR” or “Final EIR”); and

WHEREAS, the project as originally proposed and analyzed in the Draft EIR (“Original Project”) consisted of a proposed hotel with 129 guest rooms and ancillary features on a 5-acre project site in the City of Half Moon Bay, all originally described in Chapter 3 of the Draft EIR; and

WHEREAS, on March 21, 2018, the City issued a Notice of Preparation (“NOP”) of an EIR for the project; and

WHEREAS, the NOP was circulated for review and comment by responsible and trustee agencies and the public for 30 days from March 22, 2018 through April 20, 2018; and

WHEREAS, a scoping meeting was held on March 27, 2018 to provide the public the opportunity to comment on the scope and content of the EIR; and

WHEREAS, on October 9, 2018, the City held a study session meeting on project design and to allow the public an additional opportunity to provide further input on the Draft EIR, and received public testimony; and

WHEREAS, on July 16, 2020, the Architectural Advisory Committee held a design review session to consider project updates and to allow the public an additional opportunity to provide further input on the Draft EIR, and received public testimony; and

WHEREAS, on July 29, 2021, the Planning Commission and Architectural Advisory Committee held a joint study session to receive further updates on the project design, receive public comments, and provide design-related comments; and

WHEREAS, a Notice of Completion of the Draft EIR was sent to the State Clearinghouse in the Governor's Office of Planning and Research on July 14, 2022 under State Clearinghouse No. 2018032059 and a Notice of Availability was filed with the Santa Clara County Clerk-Recorder on the same day and was also: (1) sent to other potentially affected agencies as required by CEQA; (2) sent to interested parties registered through the project website by electronic mail and (3) published subsequently in a newspaper of general circulation to announce the availability of the Draft EIR; and

WHEREAS, a Draft EIR, consisting of one volume (plus Appendices) was prepared and issued for public review and comment for a 60-day period beginning on July 15, 2022 and ending on September 13, 2022; and

WHEREAS, following circulation of the Draft EIR, the applicant submitted revised plans to the City indicating that Alternative 2 (with revisions), described in the Final EIR Volume as "Modified Alternative 2," is now the proposed project that would be considered for approval; and

WHEREAS, Modified Alternative 2 (the "Proposed Project") consists of a 102-room hotel, expansion of an existing auto dealership site immediately north of the hotel, and a four-lot subdivision allowing for future development of up to 16 dwelling units on the north side of Seymour Street, as described in Final EIR Volume Chapter 3-Appendix, Section 5.5.2; and

WHEREAS, the Final EIR Volume was published on August 2, 2024 (Final EIR Volume), and includes the revised Modified Alternative 2 and other text revisions that are not considered "significant new information" pursuant to CEQA Guidelines Section 15088.5 because these changes would not result in a new environmental impact, and would not cause a substantial increase in the severity of an environmental impact identified in the Draft EIR and the Proposed Project is substantially similar to a previously analyzed project alternative in the Draft EIR; therefore, recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5 is not required; and

WHEREAS, the City provided written responses to public agencies that commented on the Draft EIR by sending them copies of the Final EIR Volume, which contains responses to comments, on August 2, 2024; and

WHEREAS, an Errata to the Final EIR (“Errata”) was published on September 4, 2024 to document minor corrections and clarifications to text and a figure in the Final EIR. None of the corrections or revisions are considered “significant new information” pursuant to CEQA Guidelines Section 15088.5 because these changes would not result in a new environmental impact, a substantial increase in the severity of an environmental impact requiring major revisions to the Draft EIR; therefore, recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5 is not required. The Errata to the Final EIR s included as an attachment to the October 9, 2024 Staff Report on this item, and was posted to the City’s webpage devoted to the Hyatt Hotel project on September 4, 2024; and

WHEREAS, the Final EIR consists of the July 2022 Draft EIR, the August 2024 Final EIR Volume which contains responses to comments on the Draft EIR, and the Errata to the Final EIR; and

WHEREAS, all necessary public notices have been given as required by the procedural ordinances of the City of Half Moon Bay and the Government Code, and the Planning Commission held a duly noticed public hearing on October 9, 2024 to receive testimony on the Final EIR and the Proposed Project, and reviewed and considered the information contained in the Final EIR and the Errata to the Final EIR along with staff reports pertaining to the Project, all other pertinent documents, and all written and oral statements received by the Planning Commission at or prior to the public hearing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission:

1. Certifies that the Final EIR for the Proposed Project, which includes the Errata to the Final EIR, has been completed in compliance with CEQA and reflects the independent judgment and analysis of the City.
2. Finds that no recirculation of the EIR is required.
3. Adopts the CEQA Findings and a Statement of Overriding Considerations for the Proposed Project, attached hereto as Exhibit A and incorporated herein by reference.
4. Adopts and makes conditions of approval all of the mitigation measures for the Proposed Project that are within the responsibility and jurisdiction of the City that are identified in the CEQA Findings.
5. Adopts the Mitigation Monitoring and Reporting Program, attached hereto as Exhibit B and incorporated herein, for the Proposed Project.

PASSED AND ADOPTED this 9th day of October, 2024, Regular Meeting of the Planning Commission of the City of Half Moon Bay, State of California, by the following roll call vote:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS:
ABSTAIN:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:

ATTEST:

APPROVED:

EXHIBIT A**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE HALF MOON BAY HYATT PLACE PROJECT****I. INTRODUCTION**

The City of Half Moon (“City”), as the Lead Agency under California Environmental Quality Act (“CEQA”), Public Resources Code Section 21000 *et seq.*, has prepared the Final Environmental Impact Report for the Half Moon Bay Hyatt Place Project (State Clearinghouse No. 2018032059) (“Final EIR” or “EIR”). The Final EIR is a project EIR pursuant to section 15161 of the State Guidelines for implementation of the CEQA (“CEQA Guidelines”). The Final EIR consists of the July 2022 Environmental Impact Report (“Draft EIR”) and the August 2024 Final Environmental Impact Report (“Final EIR Volume”).

In determining to approve the Half Moon Bay Hyatt Place Project (the “Proposed Project,” described in the Final EIR Volume as “Modified Alternative 2”), which is described in more detail in Section II, below, the Council makes and adopts the following findings of fact and statement of overriding considerations, and adopts and makes conditions of approval the mitigation measures identified in the EIR, all based on substantial evidence in the whole record of this proceeding (“administrative record”). Pursuant to CEQA Guidelines § 15090(a), the EIR was presented to the City Council of the City of Half Moon Bay, and the City Council reviewed and considered the information contained in the EIR prior to making the findings in Sections IV to VI, below. The conclusions presented in these findings are based upon the EIR and other evidence in the administrative record.

II. PROJECT DESCRIPTION

The project site is an approximately 5-acre parcel located at the southern entrance to Downtown Half Moon Bay along State Route 1 (SR-1), on the 1100 block of Main Street. The site is bordered by Main Street to the east, the intersection of Main Street, Higgins Canyon Road and SR-1 to the south; SR-1 to the west; and the James Ford Auto Dealership on the adjacent parcel to the north. The 5-acre property is undeveloped and relatively flat, having previously been used as agricultural land. The site also has four seasonal wetland features located along the western boundary of the study area. Due to the presence of wetlands, the hotel portion of the project area is within the California Coastal Commission (CCC) appeals jurisdiction. A 100-foot buffer is required to be maintained between the hotel development and the wetland features; and this buffer was accommodated in the project plans.

The Proposed Project would involve the construction of a 66,268 square-foot, 102-room hotel on the project site, a subdivision allowing for future development of up to 16 dwelling units along Seymour Street, and the expansion of the car dealership parking lot. The hotel would consist of two main buildings, a north building and south building, and a parking lot that faces

Main Street. A third, one-story building is proposed on the east side of the north building, which would house a bicycle rental shop. The north building would be a three-story structure consisting of guestrooms and employee areas and the south building would be a two-story structure consisting of the lobby and public space, with guestrooms on the second level.

The Proposed Project includes a lot line adjustment to increase the size of the auto dealership parcel by approximately 0.45 acres, from 1.62 acres to 2.07 acres. Proposed development of the site also includes enlarging the parking lot to accommodate dealership parking currently on the lot to the north side of Seymour Street, freeing up the parking lot parcel for residential development. The hotel portion of the Proposed Project would be constructed in a single phase and, because the site is currently undeveloped, would not require any demolition activities. No construction activities would occur in the wetland areas and approximately 40 percent of the project site would be dedicated to open space.

As set forth in Section 3.3 of the Draft EIR and Appendix 3.0-A of the Final EIR Volume, the City's objectives for the project are as follows:

- Implement the California Coastal Act, including protecting coastal resources such as wetlands and providing coastal zone priority uses such as restaurants and accommodations geared towards visitors, especially lower cost coastal access provisions including lower cost accommodations on or off-site and/or public access and recreation benefits such as airport shuttles, bicycle rentals, or trail connections. Conform with the Local Coastal Program, including promotion of bicycle and pedestrian trails, such as along SR-1 and the Downtown area.
- Enhance Half Moon Bay's southern Downtown gateway to the City by:
 - Providing connectivity to local trails and the downtown core supporting the City's plans to highlight access to Main Street, Historic Downtown, and the commercial core
 - Providing a development that is aesthetically pleasing by balancing the urban landscape with natural elements of the coast
 - Integrating the artisanal culture of the City into the design theme of the development and the project site
 - Enhancing access to and patronage of the adjacent theater
- Be designed as contextually appropriate for the city and provide compatibility with both the Downtown and the adjacent residential neighborhood with building massing reflective of traditional development and scale within the city and providing maintenance of adequate views.
- Be designed to be compatible with and enhance the aesthetic of the south entry to the city.
- Be served by existing public infrastructure including water supply, sewer and roadway capacity and through on-site provision of green infrastructure for storm water management.
- Support Downtown vitality and the City's economic development goals.

- Meet the demand for more hotel rooms to support the city's growing local tourist and agribusiness economies.
- Establish a higher level of use on an underused parcel in the city.
- Support the local job market by providing new employment opportunities.
- Provide an opportunity for the City to increase revenue stream.

The project applicant's objectives for the project are as follows:

- Develop a mid-range hotel to fill a gap in the market.
- Provide a conference and wedding venue primarily for hotel guests.
- Provide service sector employment opportunities for Half Moon Bay residents.
- Provide public recreational opportunities through a multi-use bicycle and pedestrian path, which will become part of the City's circulation plan.
- Provide shuttle transportation for hotel guests to beaches, harbor points of interest and downtown areas.
- Create a destination at the southern end of Main Street which will indirectly support the existing retail, hospitality, restaurants, and entertainment venues in the downtown area.
- Encourage pedestrian use of the southern portion of Main Street by providing infrastructure improvements including installing a curb, gutters, sidewalk, and landscaping between Seymour Street and the SR-1/Main Street intersection.

The EIR identifies standard permit conditions and conditions of approval, which are part of the project description, in addition to identifying mitigation measures to be adopted. Standard permit conditions are measures required by laws and regulations (primarily, the Half Moon Bay Municipal Code) or are required to comply with laws and regulations. While standard permit conditions are not mitigation measures, they may assist in reducing environmental impacts. Conditions of approval also are not mitigation measures. They are required of the project by the City, but do not necessarily reduce an environmental impact.

III. ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the CEQA Guidelines, the City of Half Moon Bay prepared a Notice of Preparation ("NOP") of an EIR for the Half Moon Bay Hyatt Place Project. The NOP was sent to state and local responsible and trustee agencies and federal agencies on March 21, 2018. The 30-day comment period concluded on April 20, 2018. The NOP provided a description of the project and identified probable environmental effects that could result from implementation of the project. The City also held a public scoping meeting during the comment period on March 27, 2018 to discuss the project and solicit public input as to the scope and content of the EIR. The meeting was held in the emergency Operations Center (EOC) located at 537 Kelly Avenue, Half Moon Bay.

The City prepared the Draft EIR for the Half Moon Bay Hyatt Place Project in compliance with CEQA and the CEQA Guidelines. The Draft EIR was circulated for public review and comment for

60 days from July 15, 2022 through September 13, 2022. During this period, the Draft EIR was available to the public and local, state, and federal agencies for review and comment. Notice of the availability and completion of the Draft EIR was sent directly to every agency, person, and organization that commented on the NOP, as well as to the Office of Planning and Research. Written comments from public agencies, organizations and individuals concerning the environmental review contained in the Draft EIR were sent to the Community Development Department of the City of Half Moon Bay during and after the 60-day public review period on the Draft EIR. The City also held a Planning Commission meeting on August 9, 2022 and a community meeting on August 31, 2022, to take written and oral comments on the Draft EIR.

The Draft EIR analyzed implementation of a larger project with 129 guest rooms and ancillary features (the “Original Project”), as well as three project alternatives: No Project, Alternative 1; Reduced Intensity, Alternative 2, and Multi-Family Residential, Alternative 3. Following circulation of the Draft EIR, the applicant submitted revised plans to the City indicating that Alternative 2 (with revisions) is now the proposed project that would be considered for approval. This proposed project is described in the FEIR as “Modified Alternative 2” and is herein referred to as the “Proposed Project.”

IV. FINDINGS

These findings summarize the environmental determinations of the EIR about project impacts before and after mitigation, and do not attempt to repeat the full analysis of each environmental impact contained in the EIR. Instead, these findings provide a summary description of and basis for each impact in the EIR, describe the applicable mitigation measures identified in the EIR, and state the City’s findings and rationale therefor on the significance of each impact with the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the EIR, and these findings hereby incorporate by reference the discussion and analysis in the EIR supporting the EIR’s determinations regarding mitigation measures and the Project’s impacts.

In adopting mitigation measures below, the City intends to adopt each of the mitigation measures identified in the Final EIR. Accordingly, in the event a mitigation measure identified in the Final EIR has been inadvertently omitted from these findings, such mitigation measure is hereby referred to, adopted, and incorporated in the findings below by reference. In addition, in the event the language of a mitigation measure set forth below fails to accurately reflect the mitigation measure in the Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control unless the language of the mitigation measure has been specifically and expressly modified by these findings.

Sections V and VI, below, provide brief descriptions of the impacts the Final EIR identifies as either significant and unavoidable or less than significant with adopted mitigation. These descriptions also reproduce the full text of the mitigation measures identified in the Final EIR for each significant impact.

V. SIGNIFICANT AND UNAVOIDABLE IMPACTS WITH MITIGATION INCORPORATED

The Final EIR identifies the following significant and unavoidable adverse impacts associated with the approval of the Half Moon Bay Hyatt Place Project, one of which can be reduced, although not to a less-than-significant level, through implementation of project design elements identified in the EIR. Pub. Resources Code § 21081 (a)(1). Therefore, as explained below, one impact will remain significant and unavoidable notwithstanding the adoption of feasible mitigation measures. As explained in Section IX, below, the findings in this Section are based on the Draft EIR and the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. Impact AES-3: The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The EIR finds that buildout of the Proposed Project would result in permanent changes in the existing visual quality of public views to the project site and its surroundings, namely the long-range views of the hillsides and ridgeline available from publicly accessible viewpoints near the project site.

The project design was designed to be visually compatible with the nature and character of Downtown Half Moon Bay. Nevertheless, the buildings are significantly larger and present larger facades than existing development patterns throughout Downtown and the immediate neighborhood. Project implementation would incorporate high quality design elements, landscaping, and screening techniques, but the visual quality of the project site as seen from public viewpoints is nevertheless conservatively considered to be adversely affected by the project.

Therefore, this impact is considered significant and unavoidable.

VI. SIGNIFICANT ADVERSE IMPACTS IDENTIFIED IN THE FINAL EIR THAT ARE REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL BY MITIGATION MEASURES ADOPTED AND MADE CONDITIONS OF APPROVAL

The Final EIR identifies the following significant impacts associated with the Proposed Project. It is hereby determined that the impacts addressed by these mitigation measures will be mitigated to a less than significant level or avoided by making these measures conditions of approval for the Project. The findings in this section are based on the Draft EIR and the Final EIR, and the discussion and analysis in which is hereby incorporated in full by this reference.

A. Impact AES-4. The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The EIR finds that the Proposed Project would result in significant new aesthetic impacts related to substantial light or glare, which would adversely affect day or nighttime views of the area.

The Project would add a hotel to a predominately vacant site adjacent to SR-1, single family homes, and commercial buildings. Daytime glare would occur when sunlight reflects off rooftops, windows, and other surfaces of the proposed structures. Nighttime light would be produced from interior room lighting, exterior lights and vehicles traveling to, from, and within the project site. Therefore, the Project may increase the amount of daytime glare and nighttime light in the vicinity.

Implementation of mitigation measure MM AES-2, set forth below, which is hereby adopted and made a condition of approval would reduce the impact to a less-than-significant level by requiring a lighting plan for any proposed exterior lighting and limiting the intensity and location of lighting.

MM AES-2: *A lighting plan for any proposed exterior lighting must be submitted to the City of Half Moon Bay for review and approval.*

Exterior lighting must be directed downward and away from adjacent properties and public/private right-of-way to prevent glare or excessive light spillover. Lighting bulbs must be limited to low intensity lights, including lighting for identification purposes. Landscaping lights must be limited to ground-level for walking/safety purposes.

B. Impact AQ-2. The project would expose sensitive receptors to substantial pollutant concentrations.

The EIR finds that the Project would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. Although these exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations, construction equipment may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Off-road construction equipment and on-road vehicles can also generate PM₁₀ and PM_{2.5}, including from haul truck travel during demolition and grading activities, work travel, and vendor deliveries during construction.

The maximum excess residential cancer risks at the closest sensitive receptor location (the multi-family residence east of the project site across Main Street) would be greater than the Bay Area Air Quality Management District (BAAQMD) single-source threshold of 10 in one million. This would be a significant impact

Implementation of the proposed MM AQ-2, set forth below, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level by reducing maximum excess residential cancer risk below the BAAQMD single-source threshold of 10 in one million, thereby not exposing sensitive receptors to substantial pollutant concentrations.

MM AQ-2: *Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:*

The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleetwide average 80-percent reduction in DPM exhaust emissions or greater.

One feasible plan to achieve this reduction would include the following:

1. *All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines and this equipment shall include CARB-certified Level 3 Diesel Particulate Filters⁷ or equivalent. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.*
2. *Per the construction sheet provided by the applicant, line power shall be used to electrify generators used during construction.*

C. Impact BIO-1: Construction of the project would adversely impact species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife and or U.S. Fish and Wildlife Service.

The EIR finds that construction of the Project would adversely impact special-status species or result in a take of special-status animals or active nests of birds. While the Project is not expected to directly impact special-status species due to the lack of habitat suitable onsite to support those species with a potential to occur or known to occur in the project vicinity, the California red-legged frog and the San Francisco garter snake may occur as occasional transients within the project site. Additionally, removal of existing structures, vegetation, wood piles, and other habitat features and earthwork required for construction of the Proposed Project could result in a take of special-status animals or active nests of birds afforded protection under the MTBA, California Fish and Game Code, or Bald and Golden Eagle Protection Act, if present at the time of construction. While no special-status bird nests were observed at the project site during surveys, there is a potential for new nests to be established prior to project implementation. Tree removal, vegetation clearing, or disturbance in the immediate vicinity of a nest in active use could result in abandonment of the nest or loss of eggs and young.

Implementation of mitigation measures MM BIO-1a, MM BIO-1b, MM BIO-1c, MM BIO-1d, MM BIO-1e, MM BIO-1f, and MM BIO-1g set forth below, which are hereby adopted and made

conditions of approval, would reduce the impact to a less-than-significant level by requiring preconstruction surveys, training, monitoring, and multi-agency coordination, and requiring the installation of wildlife exclusionary fences (WEFs) and other measures to prevent the entrapment of special status species .

MM BIO-1a. Preconstruction Survey: *A qualified biologist shall conduct a preconstruction survey of the work area within 48 hours of the initiation of project activities. If a California red-legged frog of any life stage or San Francisco garter snake is found, the animal shall not be handled and will instead be allowed to leave the site on its own. If needed, the USFWS (and CDFW, if a San Francisco garter snake is found) will be contacted to request permission to relocate the individual or additional guidance on the disposition of the individual. The results of the pre-construction survey shall be provided to the City Manager or his/her designee one day prior to the commencement of construction activities.*

In addition, the biologist shall review plans and installation for a wildlife exclusionary fence (WEF) and make any recommendations for improvements and/or changes to location and installation processes. Following the completion of the installation of the WEF, the biologist will train a dedicated member of the construction crew in the identification of the California red-legged frog and San Francisco garter snake, as well as appropriate protocols to follow if either of these species (or animals that may be one of these species) are detected on the site. This dedicated crew member will be responsible for checking the work area for these species prior to the start of construction each day, for inspecting any steep-walled holes or trenches for any animals that may inadvertently become trapped and/or injured, and for inspecting the integrity of the WEF each day and ensuring that any needed repairs are completed within 24 hours. The construction manager shall provide a weekly summary of each inspection to the City Manager or his/her designee for the duration of the exterior construction phase.

MM BIO-1b. Worker Environmental Awareness Program: *Before any construction activities begin, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and San Francisco garter snake and their habitats, the importance of these species, the general measures that are being implemented to conserve these species as they relate to the project, and the boundaries within which the project may be accomplished.*

MM BIO-1c: Exclusion Barrier *A WEF shall be installed prior to the initiation of construction activities to exclude California red-legged frogs and San Francisco garter snakes from the construction area. Prior to the WEF installation a wildlife biologist shall inspect the site and WEF specifications and make final adjustments to the location of the WEF and how it is installed. The WEF shall consist of silt fencing, plywood, ERTEC fencing, or suitable material at least 36 inches in height that is buried 6 inches deep in the ground, or similar method, to prevent access under the fencing. The location and fence type shall be indicated on plans and subject to review and approval of City Plan Check*

MM BIO-1d. Biological Monitoring: *A qualified biologist shall remain on-site to monitor the installation of the WEF to ensure that no San Francisco garter snakes or California red-legged frogs are trapped within the construction area or harmed during installation. If an individual of these species is detected, any project activities that could result in harm to the individual shall cease until the individual has moved out of the project site on its own. The USFWS shall be contacted immediately if a California red-legged frog or San Francisco garter snake is found, and the CDFW shall be contacted immediately if a San Francisco garter snake is found. If any individuals are killed or injured during project activities, the USFWS and/or CDFW, as appropriate, shall be notified within 24 hours. Proof of notification shall be provided by the contractor to the City Manager or his/her designee.*

MM BIO-1e. Prevention of Entrapment: *To prevent the inadvertent entrapment of San Francisco garter snakes and California red-legged frogs, all excavated, steep-walled holes or trenches shall be completely covered at the end of each work day with plywood or similar materials. If this is not possible, one or more escape ramps constructed of earth fill or wooden planks will be placed in the excavation. Before such holes or trenches are filled, they shall be thoroughly inspected for any animals by the on-site biological monitor. If at any time a California red-legged frog or San Francisco garter snake is found trapped or injured in one of these holes, any project activities that could result in harm to the individual shall cease until the individual has moved out of the project site on its own (a ramp allowing the individual to leave may need to be provided).*

MM BIO-1f. Pre-Construction Bird Nesting Survey: *If construction-related site disturbance commences between February 1 and August 15, a qualified biologist shall conduct a pre-construction bird nesting survey within 7 days of the start of construction activities and within 300 feet of the site. If nests of either migratory birds or birds of prey are detected on or adjacent to the site, a no-disturbance buffer shall be established in consultation with the CDFW. The size of the no disturbance buffer shall be determined by a qualified biologist, and shall take into account local site features and existing sources of potential disturbance. If more than 7 days elapse between the survey and the start of construction, the survey shall be repeated. If vegetation removal, building demolition, or earthwork stages are phased over multiple years, the pre-construction survey and nest-avoidance measures described above would need to be repeated. The results of the nest survey shall be provided to the City Manager or his/her designee prior to the commencement of construction.*

MM BIO-1g. Special-Status Species Agency Coordination: *Proposed project construction activities shall not result in impacts to project site wetlands and/or habitat for special-status species known to occur in the vicinity of the site.*

Prior to commencement of construction activities, the project applicant's biologist shall obtain a verified wetland delineation and obtain concurrence with the regulatory agencies regarding special-status species. The project applicant shall continue to coordinate all project activities potentially regulated by State, Federal, and local agencies and shall obtain all necessary permits from CDFG, USACE, USFWS, and the RWQCB as required by federal and State law to avoid,

minimize or offset impacts to any species listed under either the State or federal Endangered Species Acts or protected under any other State or federal law.

Evidence that the project applicant has secured any required authorization from these agencies shall be submitted to Half Moon Bay prior to issuance of any grading or building permits for the project.

D. Impact BIO-2: Implementation of the project would have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service,

The EIR finds that the Project would have a substantial adverse effect on riparian habitat or other sensitive natural community. The project site does not support sensitive habitats, but wetlands found to be jurisdictional by either the US Army Corps of Engineers (USACE) or California Coastal Commission (CCC) may be present. Four seasonal wetlands meeting the USACE criteria for Section 404 wetlands were identified during field surveys, each exhibiting wetland vegetation and wetland hydrology indicators.

Implementation of mitigation measures MM Bio-2a and Bio-2b, set forth below, which are hereby adopted and made conditions of approval, would reduce the impact to a less-than-significant level by avoiding all wetlands where feasible and restoring avoided wetlands.

MM BIO-2a. Avoid All Wetlands to The Extent Feasible. *All jurisdictional wetlands and ESHAs claimed by the CCC shall be avoided to the extent feasible. This includes direct loss and indirect water quality impacts that could occur due to adjacent development.*

During construction, suitable erosion control, sediment control, source control, treatment control, material management, and stormwater management measures would be used in conformance with the NPDES Statewide Construction General Permit (Order No. 2009-0009-DWQ). Additionally, the project shall be designed to comply with the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (MRP) (Water Board Order No. R2-2009-0074). This will require that the project implement BMPs into the design that prevents stormwater runoff pollution, promotes infiltration, and holds/slows down the volume of water coming from a site. In order to meet these permit and policy requirements, projects must incorporate the use of tree planters, grassy swales, bioretention and/or detention basins, among other factors. The project is already largely designed to preserve existing drainage characteristics, as seen by the placement of stormwater treatment basins near the area of the site where the seasonal wetlands occur. These basins shall be designed to drain to the avoided wetland area to preserve hydrological inputs from the site. An explanation of compliance with this measure (including drainage design and maintenance program) shall be provided to the City Manager or his/her designee and included in the project file. Compliance checking by the City shall be incorporated into the Wetland Restoration and Monitoring Plan specified in Mitigation Measure BIO-2b.

MM BIO-2b. Compensate for Lost Wetlands by Restoring Avoided Wetlands.

*Most components of the project will be 100 feet away from identified jurisdictional wetland areas (as determined by site verification). Portions of the project that will be located within the buffer include the class 1 multi-use bicycle and pedestrian trail, a pedestrian path, wetlands restoration, green infrastructure, and emergency fire stands. Activities associated with these features are potentially allowed within buffers without mitigation (e.g., some trails and restoration); however, maintenance and the unlikely event of firefighting would need to be considered for mitigation. For development and uses such as these, which cannot be avoided by the project, the project shall restore avoided wetlands on-site at 4:1 by implementing a weed removal program in the avoided wetlands, which are dominated by weedy, non-native species such as pennyroyal (*Mentha pulegium*). It should be noted that the wetlands identified on this site were not found to be Environmentally Sensitive Habitat Areas (ESHAs). In addition to the required Section 404 permit (Nationwide), a qualified restoration ecologist will develop a Wetland Restoration and Monitoring Plan, which will contain the following components (or as otherwise modified by regulatory agency permitting conditions):*

1. *Goal of the restoration (to increase wetland habitat functions and values by removing invasive species);*
2. *Restoration design:*
 - *Weed removal, control, and monitoring plan*
 - *Soil amendments and other site preparation elements as appropriate*
 - *Planting plan (to replace non-natives with native wetland species)*
 - *Maintenance plan*
 - *Remedial measures/adaptive management*
3. *Monitoring plan, including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.); at a minimum, success criteria will include restoration of native wetland vegetation and no more than 5 percent cover of non-native species, and provision of ecological functions and values equal to or exceeding those in the habitat that was impacted; and*
4. *Contingency plan for mitigation elements that do not meet performance or final success criteria.*

E. Impact BIO-3: Implementation of the project would have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

The EIR finds that the Proposed Project would have a substantial adverse effect on state or federally protected wetlands.

Implementation of mitigation measures MM Bio-2a and Bio-2b, set forth above, which are hereby adopted and made conditions of approval, would reduce the impact to a less-than-significant level by avoiding all wetlands where feasible and restoring avoided wetlands.

F. Impact BIO-4: The project would conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The EIR finds that the Proposed Project would conflict with local policies and ordinances that protect biological resources, including impacts to Environmentally Sensitive Habitat Areas (ESHAs).

The removal or major pruning of heritage trees requires a permit from Half Moon Bay and replacement trees as specified in the Tree Ordinance. The Project will result in the removal of four bottlebrush trees, which meet the City's definition of heritage trees.

Implementation of mitigation measures MM Bio-4a and Bio-4b, set forth below, which are hereby adopted and made conditions of approval, would reduce the impact to a less-than-significant level by requiring buffers for wetlands and Environmentally Sensitive Habitat Areas (ESHAs) consistent with applicable local policies or ordinances.

MM BIO-4a: *Prior to development of the westernmost parcel created by approval of the parcel map, a deed restriction shall be recorded to ensure the 50-foot ESHA buffer is protected in a conservation easement so as to be consistent with Policy 6-57 Land Divisions of the 2020 LCLUP. Development within the buffer shall be limited to uses identified in Policies 6-40 and 6-42 of the LCLUP, which can include stormwater retention provided that such a system is designed as part of a conservation plan.*

MM BIO-4b: *Residential development of the subdivided 1.15-acre site north of Seymour Street shall comply with all applicable wetland buffer requirements, specifically the 50-foot wetland buffer allowed by LCLUP Policy 6-41, part b. Furthermore, site development shall not result in direct or indirect water quality impacts that could occur due to adjacent development. During construction, suitable erosion control, sediment control, source control, treatment control, material management, and stormwater management measures would be used in conformance with the NPDES Statewide Construction General Permit (Order No. 2009-0009-DWQ). Additionally, the Project will be designed to comply with the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (MRP) (Water Board Order No. R2-2009-0074). This will require that the project implement BMPs into the design that prevents stormwater runoff pollution, promotes infiltration, and holds/slows down the volume of water coming from a site. In order to meet these permit and policy requirements, projects must incorporate the use of tree planters, grassy swales, bioretention and/or detention basins, among other factors. The site is already largely designed to preserve existing drainage characteristics, as seen by the placement of stormwater treatment basins near the area of the site where the seasonal wetlands occur. These basins shall be designed to drain to the avoided wetland area to preserve hydrological inputs from the site.*

G. Impact CUL-1: The project has the potential to cause a substantial adverse change in the significance of a previously undiscovered historical resource.

The EIR finds that while there are no resources eligible for listing in the NHRP on or directly surrounding the project site, there is always a possibility that an unknown site may exist in the project area and could be discovered during grading, excavation, or construction.

Implementation of mitigation measure MM CUL-1: set forth below, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level by protecting the historical or cultural value of discovered resources through data recovery or preservation.

MM CUL-1: *Prior to commencement of ground-disturbing activities, the project proponent shall consult with the City and retain a qualified tribal monitor to observe ground disturbing activities. In addition, in the event that any prehistoric, historic, archaeological, or paleontological resources are discovered during grading/excavation, a professional (historian, archaeologist, and/or paleontologist, as determined appropriate and approved by the City) shall be hired to assess the significance of the find. Qualifications of the selected professional and tribal consultant(s) shall be submitted to the City for approval prior to any grading activities.*

If any find is determined to be significant, representatives of the City and the consulting professional shall determine, with the input of any traditionally and culturally affiliated California Native American tribe, the appropriate avoidance measures, such as planning greenspace, parks, or other open space around the resource to preserve it and/or its context (while protecting the confidentiality of its location to the extent feasible) or other appropriate mitigation, such as protecting the historical or cultural value of the resource through data recovery or preservation.

In considering any suggested mitigation proposed by the consulting professional to mitigate impacts to cultural resources, the City shall determine whether avoidance is feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures, such as data recovery, shall be instituted. The resource shall be treated with the appropriate dignity, taking into account the resource's historical or cultural value, meaning, and traditional use, as determined by a qualified professional or California Native American tribe, as is appropriate. Work may proceed on other parts of the project site while mitigation for cultural resources is carried out. All significant cultural materials recovered shall, at the discretion of the consulting professional, be subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

At the City's discretion, all work performed by the consulting professional shall be paid for by the proponent and at the City's discretion, the professional may work under contract with the City.

H. Impact CUL-2. The project has the potential to cause a substantial adverse change in the significance of a previously undiscovered archaeological resource.

The EIR finds that the Project has the potential to cause archaeological resources to be discovered during construction excavation. Fifteen resources with an archeological component were identified in Plan Half Moon Bay (PHMB) Planning Area, including prehistoric shell middens and lithic scatters, historic debris scatters, habitation sites, and historic structural remnants. While no archaeological resources were observed or are known to be present on the project site or within a 0.25 mile radius, it is possible that resources meeting the definition of a unique archaeological resource in Section 21083.2 of the Public Resources Code may be discovered during construction excavation. Implementation of mitigation measure MM CUL-1 would protect the historical or cultural value of unknown/discovered archaeological resources through data recovery or preservation through consultation with the appropriate professional.

Implementation of the mitigation measure MM CUL-1, set forth above, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level.

I. Impact CUL-4. The project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The EIR finds that while the risk of encountering fossils on the project site is low based on the general lack of fossils in the City, grading has the potential to unearth previously undiscovered paleontological resources.

Implementation of the mitigation measure MM CUL-1, set forth above, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level

J. Impact CUL-5. The project has the potential to cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe as defined in PRC Sections 5020.1(k) or 5024.1.

The EIR finds that while no tribal cultural resources have been identified on the project site, the Project has the potential to cause a substantially adverse change in the significance of a tribal cultural resource. As requested by two representatives of tribes contacted during consultation, tribal monitors will be hired to monitor ground disturbing activities as specified in MM CUL-1.

Implementation of the mitigation measure MM CUL-1, set forth above, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level

K. Impact CUL-4. The project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The EIR finds that construction activities could unearth a previously undiscovered unique paleontological resource or site, or unique geological feature. The Draft EIR's Geotechnical Investigation did not identify any unique geologic features at the project site, which is mostly flat and consists of an empty field. Similarly, there are no known paleontological resources identified on the project site. To the extent that construction activities could unearth previously undiscovered resources, implementation of mitigation measure MM CUL-1, would ensure their proper identification and treatment.

Implementation of mitigation measure MM CUL-1, set forth above, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level.

L. Impact G&S-1. The project would be located on soil that is unstable, resulting in on-site subsidence, liquefaction, or collapse

The EIR finds that the Proposed Project would be located on soil that is unstable, resulting in on-site subsidence, liquefaction, or collapse. The project vicinity is mostly flat; therefore, structures on the site would not be threatened by landslides. Additionally, the project site and vicinity's flat topography would prevent lateral spreading from posing a threat on or off-site. The risk of liquefaction and seismic settlement at the project site would also be very low. However, the presence of highly compressible surface soils, organic materials, potentially shallow groundwater, moderately expansive soils, and potentially corrosive soils at the site could undermine the stability of the project site.

Implementation of the mitigation measure MM GEO-1, set forth below, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level by incorporating recommendations from the Geotechnical Investigation into the project design.

MM GEO-1: *The project design shall include all recommendations described in the Geotechnical Investigation including but not limited to:*

- *Over-excavation of surface soil layers, and addition of compacted fill*
- *Use of non-expansive fill*
- *Shoring of utility trenches*
- *The retention of a corrosion engineering specialist for corrosion protection recommendations*
- *Retention of a licensed Geotechnical Engineer approved by the City to review geotechnical aspects of the project plans*
- *Geotechnical observation and testing during earthwork and foundation construction*

M. Impact G&S-2. The project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life and property

The EIR finds that moderately expansive soils occur across the project site, creating substantial direct or indirect risk to life and property. The presence of expansive soils at the project site would be addressed by mitigation measure MM GEO-1.

Implementation of mitigation measure MM GEO-1, set forth above, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level by incorporating recommendations from the Geotechnical Investigation into the project design.

N. Impact HAZ-1: The project would create a significant hazard to the public and environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

The EIR finds that the Proposed Project would create a significant hazard to the public and environment through the impacts related to soil and groundwater contamination. Historical aerial photographs of the project site reveal that it was used for agricultural purposes as late as 2013. Pesticides, herbicides, lead, and other agrichemicals may remain in or on the surface of the soil. Nearby sites may lead to polluted groundwater migrating onto the project site. Mitigation measure MM HAZ-1 would reduce impacts related to soil and groundwater contamination by testing for contamination and prescribing methods for its containment, collection and disposal.

Implementation of mitigation measure MM HAZ-1, set forth below, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level.

MM HAZ-1: *Prior to issuance of a grading permit, a Phase II environmental site assessment (Phase II ESA) shall be conducted and shall include water and soil testing at the project site. The project applicant and the contractor shall implement the prescribed avoidance and remediation measures to protect workers and the public from any hazardous materials found at the site as identified in the Phase II ESA and site testing results. A plan to remediate any contamination in excess of standards shall be submitted to the appropriate reviewing authority. The remediation areas shall also be indicated on grading plans. The remediation could include measures such as contaminated soil removal and disposal, dewatering and containment of polluted groundwater, and other containment and control measures to avoid exposure to concentrations of contaminants in excess of standards and in accordance with Department of Toxic Substances Control and Occupational Safety and Health Administration standards. Documentation for the implementation of any necessary remediation measures shall be transmitted to the City and the appropriate reviewing authority as proof of implementation of the remediation plan.*

O. Impact HAZ-2. Project construction would involve handling hazardous substances within one-quarter mile of an existing school.

The EIR finds that if contamination is detected on the project site, construction would involve handling hazardous substances within one-quarter mile of Sea Crest Elementary School. Implementation of mitigation measure MM HAZ-1 includes measures to determine the existence of contamination at the site and identify strategies to protect the public from any hazardous materials found at the site. Such measures would be implemented by the project applicant and the contractor.

Implementation of mitigation measure MM HAZ-1, set forth above, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level

P. Impact NOI-1a. The project would exceed thresholds for ambient noise levels as a result of construction and operation.

The EIR finds that the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the project vicinity from project construction, increased traffic levels, and use mechanical equipment on site.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used.

Project construction is projected to last for approximately 566 working days; the worst-case hourly average noise levels during construction would temporarily exceed 60 dBA L_{eq} at residential land uses and 70 dBA L_{eq} at commercial land uses, and would exceed ambient noise levels by 5 dBA L_{eq} or more. Since construction is expected to last for a period of more than one year, this would be considered a significant impact. Mitigation measure MM NOI-1a would reduce construction noise levels emanating from the project site, minimizing disruption and annoyance during temporary construction activities.

Truck deliveries for the proposed hotel would also have the potential to generate noise. The Proposed Project would incorporate construction delivery times in mitigation measure MM NOI-1b to minimize disruption and annoyance during nighttime deliveries.

Implementation of mitigation measures MM NOI-1a and MM NOI-1b, set forth below, which are hereby adopted and made conditions of approval, would reduce the impact to a less-than-significant level.

MM NOI-1a: Construction Best Management Practices. *Prior to issuance of a grading permit, the applicant shall develop a construction noise control plan meeting the approval of the City Manager or his/her designee and/or third-party peer review, including, but not limited to, the*

performance standards listed below. The applicant shall employ an acoustical consultant pre-approved by the City Manager or designee, to ensure the efficacy of the noise control plan. The acoustical consultant shall conduct onsite checks during construction to ensure that nuisance noise is being reduced in accordance with the noise control plan. Monthly reports shall be submitted to City Manager's office for the duration of construction or until such time that the City Manager or designee deems it no longer necessary.

- *Installation of temporary sound barriers/blankets along the northern and western project boundary line adjacent to the single-family receivers. The temporary barriers/blankets shall have a minimum 5 dBA reduction. The temporary barriers/blankets will be of sufficient height to extend from the top of the temporary construction fence and drape on the ground or be sealed at the ground. The temporary barriers/blankets will have grommets along the top edge with exterior grade hooks, and loop fasteners along the vertical edges with overlapping seams, with a minimum overlap of 2 inches.*
- *Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.*
- *Unnecessary idling of internal combustion engines should be strictly prohibited.*
- *Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.*
- *Utilize "quiet" air compressors and other stationary noise sources where technology exists.*
- *Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.*
- *Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.*
- *Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.*
- *As part of the Noise Control Plan the contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The Plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance, and will be reviewed by the City.*
- *Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.*

MM NOI-1b: Nighttime Truck Delivery. *To minimize the noise impact associated with truck deliveries, it is assumed that deliveries shall only occur between 7:00 a.m. and 10:00 p.m. Based on the size of the proposed land use, smaller delivery and vendors would be expected for the proposed project. These trucks typically generate maximum noise levels of 65 to 70 dBA at a distance of 50 feet. The noise levels due to deliveries at the nearest sensitive receptors would range from 60 to 65 dBA. Compared to the ambient noise environment, which has maximum instantaneous noise levels ranging from 67 to 107 dBA Lmax and hourly average noise levels ranging from 60 to 75 dBA Leq, truck deliveries would not be expected to increase the existing noise environment, assuming daytime deliveries only.*

Q. Impact TRA-1: The project would conflict with CEQA Guidelines section 15064.3, subdivision (b).

The EIR finds that that the Proposed Project would conflict with CEQA Guidelines section 15064.3, subdivision (b), which requires projects to use Vehicle Miles Traveled (VMT) as the metric for determining the significance levels of transportation impacts of a project.

The hotel component and residential component of the Project are expected to generate approximately 572 trips per day. The transportation impacts of these trips are determined by assessing the increase in VMT that result from a project. Because the City has not yet adopted a standard of significance for evaluating VMT, guidance provided by the California Governor's Office of Planning and Research (OPR) was used to evaluate VMT. The OPR Technical Advisory includes suggested VMT significance thresholds for residential, employment, and retail uses but does not address hotel or other visitor-based land uses, indicating that lead agencies may develop their own thresholds. The City has determined that a project which generates at least 15 percent less than the Proposed Project's unmitigated VMT would have a less-than-significant impact. VMT associated with the hotel component of the Project, comprising employee trips, guest trips to and from the airport, and local guest trips, were anticipated to generate 3,965 daily VMT assuming peak room occupancy. Mitigation measure MM TRA-1 requires the project applicant to implement a Transportation Demand Management (TDM) measure to reduce VMT to the City's threshold. The expected VMT reductions associated with the TDM measures specified in the mitigation measure are estimated to reduce VMT to 3,354 daily VMT, which would be a 15.4 percent reduction.

Implementation of mitigation measure MM TRA-1, set forth below, which is hereby adopted and made a condition of approval, would reduce the impact to a less-than-significant level by reducing project VMT by at least 15%.

MM TRA-1: TDM Program and Monitoring

The applicant shall draft and implement a TDM Program with measures that would achieve an annual average VMT reduction of at least 15 percent. The hotel operator shall propose a TDM program that contains specific measures to achieve a 15 percent VMT reduction, which is necessary for compliance with the TDM Program. The TDM Program shall be updated from time

to time, as deemed appropriate by the City, to reflect best practices in the field of Transportation Demand Management.

As part of the hotel operations, the hotel operator shall conduct mode split and VMT surveys each year to both make adjustments and use as marketing material. Guest and employee satisfaction surveys are also an effective way of ensuring a quality TDM program. The designated hotel Transportation Coordinator shall provide a copy of the updated TDM program to the City Manager and Traffic Engineer annually on the date of issuance of the use and occupancy/operating permit.

When preparing, adopting, or updating the TDM Program, the hotel operator shall implement the TDM plan with a single occupancy vehicle (SOV) mode-share reduction commitment of 15 percent.

VII. ALTERNATIVES

The Draft EIR analyzed three alternatives to the Original Project: the No Project Alternative, the Reduced Intensity Alternative, and the Multi-Family Residential Alternative, and compared them to the Original Project. Following circulation of the Draft EIR, the applicant submitted revised plans to the City indicating that Alternative 2 (with revisions, called Modified Alternative 2), is now the Proposed Project as explained in Section III, above. The Final EIR Volume analyzed all of these alternatives and compared them to the Original Project, which is analyzed in the Draft EIR, and to each other as required by CEQA Guidelines Section 15126.6. The alternatives are briefly summarized below and described in Chapter 5.0 of the Draft EIR and Appendix 3.0-A of the Final EIR Volume (Text Revisions to Chapter 5.0). Brief summaries of the evaluated alternatives are provided below. As explained in Section XII below, the findings in this Section are based on the Draft EIR and the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference, and on the record as a whole.

A. No Project, Alternative 1

CEQA requires consideration of a no project alternative. Consistent with State CEQA Guidelines section 15126.6, the No Project Alternative assumes the continuation of existing plans and policies. Under the No Project Alternative, the project site could remain in its current undeveloped condition as a vacant lot, with little or no change.

The No Project Alternative would not achieve any of the project objectives or the City's objectives, which are set forth in Section II, above. For example, it does not support Downtown vitality and the City's economic development goals, meet the demand for more hotel rooms to support the city's growing local tourist and agribusiness economies, establish a higher level of use on an underused parcel in the city, support the local job market by providing new employment opportunities, or provide an opportunity for the City to increase revenue stream.

For the foregoing reasons, the No Project Alternative is hereby rejected.

B. Multi-Family Residential, Alternative 3

The Multi-Family Residential, Alternative 3, would involve the construction of residential units at the project site rather than a hotel. Alternative 3 would consist of 2 main buildings, a 2-story structure, and a 3-story structure with 58 multi-family units, which would encompass a building floor area of approximately 66,581 square feet. Alternative 3 also includes a parking lot on the east side of the project site with 116 parking spaces, 50 percent of which would be enclosed within a garage/carport. Alternative 3 would feature multi-family residential buildings that are approximately the same size and height as the hotel buildings proposed in the Modified Alternative 2 (the Proposed Project) and would also feature the same amount of open space as the project.

Alternative 3 would not meet several of the City's and project applicant's project objectives, which are generally framed to support the City's growing local tourist and agribusiness economies. While Alternative 3 would provide multi-family residential units, it would not help meet the City's demand for more hotel rooms, support the City's economic development goals, support the local job market by providing new employment opportunities, or provide an opportunity for the City to maintain revenue stream.

Additionally, Alternative 3 would have a similar building footprint as compared to the project and would therefore have similar environmental impacts.

C. Environmentally Superior Alternative

On the basis of the analysis of the Draft EIR, the City finds that the No Project Alternative is the environmentally superior alternative. The No Project Alternative would avoid all of the project's significant impacts. CEQA Guidelines Section 15126.6(e)(2), however, states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Therefore, the Proposed Project is the environmentally superior alternative, because it would result in lesser environmental impacts to some environmental resources and introduce incrementally greater impacts to others compared to Alternative 3 and the Original Project. Specifically, the Proposed Project would substantially reduce the aesthetic impacts associated with the Original Project by reducing the overall massing of the project as well as increasing building setbacks; as a result the protected view of the ridgeline would not be obstructed by the structures associated with the project. The Proposed Project would therefore not result in a significant and unavoidable impact to protected scenic vistas and visual resources within a scenic corridor in the Coastal Zone, making it the environmentally superior for this criterion. The Project would also result in fewer trips to and from the project site, substantially reducing the VMT associated with the hotel component of the Project, although the Proposed Project would have incrementally higher pollutant and GHG emissions than the Original Project. The Proposed Project would also best meet the City's and project applicant's primary project objectives, providing a development that balances the urban landscape with the natural elements of the coast, enhances the aesthetics of the Southern entry to the city, and would be designed contextually appropriate for the traditional development within the City.

Alternative 3 would result in lesser environmental impacts to some environmental resources and introduce incrementally greater impacts to others compared to the Proposed Project and the Original Project. For example, Alternative 3 would result in fewer trips being generated than both the Proposed Project and the Original Project and a lesser amount of VMT. However, Alternative 3 would be similar in building floor area and result in similar aesthetic impacts as the Proposed Project and produce comparable air pollutant and GHG emissions. Although Alternative 3 would also result in lesser environmental impacts to some environmental resources, the Proposed Project better aligns with the City's and project applicant's primary project objectives, goals, and policies and is therefore the environmentally superior alternative.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth above, the City has found that some of the adverse environmental impacts of the Hyatt Place Project remain significant following adoption and implementation of mitigation measures described in the EIR and incorporated into the Proposed Project. Section 15093(b) of the CEQA Guidelines provides that when the decision of the public agency results in the occurrence of significant impacts that are not avoided or substantially lessened, the agency must state in writing the reasons to support its actions. Having balanced the benefits of the Proposed Project against its significant and unavoidable environmental impacts, the City finds that the project's benefits outweigh its unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable. The City further finds that each of the Proposed Project benefits discussed below is a separate and independent basis for these findings. The reasons set forth below are based on the Final EIR and other information in the administrative record.

- A. The Proposed Project will provide Coastal Act and Local Coastal Act priority uses geared towards visitors and workforce housing. This is in alignment with Coastal Act Section 30222: Private lands; priority and development purposes, which states that "[T]he use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry."

The Proposed Project is also in alignment with LCLUP General Policies 2-3: Priority Land Uses, 2-4: Sustainable Land Use Pattern; LCLUP Land Use Policies 5-73: Location of Visitor Serving Commercial Development; 5-71: Inclusion of Lower Cost Accommodations. The Proposed Project will provide 102 hotel rooms to coastside visitors. A portion of the 102 rooms meet the Coastal Commission's definition of Low-Cost Affordable Rooms and furthers the goal to provide no- and low-cost amenities. This enables visitors from a wider range of incomes to secure overnight accommodations on the coast, which in turn benefits other visitor-serving businesses throughout Half Moon Bay.

- B. The Proposed Project will provide other no- and low-cost amenities including a publicly-accessible bikeway and pedestrian pathway adjacent to SR-1. The site currently has no

public access along SR-1. Furthermore, the project will create 2.02 acres of an enhanced, native-planted wetland buffer adjacent to the existing wetlands within the SR-1 Caltrans road right of way in a dedicated open space easement. The open space area includes the paths, benches, and educational interpretive signage that describes the open space area. These new bike and walking paths provide public access to an area that does not exist today. This access allows for new public views of interest from the site looking to the west (Wavecrest area) and towards the ocean beyond. The Proposed Project will also provide bicycle rentals on site, which is another amenity that will help visitors enjoy the coast as well as provide access to other businesses within Half Moon Bay.

- C. The Proposed Project will provide up to 16 residential units on property that is currently used for automobile parking and will contribute to the City meeting its 6th cycle RHNA housing obligations. The project applicant intends to provide a portion of the units at below market rental rates to project employees, although the applicant is not required to do so and the project is not conditioned as such. The provision of housing to a variety of housings and at various income profiles is a City goal, as recognized in LCLUP Policy 2-6, "Encourage a diversity of housing types, including housing at a range of affordability levels, densities, sizes, and ownership types with equitable access to environmental benefits. Meet the needs of Half Moon Bay's diverse population, including young families, multi-generational families, students, young professionals, and seniors." The Proposed Project will help the City towards this goal.
- D. The Proposed Project will generate Transient Occupancy Tax (TOT) revenue for the City in support City Council FY 2024-25 budget direction to staff to identify and pursue sources of revenue to off-set the increased cost of providing city services. The City's FY 24-25 Adopted Budget recognizes that "...reserves will not be enough to sustain the City in the future unless revenues increase, or services and expenditures are drastically decreased. A key priority for staff and the Council in the coming fiscal year will be to identify strategies to balance the budget for the future, including additional sources of ongoing revenue, increased pursuit of grants and philanthropic support for community projects and programs, and continuing to find new efficiencies and cost savings wherever possible. These are all important practices for any organization, but especially now for the City of Half Moon Bay."
- E. The Proposed Project will help the City towards achieving Strategic Initiatives. The FY 24-25 Adopted Budget includes Strategic Elements, which are high-level objectives that provide a long-range vision for the City's future and a consistent focus for the City's services. Based on the Strategic Elements, the City Council has adopted Strategic Initiatives intended to help guide the City's actions and work plans as well as focus efforts on addressing the City's identified priorities. Fiscal Sustainability Strategic Element Initiatives include the following, which the Proposed Project helps further:
 - Support and sustain a business environment that contributes to economic prosperity and revenue generation and improves the community's economic well-being.

- Promote a balanced economic development approach that retains, attracts, and supports businesses Citywide for a strong, stable, complementary, and diverse business environment, including tourism, coastal resources, conservation, and farmland cultivation.
- F. The Proposed Project will anchor the south end of the Main Street corridor, as anticipated in the recently City Council-adopted Half Moon Bay Streetscape Master Plan, July 2024.

IX. INCORPORATION BY REFERENCE

These findings incorporate the text of the Final Program Environmental Impact Report for the Half Moon Bay Hyatt Place Project by reference and in their entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, the determination of the environmentally superior alternative, and the reasons for approving the Project in spite of the potential for associated significant and unavoidable adverse impacts.

X. RECIRCULATION NOT REQUIRED

No significant new information was added to the Draft EIR or the Final EIR Volume as a result of the public comment process. The Final EIR Volume responds to comments, and clarifies, amplifies, and makes insignificant modifications to the Draft EIR. It does not identify any new significant effects on the environment or a substantial increase in the severity of an environmental impact requiring major revisions to the Draft EIR.

The alterations made to the project, which accompanied its change from the Original Project to the Proposed Project, would not result in any new impacts or substantial increase in the severity of impacts that were previously identified in the Draft EIR. Rather, compared to the Original Project the Proposed Project would reduce impacts to scenic vistas and resources, making two previously significant and unavoidable impacts (Impact AES-1 and Impact AES-2) less than significant. The Proposed Project is not substantially different from Draft EIR Alternative 2, which was analyzed in the Draft EIR, because the changes are limited to reduced square footage, a slightly longer breezeway between buildings, an adjusted parcel map of the proposed subdivision north of Seymour Street, and improved approaches to policy consistency with the Half Moon Bay LCLUP. These changes do not constitute “significant new information,” which would require recirculation of the Draft EIR. Therefore, recirculation of the EIR is not required.

XI. RECORD OF PROCEEDINGS

Various documents and other materials related to the Project constitute the record of proceedings upon which the City bases its findings and decisions contained herein. Those documents and materials are located in the offices of the custodian for the documents and

materials, which is the City of Half Moon Bay Community Development Department, 501 Main St., Half Moon Bay, CA, 94019.

XII. SUMMARY

- A.** Based on the foregoing Findings and the information contained in the record, the City has made one or more of the following Findings with respect to each of the significant effects of the Proposed Project:
- 1.** Changes or alterations have been required in, or made a condition of approval of, the Project that avoid or substantially lessen the significant environmental effects identified in the Final EIR.
 - 2.** Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other public agency.
 - 3.** Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or alternatives identified in the Final EIR that would otherwise avoid or substantially lessen the identified significant environmental effects of the Project.
- B.** Based on the foregoing Findings and the information contained in the record, the City determines that:
- 1.** All significant effects on the environment due to the approval of the Proposed Project have been eliminated or substantially lessened where feasible.
 - 2.** Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations, above.

MITIGATION MONITORING AND REPORTING PROGRAM

Half Moon Bay Hyatt Place Project File No. PDP 072-13

August 2024



This Mitigation, Monitoring and Reporting Program (MMRP) has been prepared pursuant to the CEQA Guidelines, which state:

“In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” (§15097(a))

The table beginning on the next page list the impacts, mitigation measures, and timing of the mitigation measure (when the measure will be implemented) related to the Half Moon Bay Hyatt Place Project (project). The table also lists those Standard Conditions of Approval that were identified in the EIR and that apply to the project. All of the mitigation measures listed here will be implemented by the City, the Applicant, or by their appointees, as shown in the MMRP. According to CEQA Guidelines section 15126.4(a)(2), “Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. ” Therefore, all mitigation measures as listed in this MMRP will be adopted by the City of Half Moon Bay Planning Commission when the project is approved.

This document does not discuss those subjects for which the Environmental Impact Report concluded that the impacts from implementation of the project would be less than significant or those impacts that have been identified as significant and unavoidable.

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
AESTHETICS RESOURCES				
Impact AES-4: The project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.				
Less than Significant with Standard Condition of Approval and Mitigation	<p>Mitigation Measure AES-2: A lighting plan for any proposed exterior lighting must be submitted to the City of Half Moon Bay for review and approval.</p> <p>Exterior lighting must be directed downward and away from adjacent properties and public/private right-of-way to prevent glare or excessive light spillover. Lighting bulbs must be limited to low intensity lights, including lighting for identification purposes. Landscaping lights must be limited to ground-level for walking/safety purposes.</p>	Verified at issuance of building permits and prior to occupancy	<p>Implementation: Project Applicant</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____</p> <p>Date: _____</p>
AIR QUALITY RESOURCES				
Impact AQ-1. The project would result in a cumulatively considerable net increase of criteria pollutants.				
Impact AQ-2. The project would expose sensitive receptors to substantial pollutant concentrations.				
Less than Significant with Mitigation	<p>Mitigation Measure AQ-2: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:</p> <p>The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleetwide average 80-percent reduction in DPM exhaust emissions or greater.</p> <p>One feasible plan to achieve this reduction would include the following:</p> <ol style="list-style-type: none"> 1. All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines and this equipment shall include CARB-certified Level 3 Diesel Particulate Filters⁷ or equivalent. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement. 2. Per the construction sheet provided by the applicant, line power shall be used to electrify generators used during construction. 	Include equipment plan on grading and building permit submittals. Implementation ongoing through construction.	<p>Implementation: Project Applicant and/or Contractor to prepare permit submittals.</p> <p>Monitoring: Community Development Department to verify compliance at permit issuance. Qualified City Staff/Approved Monitor</p>	<p>Initials: _____</p> <p>Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
BIOLOGICAL RESOURCES				
Impact BIO-1: Construction of the project would adversely impact species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife and or U.S. Fish and Wildlife Service.				
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1a. Preconstruction Survey</p> <p>A qualified biologist shall conduct a preconstruction survey of the work area within 48 hours of the initiation of project activities. If a California red-legged frog of any life stage or San Francisco garter snake is found, the animal shall not be handled and will instead be allowed to leave the site on its own. If needed, the USFWS (and CDFW, if a San Francisco garter snake is found) will be contacted to request permission to relocate the individual or additional guidance on the disposition of the individual. The results of the pre-construction survey shall be provided to the City Manager or his/her designee one day prior to the commencement of construction activities.</p>	<p>Survey within 48 hours of issuance of first permit for site disturbance</p> <p>Monitoring ongoing throughout construction</p>	<p>Implementation: Project Applicant, Contractor, Qualified Biologist,</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>
	<p>In addition, the biologist shall review plans and installation for a wildlife exclusionary fence (WEF) and make any recommendations for improvements and/or changes to location and installation processes. Following the completion of the installation of the WEF, the biologist will train a dedicated member of the construction crew in the identification of the California red-legged frog and San Francisco garter snake, as well as appropriate protocols to follow if either of these species (or animals that may be one of these species) are detected on the site. This dedicated crew member will be responsible for checking the work area for these species prior to the start of construction each day, for inspecting any steep-walled holes or trenches for any animals that may inadvertently become trapped and/or injured, and for inspecting the integrity of the WEF each day and ensuring that any needed repairs are completed within 24 hours. The construction manager shall provide a weekly summary of each inspection to the City Manager or his/her designee for the duration of the exterior construction phase.</p>			

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1b. Worker Environmental Awareness Program</p> <p>Before any construction activities begin, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and San Francisco garter snake and their habitats, the importance of these species, the general measures that are being implemented to conserve these species as they relate to the project, and the boundaries within which the project may be accomplished.</p>	Prior to commencement of construction	<p>Implementation: Project Applicant, Contractor, Qualified Biologist</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1c: Exclusion Barrier</p> <p>A WEF shall be installed prior to the initiation of construction activities to exclude California red-legged frogs and San Francisco garter snakes from the construction area. Prior to the WEF installation a wildlife biologist shall inspect the site and WEF specifications and make final adjustments to the location of the WEF and how it is installed. The WEF shall consist of silt fencing, plywood, ERTEC fencing, or suitable material at least 36 inches in height that is buried 6 inches deep in the ground, or similar method, to prevent access under the fencing. The location and fence type shall be indicated on plans and subject to review and approval of City Plan Check.</p>	WEF to be shown on grading plans and WEF to be installed prior to issuance of grading permit	<p>Implementation: Project Applicant Contractor, Qualified Biologist,</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1d. Biological Monitoring</p> <p>A qualified biologist shall remain on-site to monitor the installation of the WEF to ensure that no San Francisco garter snakes or California red-legged frogs are trapped within the construction area or harmed during installation. If an individual of these species is detected, any project activities that could result in harm to the individual shall cease until the individual has moved out of the project site on its own. The USFWS shall be contacted immediately if a California red-legged frog or San Francisco garter snake is found, and the CDFW shall be contacted immediately if a San Francisco garter snake is found. If any individuals are killed or injured during project activities, the</p>	Ongoing throughout construction	<p>Implementation: Project Applicant, Contractor, Qualified Biologist,</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	USFWS and/or CDFW, as appropriate, shall be notified within 24 hours. Proof of notification shall be provided by the contractor to the City Manager or his/her designee.			
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1e. Prevention of Entrapment</p> <p>To prevent the inadvertent entrapment of San Francisco garter snakes and California red-legged frogs, all excavated, steep-walled holes or trenches shall be completely covered at the end of each work day with plywood or similar materials. If this is not possible, one or more escape ramps constructed of earth fill or wooden planks will be placed in the excavation. Before such holes or trenches are filled, they shall be thoroughly inspected for any animals by the on-site biological monitor. If at any time a California red-legged frog or San Francisco garter snake is found trapped or injured in one of these holes, any project activities that could result in harm to the individual shall cease until the individual has moved out of the project site on its own (a ramp allowing the individual to leave may need to be provided).</p>	Ongoing throughout construction	<p>Implementation: Project Applicant, Contractor, Qualified Biologist,</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1f. Pre-Construction Bird Nesting Survey</p> <p>If construction-related site disturbance commences between February 1 and August 15, a qualified biologist shall conduct a pre-construction bird nesting survey within 7 days of the start of construction activities and within 300 feet of the site. If nests of either migratory birds or birds of prey are detected on or adjacent to the site, a no-disturbance buffer shall be established in consultation with the CDFW. The size of the no disturbance buffer shall be determined by a qualified biologist, and shall take into account local site features and existing sources of potential disturbance. If more than 7 days elapse between the survey and the start of construction, the survey shall be repeated. If vegetation removal, building demolition, or earthwork stages are phased over multiple years, the pre-construction survey and nest-avoidance measures described above would need to be repeated. The results of the nest survey shall be provided to the</p>	<p>Survey within 7 days of issuance of first permit for site disturbance</p> <p>If required, no disturbance buffer shall be maintained throughout construction</p>	<p>Implementation: Project Applicant, Contractor, Qualified Biologist,</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	City Manager or his/her designee prior to the commencement of construction.			
Less than Significant with Mitigation	<p>Mitigation Measure BIO-1g. Special-Status Species Agency Coordination</p> <p>Proposed project construction activities shall not result in impacts to project site wetlands and/or habitat for special-status species known to occur in the vicinity of the site.</p> <p>Prior to commencement of construction activities, the project applicant's biologist shall obtain a verified wetland delineation and obtain concurrence with the regulatory agencies regarding special-status species. The project applicant shall continue to coordinate all project activities potentially regulated by State, Federal, and local agencies and shall obtain all necessary permits from CDFG, USACE, USFWS, and the RWQCB as required by federal and State law to avoid, minimize or offset impacts to any species listed under either the State or federal Endangered Species Acts or protected under any other State or federal law.</p> <p>Evidence that the project applicant has secured any required authorization from these agencies shall be submitted to Half Moon Bay prior to issuance of any grading or building permits for the project.</p>	<p>Wetland delineation and agency concurrence submitted prior to issuance of grading permit</p>	<p>Implementation: Project Applicant, Contractor, Qualified Biologist,</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>
<p>Impact BIO-2: Implementation of the project would have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, and Impact BIO-3: Implementation of the project would have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.</p>				
Less than Significant with Mitigation	<p>Mitigation Measure BIO-2a. Avoid All Wetlands to The Extent Feasible.</p> <p>All jurisdictional wetlands and ESHAs claimed by the CCC shall be avoided to the extent feasible. This includes direct loss and indirect water quality impacts that could occur due to adjacent development.</p>	<p>BMPs to be shown on grading and building plan submittals.</p> <p>BMPs to be implemented on an ongoing basis</p>	<p>Implementation: Project Applicant, Contractor, Qualified Biologist,</p> <p>Monitoring: Community</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	<p>During construction, suitable erosion control, sediment control, source control, treatment control, material management, and stormwater management measures would be used in conformance with the NPDES Statewide Construction General Permit (Order No. 2009-0009-DWQ). Additionally, the project shall be designed to comply with the <i>California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit</i> (MRP) (Water Board Order No. R2-2009-0074). This will require that the project implement BMPs into the design that prevents stormwater runoff pollution, promotes infiltration, and holds/slows down the volume of water coming from a site. In order to meet these permit and policy requirements, projects must incorporate the use of tree planters, grassy swales, bioretention and/or detention basins, among other factors. The project is already largely designed to preserve existing drainage characteristics, as seen by the placement of stormwater treatment basins near the area of the site where the seasonal wetlands occur. These basins shall be designed to drain to the avoided wetland area to preserve hydrological inputs from the site. An explanation of compliance with this measure (including drainage design and maintenance program) shall be provided to the City Manager or his/her designee and included in the project file. Compliance checking by the City shall be incorporated into the Wetland Restoration and Monitoring Plan specified in Mitigation Measure BIO-2b.</p>	<p>throughout construction</p>	<p>Development Department</p>	
<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure BIO-2b. Compensate for Lost Wetlands by Restoring Avoided Wetlands.</p> <p>Most components of the project will be 100 feet away from identified jurisdictional wetland areas (as determined by site verification). Portions of the project that will be located within the buffer include the class 1 multi-use bicycle and pedestrian trail, a pedestrian path, wetlands restoration, green infrastructure, and emergency fire stands. Activities associated with these features are potentially allowed within buffers without mitigation (e.g., some trails and restoration); however, maintenance and the unlikely event of firefighting would need to be considered for</p>	<p>Wetland Restoration and Monitoring Plan to be submitted prior to issuance of grading permit</p>	<p>Implementation: Project Applicant, Contractor, Qualified Restoration Ecologist</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	<p>mitigation. For development and uses such as these, which cannot be avoided by the project, the project shall restore avoided wetlands on-site at 4:1 by implementing a weed removal program in the avoided wetlands, which are dominated by weedy, non-native species such as pennyroyal (<i>Mentha pulegium</i>). It should be noted that the wetlands identified on this site were not found to be Environmentally Sensitive Habitat Areas (ESHAs). In addition to the required Section 404 permit (Nationwide), a qualified restoration ecologist will develop a Wetland Restoration and Monitoring Plan, which will contain the following components (or as otherwise modified by regulatory agency permitting conditions):</p> <ol style="list-style-type: none"> 1. Goal of the restoration (to increase wetland habitat functions and values by removing invasive species); 2. Restoration design: <ul style="list-style-type: none"> • Weed removal, control, and monitoring plan • Soil amendments and other site preparation elements as appropriate • Planting plan (to replace non-natives with native wetland species) • Maintenance plan • Remedial measures/adaptive management 3. Monitoring plan, including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.); at a minimum, success criteria will include restoration of native wetland vegetation and no more than 5 percent cover of non-native species, and provision of ecological functions and values equal to or exceeding those in the habitat that was impacted; and 4. Contingency plan for mitigation elements that do not meet performance or final success criteria. 			
<p>Impact BIO-4: The project would conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
Less than Significant with Mitigation	<p>Mitigation Measure BIO-4a:</p> <p>The subdivision plans for the reduced intensity alternative, Alternative 2, shall be revised to ensure that all of the resulting parcels can be developed without intrusion into the 100-foot wetland buffer so as to be consistent with Policy 6-57 Land Divisions of the 2020 LCLUP.</p>	<p>Plan revision prior to construction, Wetland Restoration and Monitoring Plan to be submitted prior to issuance of grading permit</p>	<p>Implementation: Project Applicant, Contractor, Qualified Restoration Ecologist</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>
Less than Significant with Mitigation	<p>Mitigation Measure BIO-4b:</p> <p>Residential development of the subdivided 1.15-acre site north of Seymour Street shall comply with all applicable wetland buffer requirements. Furthermore, site development shall not result in direct or indirect water quality impacts that could occur due to adjacent development. During construction, suitable erosion control, sediment control, source control, treatment control, material management, and stormwater management measures would be used in conformance with the NPDES Statewide Construction General Permit (Order No. 2009-0009-DWQ). Additionally, the project will be designed to comply with the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (MRP) (Water Board Order No. R2-2009-0074). This will require that the project implement BMPs into the design that prevents stormwater runoff pollution, promotes infiltration, and holds/slows down the volume of water coming from a site. In order to meet these permit and policy requirements, projects must incorporate the use of tree planters, grassy swales, bioretention and/or detention basins, among other factors. The site is already largely designed to preserve existing drainage characteristics, as seen by the placement of stormwater treatment basins near the area of the site where the seasonal wetlands occur. These basins shall be designed to drain to the</p>	<p>Ongoing throughout construction, Wetland Restoration and Monitoring Plan to be submitted prior to issuance of grading permit</p>	<p>Implementation: Project Applicant, Contractor, Qualified Restoration Ecologist</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	avoided wetland area to preserve hydrological inputs from the site.			
CULTURAL RESOURCES				
<p>Impact CUL-1. The project has the potential to cause a substantial adverse change in the significance of a previously undiscovered historical resource, Impact CUL-2. The project has the potential to cause a substantial adverse change in the significance of a previously undiscovered archaeological resource, Impact CUL-4. The project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and Impact CUL-5. The project has the potential to cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe as defined in PRC Sections 5020.1(k) or 5024.1.</p>				
<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure CUL-1: Prior to commencement of ground-disturbing activities, the project proponent shall consult with the City and retain a qualified tribal monitor to observe ground disturbing activities. In addition, in the event that any prehistoric, historic, archaeological, or paleontological resources are discovered during grading/excavation, a professional (historian, archaeologist, and/or paleontologist, as determined appropriate and approved by the City) shall be hired to assess the significance of the find. Qualifications of the selected professional and tribal consultant(s) shall be submitted to the City for approval prior to any grading activities.</p> <p>If any find is determined to be significant, representatives of the City and the consulting professional shall determine, with the input of any traditionally and culturally affiliated California Native American tribe, the appropriate avoidance measures, such as planning greenspace, parks, or other open space around the resource to preserve it and/or its context (while protecting the confidentiality of its location to the extent feasible) or other appropriate mitigation, such as protecting the historical or cultural value of the resource through data recovery or preservation.</p> <p>In considering any suggested mitigation proposed by the consulting professional to mitigate impacts to cultural resources, the City shall determine whether avoidance is feasible in light of</p>	<p>Tribal monitor secured prior to commencement of ground-disturbing activities. Ground disturbing activities to be monitored throughout construction</p>	<p>Implementation: Project Applicant, Contractor, Tribal Monitor(s)</p> <p>Monitoring: Community Development Department and/or consulting historian, archeologist, or paleontologist as determined to be needed</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	<p>factors such as the nature of the find, project design, costs, and other considerations.</p> <p>If avoidance is infeasible, other appropriate measures, such as data recovery, shall be instituted. The resource shall be treated with the appropriate dignity, taking into account the resource's historical or cultural value, meaning, and traditional use, as determined by a qualified professional or California Native American tribe, as is appropriate. Work may proceed on other parts of the project site while mitigation for cultural resources is carried out. All significant cultural materials recovered shall, at the discretion of the consulting professional, be subject to scientific analysis, professional museum curation, and documentation according to current professional standards.</p> <p>At the City's discretion, all work performed by the consulting professional shall be paid for by the proponent and at the City's discretion, the professional may work under contract with the City.</p>			
GEOLOGY AND SOILS				
Impact G&S-1. The project would be located on soil that is unstable, resulting in on-site subsidence, liquefaction, or collapse, Impact G&S-2. The project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life and property, and Impact CUL-4. The project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.				
Less than Significant with Mitigation	<p>Mitigation Measure GEO-1: The project design shall include all recommendations described in the Geotechnical Investigation including but not limited to:</p> <ul style="list-style-type: none"> • Over-excavation of surface soil layers, and addition of compacted fill • Use of non-expansive fill • Shoring of utility trenches • The retention of a corrosion engineering specialist for corrosion protection recommendations • Retention of a licensed Geotechnical Engineer approved by the City to review geotechnical aspects of the project plans 	<p>Geotechnical recommendation s included in grading and building submittals. To be verified at permit issuance.</p>	<p>Implementation: Project Applicant, Contractor</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____ Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	<ul style="list-style-type: none"> Geotechnical observation and testing during earthwork and foundation construction 			
HAZARDS AND HAZARDOUS MATERIALS				
Impact HAZ-1. The project would create a significant hazard to the public and environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and Impact HAZ-2. Project construction would involve handling hazardous substances within one-quarter mile of an existing school.				
Less than Significant with Mitigation	<p>Mitigation Measure HAZ-1: Prior to issuance of a grading permit, a Phase II environmental site assessment (Phase II ESA) shall be conducted and shall include water and soil testing at the project site. The project applicant and the contractor shall implement the prescribed avoidance and remediation measures to protect workers and the public from any hazardous materials found at the site as identified in the Phase II ESA and site testing results. A plan to remediate any contamination in excess of standards shall be submitted to the appropriate reviewing authority. The remediation areas shall also be indicated on grading plans. The remediation could include measures such as contaminated soil removal and disposal, dewatering and containment of polluted groundwater, and other containment and control measures to avoid exposure to concentrations of contaminants in excess of standards and in accordance with Department of Toxic Substances Control and Occupational Safety and Health Administration standards. Documentation for the implementation of any necessary remediation measures shall be transmitted to the City and the appropriate reviewing authority as proof of implementation of the remediation plan.</p>	<p>Phase 2 ESA provided prior to issuance of a grading permit.</p> <p>Phase 2 ESA recommendations implemented prior to issuance of building permits.</p>	<p>Implementation: Project Applicant, Contractor</p> <p>Monitoring: Community Development Department</p>	<p>Initials: _____</p> <p>Date: _____</p>
NOISE AND VIBRATION				
Impact NOI-1. The project would exceed thresholds for ambient noise levels as a result of construction and operation.				
Less than Significant with Mitigation	<p>Mitigation Measure NOI-1a: Construction Best Management Practices. Prior to issuance of a grading permit, the applicant shall develop a construction noise control plan meeting the approval of the City Manager or his/her designee and/or third-party peer review, including, but not limited to, the performance standards listed below. The applicant shall employ an acoustical</p>	<p>Noise Control Plan prepared and submitted prior to issuance of grading permit.</p>	<p>Implementation: Project Applicant, Contractor, Qualified Acoustical Consultant</p>	<p>Initials: _____</p> <p>Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	<p>consultant pre-approved by the City Manager or designee, to ensure the efficacy of the noise control plan. The acoustical consultant shall conduct onsite checks during construction to ensure that nuisance noise is being reduced in accordance with the noise control plan. Monthly reports shall be submitted to City Manager's office for the duration of construction or until such time that the City Manager or designee deems it no longer necessary.</p> <ul style="list-style-type: none"> • Installation of temporary sound barriers/blankets along the northern and eastern project boundary line adjacent to the single-family receivers. The temporary barriers/blankets shall have a minimum 5 dBA reduction. The temporary barriers/blankets will be of sufficient height to extend from the top of the temporary construction fence and drape on the ground or be sealed at the ground. The temporary barriers/blankets will have grommets along the top edge with exterior grade hooks, and loop fasteners along the vertical edges with overlapping seams, with a minimum overlap of 2 inches. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between 	<p>Onsite noise checks to be conducted throughout construction</p>	<p>Monitoring: Community Development Department and Acoustical Consultant</p>	

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	<p>the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</p> <ul style="list-style-type: none"> • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • As part of the Noise Control Plan the contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The Plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance, and will be reviewed by the City. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule. 			
Less than Significant with Mitigation	<p>Mitigation Measure NOI-1b: Nighttime Truck Delivery. To minimize the noise impact associated with truck deliveries, it is assumed that deliveries shall only occur between 7:00 a.m. and 10:00 p.m. Based on the size of the proposed land use, smaller delivery and vendors would be expected for the proposed project. These trucks typically generate maximum noise levels of 65 to 70 dBA at a distance of 50 feet. The noise levels due to deliveries at the nearest sensitive receptors would range from 60 to 65 dBA. Compared to the ambient noise environment, which has maximum instantaneous noise levels ranging from 67 to 107 dBA L_{max} (maximum sound level) and hourly average noise levels ranging from 60 to 75 dBA L_{eq} (equivalent continuous</p>	Ongoing throughout project operation	Project Operator	Initials: _____ Date: _____

MITIGATION MONITORING AND REPORTING PROGRAM				
Impact	Mitigation Measure	Implementation and Timing	Implementation & Monitoring Responsibility	Verified Implementation
	noise level), truck deliveries would not be expected to increase the existing noise environment, assuming daytime deliveries only.			
TRANSPORTATION AND TRAFFIC				
Impact TRA-1. The project would conflict with CEQA Guidelines section 15064.3, subdivision (b).				
Less than Significant with Mitigation	<p>Mitigation Measure TRA-1: TDM Program and Monitoring</p> <p>a. The applicant shall draft and implement a TDM Program with measures that would achieve an annual average VMT reduction of at least 15 percent. The hotel operator shall propose a TDM program that contains specific measures to achieve a 15 percent VMT reduction, which is necessary for compliance with the TDM Program. The TDM Program shall be updated from time to time, as deemed appropriate by the City, to reflect best practices in the field of Transportation Demand Management.</p> <p>b. As part of the hotel operations, the hotel operator shall conduct mode split and VMT surveys each year to both make adjustments and use as marketing material. Guest and employee satisfaction surveys are also an effective way of ensuring a quality TDM program. The designated hotel Transportation Coordinator shall provide a copy of the updated TDM program to the City Manager and Traffic Engineer annually on the date of issuance of the use and occupancy/operating permit.</p> <p>c. When preparing, adopting, or updating the TDM Program, the hotel operator shall implement the TDM plan with a single occupancy vehicle (SOV) mode-share reduction commitment of 15 percent.</p>	Operation	Project Applicant, Qualified City Staff	Initials: _____ Date: _____

Source: Circlepoint, 2024

**PLANNING COMMISSION RESOLUTION P-24-
RESOLUTION FOR APPROVAL
PDP-072-13**

COASTAL DEVELOPMENT PERMIT, SITE AND ARCHITECTURAL REVIEW, AND A PARKING EXCEPTION FOR A 66,268 SQUARE-FOOT, 102-ROOM HOTEL; TENTATIVE PARCEL MAP TO ADJUST THE LOT LINE BETWEEN THE HOTEL PARCEL AND THE ADJACENT JAMES FORD AUTO DEALERSHIP PARCEL AND CREATE FOUR RESIDENTIAL LOTS ON PARCEL ON THE NORTH SIDE OF SEYMOUR STREET FOR FUTURE DEVELOPMENT OF UP TO 16 RESIDENTIAL DWELLING UNITS AS ALLOWED BY THE R-2 ZONING DISTRICT DEVELOPMENT STANDARDS. (APN 065-012-030, 065-012-020, AND 064-352-150)

WHEREAS, an application was submitted by the applicant seeking approval of an application for a Coastal Development Permit, Site and Architectural Review, and a Parking Exception for a 66,268 square-foot, 102-room hotel; and a Tentative Parcel Map to adjust the lot line between the hotel parcel and the adjacent James Ford auto dealership parcel and create four residential parcels on the north side of Seymour Street for future development of up to 16 residential dwelling units as allowed by the R-2 zoning district development standards (collectively, the Proposed Project); and

WHEREAS, a Final Environmental Impact Report (Final EIR), consisting of the July 2022 Draft EIR and the August 2024 Final EIR Volume, has been prepared that covers the Proposed Project and a resolution regarding California Environmental Quality Act (CEQA) compliance for the Proposed Project is included as Attachment 1 to the Planning Commission staff report; and

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

WHEREAS, the Planning Commission reviewed various iterations of the project at study and/or CEQA scoping sessions on October 25, 2016, March 27, 2018, October 9, 2018, and June 29, 2021; and

WHEREAS, the Architectural Advisory Committee (AAC) reviewed various iterations of the project on July 16, 2020 and at a Joint Study Session with the Planning Commission on June 29, 2021, and provided feedback on the project design; and

WHEREAS, the conditions of approval ensure that the Proposed Project will comply with the City's requirements and will comply with the Mitigation Monitoring and Reporting Program (MMRP) are included as Exhibit A to this resolution; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on October 9, 2024 on the Proposed Project, and reviewed and considered the Final EIR, written reports, and other information in the record, and 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 Proposed Project subject to the conditions set forth in Exhibit B to this resolution;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission:

Approves the Proposed 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 public hearing held October 9, 2024.

AYES,
NOES,
ABSENT,
ABSTAIN,
APPROVED:

Margaret Gossett, Chair

Steve McHarris,
Interim Community Development Director

EXHIBIT A
FINDINGS AND EVIDENCE
Planning Commission Resolution P-24_
PDP-072-13

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 and as required by the Mitigation Monitoring and Reporting Program (MMRP), conforms to the Local Coastal Program.*

Compliance: The project consists of the construction of a 66,268 square-foot, 102-room hotel with associated site improvements. The proposed hotel consists of two main buildings—a north building (3 stories) and a south building (2 stories)—and a parking lot that faces Main Street. The north building consists of guestrooms on two levels and one level with guestrooms as well as employee and service areas. The south building houses the lobby and common spaces, with guestrooms on the second level. The hotel also includes a smaller, single-story building that would house a bicycle rental shop. The project also includes a four-lot parcel map allowing for future development of up to 16 dwelling units along Seymour Street and the expansion of the existing car dealership parking area on the parcel at 100 Seymour Street. The hotel and residential sites are located where public services and infrastructure are available, including sewer, water, gas and electric utilities. The Project site is within the LCLUP designated Town Center area and is surrounded by existing development. The policies of LCLUP Chapter 9 (Scenic and Visual Resources) are applicable to the project site. The relevant policies with a statement of compliance are noted below:

Policy 9-1. Scenic and Visual Resource Areas. Identify and protect scenic and visual resource areas in Half Moon Bay, including but not limited to the scenic corridors, natural resource areas, and built environment resources as defined in this chapter and designated on Figure 9-1.

Compliance: Figure 9-1 (Scenic and Visual Resource Areas) shows the location of visual resource areas, including upland slopes, none of which occur on the project site. Policies limiting development on upland slopes do not apply to this project because no development on upland slopes is proposed. Other policies better address development at lower elevations for the protection of upland slopes.

Policy 9-2. Scenic Resource Protection. New development shall be sited and designed to protect views to and along the ocean, to minimize the alteration of natural landform, to be visually compatible with the character of its setting, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Compliance: The Proposed Project does not block views to or along the ocean because such views are not available from the project site. The project will be developed on a relatively flat site and therefore would not alter a natural landform. The siting, massing, and architectural treatments of the project are in scale with newer development in the South Downtown portion of the Town Center and include materials and building forms compatible with existing architectural structures such as board and batten siding, dormers, and weathered siding

reminiscent of agricultural buildings such as barns. The project is under the maximum height as allowed by the zoning district.

Policy 9-3. Visual Quality. Preserve and enhance the unique visual quality that contributes to Half Moon Bay's coastal and small-town character, including its open, expansive views from the coastal terrace to the beaches, bluffs, ocean, and upland slopes.

Compliance: Implementation of this policy for preserving views of the upland slopes is further defined in Policies 9-12 and 9-23.

Policy 9-5. Visual Impact Evaluation. Where any development is proposed within a scenic and visual resource area, including as designated on Figure 9-1, a site-specific visual impact evaluation shall be required and may include visual simulations, story poles, and/or other means of visual assessment as appropriate based on the type and location of development.

Compliance: Visual simulations have been provided for four different viewpoints: Two from protected views (Viewpoints 2 and 3 show the Proposed Project from SR-1) and two from other vantage points around the site (Viewpoint 1 from Main Street and Viewpoint 4 from the Naomi Patridge Trail, a public trail parallel to SR-1). Project story poles have been installed on the site at various points and have been installed at least six days before the Planning Commission public hearing. Both means noted in Policy 9-5 to make visual assessments of the Proposed Project have been provided. Design review by the Architectural Advisory Committee and the Planning Commission was undertaken at several sessions, including at a noticed and well-attended joint study session on June 29, 2021. Revisions have been incorporated into the project based on the feedback provided.

Policy 9-6. Site Planning and Design for New Development. Require new development to be subject to design review to ensure it is sited and designed to protect public views of scenic and visual resource areas and to be visually compatible with the character of the surrounding area. Measures to be considered may include, but are not limited to the following:

- a. Siting development in the least visible portion of the site;*
- b. Breaking up the mass of new structures;*
- c. Designing structures to blend into the surrounding natural landscape;*
- d. Restricting building maximum size and height;*
- e. Clustering or distributing development;*
- f. Incorporating landscape elements and screening; and*
- g. Conformance with any adopted design guidelines.*

Compliance: The project's site planning and design includes several of the elements presented in Policy 9-6 including deep setbacks from SR-1, development broken up into multiple buildings and a 32' gap designed between the two main buildings to provide a larger space for views of the hillside beyond the buildings. The use of weathered and coastal compatible siding and roofing, conformance with height and building size limits for the land use designation, use of the landscape elements compatible with the wetlands on the west side of the project and consistent with the town's streetscape pattern on the east side of the site.

Policy 9-8. Land Divisions. Require land divisions, including lot line adjustments, to be designed in a manner that minimizes impacts to visual resources. Measures for minimizing visual impacts include the following:

- a. Clustering the building sites to minimize site disturbance and maximize open space;*
- b. Prohibiting land divisions and adjustments that would create lots with insufficient space for development, including to avoid the need for fuel modification, without impacting visual*

resources;

c. Requiring new land divisions to provide sufficient park and open space areas;

d. Prohibiting creation of new building sites above the 160-foot contour line within City limits;

e. Minimizing the length and impermeability of access roads and driveways;

f. Using shared or abutting driveways to access development on adjacent lots, where appropriate;

g. Reducing the maximum allowable density in steeply sloping and visually sensitive areas; and

h. Revegetating graded building pad areas, if any, with native plants.

Compliance: The site plan maximizes open space on the south and west sides of the hotel property including space for an enhanced wetland buffer and habitat restoration public use. The four-lot subdivision meets the standards of the R-2 zoning district and will allow for sufficient space for future residential development. The site is not located on a slope or above the 160-foot contour line. The project driveways are limited to those necessary to access and service the site. Bicycle and pedestrian pathways will be utilized pervious materials. The site will include significant native plantings as part of the wetland conservation and landscaping plan.

Policy 9-12. Town Boulevard Scenic Corridor. *Require that new development in close proximity to or easily visible from the Town Boulevard scenic corridor, including Highways 1 and 92:*

a. Protects views of visual resource areas as seen from the Town Boulevard, including views to the ocean, upland slopes (i.e. minimizes intrusions into the ridgeline), and the historic Johnston House;

b. Incorporates design standards such as screening of commercial parking areas and landscaping provisions; and

c. Is visually compatible with the surrounding land and development.

Update the IP with additional standards for new development along the Town Boulevard based on additional study of the scenic corridor. Assessment should, at a minimum, consider views of visual resource areas from the perspective of existing and potential development along the Town Boulevard and identify scenic segments along Highway 1 and 92, including views of the ridgelines and other visual resource areas. Development standards should address, at a minimum, appropriate building heights and setbacks, longest wall lines, minimum space between buildings, and streetscape design.

Compliance: Visual simulations from Viewpoints 2 and 3 simulate northbound views from SR-1 across the project site toward the hillsides to the north and east. The Proposed Project does not intrude into the view of the ridgeline, nor does it block views to the ocean or the Johnston House. The project development is clustered and set back from SR-1 and the intersection of SR-1 at South Main Street to allow for site lines across the substantially undeveloped portion of the site. The project mass is broken up into multiple structures and building design and materials were selected to be visually compatible with agricultural building forms, colors and rough textures. Landscape elements align the two sides of the project to the context of each side of the site. On the west side of the site, landscaping includes wetland restoration and use of native plantings found in nearby Wavecrest; on the east side of the site, landscaping includes street trees and frontage improvements consistent with the streetscape of Main Street.

Policy 9-23. Upland Slopes and Ridgelines. *Protect broad views of upland slopes, prominent ridgelines and other intervening ridgelines as viewed from scenic corridors and the beach and shoreline through the following means:*

a. Prohibiting new development above the 160-foot contour line and on slopes greater than 30 percent, including grading and subdivisions but excluding public trails and critical facilities or public infrastructure that cannot be located elsewhere;

b. Ensuring new development below the 160-foot contour line is sited and designed to minimize

intrusions into the ridgeline through the application of appropriate height and setback restrictions; and

c. Establishing standards for the Town Boulevard, other streetscapes, and large-scale landscaping projects to highlight and frame, but not block, views of visual resource areas.

Compliance: As noted above, the Proposed Project does not intrude into the view of the ridgeline from SR-1, a defined scenic corridor. The project site is located below the 160-foot contour line and is relatively flat. The Proposed Project has a substantial setback from SR-1 and is under the maximum height allowed in the zoning district. The rooflines of the two main buildings are designed to minimize building height and optimize visual consistency with surrounding development. As demonstrated in Viewpoints 2 and 3, the Proposed Project does not affect views of the ridgeline and upland slopes from northbound SR-1, which are natural landforms protected under this policy.

Policy 9-30. Dark Night Skies. *Protect dark night skies as part of Half Moon Bay’s scenic and visual character by preventing light pollution from development. Avoid impacts from exterior lighting on dark night skies, sensitive habitat areas, and agricultural operations by:*

a. Limiting exterior lighting to low-intensity fixtures that are shielded, down-cast, and concealed so that the light source is not directly visible from public viewing areas, with the exception of traffic lights, navigational lights, and other similar safety lighting;

b. Limiting installation and use of high-intensity perimeter lighting and lighting for sports fields, other private recreational facilities, or public facilities in scenic areas, with the exception of safety lighting provided that any high-intensity lighting is down-cast, shielded, and minimizes spillover; and

c. Reducing light pollution from greenhouses as a condition of approval for new development through shielding and other practices that minimize light spillover.

Compliance: The Proposed Project is conditioned to incorporate dark skies compatible light fixtures. The other sections of the policy do not apply to this project.

Policy 9-31. Lighting Plan Review. *Require submittal of lighting plans with applications for new development, including subdivisions, for review of lighting characteristics.*

Compliance: Lighting plan review with the building permit plans, which is a standard requirement of the building permit submittal, will ensure conformance with this policy, as well as with Policy 9-30.

Sheet A-1 lists all relevant LCLUP policies beyond the Scenic and Visual Resource policies and describes project consistency with each.

With the implementation of the required conditions of approval and the MMRP, the project conforms to City requirements, will not impact coastal resources, and is consistent with the policies of the City’s Local Coastal Land Use Plan (LCLUP).

2. **Growth Management System** – *The project will need to demonstrate consistency with the Measure D Growth Management System established in the Land Use Plan and Zoning Ordinance when the applicant proceeds with a CDP and Site/Architectural Review for residential development on the four newly-created lots as allowed by the R-2 zoning district.*

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.

Compliance: The project conforms to the LCLUP (which provides policy direction that the project shall be found consistent with the Zoning Code designation until compliant revisions can be made) as well as all other relevant provisions of the Zoning Code.

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.*

Compliance: The site is an infill site with existing dry and wet utility connections. The Project will be served with water, sewer, and road facilities and is located in an area that will not require infrastructure enhancements to accommodate the Project.

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.*

Compliance: The Project site is not located between the sea and the first public road parallel to the sea, and thus this provision does not apply. Nonetheless, the project would not restrict public access or recreation opportunities because the site is on the opposite side of Highway 1 from any public beach. Adequate public access and recreation opportunities are available to the west to the Coastal Trail and beaches. The project was reviewed for conformance with the relevant policies in the Coastal Act – Chapter 3 in particular, which addresses Coastal Resources Planning and Management Policies. Sheet A-2 to this exhibit lists all relevant Coastal Act policies and identifies project consistency. The Project would be built on an already-developed site; would not impact environmentally sensitive habitat areas, agricultural lands, or coastal access; and would not have any adverse environmental effect. It also is located far from areas that are vulnerable to sea level rise.

General Plan Housing Element – Findings

Compliance: The Seymour Street residential lot proposed to be subdivided into 4 parcels is identified as a Housing Opportunity Site in the City Draft 2023-2031 6th Cycle Housing Element.

Site and Architectural Review – Findings

The required Architectural and/or Site and Design Review for this project may be approved or conditionally approved only after the approving authority has made the findings per Municipal Code Section 14.37.040. In making these findings, the Planning Commission has considered the design approval criteria set forth in Municipal Code Section 14.37.035.

1. *That such buildings, structures, planting, paving and other improvements shall be so designed and constructed that they will not be of unsightly or obnoxious appearance to the extent that they will hinder the orderly and harmonious development of the city.*

Compliance: The proposed improvements have been designed to meet the requirements of the Commercial - General zoning district. The various iterations of the proposed hotel architecture and site design have been reviewed by the Planning Commission and Architectural Advisory Committee at several meetings and has never been referred to as obnoxious or unsightly.

2. *That such buildings, structures, planting, paving and other improvements will not impair the desirability or opportunity to attain the optimum use and the value of the land and the improvements, or otherwise impair the desirability of living or working conditions in the same or adjacent areas; and*

Compliance: The project is compatible with the scale and character of development in the vicinity and will contribute to the economic value of the land and surrounding area. The proposed hotel is on a main collector street in the City and is in conformance with the Commercial – General zoning district allowed uses, lot coverage and height standards, has generous setbacks from SR-1 to minimize visual impacts, and would provide over 40% of the site as publicly-accessible open space. The building design has been refined to reflect community character and be sensitive to neighborhood context based on input from the Planning Commission and Architectural Advisory Committee over the course of several meetings.

3. *The project has been designed in conformance and consistency with the single-family residential design guidelines (where applicable).*

Compliance: Not applicable.

Tentative Parcel Map – Finding of Conformance

Municipal Code Chapter 17.26 states that “[t]he Planning Commission shall at a public hearing determine whether the tentative parcel map is in conformity with the general plan and its elements, the local coastal plan, the zoning ordinance, the provisions of the Subdivision Map Act, and this title as to design, drainage, utilities, road improvements and offers of dedication or deed.” In making this finding, the Planning Commission has considered the requirements set forth in Municipal Code Chapter 17.26 and the determination of the Public Works Director.

Compliance: The City’s Public Works Director has reviewed this Tentative Parcel Map and has determined that the map is in conformance with the provisions of the Subdivision Map Act, and that the design meets the requirements of the City.

Parking Exception – Finding for Approval

Municipal Code Section 18.36.085 allows that in the case of “practical difficulties and unusual hardships, exceptions to the parking requirements set forth may be granted.” In making this finding, the Planning Commission has considered the analysis provided by the applicant and concurs with the conclusion that the provided parking will be sufficient based on the characteristics of the parking demand demonstrated.

Compliance: The applicant has submitted a Parking Load Analysis that demonstrates the peak parking times for hotel guests and the peak parking times for hotel employees based on conditions at a similarly-sized Hyatt Place hotel project in Santa Cruz. This analysis shows that despite having a lesser amount of on-site parking than required by the City, there is typically enough parking on site to meet the project need due to the actual parking demand at the site during different times of the day. The need for employee parking peaks at the same time the demand for guest parking is reduced, and therefore the 108 parking spaces provided is expected to be sufficient for the 102-room hotel with up to 25 employees.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
2-16.	Residential Growth Management	Provide for compatible and orderly residential growth at a managed pace and ensure that future development is consistent with the city's growth management standards.	Project will comply with Growth Management requirements when actual residential are proposed.
2-2.	Complete Policy Compliance	Ensure that all new development as defined by the Coastal Act complies with the policies of the Land Use Plan. New development means any project for which a coastal development permit is required. Allow flexibility only when the Land Use Plan provides for an exception.	Project appears to be in compliance with LCLUP policies.
2-26.	Fiscally Sustainable Development	New development shall fully fund the development, operation, and maintenance of public infrastructure required for the new development.	Project applicant will pay impact fees and install infrastructure needed to serve new development.
2-3.	Priority Land Uses	Define priority land uses and support development of such land uses throughout the City by the following categories: a. Coastal Act Priority Uses: Coastal-dependent uses, agricultural uses, visitor serving commercial uses, and coastal access and recreational facilities. Coastal Act Priority Uses are considered top tier priority in this LCP; and furthermore, as consistent with Coastal Act Section 30222, coastal-dependent industry and agriculture take precedence over all other uses including visitor-serving commercial recreation facilities. b. Local Priority Uses: Affordable dwelling units for extremely low, very low, and low-income households. Local Priority Uses are considered second tier priority behind Coastal Act Priority Uses in this LCP.	Project provides a visitor-serving commercial use (hotel), which is defined as a Coastal Act Priority Use.
2-38.	South Downtown main Street Uses	Allow mixed-use development along Main Street in South Downtown, including residential development on second and third stories above commercial development; or in horizontal format with residential development adjacent to commercial development.	Project includes both commercial uses and a residential subdivision.
2-39.	South Downtown Residential Priority	Maintain residential use as a primary use within South Downtown. Increase residential densities to encourage residential development of vacant sites along South Main Street and Poplar Street.	Project includes a residential subdivision.
2-4.	Sustainable Land Use Patterns	Concentrate new development within the defined Urban Boundary by prioritizing development in the Town Center, allowing for infill development within established neighborhoods, and protecting the rural, open space.	Project is an undeveloped site within the Town Center as shown on LCLUP Figure 9-1.
2-66.	Residential Land Use Permitted Uses.	Permitted uses in Residential Low Density, Residential Medium Density, and Residential High Density land use designations include but are not limited to residential development, accessory dwelling units, supportive housing types, public schools and parks, family day care, accessory buildings, and home occupations. Conditionally permitted uses include but are not limited to private schools, private recreational facilities, religious assembly, and childcare and residential care homes. Single-family residential is not permitted in the Residential High Density land use designation unless no feasible alternative exists.	Project proposes a residential subdivision on a site that is zoned R-2.
2-72.	Residential Land Use Compatibility.	Ensure that development, including a change in intensity of use, in residential land use designations avoids impacts on the residential living environment and the adjacent land uses, including proximate agricultural and agricultural compatible land uses, with respect to noise, lighting, parking, loading, and aesthetics. Consider other aspects of non-residential uses permitted in residential land use designations that may be impactful on a neighborhood setting or the adjacent land uses and require strategies to avoid such impacts.	Project includes a commercial development proposed on land designated for commercial uses and a residential subdivision on land designated for R-2 residential uses.
2-77.	Neighborhood Infrastructure	Require new residential construction, additions and remodels to provide public service infrastructure concurrently with development or to commit to participation in a benefit assessment district or deferred infrastructure agreement. Neighborhood infrastructure improvements shall be sized so as to not be growth-inducing.	Project includes a residential subdivision only at this time. Future CDP needed prior to residential construction which will address this requirement.
2-78.	Residential Right of Way Improvements	Require new or significantly remodeled residences to provide frontage improvements including but not limited to walkway, sidewalk, curb, and gutter improvements where they do not yet exist or are in need of repair or replacement, or to provide an in lieu fee to the City to construct such improvements in the future.	Project includes a residential subdivision only at this time. Future CDP needed prior to residential construction which will address this requirement.
2-79.	Commercial - General Permitted Uses.	Permit a variety of commercial activities in the Commercial General land use designation that serve both residents and visitors, including but not limited to day-to-day needs, professional office and small-scale R&D uses, wholesale, retail, and live-work uses.	Project includes a hotel, which is a visitor-serving commercial use.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
3-14.	New Water Connections	Support establishment of new water connections for the different use categories to serve sustainable development and LUP priorities for uses as specified: 1. Coastal Act Priority Uses: Coastal-dependent, agriculture including farmworker housing, and other Coastal Act Priority Uses with lower water demand; 2. Local Priority Uses: Affordable housing; and 3. Non-Priority Uses: Only after ensuring that efficiency measures for existing development meet or exceed conservation requirements or a reclaimed water supply is developed, and if development of such uses would not adversely impact other infrastructure systems, and if allocation of Non-Priority Use water connections would not preclude development of Coastal Act or Local Priority Uses. . . .	Project includes a Coastal Priority Act Use, but it is not a use that is considered low water demand. Project includes water-conserving and sustainable features.
3-20.	Water Connections for New Development.	Other than as described in Policies 3-21 and 3-22, new development within the urban boundary shall require a connection to the Coasts County Water District system. The City shall refer coastal development permit applications for new development or redevelopment projects to CCWD for confirmation of water supply adequacy and consistency with water connection requirements.	Project has been reviewed by CCWD.
3-25.	Water Conservation Measures	Require water conservation measures for new development and redevelopment of residential and non-residential uses, including but not limited to, the use of high-efficiency fixtures and equipment, storm water capture, gray water collection and reuse, drip or microspray irrigation systems, and native drought-tolerant landscaping. For agricultural and horticultural business uses, water conservation policies in Chapter 4 are applicable.	Project includes the listed water conservation measures.
3-29.	Sewer Connections for New Development.	Other than as described in Policies 3-30 and 3-31, new development within the urban boundary shall require a connection to the municipal sewer system.	Project will connect to the municipal system.
3-3.	Coastal Act and Local Priority Uses.	In the event that growth and capacity monitoring indicate that water supply and the associated classifications of water connections or sewer capacity will not be adequate to maintain public works capacity reservations for Coastal Act and Local Priority Uses or to support buildout of the Town Center, the City shall establish a public works capacity allocation process. In all cases, infrastructure reservations shall be prioritized according to the following tiering: 1. Coastal Act Priority Uses: Coastal-dependent, agriculture including farmworker housing, visitor-serving uses, recreation, habitat conservation/restoration, and essential services; 2. Local Priority Uses: Affordable housing; 3. Non-Priority Uses: Market-rate housing, general industrial, general commercial. Allocations of infrastructure capacity for Non-Priority Uses will not be granted in the event that it would preclude development of Coastal Act Priority and Local Priority Uses.	Project includes a Coastal Act Priority Use.
3-36.	New High-Trip Generating Development	To the extent feasible, limit the approval of new higher-trip generating development, especially development that would contribute significant traffic to the weekend peak period, north of Highway 92 where the roadway system is most impacted. Require new higher-trip generating development to provide multi-modal options such as bicycle and pedestrian trail connections, airport shuttles, or bicycle rentals.	Project site is south of Hwy 92 and is providing a Transportation Demand management (TDM) program to reduce trips.
3-37.	Level of Service (LOS).	For coastal development permit review of higher-trip generating development, use LOS analysis to evaluate roadway and intersection performance and determine the impacts to coastal access associated with proposed development and identify potential transportation system improvements	Analysis provided as part of the Project EIR.
3-44.	Best Management Practices for Development.	Implement best management practices for new development through conditions of approval including low impact development techniques (e.g. limited impervious surfaces), site control measures, and other means to manage stormwater flows and improve water quality throughout the City's stormwater basins. For development consisting of areas with significant impervious surfaces, such as parking lots, require design features that capture sediment and other pollutants to filter runoff prior to discharge.	Project proposes low impact development techniques and the project conditions of approval mandate as well.
3-6.	New Development Requirements and Findings	Require that all new development has available municipal water and sewer services and access from a public street or over private streets to a public street where these improvements or facilities are essential to the type of development. Prior to approval of a coastal development permit, the approving authority shall determine if infrastructure, including water connections, is available and adequate; and if so, shall make the finding that such development will be served with water, sewer, and road facilities, including such improvements as are provided with the development. Lack of available services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the Land Use Plan. Some development types may be exempt from the requirements of this policy such as habitat restoration, trails and other coastal recreational uses, and many agricultural and agricultural supplemental and ancillary uses.	Project will be served by public water and public sewer, has been reviewed by CCWD, and will comply with CCWD requirements.
3-9.	Municipal Service Provisions	Only provide municipal services including water, sewer, and roads to areas approved for development, except where services are required for permitted restoration, agricultural, agricultural compatible, and recreational uses. In the case of Planned Developments, prior to master plan approval, provide services only for those uses allowed in advance of master plan approval.	Project is in an area approved for development.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
4-10.	Mitigation for Conversion of Agricultural Lands	All conversions of prime and non-prime agricultural lands to a new non-agricultural use, excluding farmworker housing, agricultural compatible uses, and supplemental uses as defined in this chapter such as habitat restoration and recreation, shall be mitigated at a ratio to be established based on the quality of agricultural lands converted, their location, and other relevant factors as evaluated in a report prepared by a qualified professional for the City's review and approval. Methods for mitigation may include but are not limited to establishing agricultural conservation easements, soil restoration, or in lieu fees in partnership with land trust and conservation agencies. Protection or restoration of agricultural lands within city limits is preferred; followed by lands within the coastal zone of unincorporated San Mateo County and finally by other coastal zone areas.	Project is mitigating for loss of Prime Agricultural land via in-lieu fee payment. This approach has received support from the Coastal Commission.
4-2.	Town Center Boundary	The Town Center is the designated location for concentration of development; outside the Town Center the City shall support agricultural and horticultural operations and the preservation of prime and non-prime agricultural lands pursuant to Policy 4-9.	Project is in the Town Center.
4-9.	Conversion of Prime and Non-Prime Agricultural Land.	Conversion of prime and nonprime agricultural land within the Town Center shall be permitted for anticipated urban development. Prohibit the conversion of prime and non-prime agricultural land outside the Town Center, including as shown on Figure 4-1, to a new non-agricultural use (excluding agricultural compatible and supplemental uses as defined in this chapter) unless all of the following can be demonstrated: a. All agriculturally unsuitable lands on the parcel have been developed or determined to be undevelopable; b. Continued or renewed agricultural use of the soils is not feasible as defined by Section 30108 of the Coastal Act; c. Clearly defined buffer areas shall be provided on the site between the new nonagricultural use and adjacent agricultural uses to ensure the continued productivity of agricultural uses; d. The productivity of any agricultural lands adjacent to the new non-agricultural use is not diminished; and e. Public service and facility expansions associated with the new non-agricultural use will not impair agricultural viability, including by increased assessment costs or degraded air and water quality.	Project is in the Town Center.
5-3.	Environmental Justice.	Minimize barriers to public coastal access to the maximum extent feasible, including ensuring that public access and recreational opportunities account for the social, physical, and economic needs of all people.	Project does not impede public coastal access.
5-32.	Trail Easements.	As part of the development approval process, obtain an irrevocable offer to dedicate or a permanent easement for multi-use trails on privately owned property where trails are proposed as part of the Half Moon Bay trail system. At a minimum, the dedicated easement shall have a width sufficient to allow an adequate multi-use trail, to protect the privacy of any residential structures built near the accessway, and to accommodate landward realignment needed for erosion and sea level rise impacts. For all new private development along the California Coastal Trail alignment, granting of lateral easements to allow for continuous public access along the shoreline shall be mandatory unless publicly owned blufftop land suitable for trail development and long-term maintenance intervenes between the development and the bluff edge. See Policy 5-43: Until feasibility study, this Policy does not apply.	Project includes an easement over the open space portion of the property where new multi-use trail is proposed.
5-55.	EV Vehicle Facilities.	Support installation of EV charging stations in all public parking areas and require EV charging stations in new non-residential and multifamily development.	Project will provide EV charging.
5-61.	Parkland Standard.	Provide a minimum of 5 acres of City parkland including neighborhood and community park area for each 1,000 city residents, with additional parkland for specialized and low use park acreage. The parkland standard shall ensure that new development accommodates the recreational needs of future residents in pace with population increase.	Project includes 4-lot residential subdivision. Development of residential uses in the future will require payment of park in lieu fees or land dedication at that time.
5-70.	New Overnight Accommodations.	Consider the carrying capacity of the coast, visitor demand over a range of affordability levels for various accommodation types, and consistency with all applicable LCP and General Plan policies before approving any new overnight accommodation development proposals. Prioritize lower-cost visitor-serving accommodations over higher-cost lodging.	

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
5-71.	Inclusion of Lower-Cost Accommodations.	Require new development of higher-cost accommodations and/or new development that would fail to provide lower cost accommodations on land where that use is allowed and suitable to provide lower-cost accommodations (e.g. a lower-cost bank of rooms in a hotel, a hostel, campground, cabins, etc.). The lower-cost accommodations may be provided as listed in order of priority as follows: on-site, off-site, or through payment of an in-lieu fee fund to support establishment of new lower-cost accommodations in the coastal zone. The provision of lower-cost accommodations shall equate to 15 to 25 percent of the number of approved high-cost accommodations in consideration of the price range of the proposed lodging options and provision by the development of other low-cost public access and recreation benefits such as airport shuttles, bicycle rentals, or trail connections. Require full replacement of any existing low-cost rooms proposed for conversion to high-cost rooms.	Project will provide lower cost accommodations in accordance with Coastal Commission LCP requirements.
5-72.	Use Requirements for Overnight Accommodations.	All overnight accommodations, including campgrounds and RV spaces, shall be for transient use only (i.e., occupancy of such units shall be for a period not to exceed 30 days).	Project complies.
6-10.	Protection and Enhancement of ESHA.	Protect and, where possible, enhance or restore environmentally sensitive habitat areas (ESHAs).	Project includes restoring and enhancing the wetland buffer area.
6-102.	Hydromodification Impacts.	Evaluate potential hydromodification impacts of development proposals including but not limited to grading, dredging, fill, channelization, and dams permitted pursuant to Policy 6-101 in the context of watershed planning, considering potential benefits and/or adverse impacts to the watershed as a whole. Potential adverse impacts of such projects include effects on habitat, downstream erosion and sedimentation, dam maintenance (to remove silt and trash), and interruption of sand supplies to beaches.	Project will be retaining water onsite and will not create watersheds impacts.
6-12.	Development Alternatives.	Development shall be sited and designed to avoid impacts to terrestrial ESHA, wetlands, and watercourses. If there is no feasible alternative (e.g. with respect to siting, size, or design) that can eliminate all impacts, the City shall consider whether there are any alternatives to the proposed development that achieve most of the same goals but would have fewer and less significant impacts. If such an alternative exists, the City shall either deny the proposed development or approve the alternative. Impacts that cannot be avoided shall be fully mitigated.	Project will meet wetland buffer requirement of 100 feet on hotel site and 50 foot buffer on future residential site, which is a larger buffer than what currently exists.
6-14.	Resource Management Agencies.	Uses and activities permitted in ESHA may be subject to review and approval by the U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, California Coastal Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, National Marine Fisheries Service, and other resource management agencies, as applicable. Compliance with any applicable state or federal regulations is required.	Project compliance with state and federal regulations is documented in the EIR.
6-16.	Permitted Uses in Terrestrial ESHA and Terrestrial ESHA Buffers.	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.	Project will meet wetland buffer requirement of 100 feet on hotel site and 50 foot buffer on future residential site, which is a larger buffer than what currently exists. Uses allowed in the wetland buffer area will be low-intensity public access, as allowed by this policy.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
6-17.	Terrestrial ESHA Buffer Zones.	Require buffer zones (i.e., areas between terrestrial ESHA and proposed development) of sufficient size to ensure the biological integrity and preservation of the habitat they are designed to protect. Maintain buffers with native vegetation to serve as transitional habitat and provide distance and physical barriers to human intrusion. Terrestrial ESHA (including the marine environment, sea cliffs, dunes, coastal terrace prairie, and non-aquatic habitat for special status or unique species) shall have a minimum buffer width of 100 feet from proposed development. Larger buffers may be required if site-specific evidence indicates that a larger buffer is necessary to maintain biological integrity and to protect the ESHA only where the following can be demonstrated through evidence provided by sitespecific evaluation pursuant to Policy 6-8, and only as specified below: a. Where the only building site is located entirely within the required buffer; no alternative development site, size, or design is feasible; and the proposed development is compatible with the continued viability of the adjacent ESHA: the buffer may be reduced to no less than 20 feet provided that design alternatives that maximize the buffer width are utilized; or b. Where the only building site is not located entirely within the required buffer; no alternative building site, size, or design is feasible to accommodate the development entirely outside of the required buffer; no new adverse impacts to the ESHA will occur; and the reduced buffer would provide equivalent protection of the biological integrity of the ESHA given the site-specific characteristics of the resource and of the type and intensity of disturbance, as conclusively demonstrated by a qualified biologist to the satisfaction of the City and all jurisdictional regulatory agencies: the buffer may be reduced to no less than 50 feet.	Project will meet wetland buffer requirement of 100 feet on hotel site and 50 foot buffer on future residential site, which is a larger buffer than what currently exists, and which is allowed in accordance with subsection (b) of this policy.
6-37.	Wetland Delineation.	Require a survey, data forms, and analysis with the delineation of all wetland areas when a preliminary biological inventory or biological study indicates the presence or potential for wetland species or indicators. Wetland delineations should typically be conducted during the rainy season and must be conducted in accordance with Policy 6-36. Wetlands Definition, the definitions of wetland boundaries contained in section 13577(b) of the California Code of Regulations, and applicable guidance from the California Coastal Commission.	Wetland delieation has been prepared for the Project that informed the setbacks for the project buildings.
6-39.	Wetland Protection.	Protect and, where feasible, restore the biological productivity and the quality of wetlands for both on- and off-site benefits.	Wetlands will be protected and the buffer area will be restored.
6-40.	Permitted Uses in 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 ICP amendment	Wetlands will not be modified and an appropriate buffer will be maintained.
6-41.	Wetland Buffer Zones.	Wetland buffer zones for proposed development shall extend a minimum of 100 feet landward from the edge of the delineated wetland. A larger buffer may be required based on site-specific evidence that a larger buffer is necessary to protect the functional capacity of the wetland ecosystem or to protect any sensitive species from the impacts of proposed development. A wetland buffer may be reduced to less than 100 feet only where the following can be demonstrated through evidence provided by site-specific evaluation pursuant to Policy 6-8, and only as specified below: a. Where the only building site is located entirely within the required buffer; no alternative development site, size, or design is feasible; and the proposed development is compatible with the continued viability of the adjacent wetland, including protection of any sensitive species: the buffer may be reduced to no less than 20 feet provided that design alternatives that maximize the buffer width are utilized; or b. Where the only building site is not located entirely within the required buffer; no alternative development site, size, or design is feasible to accommodate the development entirely outside the required buffer; no new adverse impacts to the wetland will occur; and the reduced buffer would provide equivalent protection of wetland resources, as conclusively demonstrated by a professional biologist to the satisfaction of the City and all jurisdictional regulatory agencies: the buffer may be reduced to no less than 50 feet.	Project will meet wetland buffer requirement of 100 feet on hotel site and 50 foot buffer on future residential site, which is a larger buffer than what currently exists, and which is allowed in accordance with subsection (b) of this policy.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
6-42.	Permitted Uses within Wetland Buffer Zones.	Within wetland buffer zones, permit only the following uses: a. Uses allowed within wetlands pursuant to Policy 6-40; b. Public scenic overlooks; c. Existing agricultural uses; d. New agricultural uses, provided that they prevent impacts on the adjacent wetlands and protect the function of the buffer; e. Temporary disruption (e.g. less than six months) for the construction, alteration, repair and maintenance of existing or newly permitted facilities or structures if there are no feasible alternatives and the disruption is repaired and restored to at least an equivalent condition; and f. Native landscaping.	Uses allowed in the wetland buffer area will be low-intensity public access, as allowed by this policy (and Policy 6-40).
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	Project compliance is required by the MMRP adopted with the EIR.
6-56.	Open Space Requirements.	Require a conservation easement, deed restriction, or other comparable mechanism through a condition of approval for proposed development to protect ESHAs, wetlands, watercourses, and their buffer zones.	An open space easement for the wetland buffer area is required by the Project Conditions of Approval.
6-57.	Land Divisions.	Design land divisions, including lot line adjustments, to preclude new development within and minimize impacts to ESHAs and their buffer areas. Land divisions shall only be permitted if each new parcel being created could be developed (including construction of any necessary access road), without building in ESHA or ESHA buffers, or removing ESHA for fuel modification. Require any new land divisions containing areas of ESHA or ESHA buffer zones to record a deed restriction that protects such areas from non-resource dependent development. Require any new land divisions near ESHA to accommodate migration of ESHA as a result of the impacts of sea level rise.	An open space easement for the wetland buffer area is required by the Project Conditions of Approval.
6-59.	Interpretive Signage.	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.	Project design is in compliance.
6-62.	Exterior Lighting and ESHA.	Ensure that exterior night lighting is minimized, restricted to low intensity fixtures, shielded, and directed away from ESHA in order to minimize impacts on wildlife. Prohibit high intensity lighting for recreational facilities in ESHA, ESHA buffers, or where night lighting would increase illumination in ESHA. Prohibit the use of lighting directed over marine waters.	Compliance is required by the Project Conditions of Approval.
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 is required by the Project MMRP adopted with the EIR.
6-65.	Bird-Safe Building Design.	Require new or renovated buildings to provide bird-safe building design features such as façade treatments, limited use of reflective building surfaces, appropriate locations for landscaping and water treatments, restricted use of guy wires, means to reduce light pollution, and other treatments to reduce bird strikes as accepted by the City.	Project design does not include large expanses of reflective glass, does include downward facing light fixtures, and does include native landscaping.

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Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
6-66.	Invasive Species.	Prohibit the use of invasive plant species for ornamental landscaping in ESHA and ESHA buffers. Develop and maintain an updated list of invasive species.	Project includes native landscaping.
6-67.	Invasive Species removal.	Encourage private landowners and public agencies to remove invasive species, including eucalyptus trees, from their lands and replace them with native, non-invasive species. Allow such work to occur with an expedited review process where there is de minimis risk to ESHA and public safety.	Project includes native landscaping.
6-68.	Chemical Substances.	Prohibit the use of insecticides, herbicides, or any toxic chemical substance within ESHA and ESHA buffer areas where application of such substances would impact the ESHA, except where necessary to protect or enhance the habitat itself, such as eradication of invasive plant species, or habitat restoration. When restoring habitat, ensure that organic material does not adversely alter natural bank and water chemistry.	Required by Project MMRP adopted with EIR.
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.	Not applicable as wetland buffers are being maintained in accordance with LCLUP policies.
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.	Not applicable as habitat is not being removed that requires mitigation.
6-72.	Habitat Restoration, Creation, or Enhancement.	Where a habitat restoration, creation, or enhancement project constitutes development and/or is proposed within ESHA, allow for temporary impacts during restoration in order to reach defined project goals. Ensure that habitat restoration, creation, or enhancement projects are designed to anticipate impacts of sea level rise and adapt to future conditions. Encourage such projects for the purpose of continued viability of biological value, and as a method of sequestering greenhouse gases.	
6-76.	Green Infrastructure	Promote and prioritize the use of Low Impact Development (LID) strategies, Best Management Practices (BMPs), and on-site infiltration to create green infrastructure for treating and reducing stormwater runoff. In and adjacent to ESHA, use resource-dependent green infrastructure projects for natural restoration purposes and provision of buffer areas to allow for natural erosion, evolution of natural drainage flows, and sediment transport balance.	Project includes on site biofiltration.
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	Project meets wetland buffer requirements.
6-79.	Stormwater Management.	Reduce impacts from erosion and water quality degradation by managing development project runoff stormwater discharge rates and implementing hydromodification management measures. Update storm event standards and precipitation models with best available science on climate change as necessary.	Project includes on site water retention and design minimizes offsite stormwater flow.
6-8.	Biological Study.	For development proposed in and adjacent to ESHA and projects for which the preliminary biological inventory indicates the presence or potential for sensitive species or habitat, require the preparation of a detailed biological study by a City-approved, qualified professional to be submitted prior to development review and prior to any ground disturbance. The report shall assess site conditions typically within 200 feet of the proposed development; identify if site conditions meet the LCP's definition of ESHA; determine if significant direct or cumulative impacts to the ESHA, to the special status species supported by the ESHA, or to on- or off-site biological productivity and ecosystem functionality may occur from the proposed development; and recommend the most feasible avoidance and/or mitigation measures if impacts may occur. At minimum, the study shall also provide and discuss the following if ESHA is present:	Biological Resource Evaluation was prepared with the Project EIR and mitigation measures are included in the MMRP adopted with the EIR.

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Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
6-81.	Siting and Design.	Site and design development to avoid adverse impacts to coastal waters by incorporating measures designed to achieve the following: a. Protect, restore, and enhance areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota and/or that are susceptible to erosion and sediment loss; b. Limit increases of impervious surfaces, especially impervious surfaces directly connected to the storm drain system; c. Minimize the transport of pollutants from development into runoff and coastal waters; d. Limit land disturbance activities such as clearing and grading, and cut-and-fill to reduce erosion and sediment loss; and e. Preserve, restore, and enhance natural watercourses and vegetation.	Project does not create impacts to coastal waters.
6-83.	Construction Best Management Practices (BMPs)	Require new development proposals to include construction phase erosion control and polluted runoff control plans. These plans shall specify BMPs that will be implemented to minimize erosion and sedimentation, provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials.	Included in Project Conditions of Approval.
6-84.	Drainage and Runoff Control Plans.	Require new development proposals to include post-construction phase drainage and polluted runoff control plans. Such plans shall: a. Specify site design, source control and treatment control BMPs that will be implemented to minimize post-construction polluted runoff, and shall include the monitoring and maintenance plans for these BMPs; b. Ensure that post-construction structural BMPs (or suites of BMPs) are designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms up to and including the 10-year 2-hour storm event; c. Ensure dry weather runoff does not exceed the pre-development baseline flow rate to receiving waterbodies; d. Complement and utilize existing drainage patterns and systems where they are in proper functioning condition, conveying drainage from the developed area of the site in a non-erosive manner that avoids downstream cumulative impacts; and e. Restore disturbed or degraded natural drainage systems where feasible, except where there are geologic or public safety concerns.	Included in Project Conditions of Approval.
6-86.	BMP Maintenance.	Require structural BMPs to be inspected, cleaned, and repaired as necessary to ensure proper functioning for the life of the development. As a condition of permit approval, require ongoing application, maintenance and monitoring as is necessary for effective operation of all BMPs (including site design, source control, and treatment control).	Included in Project Conditions of Approval.
6-88.	Grading and Site Plan.	Require all development to be sited and designed so as to minimize grading, alteration of natural landforms, and vegetation clearance in order to prevent soil erosion, stream siltation, reduced water percolation, increased runoff, and adverse impacts on plant and animal life and prevent net increases in baseline flows for any receiving waterbody, except where necessary for habitat restoration projects.	Project is on a relatively flat site (minimal grading), includes on-site restoration in the wetland buffer, and includes on-site retention to control runoff.
6-89.	Grading Permit.	Require grading or earthmoving exceeding 50 cubic yards (total including cut and fill) and/or on any portion of a site with a slope greater than 20 percent to apply for a grading permit as a condition of approval for a coastal development permit, with the exception of tilling or other earthmoving customarily related to existing agricultural operations. The City shall have discretion to require a grading permit based on site-specific conditions and unusual circumstances for grading or earthmoving of less than 50 cubic yards. Grading plans shall meet the requirements of the local implementation plan with respect to maximum quantities, maximum cuts and fills, remedial grading, grading for safety purposes, and maximum heights of cut or fill. Any grading proposed in or adjacent to an ESHA shall be minimized and any disruption shall be repaired and restored to at least an equivalent condition.	Project Conditions of Approval require a grading permit.
6-90.	Seasonal Grading.	Prohibit earthmoving during the rainy season (extending generally from October 15 to April 15) for development that is located within or adjacent to ESHA or that includes grading on slopes greater than 25 percent. In such cases, approved grading shall not be undertaken unless there is sufficient time to complete grading operations before the rainy season. If grading operations are not completed before the rainy season begins, grading shall be halted and temporary erosion control measures shall be put into place to minimize erosion and sedimentation until grading resumes after April 15, unless the City determines that completion of grading would be more protective of resources. Grading during the rainy season may be permitted to remediate hazardous geologic conditions that endanger public health and safety.	Addressed in Project Conditions of Approval.
6-91.	Erosion Control Measures.	Ensure that where grading is permitted during the rainy season (extending generally from October 15 to April 15), erosion control measures shall be implemented prior to and concurrent with grading operations. Such measures shall be maintained through final grading and until landscaping and permanent drainage is installed and established.	Addressed in Project Conditions of Approval.

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Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
6-92.	Landscaping and Revegetation.	Require cut and fill slopes and other areas disturbed by construction activities (including areas disturbed by fuel modification or brush clearance) to be landscaped or revegetated according to site-specific conditions at the completion of grading. Landscape plans shall provide that: a. Plantings shall be native, drought-tolerant plant species, and blend with the existing natural vegetation and natural habitats on the site, except as noted below. b. Invasive plant species that tend to supplant native species and natural habitats shall be prohibited. c. Non-invasive ornamental plants and lawn may be permitted in combination with native, drought-tolerant species within the irrigated zone(s) required for fuel modification nearest approved residential structures. d. Any landscaping or revegetation shall be monitored and reported for a period of at least five years following the completion of planting. Performance criteria shall be designed to measure the success of the plantings, including a desired percent coverage of native species within a specified timeframe. Mid-course corrections shall be implemented if necessary. If performance standards are not met by the end of the designated monitoring period, the monitoring period shall be extended until the standards are met.	Addressed in Project Conditions of Approval.
6-93.	Stormwater Infrastructure.	Prioritize and support green infrastructure strategies for new and replacement stormwater infrastructure improvements, including restoring natural drainage patterns and upstream retention, reducing flood potential and downstream impacts from higher water levels, and supporting groundwater recharge. Where green infrastructure strategies are not feasible to implement, improve existing hard infrastructure based on site-specific conditions through measures such as widening drainage ditches, improving carrying and storage capacity of tidally-influenced streams, installing larger pipes and culverts, adding pumps, converting culverts to bridges, creating retention and detention basins, and developing contingency plans for extreme events. Avoid hard infrastructure improvements in natural areas, including bluffs and cliffs, where feasible.	Project is on a relatively flat site (minimal grading), includes on-site restoration in the wetland buffer, and includes on-site retention to control runoff.
6-94.	New Stormwater Outfalls.	Prioritize the use of green infrastructure instead of new stormwater outfalls when feasible. Otherwise ensure that new stormwater outfalls are sited and designed to minimize impacts from sea level rise and to coastal resources. Consolidate new and existing outfalls where appropriate.	Project does not have a stormwater outfall that could impact coastal resources.
6-95.	Stormwater Pollutants.	Continue implementing National Pollutant Discharge Elimination System (NPDES) provisions for long-term reduction of stormwater pollutants, and the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP). Continue implementing the SMCWPPP requirements for water quality design, source control, stormwater treatment, low impact development, hydromodification management, and construction site controls.	Addressed in Project Conditions of Approval.
7-1.	Hazard Avoidance.	All new development shall be sited, sized, and designed to minimize risks to life and property and protect coastal resources from geologic, flood, and fire hazard over the life of the development. Coastal resources to be protected may occur on- or off-site, upstream or downstream. Development standards shall anticipate that hazards may be compounded by climate change.	Project is not located on a site where development would impact coastal resources.
7-51.	Flood Hazard Avoidance for New Development.	Ensure that no new permitted development causes or contributes to flood hazards.	Project site is not in a flood zone.
7-52.	New Development in Flood Zones.	Prohibit new development, except for those uses allowed within the watercourse itself or its buffer zone pursuant to Chapter 6. Natural Resources (e.g. restoration), within the 100-year flood hazard zone of a watercourse. If no alternative building site exists, proper mitigation measures shall be provided to minimize or eliminate risks to life and property from flood hazard, and to ensure the development would not constitute a public nuisance, decrease watercourse capacity, or direct flows outside of the watercourse.	Project site is not in a flood zone.
7-53.	New Development Adjacent to Flood Zones.	Require new development in areas outside of the identified 100-year flood hazard zones to identify opportunities to improve site drainage, address biological resource and water quality issues, and reduce contributions to flood hazards.	Project is on a relatively flat site (minimal grading), includes on-site restoration in the wetland buffer, and includes on-site retention to control runoff.
7-57.	Flood Protection Evaluation.	Require new development proposals to evaluate potential impacts to adjacent or downstream properties from all proposed structural flood protection measures to ensure that the flood protection measures will not create adverse direct and/or cumulative impacts either on-site or off-site.	Project has been designed to retain water on-site and minimize impacts off-site.
7-61.	Minimize Fire Hazards.	Minimize fire hazards in the city by appropriately siting development and managing fuels and ensuring adequate firebreaks and buffers around high-risk areas.	Project is not located in a high fire-risk area.

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7-62.	Fire and ESHA Protection Policy Consistency.	Balance the need for fire protection for existing structures with the need to protect environmental resources. Examples of such measures include sprinkler system retrofits, smart landscaping, restoring ESHAs for better biological function and defensible fire-fighting space, surrounding ESHAs with fire breaks, and <u>limiting activities in areas adjacent to ESHAs.</u>	Hotel will be sprinklered in accordance with Building and Fire Code requirements.
7-63.	Siting and Design for Fire Hazard Avoidance.	Require that both new development and redevelopment, including remodeling and additions, minimize risks to life and property from fire hazard through siting and design considerations. Specifically require that: a. Development is sited and designed to avoid hazardous locations, including to avoid the need for fuel modification within ESHA and ESHA buffer zones; b. Site-specific characteristics such as topography, slope, vegetation type, and wind patterns are assessed and considered in development plan review; c. Appropriate building materials and design features to ensure the minimum amount of required fuel modification are utilized; and d. Landscaping consists of fire-retardant, native plant species.	Project is not located in a hazardous or high fire risk area. Native plants are shown in landscape plans.
7-64.	Fire Hazard Avoidance Conditions for New development.	Require, as a condition of approval for new development and redevelopment, that risks to life and property from fire hazards are minimized for the life of the development through: a. Incorporation of fuel modification and brush clearance techniques for the development site and adjacent private or public roads in accordance with applicable fire safety requirements, carried out in a manner which avoids impacts to ESHA and does not diminish its buffer area; c. Landscaping maintenance, including removal of fire-prone, non-native an invasive species such as Cape ivy and Blue gum eucalyptus to reduce fuel load where appropriate, avoiding adverse impacts to sensitive habitats and replacing with fire-retardant, native species of higher habitat value.	Project is not on a site with or near heavy brush. Fire prone, invasive species are not present on the project site.
7-65.	Fuel Modification Zones.	For new habitable structures requiring fuel modification, establish two fuel modification zones as follows: Zone 1 shall extend 30 feet from the exterior walls and requires thinning, pruning, or removal and replacement of vegetation; Zone 2 shall extend between 30 and 100 feet from the exterior walls and requires thinning of non-native vegetation and removal of dead vegetation. The City retains discretion to consider project alternatives, including for siting, design, and <u>use, if either zone includes ESHA.</u>	Fuel modification is not required at this project site.
7-66.	Fire Marshal Review.	All discretionary permit applications for new habitable structures shall be reviewed by the City Fire Marshal to determine if fire safety regulations are met, if any thinning or clearing of vegetation is required for fuel modification, and if there is potential for any impacts to existing fire protection services or need for additional and expanded services. The City Fire Marshal retains the discretion to modify the fuel modification requirements on a case-by-case basis, upon finding that such changes are necessary to protect public safety due to sitespecific factors such as building material, topography, vegetation type, and fuel load. However, the City retains discretion to consider project alternatives that would not require such modifications.	Addressed in Project Conditions of Approval.
7-70.	Emergency Vehicle Accessibility of New Development.	Require new development to assure that it can be adequately served by the CFPD, provide adequate access for fire protection vehicles, and guarantee sufficient water supply and fire flow. Development in rural or high fire hazard areas should be clustered near major roads to ensure access.	Addressed in Project Conditions of Approval.
7-72.	Impact Fees.	Continue to require new development to pay a fee and/or participate in an Assessment District for CFPD equipment, facility expansions, additional man power, and other capital improvements when the need arises to accommodate the increased service demand of new development and/or provide for needed <u>capital improvements through future Capital Improvement Programs.</u>	Addressed in Project Conditions of Approval.
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 <u>anticipated life span of the structure.</u>	Project site is not near the shoreline or subject to these conditions.

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Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
8-10.	Archaeological and Paleontological Resources Monitoring.	Require, 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.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
8-11.	Discovery of Archaeological and Paleontological Resources.	Regardless of site location, require all development to halt work if subsurface archaeological or paleontological resources are discovered during construction. The developer shall notify the City and retain a qualified professional to identify any necessary handling and notification procedures and mitigation measures. Work shall not resume until these measures have been reviewed and approved by the City and all appropriate entities have been notified. Consult with the appropriate Native American tribe(s) on if and how to rebury any discovered tribal resources.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
8-12.	Discovery of Human Remains.	When human remains are uncovered during development, no further disturbance of the site shall occur until the County Coroner has made the necessary findings as to origin and disposition of the remains. If the Coroner determines that the remains are Native American, the California Native American Heritage Commission shall be notified and no further disturbance of the site shall occur until the Commission provides direction on handling procedures.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
8-2.	Development Impacts on Cultural Resources.	New development shall avoid impacts to cultural resources through siting and design measures to the extent feasible. Any unavoidable impacts, disturbance, or substantial adverse changes caused by development on cultural resources shall be mitigated through measures such as preservation in place or site sampling and salvage. The preferred and required alternatives for mitigating impacts, if feasible, are avoidance or preservation in place. Consult with Native American representatives on appropriate alternatives.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
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.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
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.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
9-1.	Scenic and Visual Resource Areas	Identify and protect scenic and visual resource areas in Half Moon Bay, including but not limited to the scenic corridors, natural resource areas, and built environment resources as defined in this chapter and designated on Figure 9-1.	See Findings (Attachment 2, Exhibit A)
9-10.	Fences, Walls, and Landscaping.	Ensure that fences, walls, and landscaping shall not block public views of or from scenic and visual resource areas including along scenic corridors, at parks and beaches, and other scenic public viewing areas through height restrictions and required landscape maintenance.	Project does not include fencing or walls that would block public views of or from scenic and visual resource areas.
9-11.	Landscape Screening.	Prioritize avoidance of development impacts to scenic and visual resource areas through site planning and design alternatives over landscape screening. Landscape screening as mitigation of visual impacts shall not substitute for project alternatives including re-siting or reducing the height or bulk of structures, but may be used where appropriate to soften any unavoidable visual impacts of new development. Where permitted, landscape screening shall be comprised of native and drought tolerant species and shall be maintained such that scenic views are not blocked at maturity.	Landscape screening is not a proposed measure to mitigate for scenic and visual resource impacts.

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Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
9-12.	Town Boulevard and Scenic Corridor	Require that new development in close proximity to or easily visible from the Town Boulevard scenic corridor, including Highways 1 and 92: a. Protects views of visual resource areas as seen from the Town Boulevard, including views to the ocean, upland slopes (i.e. minimizes intrusions into the ridgeline), and the historic Johnston House; b. Incorporates design standards such as screening of commercial parking areas and landscaping provisions; and c. Is visually compatible with the surrounding land and development. Update the IP with additional standards for new development along the Town Boulevard based on additional study of the scenic corridor. Assessment should, at a minimum, consider views of visual resource areas from the perspective of existing and potential development along the Town Boulevard and identify scenic segments along Highway 1 and 92, including views of the ridgelines and other visual resource areas. Development standards should address, at a minimum, appropriate building heights and setbacks, longest wall lines, minimum space between buildings, and streetscape design.	See Findings (Attachment 2, Exhibit A)
9-13.	Highway 1 and 92 Frontages.	Improve the appearance of the Highway 1 and 92 frontages as properties redevelop through the following means: a. Establish build-to lines to frame and define the transportation corridors. b. Reduce visual clutter by consolidating utilities, phasing out monument signs, and requiring permanent maintenance of frontage landscaping.	Project setbacks from SR-1 are determined by wetland buffer requirements. Utilities will be underground on site as required by Project Conditions of Approval.
9-18.	Gateways Enhancement.	For City right-of-way projects and public or private development near the eight gateways along Highway 92 and Highway 1 identified on Figure 9-1, require enhancements to improve community identity and provide wayfinding.	The SR-1/Main Street gateway has monument signage already installed.
9-2.	Scenic Resource Protection.	New development shall be sited and designed to protect views to and along the ocean, to minimize the alteration of natural land form, to be visually compatible with the character of its setting, and, where feasible, to restore and enhance visual quality in visually degraded areas.	See Findings (Attachment 2, Exhibit A)
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.	Project is not adjacent to an open space conservation area.
9-23.	Upland Slopes and Ridgelines.	Protect broad views of upland slopes, prominent ridgelines and other intervening ridgelines as viewed from scenic corridors and the beach and shoreline through the following means: a. Prohibiting new development above the 160-foot contour line and on slopes greater than 30 percent, including grading and subdivisions but excluding public trails and critical facilities or public infrastructure that cannot be located elsewhere; b. Ensuring new development below the 160-foot contour line is sited and designed to minimize intrusions into the ridgeline through the application of appropriate height and setback restrictions; and c. Establishing standards for the Town Boulevard, other streetscapes, and large-scale landscaping projects to highlight and frame, but not block, views of visual resource areas.	See Findings (Attachment 2, Exhibit A)
9-3.	Visual Quality.	Preserve and enhance the unique visual quality that contributes to Half Moon Bay's coastal and small-town character, including its open, expansive views from the coastal terrace to the beaches, bluffs, ocean, and upland slopes.	See Findings (Attachment 2, Exhibit A)
9-30.	Dark Night Skies.	Protect dark night skies as part of Half Moon Bay's scenic and visual character by preventing light pollution from development. Avoid impacts from exterior lighting on dark night skies, sensitive habitat areas, and agricultural operations by: a. Limiting exterior lighting to low-intensity fixtures that are shielded, down-cast, and concealed so that the light source is not directly visible from public viewing areas, with the exception of traffic lights, navigational lights, and other similar safety lighting; b. Limiting installation and use of high-intensity perimeter lighting and lighting for sports fields, other private recreational facilities, or public facilities in scenic areas, with the exception of safety lighting provided that any high-intensity lighting is down-cast, shielded, and minimizes spillover; and c. Reducing light pollution from greenhouses as a condition of approval for new development through shielding and other practices that minimize light spillover.	See Findings (Attachment 2, Exhibit A)
9-31.	Lighting Plan Review.	Require submittal of lighting plans with applications for new development, including subdivisions, for review of lighting characteristics.	See Findings (Attachment 2, Exhibit A)
9-33.	Lighting Inspection.	Where new lighting associated with residential or commercial developments will face the public right-of-way, ESHA, ESHA buffer areas, or agricultural operations, require design review during the construction phase to ensure compliance with any required lighting criteria.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
9-34.	Signs.	Ensure that signs are designed and located to minimize impacts to visual resource areas. Signs approved as part of commercial development shall be incorporated into the design of the project and shall be subject to height, width, and lighting limitations and design standards to ensure that signs are visually compatible with surrounding areas and protect views to and from visual resource areas. Prohibit placement of signs, excluding traffic or public safety signs, which obstruct views to the ocean or beaches from public viewing areas or public roads.	Signage will be reviewed under separate permit and will be required to meet the City's design criteria.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
9-36.	Public Access Signage.	Locate public access signage so as to not encroach into any pedestrian path or sidewalk. Encourage use of consistent highway, directional, and parking signage, and require removal or consolidation of excess signage where feasible.	Signage will be reviewed under separate permit and will be required to meet the City's design criteria.
9-37.	Utility Boxes.	Locate utilities including traffic control boxes, transformers, meters, backflow prevention devices, and others in underground vaults where feasible; or if above finished grade, in discrete locations outside of any pedestrian path or sidewalk.	Project utilities will not block any pedestrian pathways.
9-38.	Utilities in New Development.	Require applications for new development to include preliminary utilities plans to ensure that undergrounding and minimizing the negative visual impacts of utilities are considered during the earliest phases of project design. For all new development and new subdivisions, utilities shall be underground unless infeasible, such as in locations subject to erosion or with especially high water tables, or unless otherwise permitted on a case-by-case basis such as where no protected public views would be impacted (e.g. a pump house for an agricultural operation). For such cases, require utilities to be designed and sited in a manner to minimize impacts to coastal resources, and require the development to contribute in-lieu fees to support undergrounding utilities in other locations.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.
9-5.	Visual Impact Evaluation.	Where any development is proposed within a scenic and visual resource area, including as designated on Figure 9-1, a site-specific visual impact evaluation shall be required and may include visual simulations, story poles, and/or other means of visual assessment as appropriate based on the type and location of development.	See Findings (Attachment 2, Exhibit A)
9-6.	Site Planning and Design for New Development.	Require new development to be subject to design review to ensure it is sited and designed to protect public views of scenic and visual resource areas and to be visually compatible with the character of the surrounding area. Measures to be considered may include, but are not limited to the following: a. Siting development in the least visible portion of the site; b. Breaking up the mass of new structures; c. Designing structures to blend into the surrounding natural landscape; d. Restricting building maximum size and height; e. Clustering or distributing development; f. Incorporating landscape elements and screening; and g. Conformance with any adopted design guidelines.	See Findings (Attachment 2, Exhibit A)
9-7.	Alteration of Landforms.	Require that all new development be sited and designed to minimize alteration of natural landforms through the following measures: a. Conform to the natural topography of the site; b. Minimize substantial grading or reconfiguration of the project site; c. Prohibit flat building pads on slopes and requiring building pads on sloping sites to utilize split-level or stepped-pad designs; d. Require that man-made contours mimic the natural contours of the site; e. Ensure that graded slopes blend with the existing terrain of the site and surrounding area; f. Minimize grading permitted outside of the building footprint; g. Cluster structures to minimize site disturbance and development area; h. Avoid landscaping that blocks public ocean views; i. Minimize the height and length of cut and fill slopes; j. Minimize the height and length of retaining walls; and k. Allow the balancing of cut and fill operations on site only where the grading does not substantially alter the existing topography, where it blends with the surrounding area when viewed from public locations, and where it conforms to all applicable LCP policies for hazard avoidance and habitat protection. Export	Project is on a relatively flat site and there are no natural landforms on site that need to be altered. Site grading will conform to the natural topography of the site.

Exhibit A-1: LCLUP Policies Relevant to the Hyatt Hotel Project

Policy #	Policy Heading	Policy Language	Relevance to Proposed Project
9-8.	Land Divisions	Require land divisions, including lot line adjustments, to be designed in a manner that minimizes impacts to visual resources. Measures for minimizing visual impacts include the following: a. Clustering the building sites to minimize site disturbance and maximize open space; b. Prohibiting land divisions and adjustments that would create lots with insufficient space for development, including to avoid the need for fuel modification, without impacting visual resources; c. Requiring new land divisions to provide sufficient park and open space areas; d. Prohibiting creation of new building sites above the 160-foot contour line within City limits; e. Minimizing the length and impermeability of access roads and driveways; f. Using shared or abutting driveways to access development on adjacent lots, where appropriate; g. Reducing the maximum allowable density in steeply sloping and visually sensitive areas; and	See Findings (Attachment 2, Exhibit A)
9-9.	Streetscapes.	Streetscape improvements, whether they are required as a condition of new development or implemented as a City project, shall be designed and maintained with street trees, vegetation, and landscaping to enhance the visual experience of the streetscape without obstructing scenic views upon maturity.	Addressed in Project Conditions of Approval and MMRP adopted with the EIR.

EXHIBIT B:
CONDITIONS OF APPROVAL
Planning Commission Resolution P-24-_____
PDP-072-13

A. The following General Conditions shall apply to the project:

1. CONFORMANCE WITH APPROVED PLANS. Development of the project shall conform to the approved plans entitled “Hyatt Place Half Moon Bay, dated 7/25/2024”, except for any revisions required by the conditions of approval, as amended by the Planning Commission on October 9, 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)
2. 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)
3. MITIGATION MEASURES INCLUDED AS CONDITIONS OF APPROVAL. All measures shown in the Mitigation Monitoring and Reporting Program (MMRP), adopted as part of the certification of the project Environmental Impact Report, are included by reference in these conditions of approval.
4. CONFORMANCE WITH CONDITIONS OF APPROVAL. The Community Development Director shall review and may approve any deviation from the Conditions of Approval 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)
5. PAYMENT OF AGRICULTURAL MITIGATION FEE. The applicant shall pay an in-lieu Agricultural Mitigation Fee of \$38,400 for loss of 3.0-acres of the hotel site designated as Prime Agricultural Land. The fee will be paid to an entity selected by the City of Half Moon Bay and the California Coastal Commission. Verification of fee payment shall be provided to the Community Development Director in advance of issuance of a building permit for the hotel portion of the project.
6. PROVISION OF LOW-COST VISITOR ACCOMMODATIONS. The applicant shall meet LCLUP Policy 5-71 to provide lower cost accommodations by reserving six (6) rooms as lower-cost overnight accommodations at \$148.02 or lower per night. The project file (PDP-072-13) contains a detailed explanation and justification of how the daily room rate was developed, how the number of rooms was calculated, and confirmation that the Coastal Commission agreed with the analysis and agreed that the approach meets the intent of the policy and is in compliance with the LCP. The \$148.02 low-cost room rate is based on current 2023 data. The low-cost room rate is calculated using the “Visit California” statewide average daily rate (ADR) for August (peak season) at <https://industry.visitcalifornia.com/research/researchdashboard>. In 2023, the peak season daily rate is \$197.37 for standard, double occupancy rooms. 75% of the statewide average daily rate is \$148.02, and 75% is the discount at which the rate is considered lower cost. The daily rate can be adjusted annually allowed to increase at no more than the annual Consumer Price Index each year. The daily rate shall be inclusive of all service and other fees (e.g., cleaning, resort, administrative) but exclusive of any government-mandated fees (e.g., sales tax, transient occupancy taxes). The applicant may provide more low-cost on-site rooms than the minimum identified herein.
7. MONITORING REPORTS FOR LOW-COST ACCOMMODATIONS. The applicant/owner shall provide an annual

report (with the first report due by December 31st of the first year of project occupancy, and subsequent reports due by December 31st of subsequent years) to the Community Development Director for review and approval. The monitoring reports shall include, at a minimum, the average daily rate charged each month during the preceding year for the low-cost unit; occupancy rates for the low-cost units for each applicable month; a description of proposed low-cost rates for the upcoming year (which shall be allowed to increase at no more than the annual Consumer Price Index each year), and an assessment of compliance with the terms and conditions of this CDP regarding the low-cost units. The ultimate intent of this reporting requirement is that the applicant/owner will make necessary changes as identified in any approved monitoring report as required by the Community Development Director to maintain consistency with the terms and conditions of this CDP.

B. The following Conditions shall apply to ongoing project operation:

1. LANDSCAPE INSTALLATION AND MAINTENANCE. The applicant/owner shall ensure that all landscaped areas are continuously maintained, and all plant material is maintained free of refuse and in a healthy growing condition. The percent cover of non-native species, and invasive plant species with a Cal-IPC Inventory rating of High will not exceed 5 percent at any time during the 5-year monitoring period, respectively. Additionally, the percent cover of planted (i.e., not seeded) native species within mitigation areas will equal or exceed 50 percent by the end of the 5-year monitoring period. Bare ground/mulch and non-native drought tolerant species can comprise the remaining cover. (Planning – required by Standard Condition of Approval BIO-4 from the EIR)
2. LIGHTING. All exterior lighting shall be fully shielded so that no light source is visible from outside the property, except as otherwise expressly approved. (Planning)
3. SIDEWALK MAINTENANCE AND LIABILITY. It shall be the duty of the Property Owner(s) to maintain all sidewalks along the project frontage in a safe and non-dangerous condition. Sidewalk 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 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). The Property Owner is not responsible for maintaining any sidewalks in Caltrans ROW along SR-1 unless a separate agreement has been reached between the Property Owner and Caltrans to do so.

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

1. SIGNED CONDITIONS OF APPROVAL. The Applicant shall submit a signed copy of the conditions of approval to the Planning Division prior to issuance of a building permit. (Planning)
2. ACOUSTICAL ANALYSIS. A qualified acoustical specialist shall prepare a detailed analysis of interior hotel noise levels resulting from all exterior sources during the design phase pursuant to requirements set forth in the State Building Code. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a room-by-room basis in the hotel or a unit-by-unit basis in the residential units during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to

issuance of a building permit. The implementation of these noise insulation features would reduce interior noise levels to 45 dBA or less and 55 dBA Lmax or less. (Planning)

3. DEVELOPMENT IMPACT FEES. Development impact fees are applicable and will need to be paid prior to the issuance of the building permit. Note that additional building permit fees may apply. The fees due will correspond to the Master Fee Schedule for in effect when the building permit is ready to be issued.
4. LOT LINE ADJUSTMENT. If the lot line adjustment between the hotel and auto dealership parcels needs to be recorded prior to the Tentative Parcel Map for the creation of four residential parcels, an application for a lot line adjustment shall be submitted, approved, and recorded with the County of San Mateo Recorder's Office prior to issuance of building permits. (Engineering)
5. PARCEL MAP. The subdivider shall submit a Final Parcel Map in substantial conformance with the Tentative Parcel Map and Title 17 of the Half Moon Bay Municipal Code to the satisfaction of the City Engineer. (Engineering)
6. SUBDIVISION IMPROVEMENT AGREEMENT. A subdivision improvement agreement is required to be in place as part of the Parcel Map phase. (Engineering)
7. PARK AND RECREATION LAND DEDICATION. Prior to recordation of the Final Parcel Map, the applicant shall comply with Chapter 17.48 of the City Subdivision Ordinance by paying a fee for the purpose of providing park and recreation facilities to serve the residents of Half Moon Bay. The amount of the fee shall be calculated pursuant to the satisfaction of the Community Development Director and the City Engineer. (Engineering)
8. EXPIRATION. The Tentative Map shall expire two years from the date of their approval if a final or parcel map has not been recorded during that time. The Planning Commission may approve one-year extensions of the Tentative Map based on a written request and fee submitted to the Director prior to the expiration of the Tentative Map. (Engineering)
9. TREE REMOVAL AND REPLACEMENT PLAN. Permit Required for Major Pruning or Removal of a Heritage Tree. Prior to the removal of any heritage trees the project applicant shall obtain a major tree pruning or removal permit and the appropriate replacement species will be replanted as determined by the tree permit conditions as required by the City's Tree Ordinance. The tree replacement plan will need to comply with the City's Heritage Tree Ordinance to the satisfaction of the Community Development and Public Works Directors and will be approved prior to issuance of a building permit. (Planning – required by Standard Condition of Approval BIO-3 from the EIR).
10. CONSTRUCTION PLANS. File Number PDP-072-13, the Mitigation Measures adopted with the project, and the Conditions of Approval for this project shall be provided on the cover page of the building permit application plan submittal. Construction plans submitted for building permit(s) shall include a plan sheet showing utility connections, trench restoration details, driveway apron (driveway apron width, spacing between driveways, slopes, etc.), and other improvements in the public right-of-way meeting City standards. (Engineering)
11. TITLE REPORT.
 - a. Submit a copy of the current title report with hyperlinks including a separate sheet identifying the legal description of the subject site. Your current title report can be obtained from a local Title Report Company.
 - b. Note that additional comments may arise based on the submitted Title Report. (Engineering)

12. CALTRANS COORDINATION. The proposed Class I Bike Lane is subjected to Caltrans review and approval due to a portion of it being within Caltrans ROW. Additionally the applicant shall coordinate with Caltrans upcoming SHOPP project. (Engineering)
13. PUBLIC IMPROVEMENTS.
- a. A separate site improvements plan will need to be submitted by a registered civil engineer as part of the Final Map phase.
 - b. Public improvements may include the following:
 - i. On Main Street, new sidewalk, curb and gutter, new pavement on at least half of the street, new trees, mid-block crossing with rectangular rapid flashing beacons, new ramps, etc. These improvements are required to be installed as part of the Building Permit Phase for the Hyatt Hotel.
 - ii. On Seymour Street, new sidewalks, curb and gutter, new pavement new ramps, etc. These improvements will be required to be installed as part of the Subdivision Improvement Agreement in tandem with the Parcel Map phase. The improvements may be phased, and any phasing shall be detailed in the Agreement.
 - iii. Sewer main infrastructure upgrades downstream as necessary. (Engineering)
14. TRAFFIC IMPACT STUDY RECOMMENDATIONS. The applicant shall implement the recommendations set forth in the Traffic Impact Study for the project dated July 13, 2020 created by W-Trans. (Engineering)
15. CITY STANDARD DETAILS. All work within the Public Right of Way shall comply with the following City Standard Details. Please update those City Standard Details on Sheet C9.1 with the attached updated details. Attach the following City Standard Details to the plans: (Engineering)
- a. SI-2 Curbs and Gutters
 - b. SI-3 Sidewalk Detail (Monolithic)
 - c. SI-4 shall remain on the plans as is.
 - d. SI-5 and SI-5A – Residential Driveway Approach with Curb
 - e. SI-7 – Typical Section of Residential Streets
 - f. SI-11 – Red Curb Painting
 - g. SS-3 – Type I Manhole
 - h. SS-7 – Standard Sewer Lateral and Cleanout
 - i. SS-11 – Sewer Tee Detail
 - j. UT-1 – Utility Trench Detail
16. ADDITIONAL DETAILS REQUIRED.
- a. The building permit plans shall have a detail of the proposed bridge along the western side of the project subjected to Caltrans approval.
 - b. All bicycle and pedestrian pathways in the 100 foot wetland buffer shall be pervious pavement, as required by LCLUP, to minimize natural water flow and recharge. (Engineering)
17. DRIVEWAY APPROACH. All proposed driveway approaches shall be designed to comply with both ADA

Standards and City Standards. (Engineering)

- a. In order to comply with ADA Standards, the driveway approach will need to have a minimum of 3 feet wide accessible ADA path of travel that is at most 2% flat slope.
- b. The street side portion of the approach would need to be ramped that conforms to the flatter 2% sloped portion that will act as the ADA accessible path of travel. The flat 2% portion must be 3' minimum in order to comply with ADA standards.
- c. Adjust the plans to reflect this ADA requirement.

18. STORMWATER REGULATED PROJECT & SWPPP.

- a. Prior to issuance of building permits, the applicant shall submit a Stormwater Pollution Prevention Plan to the State Water Board due to the size of the project.
- b. Submit a C.3 and C.6 Development Review Checklist. Please see the attached.
- c. An Operations & Maintenance (O&M) Agreement must be recorded with the County of San Mateo prior to finalizing the Building Permit. Please see the attached. Areas highlight in Green and Yellow are items that will need to be addressed in the O&M Agreement. (Engineering)

19. LANDSCAPING. Design landscaping area to adequately retain stormwater on-site. (Engineering)20. DRAINAGE PLANS. Show all locations of proposed downspouts on the proposed structures. Using arrows, show the direction of surface runoff throughout the property. (Engineering)21. GEOTECHNICAL REPORT. Prior to issuance of building permits, the applicant shall submit a geotechnical recommendation produced by a licensed geotechnical engineer regarding the stabilization of the drainage bank during installation of the new driveway and barrier. (Engineering)22. WATER CONSERVATION IN LANDSCAPING. The Applicant shall submit landscape and irrigation plans and an Outdoor Water Efficiency Checklist that demonstrate compliance with the City's Water Conservation in Landscaping Ordinance (Chapter 13.04 of the Municipal Code) prior to issuance of building permits to the satisfaction of the Community Development Director. (Planning)23. REFINEMENT TO CONCEPT GRADING PLANS FOR PERMIT SUBMITTAL (Engineering):

- a. Grading plans shall verify that there will be no drainage issues throughout the property and in the Public ROW.
- b. Grading permit will need to be reviewed and approved prior to the issuance of building permit. Include the sheet that has the grading plan in the grading permit submittal. Grading plans shall include the following:
 - i. Elevations to confirm that there will be no off-lot drainage issues.
 - ii. Cross-sections of the entire proposed lot and structure.
 - iii. Proposed contour lines as well.
- c. Grading work shall not start until the City of Half Moon Bay has received the contractor's information.
- d. The Contractor for this work shall be a minimum a Class A or a Class B Licensed Contractor.
- e. Once the contractor's information has been obtained, submit the Contractor's Certificate of Insurance and Endorsement naming the City of Half Moon Bay as additionally insured and

naming the City of Half Moon Bay as the Certificate Holder.

- f. Once the contractor's information has been obtained, ensure that the contractor has an active business license with the City of Half Moon Bay.

24. STRIPING PLAN. Include a complete striping plan with the building permit submittal. (Engineering)
25. STORMWATER OPERATIONS AND MAINTENANCE AGREEMENT. Required to be approved prior to issuance of building permits and recorded prior to final of the building permit. (Engineering)
26. ENCROACHMENT PERMIT (Engineering):
 - a. Encroachment permit to be submitted and approved for all work in the City's ROW, including, but not limited to sidewalk, curb and gutter, paving, utilities, driveways, etc. **The encroachment permit application can be submitted shall be submitted in tandem with the building permit submittal.** See the attached street encroachment permit application.
 - b. Work within the Public ROW shall not start until the City of Half Moon Bay has received an issue encroachment permit with the contractor's information.
 - i. The Contractor for this work shall be a minimum a Class A Licensed Contractor.
 - ii. Once the contractor's information has been obtained, submit the Contractor's Certificate of Insurance and Endorsement naming the City of Half Moon Bay as additionally insured and naming the City of Half Moon Bay as the Certificate Holder.
 - iii. Once the contractor's information has been obtained, ensure that the contractor has an active business license with the City of Half Moon Bay.
 - c. Since Trenching will occur within the Public ROW, Traffic Control Plans will be required as part of the submittal of the encroachment permit.
27. SCHOOL IMPACT FEES. School Impact Fees may apply for this permit. If so, the applicant shall provide proof of payment of required School Impact Fees to Cabrillo Unified School District prior to issuance of building permits.
28. 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 proposed residence and identify the existing grade elevations at the corners and roof ridgeline of the residence. (Building)
29. EVIDENCE OF SEWER CONNECTION CAPACITY. Prior to the issuance of building permits, the permittee shall provide a "will-serve" letter from the City of Half Moon Bay indicating there is adequate treatment capacity and that there is adequate capacity in the sewer main serving the project. (Building)
30. SIDEWALK MAINTENANCE 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 any sidewalks along the project frontage in a safe and non-dangerous condition. Sidewalk 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 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.

31. 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:
 - a. All masonry, wood, and steel construction materials;
 - b. All construction-related equipment and storage containers; and
 - c. All construction-related vehicles, including temporary trailers. (Engineering)
32. At the time of Building Permit submittal, the permittee shall submit a detailed plan including, but not limited to planned scaffolding, equipment storage and material storage/laydown for the project. (Building)
33. LOT 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 how the rear and side yards will properly drain 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 flood waters from any unfinished floor areas. (Engineering)
34. EROSION AND SEDIMENT CONTROL. Prior to the issuance of building permits, an erosion and sediment control plan shall be submitted that shows effective Best Management Practices (BMP) and erosion and sediment control measures for the site. Construction plans shall also include the “construction best management practices” plan sheet. (Engineering)
35. 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 for new service. Show locations of all utility service connections: sanitary sewer, storm drain, water (domestic and fire), cable television, telephone, electrical, and gas.
 - a. All existing infrastructure shall be verified and shown on plan prior to the submittal of the building permit plans. Based on findings, easement documents may need to be recorded with the County of San Mateo prior to issuance of building permits.
 - b. All sewer infrastructure shall be a minimum of 10’ separation from any proposed bioretention areas.
 - c. Curb drains are prohibited. The applicant shall propose a different conveyance for stormwater runoff for the parcel map phased build out. (Engineering)
36. STREET/PUBLIC RIGHT-OF-WAY CUTS FOR UTILITY CONNECTIONS. Street cuts 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 the frontage road for utility connections will require a single 2-inch thick asphalt concrete overlay patch on existing pavement across the property frontage. (Engineering)

COASTSIDE FIRE PROTECTION DISTRICT CONDITIONS.

37. All fire conditions and requirements must be incorporated into building plans prior to building permit issuance. It is the applicant's responsibility to notify contractor, architect and engineer of these requirements.
38. Review is not construed as encompassing the structural integrity of the facility nor abrogating more restrictive requirements by other agencies having responsibility. Final acceptance is subject to field inspection and necessary tests.
39. 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.
40. ADDRESS NUMBERS:
 - a. Building identification shall be conspicuously posted and visible from the street. (TEMPORARY ADDRESS NUMBERS SHALL BE POSTED PRIOR TO COMBUSTIBLES BEING PLACED ON SITE). The letters/numerals for permanent address numbers shall be of 6-inch height with a minimum 1/2-inch stroke and of a color, which is contrasting with the background. Such letter/numerals shall be illuminated and facing the direction of access.
Distance from Road Address No.
 Size 0-50 feet 6-inch
 50-100 feet 8-inch
 100-150 feet 10-inch
 150+ feet 12-inch
 with a corresponding increase in stroke width.
 - b. Address numbers and directional signs may be required at the entrance to the driveway/access road, road forks, and intersections. When located on the street the numbers shall be visible from each direction of travel. This remote signage shall consist of a 6 inch by 18-inch green reflective metal sign with 3-inch reflective Numbers/ Letters similar to Hy-Ko 911 or equivalent.
41. FIRE HYDRANT. An approved fire hydrant (Clow 2065) must be located within 500 feet of all portions of the building measured by way of drivable access from the proposed project. The hydrant must have a minimum flow of 1500 gpm at 20 psi. Fire flow required at time of issuance of permit.
42. An Automatic Fire Sprinkler System will be required and must have an NFPA 13R classification or higher. Section 903.2.8 of the 2022 CFC.
43. Fire Alarm systems that meet the 2022 NFPA 72 will be required.
44. Occupancy Load Signs were required 2022 CFC Chapter.10.
45. Elevator to comply with Chapter 30 of the 2022 CBC.
46. All doors in corridors shall have a % fire rated door & jamb with closer and smoke gasket. 2106 CFC Sec.1020
47. Provide Penetration protection in all membranes through fire rated assemblies (ie dampers, fire caulking)
48. Opening between floors shall comply with Sec.1009.3 of the 2022 CFC

49. Unobstructed fire sprinkler coverage: shall extend to all areas in the occupancy. Any areas creating compartmentalization due to new walls shall have additional sprinkler heads installed to provide unobstructed coverage. Any heat producing appliances that are hooked up to an electrical power source, natural or propane gas, and are operational shall not have sprinkler heads located within their respective heat zones.
50. Clearly identify fire service line on plans and verify that the line meets minimum size for fire sprinkler hydraulic calculations.
51. Provide complete General Information Sign, placed at the riser on plans (NFPA 13 section 25.6.2).
52. Fire Sprinkler Hardware: Along with the automatic fire sprinkler system, this project is required to install all related fire sprinkler hardware (Post Indicator Valve, Fire Department Connection and Exterior Bell). You will not be issued a building permit until plans have been submitted, reviewed and approved by the fire district. Please submit plans showing the location of all required fire sprinkler hardware to the Building Department of Half Moon Bay.
53. Fire Access Roads -The applicant must have a maintained asphalt surface road for ingress and egress of fire apparatus. The City of Half Moon Bay Department of Public Works, the Coastside Fire District Ordinance 2023-01, and the California Fire Code shall set road standards. As per the 2022 CFC, dead-end roads exceeding 150 feet shall be provided with a turnaround in accordance with Coastside Fire District specifications. As per the 2022 CFC, Section Appendix D, road width shall not be less than 20 feet. Fire access roads shall be installed and made serviceable prior to combustibles being placed on the project site and maintained during construction. Approved signs and painted curbs or lines shall be provided and maintained to identify fire access roads and state the prohibition of their obstruction. If the road width does not allow parking on the street (20-foot road) and on-street parking is desired, an additional improved area shall be developed for that use.
54. A plan and profile of the driveway/ roadway will be needed. Add to the plans.
55. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. An AM&MR will be required of the building can't meet this requirement.
56. "No Parking - Fire Lane" signs shall be provided on both sides of roads 20 to 26 ft. wide and on one side of roads 26 to 32 ft. wide. CFC D103.6.
57. Approved fire hydrant (Clow 2065) must be located within 500 feet measured by way of drivable access from the proposed project. The hydrant must have a minimum flow of 1,500 gallons per minute at 20 pounds per square inch residual pressure for a minimum of 2 hours. If you have not already done so, please submit a site plan showing all underground piping to the San Mateo County Building Department or City of Half Moon Bay for review and approval. Show locations of hydrants on site plan.
58. Exit Doors: Exit doors shall be of the pivoted type or side hinged swinging type. Exit doors shall swing in the direction of exit when serving an occupant load of 50 or more.
 - a. Special Doors: Revolving, sliding and overhead doors shall not be used as required exits. Power operated doors complying with CBC Standard No. 10-1 may be used for exit purposes.
 - b. Additional Doors: When additional doors are provided for egress purposes, they shall conform to all the provisions of CBC chapter 10.

59. Exit Door Hardware: Exit door(s) shall be operable from the inside without the use of a key, special knowledge or effort. Exception: Main exit doors may be equipped with a keyed-locking device if there is a readily visible sign on or adjacent to the door stating "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED". The letters in the sign shall not be less than 1-inch in height.
60. Exit Illumination: Signs shall be internally or externally illuminated by two electric lamps or shall be of an approved self-luminous type. Power Supply: Current supply to one of the lamps for exit signs shall be provided by the premises wiring system. Power to the other lamp shall be from storage of batteries or an on-site generator set. Include exit illumination with electrical plans and submit to the San Mateo County Building Department or City of Half Moon Bay for review and approval.
61. Exit Signage: Where required: When more exits from a story are required by Chapter 10 of the CBC, exit signs shall be installed at stair enclosures, horizontal exits and other required exits from the story. When 2 or more exits are required from a room or area, exit signs shall be installed at the required exits from the room or area and where otherwise necessary to clearly indicate the direction of egress. Exception: Main exit doors, which obviously are clearly identifiable as exits (glass door). Show exit plans on plans submitted to the San Mateo County Building Department or City of Half Moon Bay for review and approval.
62. When exit signs are required by Section 1013.2 /1013.7 of the CBC, additional approved low-level exit signs, which are internally or externally illuminated, photo luminescent or self-luminous, shall be provided in all interior rated exit corridors serving guest rooms of hotels in Group R, Division 1 Occupancies, and other occupancies as determined by the code.
63. Exit signs shall be internally illuminated with approved emergency lighting..
64. Provide exit access travel distance from all areas to exits demonstrating they meet Section 1016.
65. Exiting Plan: Provide an Exiting plan with appropriate code compliant exits and hardware to accommodate the calculated live loads of the building. The Exiting plan must meet Chapter 10 (Means of Egress) requirements of the 2019 CFC. Detailing - Show all proposed walls, and doors. - Show all door locations, fire-rating (if applicable), direction of swing, self-closing mechanisms, width, etc.
66. Exits sign and Egress Illumination shall meet the Section 1005,1008 & 1013 of the CFC 2019.
67. Occupancy Load Sign: Any room having an occupant load of 50 or more where fixed seats are not installed, and which is used for classroom, assembly or similar purpose, shall have the capacity of the room posted in a conspicuous place.
68. Building occupancy group is B,R-1,A Provide an analysis on mixed use and area as identified in Section 504.2 and 504.4 of the 2022 CBC that it complies with these sections.
69. As per Coastside Fire District Ordinance 2019-03, the roof covering of every new building or structure, and materials applied as part of a roof covering assembly, shall have a minimum fire rating of Class "B" or higher as defined in the current edition of the California Building Code.
70. Vegetation Management (LRA) The Coastside Fire District Ordinance 2023-01, the 2022 California Fire Code 304.1.2
- a. A fuel break of defensible space is required around the perimeter of all structures to a distance of not less than 30 feet and may be required to a distance of 100 feet or to the property line. This is neither a requirement nor an authorization for the removal of living trees.
 - b. Trees located within the defensible space shall be pruned to remove dead and dying portions, and limbed up 6 feet above the ground. New trees planted in the defensible space shall be

located no closer than 10' to adjacent trees when fully grown or at maturity.

- c. Remove that portion of any existing trees, which extends within 10 feet of the outlet of a chimney or stovepipe or is within 5' of any structure. Maintain any tree adjacent to or overhanging a building free of dead or dying wood.

71. Emergency Building Access: The proposed project will require the installation of "Knox Boxes" These emergency key boxes are required when access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or fire-fighting purposes. The Fire Dept, will determine the location for the key box and provide an authorized order form. All security gate systems controlling vehicular access shall be equipped with a "Knox"; key operated emergency entry device. For application and instructions please email cfpdfiremarshal@fire.ca.gov
72. A Knox padlock or key switch will be required if there is limited access to property. CFC 506.1. For application and instructions please email cfpdfiremarshal@fire.ca.gov
73. Gates shall be a minimum of 2 feet wider than the access road/driveway they serve. Overhead gate structures shall have a minimum of 15 feet of vertical clearance. Locked gates shall be provided with a Knox Box or Knox Padlock. Electric gates shall have a Knox Key Switch. Electric gates shall automatically open during power failures. CFC 503.6, 506. For application and instructions please cfpdfiremarshal@fire.ca.gov
74. Fire Alarm System: This project is required to have installed an approved NFPA 72 Fire Alarm System throughout. The system is to monitor any flow through the required automatic fire sprinkler system, any fire sprinkler valve tamper and all heat and smoke detectors. The system will also include an exterior bell and interior horn/strobes, which are required to be wired to the alarm system and the flow switch for the fire sprinkler system. The FACP shall be protected with a smoke detector as per NFPA 72, Section 1-5.6 and a manual pull station. A wiring inspection is required to be conducted by the Fire District prior to covering walls and ceiling areas. All systems and components must be tested per manufacturer's specifications and NFPA 72. Battery backup shall meet or exceed requirements for amp-hour rating and must be tested as per manufacturer's specification and NFPA 72.
75. FOR FIRE SUPPRESSION SYSTEM: Engineered fire suppression system and hood and duct: The kitchen cooking area shall be protected as required by a UL-300 compliant engineered fire suppression system and a hood and duct grease laden vapor extraction system. Submit plans to the San Mateo County Building Department or City of Half Moon Bay for approval by the Fire District. In addition, the kitchen area shall have a minimum of at least one 40-pound "K" rated fire extinguisher mounted in the path of egress.
76. Fire Extinguishers: There must be at least one 2A10BC fire extinguisher for each 3,000 square feet, travel distance not to exceed 75 feet with at least one extinguisher per floor per Title 19, California Code of Regulations. Show location of extinguishers on plans..
77. Elevator to comply with Chapter 30 of the 2019 CBC.
78. Solar Photovoltaic Systems: These systems shall meet the requirements of the 2022 CFC Section 1204.2.1
79. Traffic calming devices shall be prohibited unless approved by the fire official. CFC 2019 section 503.4.1.
80. The project is located in an area that to date there are no documented fire flows. In order to determine required fire flows, please provide information on Building Classification including Type of Construction, Occupancy Classification and Mixed occupancy use.
81. A dry standpipe system will be required to meet the requirements in the 2022 CFC Chapter 5, that requires multiple access points that may differ from plans. Actual locations to be determined by the Fire District.

82. Community Facilities District: The Fire District requires the formation of a Mello-Roos Community Facilities District (CFD) for all new construction of three or more residential units. Please contact the Fire District administration office for more details. Please be advised that the formation of a CFD takes approximately three months. The formation of a CFD is a condition of development and required to be completed prior to Fire District final approval and sign-off on the project.

COASTSIDE COUNTY WATER DISTRICT (CCWD):

83. CCWD 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)
84. 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 and the project will be served by CCWD.

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

1. 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. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (Planning – required by Standard Condition CUL-2 of the EIR)
- a. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - i. The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
 - ii. If the coroner determines the remains to be Native American:
 - The coroner shall contact the Native American Heritage Commission within 24 hours;
 - The Native American Heritage Commission shall identify the person or persons it believes to be most likely descended from the deceased Nation American;
 - The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or
 - b. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
 - i. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the Commission;
 - ii. The identified descendant fails to make a recommendation; or
 - iii. The landowner or his authorized representative rejects the recommendation of the

descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

1. 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. (Planning)
2. NESTING BIRD SURVEY. If construction commences during the nesting season (February 1 to August 15), a qualified biologist shall conduct a breeding bird survey of the site. If nesting birds are discovered, construction may commence only if avoidance measures can be incorporated as advised by the qualified biologist or would otherwise need to be postponed until young birds have fledged. (Planning)
3. CONSTRUCTION TRAILERS. Temporary construction trailers are permitted as accessory uses in conjunction with the development of this site, subject to the following conditions (Planning):
 - 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 inhabitation 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.
4. 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. During any construction period ground disturbance, the applicant shall ensure that the project contractor implements measures to control dust and exhaust. Implementation of the measures as specified in the BAAQMD Basic Construction Mitigation Measures, would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures specified by BAAQMD are identified to reduce construction equipment exhaust emissions. (Planning – Required by Standard Condition AQ-1 from the EIR):
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
 - c. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
 - d. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - e. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
 - f. 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.
 - g. 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.
- h. Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials shall be covered.
 - i. 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.
 - j. 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.
 - k. Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - l. 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.
 - m. 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.
 - n. 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.
5. 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)
 6. 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)
 7. FIRST FLOOR 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 at an elevation of at least 60 feet. (Building and Public Works Department)
 8. OVERALL PROJECT HEIGHT. The 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 the existing grade as indicated on the submitted topographical survey. (Building)
 9. 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)
 10. CONSTRUCTION HOURS. Construction activities on the site shall be limited to the hours of 8:00 AM to 6:00

PM. Monday through Saturday. Construction-related staging and mobilization may commence no earlier than 7:00 AM and cease no later than 7:00 PM. No construction is allowed on 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. See condition below for prohibition on construction lighting during winter months. (Engineering)

11. CONSTRUCTION LIGHTING. Appropriate light and glare screening measures, including the use of dark skies compatible light fixtures and downward cast lighting, shall be used in construction, staging, and laydown areas. In addition, during winter construction times where lighting would be required, construction shall cease at 5:00 pm from November 1 through January 31 and nighttime construction shall be prohibited. (Planning – Standard Condition AES-1 from Hyatt Place EIR)
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 and issuance of an applicable encroachment permit. (Engineering)
14. CONSTRUCTION MANAGEMENT PLAN. Prior to the start of construction activities, the contractor will prepare and submit a detailed construction management plan for City approval. The construction management plan will indicate the days and times of construction, the duration of the phase of construction, where workers will park, truck haul routes, the number and type of trucks that will access the site during each phase, and other details. The City will require that adequate access for all transportation modes, especially emergency vehicles, be maintained during construction. (Building and Engineering)
15. COPPER BUILDING ELEMENTS. Prior to issuance of building permits, the building plans shall specify that all copper building elements will be pre-patinated at the factory, or if patination will occur on the site, the plans shall identify best management practices in conformance with the *San Mateo Countywide Water Pollution Prevention Program Requirements for Architectural Copper*, to the satisfaction of the City Engineer. (Engineering)

E. The following conditions shall be implemented prior to issuance of an occupancy permit:

1. A certificate of completion for Fire Sprinkler System requirement at final. (Fire)
2. A certificate of completion for Fire Alarm required at final. (Fire)
3. A certificate of completion for Fire Suppression System required at final – if applies. (Fire)
4. A certificate of completion for Underground required at final. (Fire)
5. EXTERIOR COLORS AND MATERIALS. Exterior building colors and materials shall be in substantial conformance with those shown on the approved color and materials sheet provided in the October 9, 2024 Planning Commission staff report and on the project color and material board on file at City Hall. Conformance will be determined by the Director of Community Development. (Planning)
6. SCREENING OF MECHANICAL EQUIPMENT. Mechanical equipment and utility meters shall be screened from view from public rights-of-ways. Screening materials may have evenly distributed openings averaging 50% of the surface area as long as the equipment is not visible from a street or adjoining lot. (Planning)
7. LANDSCAPE INSTALLATION AND MAINTENANCE. All landscaping shall be installed in conformance with

the approved landscape plan prior to issuance of a certificate of occupancy. (Planning)

8. OPEN SPACE/CONSERVATION EASEMENT. An open space/conservation easement shall be recorded over the 2.02 acres identified on the project site plan (Sheet G0.01) as within the wetland buffer and further identified as area "A". The easement shall specify that the 2.02 acres will remain in conservation and will be publicly accessible. The Applicant shall provide proof of recordation prior to issuance of an occupancy permit for the hotel. An open space/conservation easement shall also be recorded over the wetland buffer/setback area for future residential Lot 4 identified in area "E" on Sheet G0.01. The Applicant shall provide proof of recordation prior to issuance of an occupancy permit for any residential use on Lot 4. (Planning)
9. C/CAG TRAFFIC DEMAND MANAGEMENT (TDM) PROGRAM. (Engineering)
 - a. Project is subject to the Commute.org certified development program. The certification process can be found at <https://commute.org/resources/developers/>
 - b. Project is subjected to requirements mentioned in the C/CAG TDM Program. Provide a TDM Checklist: <https://ccagtdm.org/tdm-checklist/>.

F. 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 one-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. (Planning)
4. PERMIT EXTENSION. The Community Development Director may, at their 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. (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.

DEVELOPER/APPLICANT:

(Signature)

(Date)

HYATT PLACE HALF MOON BAY

MAIN ST.
HALF MOON BAY, CA
94019



1000 BRANNAN STREET
SUITE 404
SAN FRANCISCO, CA 94103
T 415.371.1400
F 415.371.1401
www.axisgfa.com

PROJECT NAME

HYATT PLACE HALF MOON BAY

MAIN ST.
HALF MOON BAY, CA
94019

OWNER NAME

RGJC SOUTH, LLC

HALF MOON BAY, CA 94019

NOT FOR
CONSTRUCTION



PROJECT DIRECTORY

Developer:	Greg Jamison RGJC South, LLC Half Moon Bay, CA 94019
Architect	AXIS/GFA Architecture + Design 1000 Brannan Street, Suite 404 San Francisco, CA 94103
Civil Engineer:	BKF Engineers 255 Shoreline Drive, Suite 200 Redwood City, CA 94065
Landscape Biologist:	Sol Ecology P.O. Box 5214 Petaluma, CA 94955
Landscape Architect:	MWS Consulting 130 Mono Ave. Fairfax, CA 94530

PLANNING STATISTICS

Current Zoning:	Commercial - General	
Project:	File No. PDP-72-13	
Assessor Parcel No.	065-012-030	5.02 Acres
Location:	Main Street (1100 Block) North of the intersection of Hwy 1 and Main St., south of the James Ford Auto Dealership	
Site Area - Proposed Use:	219,052 SF (5.02 Acres)	
	Open Space	2.02 Acres
	Proposed Hotel	2.55 Acres
	Lot Line Adj. w/Auto Dealership (Decreasing Site)	0.45 Acres
	Total	5.02 Acres

Current Zoning:	Commercial - General	
Assessor Parcel No.	065-012-020	1.50 Acres
	Parcel One	0.12 Acres
	Parcel Two	
Location:	James Ford Auto Dealership 100 Seymour Street	

Site Area - Proposed Use:	Lot Line Adjustment w/5.02 Ac. (Increasing Auto Site)	0.45 Acres
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Current Zoning:	R-2	
Assessor Parcel No.	064-352-150	1.15 Acres
Location:	Northside of Seymour Street (101 Block) Parking Area for James Ford	

Site Area - Proposed Use:	Parcel Map Converting to Four Residential Lots	
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SHEET INDEX

GENERAL	
G0.00	COVER SHEET
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ARCHITECTURAL	
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A1.02	ENLARGED SITE PLAN - SOUTH
A1.03	ENLARGED SITE PLAN - NORTH
A1.21	SITE SECTION
A2.00	FLOOR PLANS - LEVELS 1-3
A4.01	BUILD ELEVATIONS - NORTH BUILDING
A4.02	BUILDING ELEVATIONS - SOUTH BUILDING
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CIVIL	
C0.0	TITLE SHEET
C0.1	NOTES
C1.1	EXISTING CONDITIONS
C1.2	EXISTING CONDITIONS
C2.1	SITE PLAN
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C3.1	TENTATIVE PARCEL MAP
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C7.1	FIRE ACCESS PLAN
C7.2	FIRE ACCESS PLAN
C8.1	EROSION CONTROL PLAN
C8.2	BEST MANAGEMENT PRACTICES
C9.1	DETAIL SHEET
C10.1	SEYMOUR LOT 1 CONCEPT BUILDOUT PLAN

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LANDSCAPE

L-1	LANDSCAPE PLAN
L-2	BIOFILTER SYSTEM

DEVELOPMENT STANDARDS

City of Half Moon Bay (18.08.040 C-G Zoning District Standards)	CITY STANDARDS	PROPOSED
Minimum Lot Size	10,000 SF	5.02 Ac
Minimum Setbacks - Hotel Structures		
East Property Line - Main Street	25 Ft	52 - 81 Ft
North Property Line - James Ford (Current)	10 Ft	47 Ft*
North Property Line - James Ford (Adjusted)	10 Ft	12 Ft**
West Property Line - Hwy 1	10 Ft	91' - 139' Ft
South Property Line - South Gateway	10 Ft	389 Ft

NOTE:
* 47 Ft from current property line
** 12 Ft following Lot Line Adjustment

Maximum Building Height	36 Ft	14 - 36 Ft
Maximum Building Stories	3 Stories	1 - 3 Stories
Minimum Landscaping	10%	40% ***

*** Providing Two Acres of Open Space (40% of Site) 88,296sf
Plus Approximately 30,000sf Landscape Outside of Buffer

Lot Coverage - Ground Level Buildings

South Building	11,513 SF
North Building	14,935 SF
Hallway Between Buildings	607 SF
Bike & Maintenance Building	1,224 SF
Patio South of Lobby	1,318 SF
Guestrooms Patios - West of North Building	1,066 SF
GROUND LOT COVERAGE - TOTAL	30,663 SF

NOTE: The footprint of all proposed Hotel Structures are to be located outside the 100' buffer zone from Seasonal Wetlands.

Floor Area Ratio (FAR) - Buildings & Patios

Site Area after Lot Line Adjustment (Including Open Space) (30,663sf Lot Coverage/199,322SF Adj. Lot Size)	0.1538 FAR
Site Area after Lot Line Adjustment (Excluding Open Space) (30,663sf Lot Coverage/111,026sf Buildable Area)	0.2762 FAR

Note: 219,052sf or 5.02 acres represents the entire Vacant Site. Of this area, 19,730sf or 0.45 acres will be added to the adjacent James Ford Auto Dealership through a Lot Line Adjustment. The remaining 199,322sf consists of 88,296sf or 2.02 acres of Open Space and 111,026sf or 2.55 acres for the Hotel.

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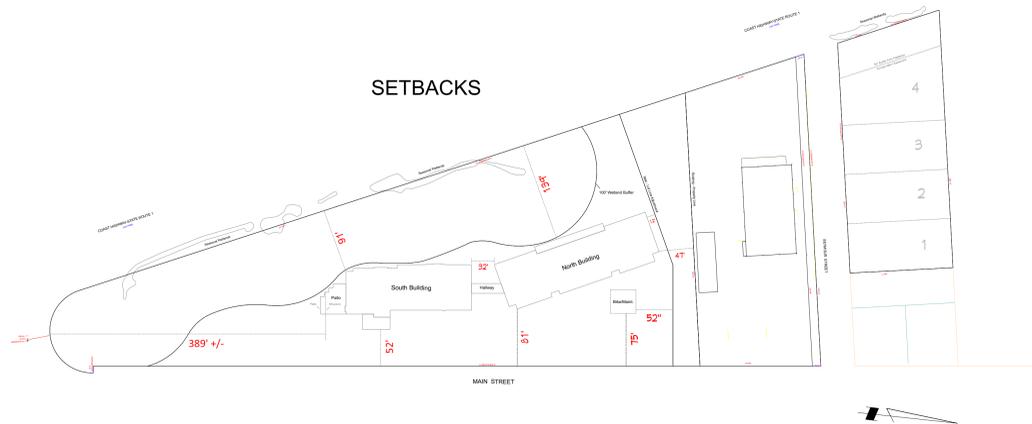
HOTEL STATISTICS

	Guestrooms	102
	Parking Spaces	108
South Building	Level 1	11,513 SF
	Level 2	10,354 SF
	Total	21,867 SF
North Building	Level 1	14,935 SF
	Level 2	14,935 SF
	Level 3	11,382 SF
	Total	41,252 SF
Bike & Maint. Building	Level 1	1,224 SF
	Total	1,224 SF
Hallway Between Buildings		607 SF
Patio South of Lobby		1,318 SF
	Total	1,925 SF
Gross Floor Area - Total		66,268 SF
Building Area Per Key		650 SF

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ROOM MATRIX	SOUTH BUILDING LEVEL		NORTH BUILDING LEVEL			TOTAL ALL
	GROUND	2	GROUND	2	3	
TYPE KA - KING STANDARD	-	14	10	9	25	58
TYPE KB - KING CONNECTOR	-	1	0	1	-	2
TYPE KC - KING ACCESSIBLE (ROLL-IN)	-	-	1	1	-	2
TYPE KD - KING ONE BEDROOM	-	-	-	-	-	-
TYPE KE - KING ONE BEDROOM ACCESSIBLE (TUB)	-	-	1	1	-	2
TYPE KF - KING MODIFIED ACCESSIBLE (TUB)	-	1	-	-	-	1
TYPE KG - KING MODIFIED	-	1	-	-	-	1
TYPE QA - QUEEN/QUEEN STANDARD	-	2	8	11	-	21
TYPE QB - QUEEN/QUEEN CONNECTOR	-	1	5	7	-	13
TYPE QC - QUEEN/QUEEN ACCESSIBLE (TUB)	-	1	1	0	-	2
TOTAL	-	21	26	30	25	102

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SCALE AS SHOWN

PROJECT NUMBER 21.010

DESCRIPTION
COVER SHEET

SHEET NUMBER

G0.00

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PROPOSED PHASING PLAN

- 1). OBTAIN NECESSARY APPROVALS
 - HOTEL SITE
 - LOT LINE ADJUSTMENT ADDING LAND TO AUTO DEALERSHIP
 - PARCEL MAP CREATING 4 LOTS NORTH OF SEYMOUR ST.
- 2). BUILD HOTEL (18-24 MONTHS FOLLOWING APPROVALS)
 - INCLUDES BIKE PATH, WALKING PATH, BIOSWALES, BUFFER ZONE
- 3). LAND ADDED TO DEALERSHIP (ADDITIONAL 2 MONTHS)
 - SURFACE IMPROVEMENTS TO PARK VEHICLES
- 4). LAND NORTH OF SEYMOUR (ADDITIONAL 12 MONTHS)
 - INTEND TO DEVELOP LOT 1 WITH FOUR - RENTAL HOUSING UNITS EACH UNIT CONSISTING OF 1 OR 2 BEDROOMS
GOAL IS FOR EMPLOYEES OF EITHER THE JAMES FORD AUTO DEALERSHIP OR THE PROPOSED HOTEL TO HAVE PRIORITY
 - MAINTAIN USING LOTS 2, 3, AND 4 AS PARKING FOR THE AUTO DEALERSHIP THAT EVENTUALLY WILL BE DEVELOPED AS HOUSING IN THE FUTURE

082223 1201a 081424 931p

PROPERTY DIVISION

	88,296	SF	2.02	ACRES OPEN SPACE (A) WITH WETLAND CONSERVATION EASEMENT
	111,026	SF	2.55	ACRES HOTEL LOCATION (B)
	19,730	SF	0.45	ACRES ADD LAND TO AUTO DEALERSHIP (C)
APN 065-012-030	219,052	SF	5.02	ACRES EXISTING VACANT PARCEL (A, B & C)
(PARCEL 1) APN 065-012-020	65,377	SF	1.50	ACRES EXISTING AUTO DEALERSHIP (SOUTH OF SEYMOUR ST.) PARCEL 1 (D)
	+19,730	SF	0.45	ACRES ADD LAND TO AUTO DEALERSHIP (C) WITH THE LOT LINE ADJ.
	85,107	SF	1.95	ACRES AFTER LOT LINE ADJUSTMENT IS NEW PARCEL 1 (C+D)
(PARCEL 2) APN 065-012-020	+ 5,303	SF	0.12	ACRES PARCEL 2 (D) 12' STRIP SOUTH SIDE OF SEYMOUR ST.
	90,410	SF	2.07	ACRES TOTAL FOR AUTO DEALERSHIP (C+D ON SOUTH OF SEYMOUR ST.)
APN 064-352-150	+50,280	SF	1.15	ACRES EXISTING AUTO DEALERSHIP (NORTH OF SEYMOUR ST.) (E)
	140,690	SF	3.22	ACRES TOTAL AUTO DEALERSHIP (C, D & E)
	- 50,280	SF	1.15	ACRES CREATE 4 LOTS (NORTH OF SEYMOUR ST.) (E)
	90,410	SF	2.07	ACRES AUTO DEALERSHIP (C&D) AFTER DEVELOPING NORTH OF SEYMOUR ST. (E)

082223 1201a

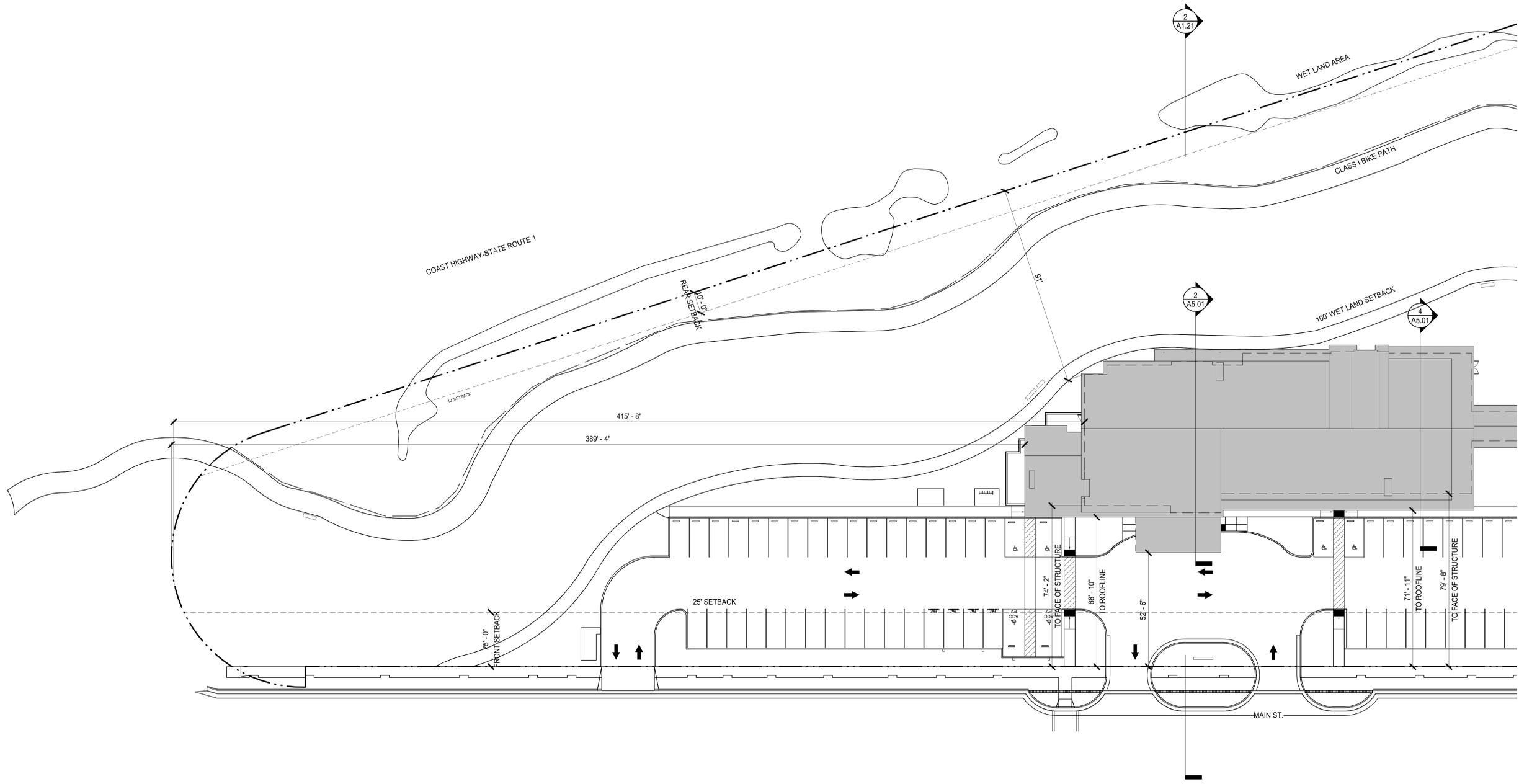
PROPOSED LOTS NORTH OF SEYMOUR ST.

10,158 SF	0.23	ACRES LOT 1
10,158 SF	0.23	ACRES LOT 2
10,159 SF	0.23	ACRES LOT 3
19,805 SF	0.45	ACRES LOT 4 (INCL. 7,297SF CONSERVATION EASEMENT)
50,280 SF	1.15	ACRES TOTAL (E) APN 064-352-150

082223 1201a



**NOT FOR
CONSTRUCTION**



△ DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

DESCRIPTION
ENLARGED SITE PLAN -
SOUTH

SHEET NUMBER

A1.02

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PROJECT NAME

**HYATT PLACE
HALF MOON BAY**

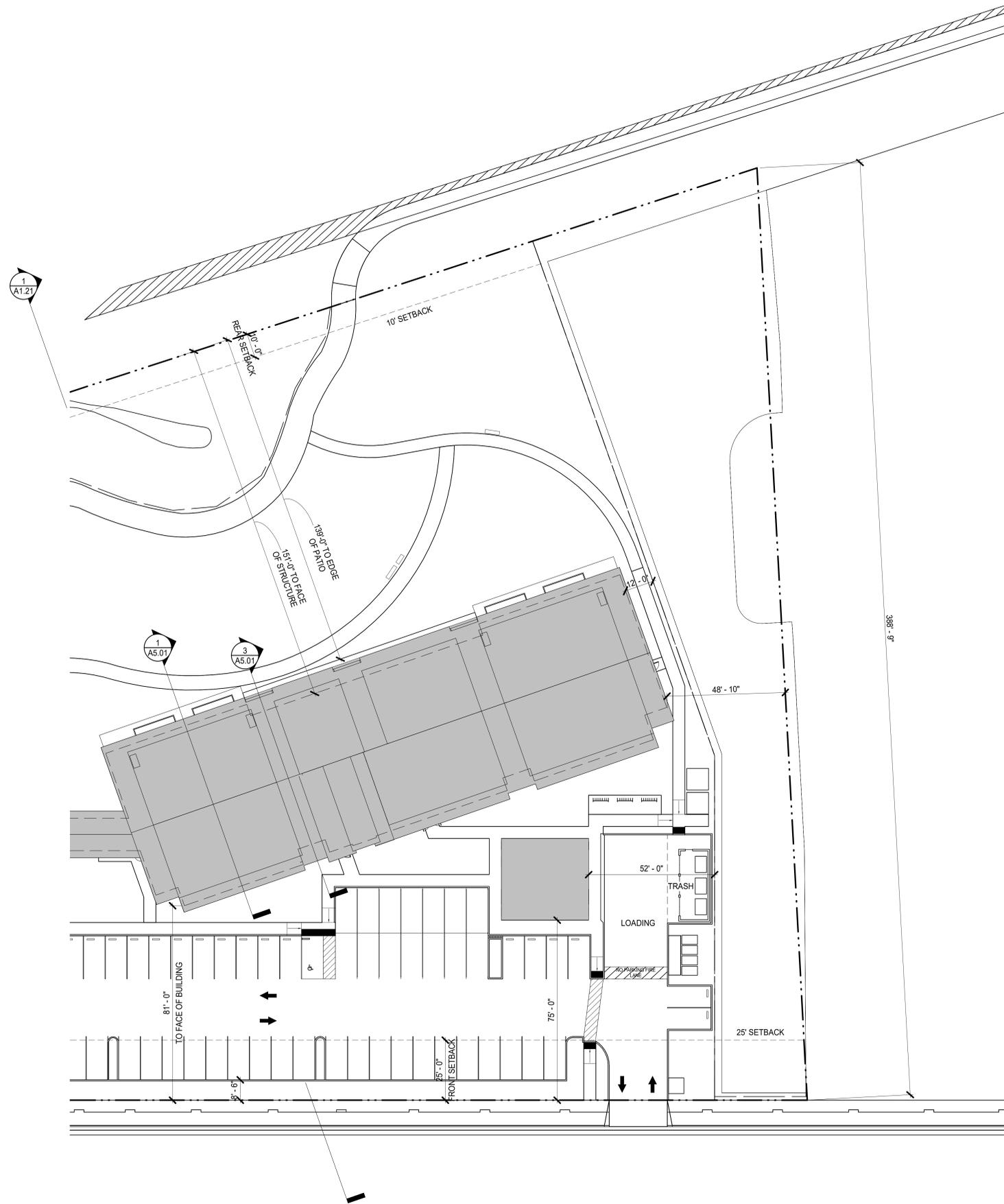
MAIN ST.
HALF MOON BAY, CA
94019

OWNER NAME

RGJC SOUTH, LLC

HALF MOON BAY, CA 94019

**NOT FOR
CONSTRUCTION**



△ DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

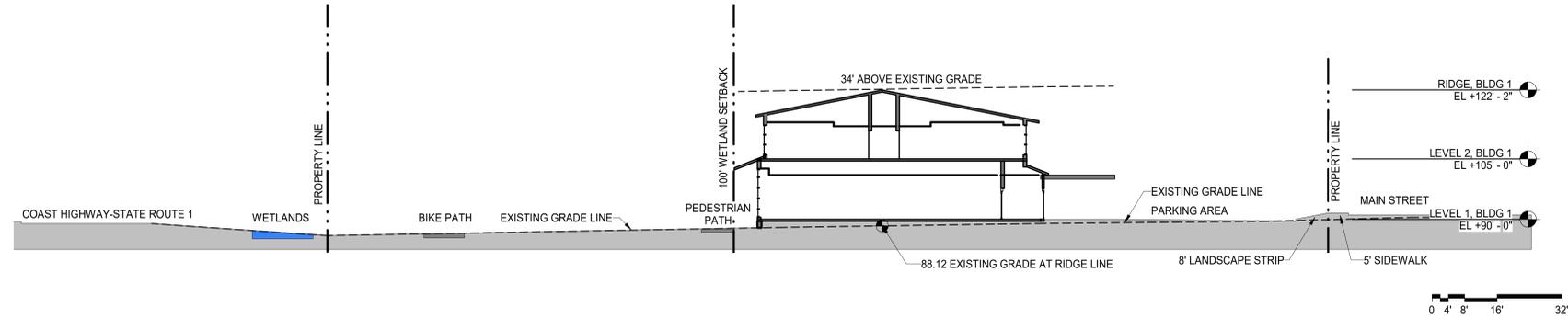
DESCRIPTION
ENLARGED SITE PLAN -
NORTH

SHEET NUMBER

A1.03

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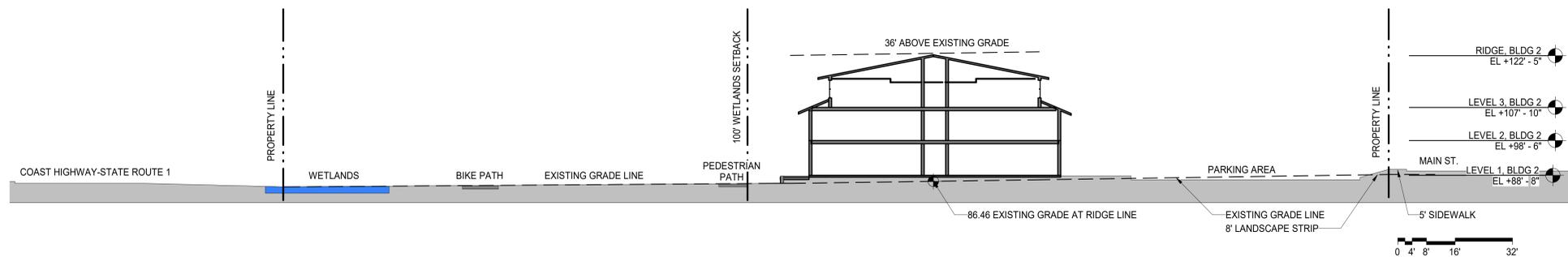
**NOT FOR
CONSTRUCTION**



SITE SECTION - SOUTH BLDG

SCALE: 1/16" = 1'-0"

2
A1.21



NOTE REGARDING SURVEY DATA
SURVEY PERFORMED BY: BGT LAND SURVEYING
www.bgtlandsurveying.com
DATE OF FIELD SURVEY: JUNE, 2012
JOB NUMBER: 12-042
SEE TOPO FOR COMPLETE SITE DATA

SITE SECTION - NORTH BLDG

SCALE: 1/16" = 1'-0"

1
A1.21

DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

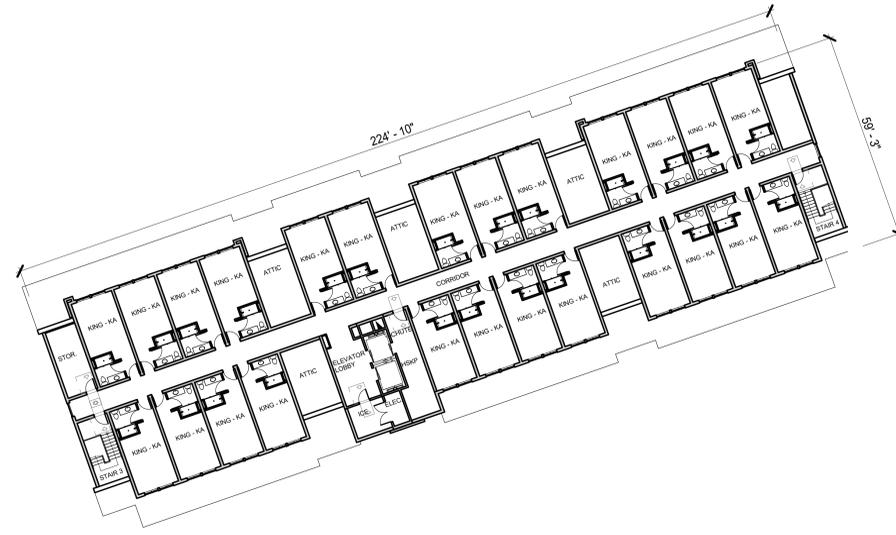
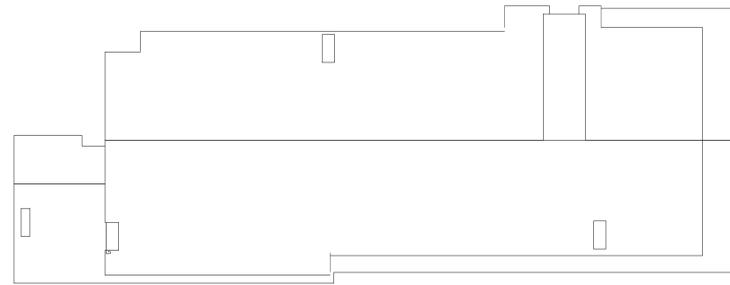
DESCRIPTION
SITE SECTIONS

SHEET NUMBER

A1.21

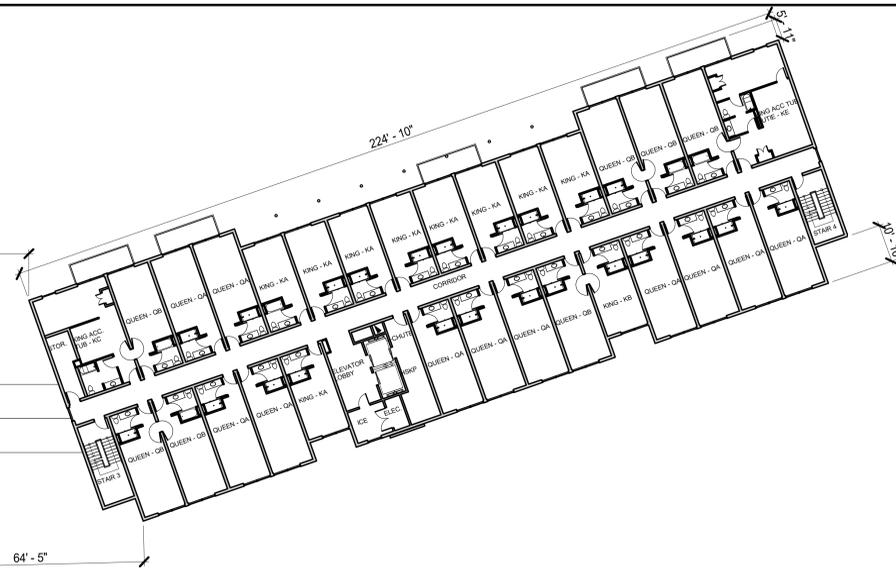
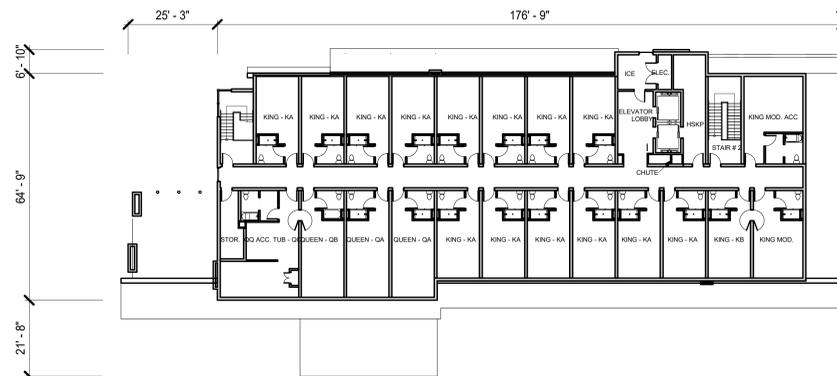
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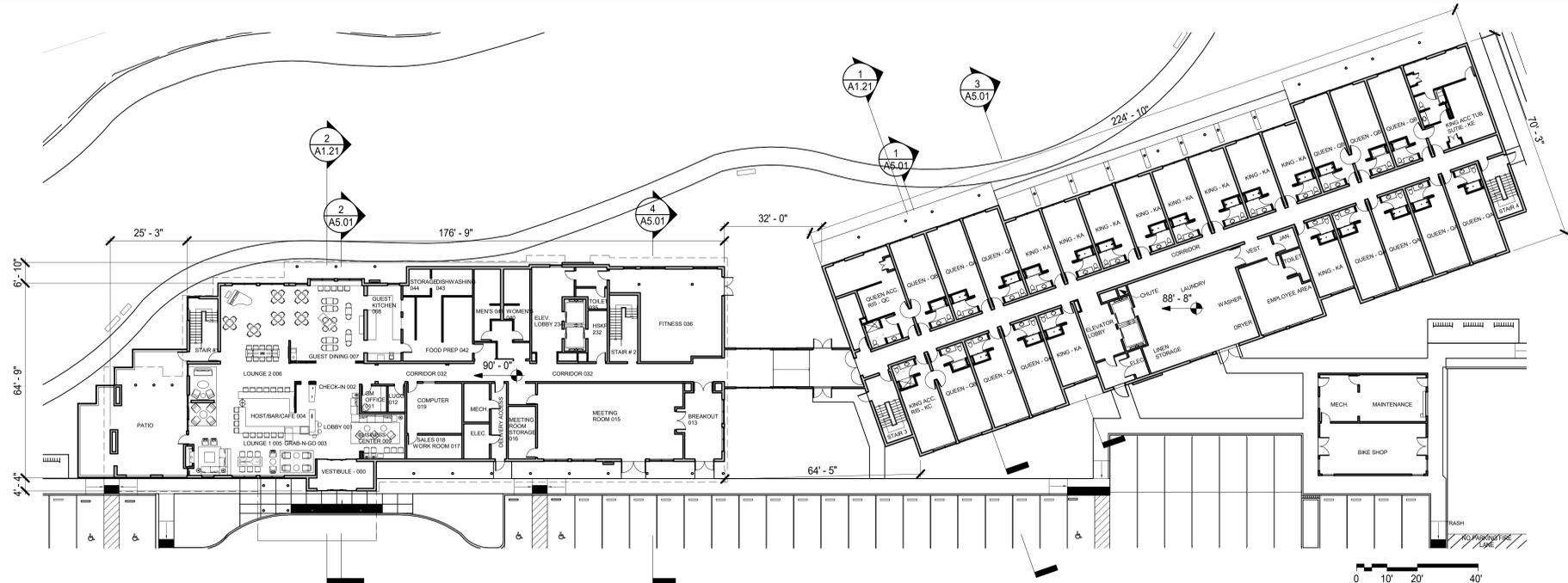
LEVEL 3
SCALE: 1" = 20'-0"

3
A2.00



LEVEL 2
SCALE: 1" = 20'-0"

2
A2.00



LEVEL 1
SCALE: 1" = 20'-0"

1
A2.00

DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

DESCRIPTION
FLOOR PLANS - LEVELS 1-3

SHEET NUMBER

A2.00

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CONSENT OF THE ARCHITECT

PROJECT NAME

**HYATT PLACE
HALF MOON BAY**

MAIN ST.
HALF MOON BAY, CA
94019

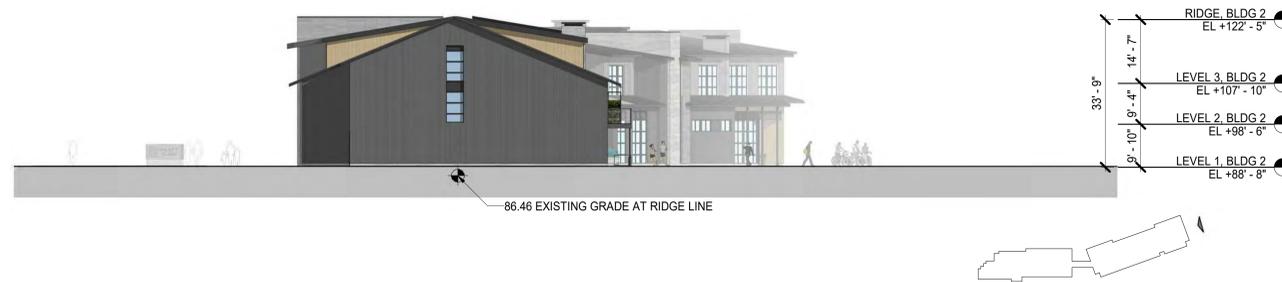
OWNER NAME

RGJC SOUTH, LLC

HALF MOON BAY, CA 94019

**NOT FOR
CONSTRUCTION**

NOTE REGARDING SURVEY DATA
SURVEY PERFORMED BY: BGT LAND SURVEYING
www.bgtlandsurveying.com
DATE OF FIELD SURVEY: JUNE, 2012
JOB NUMBER: 12-042
SEE TOPO FOR COMPLETE SITE DATA



NORTH ELEVATION - NORTH BUILDING

SCALE: 1/16" = 1'-0"

3
A4.01



WEST ELEVATION - NORTH BUILDING

SCALE: 1/16" = 1'-0"

2
A4.01



EAST ELEVATION - NORTH BUILDING

SCALE: 1/16" = 1'-0"

1
A4.01

DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

DESCRIPTION
BUILDING ELEVATIONS -
NORTH BUILDING

SHEET NUMBER

A4.01

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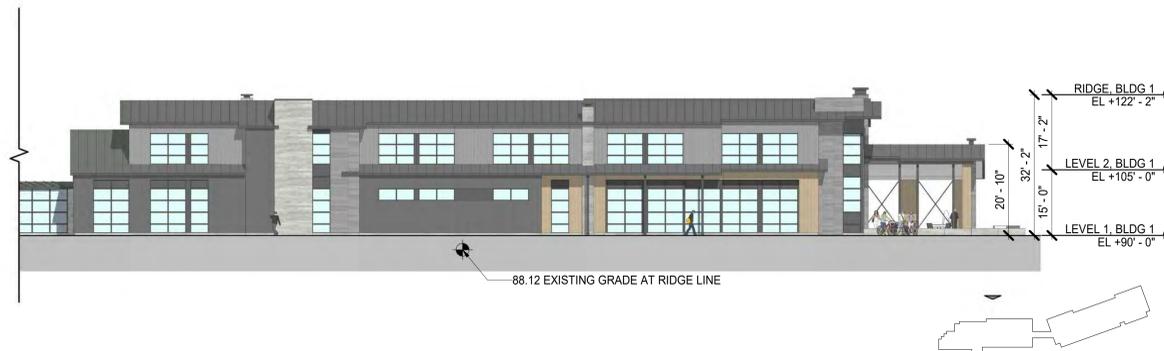
NOTE REGARDING SURVEY DATA
SURVEY PERFORMED BY: BGT LAND SURVEYING
www.bgtsurveying.com
DATE OF FIELD SURVEY: JUNE, 2012
JOB NUMBER: 12-042
SEE TOPO FOR COMPLETE SITE DATA



SOUTH ELEVATION - SOUTH BUILDING

SCALE: 1/16" = 1'-0"

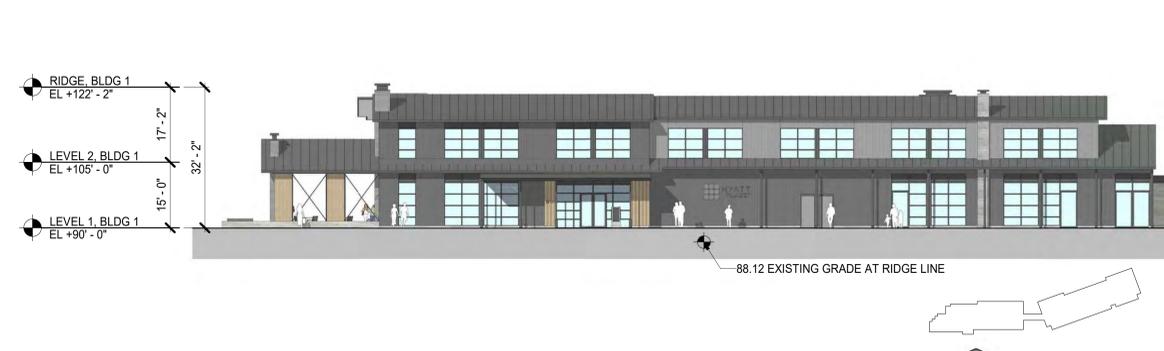
3
A4.02



WEST ELEVATION - SOUTH BUILDING

SCALE: 1/16" = 1'-0"

2
A4.02



EAST ELEVATION - SOUTH BUILDING

SCALE: 1/16" = 1'-0"

1
A4.02

**NOT FOR
CONSTRUCTION**

△ DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

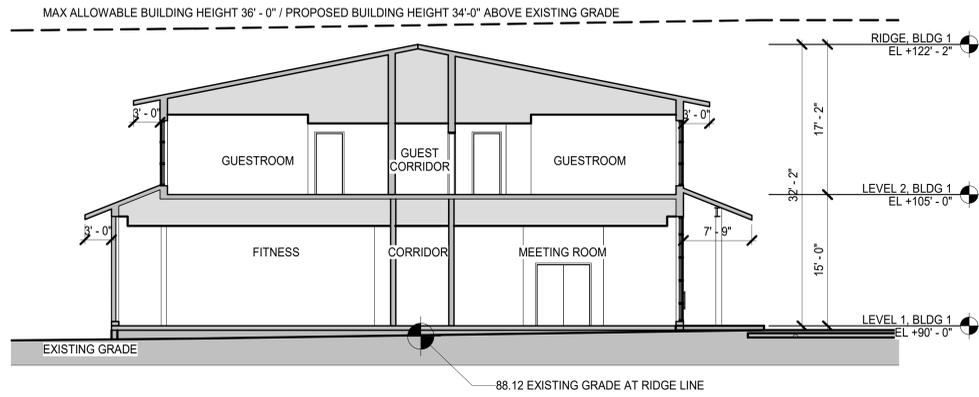
DESCRIPTION
BUILDING ELEVATIONS -
SOUTH BUILDING

SHEET NUMBER

A4.02

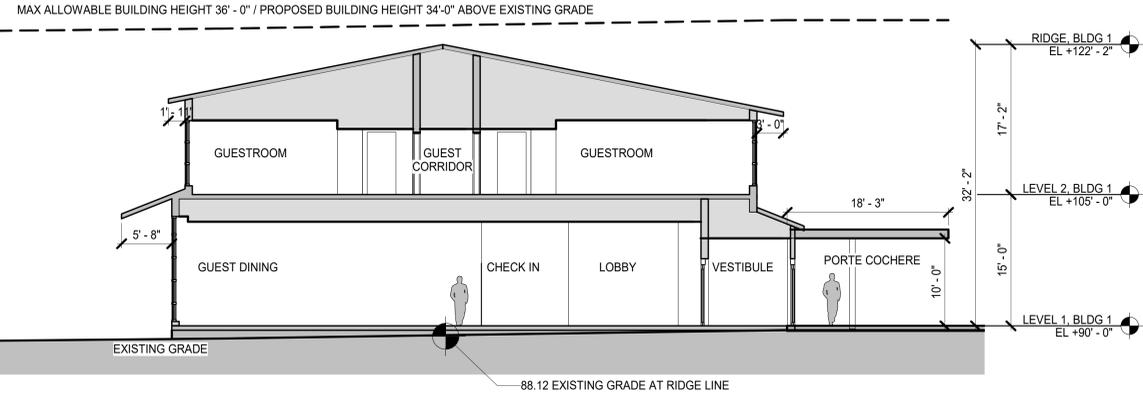
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122.17' Ridge Line (122'-2")
- 88.12' Existing Grade
34.05' Building Height from Existing Grade



SECTION - SOUTH BLDG
SCALE: 1/8" = 1'-0"

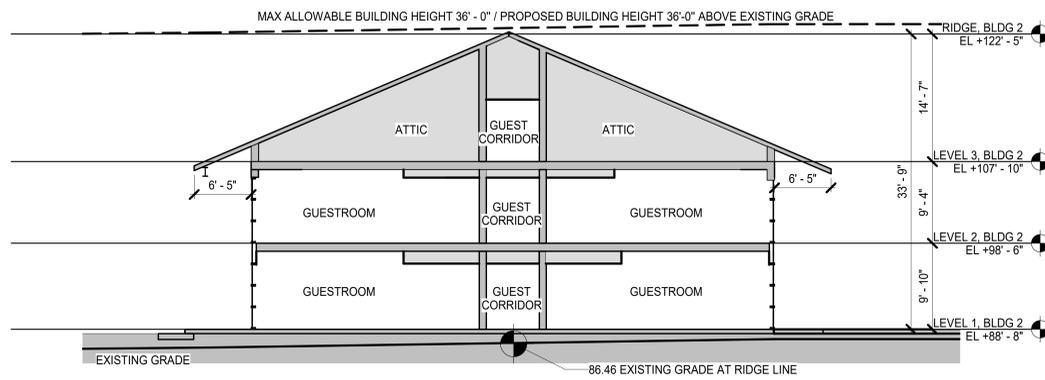
4
A5.01



SECTION - SOUTH BLDG
SCALE: 1/8" = 1'-0"

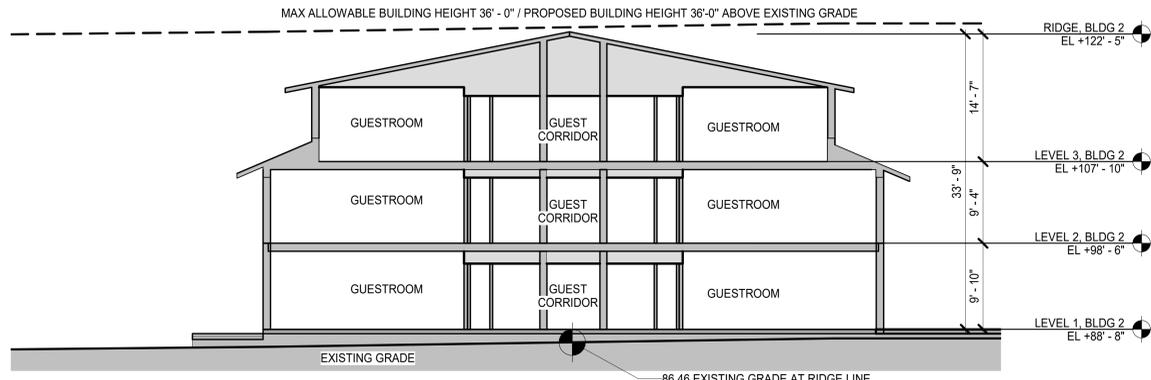
2
A5.01

122.42' Ridge Line (122'-5")
- 86.46' Existing Grade
35.96' Building Height from Existing Grade



SECTION - NORTH BLDG
SCALE: 1/8" = 1'-0"

3
A5.01



SECTION - NORTH BLDG
SCALE: 1/8" = 1'-0"

1
A5.01

DATE ISSUES & REVISIONS

2024-01-23 PLANNING REVIEW REVISION

SCALE AS SHOWN

PROJECT NUMBER 21.010

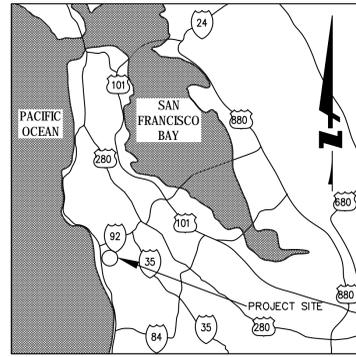
DESCRIPTION
BUILDING SECTIONS

SHEET NUMBER

A5.01

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CONSENT OF THE ARCHITECT

Date	Revisions	No.	By	Check	Appr.
08/05/2024					



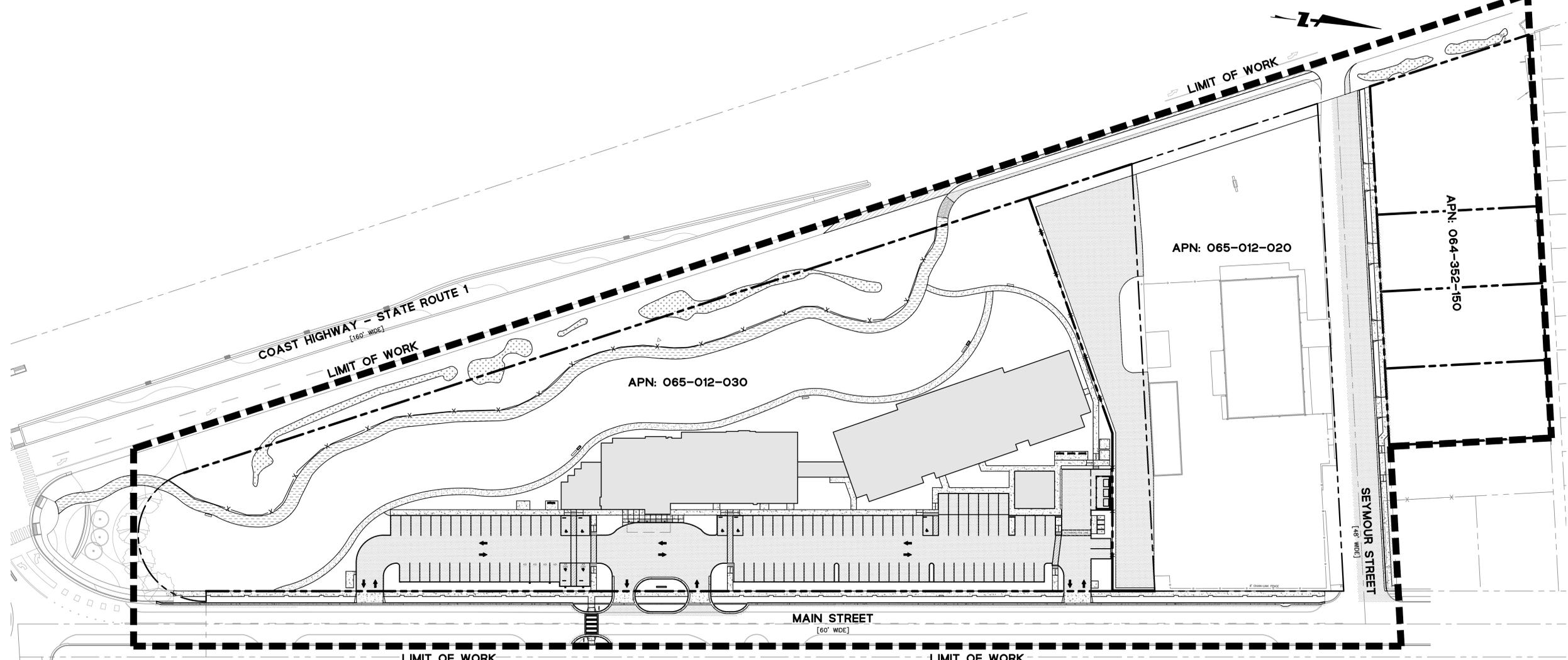
VICINITY MAP
N.T.S.



LOCATION MAP
N.T.S.

HYATT PLACE HOTEL AND TENTATIVE PARCEL MAP MAIN STREET HALF MOON BAY, CA

APN: 065-012-020/030 & 064-352-150



LEGEND:

EXISTING	PROPOSED	DESCRIPTION
SS	SS	BOUNDARY
10" SD	10" SD	LIMIT OF WORK
4" SBD	4" SBD	SANITARY SEWER
FM	FM	SOLID STORM DRAIN
FW	FW	PERFORATED SUB DRAIN
DMW	DMW	FORCE MAIN
W	W	FIRE SERVICE
E	E	DOMESTIC WATER SERVICE
GT	GT	NATURAL GAS
OH	OH	ELECTRIC
X	X	JOINT TRENCH
	OH	OVERHEAD WIRES
	F	FENCE
		CLEAN OUT TO GRADE
		FOUND MONUMENT
		DOUBLE DETECTOR CHECK VALVE
		VALVE
		METER BOX
		STREET LIGHT
		DRAIN
		ATRIUM DRAIN
		CATCH BASIN
		FIRE HYDRANT
		BENCHMARK
		MANHOLE
		SIGN
		DETAIL NUMBER
		SHEET LOCATION

ABBREVIATIONS:

AB	AGGREGATE BASE	HP	HIGH POINT
AC	ASPHALT CONCRETE	INV	INVERT ELEVATION
AD	AREA DRAIN	JT	JOINT TRENCH
ATD	ATRIUM DRAIN	JP	JOINT POLE
BFPD	BACK FLOW PREVENTION DEVICE	LD	LANDSCAPE DRAIN
BOT	BOTTOM OF TANK OR PIPE	LF	LINEAR FEET
BW	BOTTOM OF WALL ELEVATION	LP	LOW POINT
CB	CATCH BASIN	(N)	NEW
CL	CENTER LINE	PKG	PARKING
CNC	CONCRETE	POC	POINT OF CONNECTION
DD	DECK DRAIN	PSDE	PRIVATE STORM DRAIN EASEMENT
DS	ROOF DOWN SPOUT	RET	RETAINING WALL
DW	DOMESTIC WATER LINE	RM	RM ELEVATION
DMW	DRIVEWAY	S	SLOPE
E	EXISTING	SAP	SEE ARCHITECTURAL PLANS
EG	EXISTING GRADE	SBD	STORM SUB DRAIN
ELEC	ELECTRICAL	SBD/C	STORM SUB DRAIN CLEANOUT
EM	ELECTRICAL METER	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SDCO	STORM DRAIN CLEANOUT
FDC	FIRE DEPARTMENT CONNECTION	SLP	SEE GEOTECHNICAL REPORT
FF	FINISHED FLOOR ELEVATION	SLP	SEE LANDSCAPE PLANS
FG	FINISHED GROUND ELEVATION	SPP	SEE PLUMBING PLANS
FL	FLOW LINE ELEVATION	SS	SANITARY SEWER
FM	FORCE MAIN LINE	SSCO	SANITARY SEWER CLEANOUT
FS	FINISHED SURFACE ELEVATION	SSP	SEE STRUCTURAL PLANS
FP	FINISHED PAVEMENT ELEVATION	TOP	TOP OF TANK OR PIPE
FW	FIRE WATER LINE	TOP	TOP OF WALL ELEVATION
GB	GRADE BREAK	TYP	TYPICAL
GM	GAS METER	VD	PIPE VERTICAL DROP
GR	GRATE ELEVATION	W	DOMESTIC WATER LINE
GV	GATE VALVE	WCE	WETLANDS CONSERVATION EASEMENT
		WM	WATER METER

ENGINEER'S STATEMENT

THIS SITE IMPROVEMENT PLAN SUBMITTAL HAS BEEN PREPARED UNDER MY DIRECTION.

BRIAN K. SCOTT
PRINCIPAL
P.E. #61034
BKF ENGINEERS



ENGINEER OF WORK

I HEREBY DECLARE THAT I AM THE CIVIL ENGINEER OF WORK FOR THIS PROJECT AND THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE STATE OF CALIFORNIA, BUSINESS PROFESSIONAL CODES, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

BKF ENGINEERS
DALE LEDA
PROJECT MANAGER
P.E. #78436



SOILS REPORT NOTES:

- A PROJECT SOILS REPORT WHICH INCLUDES EXPLORATION OF SUBSURFACE CONDITIONS HAS BEEN PREPARED BY CORNERSTONE EARTH GROUP, DATED JULY 13, 2016.
- PER THE REPORT AND ASSOCIATED BORINGS, SURFICIAL SOILS IN THE AREA OF WORK GENERALLY CONSIST OF SOFT TO MEDIUM LEAN CLAY TO A DEPTH OF 4 FT. AND STIFF TO HARD LEAN CLAY BETWEEN 4 AND 10 FT.
- GROUNDWATER WAS ENCOUNTERED AT A DEPTH OF 30 FT. THE HIGHEST ANTICIPATED GROUNDWATER ELEVATION IS 15 FT.
- REFER TO THE REPORT FOR MORE DETAILED ASSESSMENT OF SUBSURFACE CONDITIONS.
- ALL WORK ON SITE SHALL BE IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE PROJECT SOILS REPORT AND AS DIRECTED IN THE FIELD BY THE PROJECT GEOTECHNICAL ENGINEER.

FEMA FLOOD PLAIN NOTES:

- THE PROJECT SITE IS LOCATED IN ZONE X, OUTSIDE OF THE SPECIAL FLOOD HAZARD AREA AND HIGHER THAN THE ELEVATION OF THE 0.2 PERCENT ANNUAL CHANCE FLOOD.
- REFER TO FEMA PANEL 060810260E FOR MORE DETAIL.

EARTHWORK QUANTITIES

GROSS FIGURES	QUANTITY BREAKDOWN
CUT 2,940 CUBIC YARDS	BUILDINGS CUT 150 CUBIC YARDS
FILL 2,960 CUBIC YARDS	FILL 90 CUBIC YARDS
TOTAL 5,900 CUBIC YARDS	
BALANCE 20 CUBIC YARDS OF IMPORT	

EARTHWORK QUANTITIES SHOWN ARE FOR PLANNING PURPOSES ONLY. CONTRACTOR SHALL PERFORM THEIR OWN EARTHWORK QUANTITY CALCULATION AND USE THEIR CALCULATION FOR BIDDING AND COST ESTIMATING PURPOSES.

SITE WORK AND LANDSCAPING	
CUT	1,475 CUBIC YARDS
FILL	2,870 CUBIC YARDS

BIORETENTION PLANTER	
CUT	715 CUBIC YARDS

UTILITY TRENCHING	
CUT	600 CUBIC YARDS

SHEET INDEX

SHEET NO.	DESCRIPTION
C0.0	TITLE SHEET
C0.1	NOTES
C1.1	EXISTING CONDITIONS
C1.2	EXISTING CONDITIONS
C2.1	SITE PLAN
C2.2	SITE PLAN
C3.1	TENTATIVE PARCEL MAP
C3.2	TENTATIVE PARCEL MAP
C4.1	GRADING PLAN
C4.2	GRADING PLAN
C5.1	UTILITY PLAN
C5.2	UTILITY PLAN
C6.1	STORMWATER CONTROL PLAN
C7.1	FIRE ACCESS PLAN
C7.2	FIRE ACCESS PLAN
C8.1	TEMPORARY EROSION & SEDIMENT CONTROL PLAN
C8.2	BEST MANAGEMENT PRACTICES
C9.1	DETAIL SHEET
C10.1	SEYMOUR LOT 1 CONCEPT BUILDOUT PLAN

IMPERVIOUS AREAS

TOTAL PROPERTY AREA	199,322 SF
IMPERVIOUS AREAS:	
PRE-CONSTRUCTION	0 SF
POST-CONSTRUCTION	101,072 SF



EXISTING CONDITIONS:

- EXISTING TOPOGRAPHIC SURVEY PERFORMED BY BGT LAND SURVEYING IN JUNE 2012 (JOB #12-042). GRADES ENCOUNTERED ON-SITE MAY VARY FROM THOSE SHOWN. CONTRACTOR SHALL REVIEW THE PLANS AND CONDUCT FIELD INVESTIGATIONS AS REQUIRED TO VERIFY EXISTING CONDITIONS AT THE PROJECT SITE.
- CLIENT SHALL HOLD HARMLESS BKF ENGINEERS FROM ANY AND ALL OCCURRENCES RESULTING FROM THE INACCURACY OF THE CLIENT SUPPLIED TOPOGRAPHIC AND BOUNDARY SURVEY (AS PREPARED BY OTHERS).

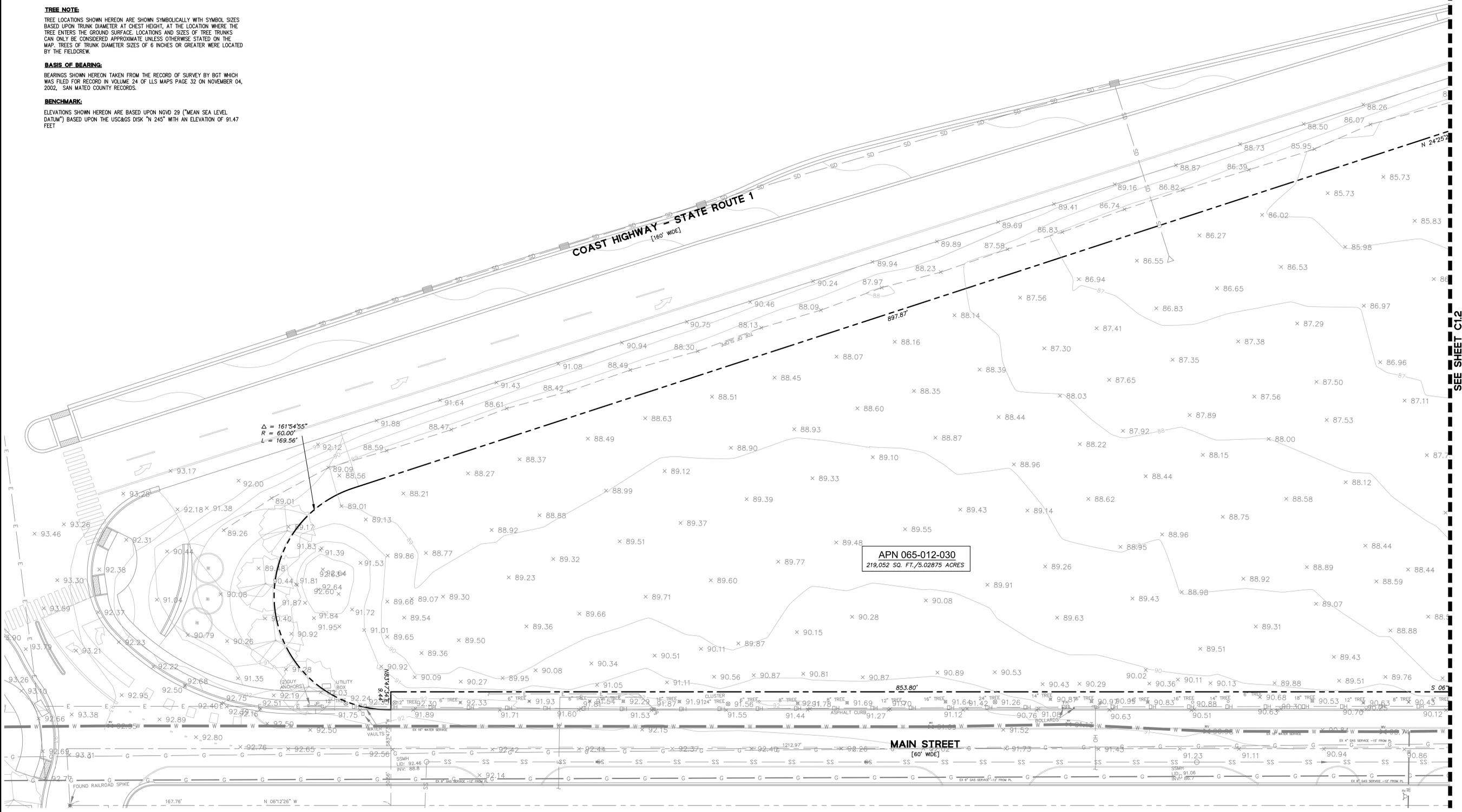
SURVEYOR'S NOTES:

UTILITY NOTE:
UTILITIES SHOWN HEREON TAKEN FROM VISUAL SURFACE EVIDENCE AND SHOULD BE CONSIDERED AS APPROXIMATE ONLY. ACTUAL LOCATIONS OF UTILITIES MAY VARY. TRUE LOCATION OF UTILITIES CAN ONLY BE OBTAINED BY EXPOSING THE UTILITY.
CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION

TREE NOTE:
TREE LOCATIONS SHOWN HEREON ARE SHOWN SYMBOLICALLY WITH SYMBOL SIZES BASED UPON TRUNK DIAMETER AT CHEST HEIGHT, AT THE LOCATION WHERE THE TREE ENTERS THE GROUND SURFACE. LOCATIONS AND SIZES OF TREE TRUNKS CAN ONLY BE CONSIDERED APPROXIMATE UNLESS OTHERWISE STATED ON THE MAP. TREES OF TRUNK DIAMETER SIZES OF 6 INCHES OR GREATER WERE LOCATED BY THE FIELD CREW.

BASIS OF BEARING:
BEARINGS SHOWN HEREON TAKEN FROM THE RECORD OF SURVEY BY BGT WHICH WAS FILED FOR RECORD IN VOLUME 24 OF LLS MAPS PAGE 32 ON NOVEMBER 04, 2002, SAN MATEO COUNTY RECORDS.

BENCHMARK:
ELEVATIONS SHOWN HEREON ARE BASED UPON NGVD 29 ("MEAN SEA LEVEL DATUM") BASED UPON THE USC&GS DISK "N 245" WITH AN ELEVATION OF 91.47 FEET



SEE SHEET C1.2

APN 065-012-030
219,052 SQ. FT./5.02875 ACRES

MAIN STREET
[60' WIDE]



**SURVEY BY OTHERS
SHOWN FOR
REFERENCE ONLY.**

**SEE SHEETS C.O.0
AND C.O.1 FOR
NOTES AND
LEGENDS**



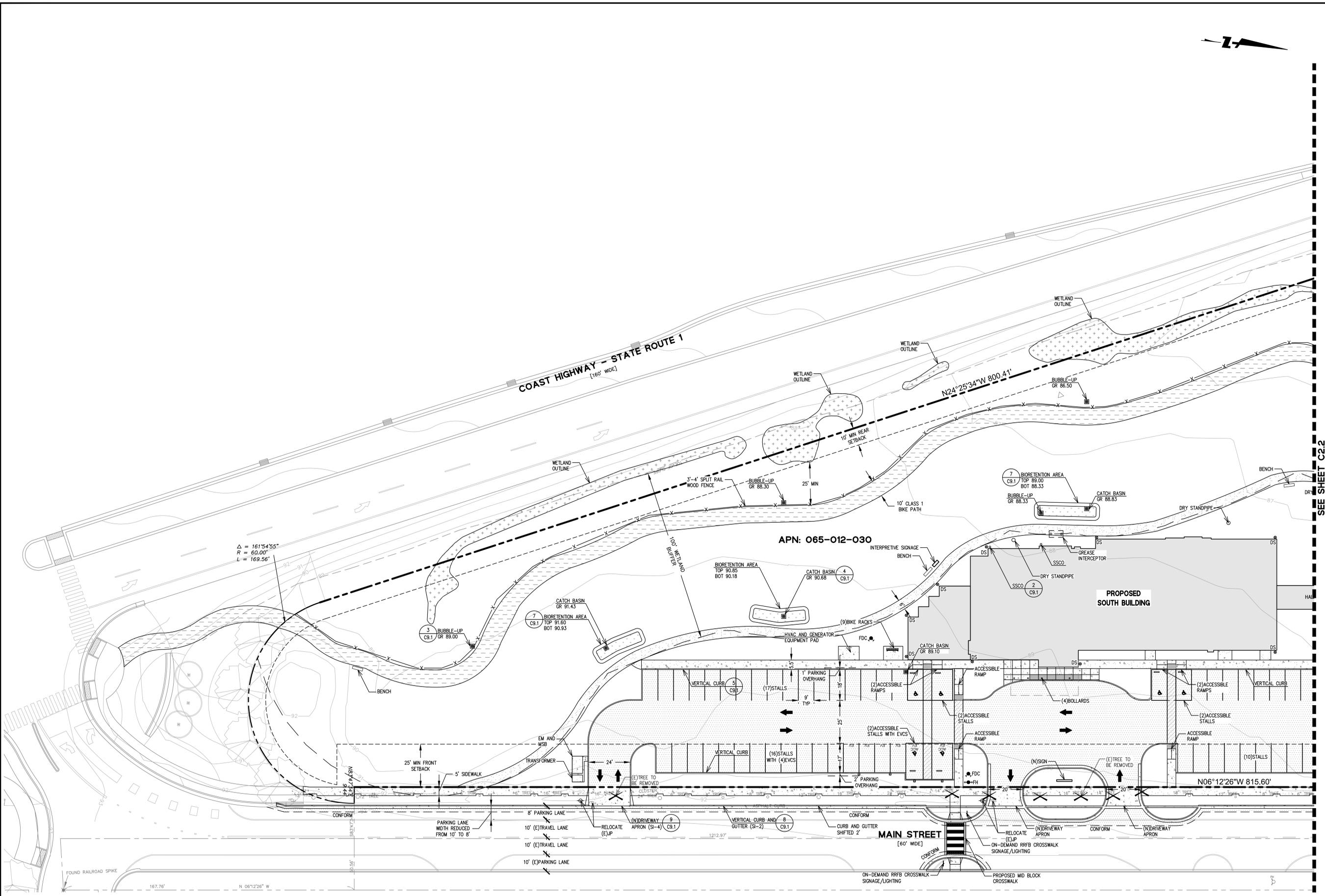
Date	Revisions	No.
09/05/2024		1
08/06/24		2

Date	09/05/2024
Scale	1" = 20'
Design	D.L.
Drawn	D.L.G.
Approved	D.L.G.
Lab. No.	20230266

C1.1
OF

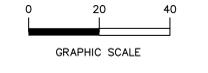
DRAWING NAME: K:\Eng\2\120066\CDs\1\Sheets\30x42.dwg
PLOT DATE: 08-06-24
PLOT BY: gold

Date	Revisions	No.	Description
08/05/2024 <td></td> <td>1</td> <td>Scale 1" = 20'</td>		1	Scale 1" = 20'
		2	Design D.L.
		3	Drawn D.L.C.
		4	Approved D.L.C.
		5	Lab. No. 20230286



NUMBER	DESCRIPTION	NOTES
SI-2	CURB AND GUTTERS	TO BE USED FOR CURB AND GUTTER IN STREET ROW
SI-4	COMMERCIAL DRIVEWAY APPROACH	TO BE USED FOR THE OUTER HOTEL DRIVEWAY ENTRANCES
SI-5	RESIDENTIAL DRIVEWAY APPROACH WITH CURB	FINAL LOCATION TO BE DETERMINED
SI-7	TYPICAL SECTIONS RESIDENTIAL STREETS	60' ROW SECTION USED FOR SEYMOUR STREET IMPROVEMENTS. CITY OF HMB RECOMMENDS 2% CROSS SLOPE.

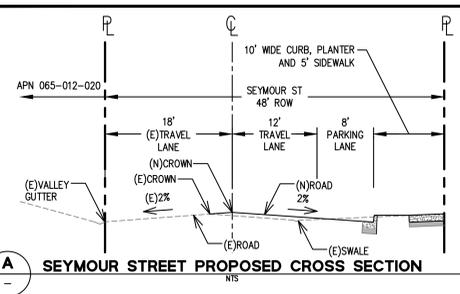
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	WALKWAY CONCRETE		BIORETENTION AREA
	WETLAND AREA		PERMEABLE CLASS 1 BIKE PATH



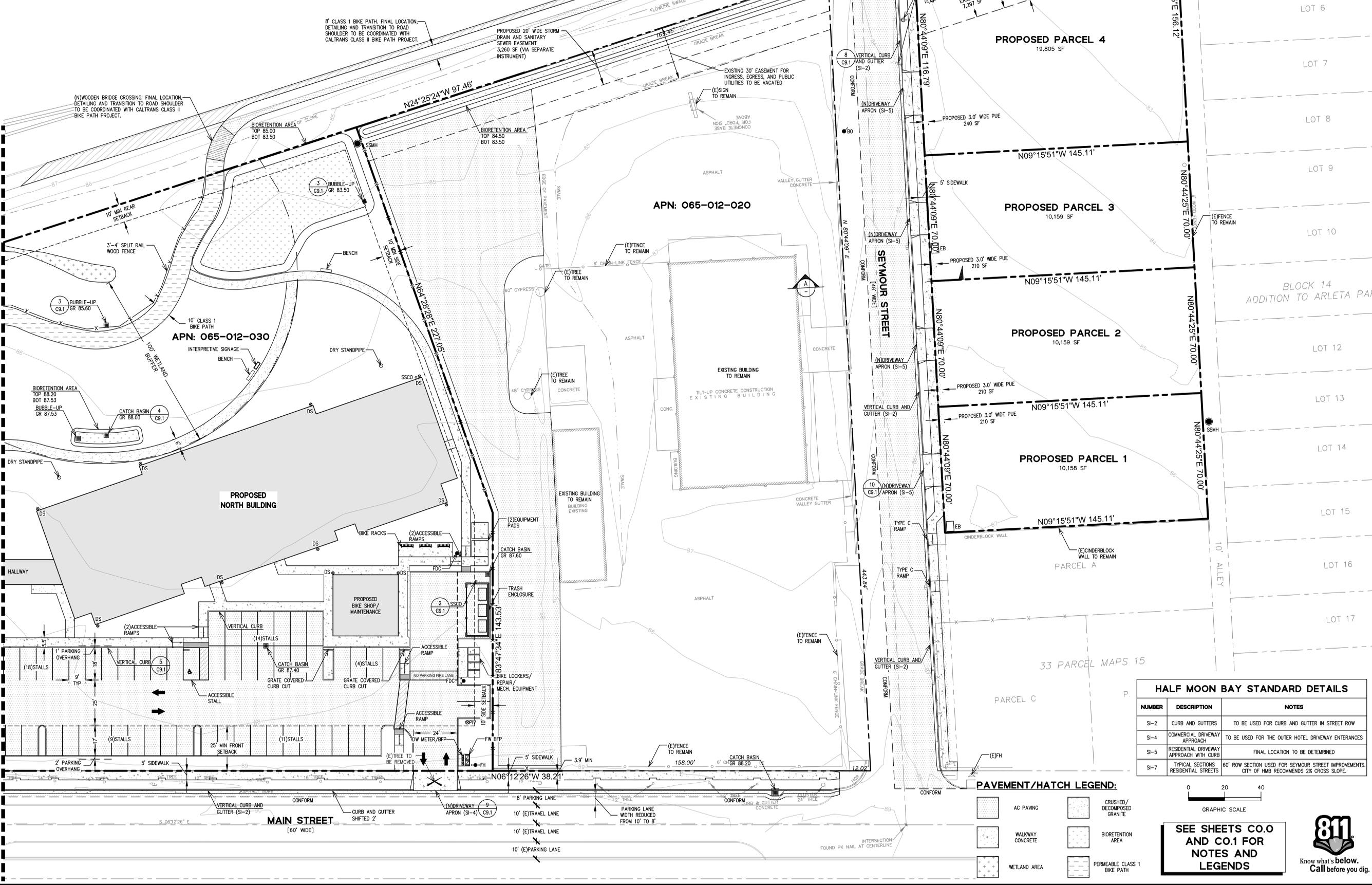
SEE SHEETS CO.0 AND CO.1 FOR NOTES AND LEGENDS



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PLOT BY: gold

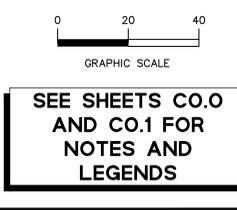
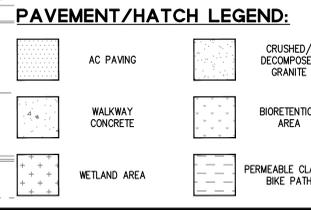


A SEYMOUR STREET PROPOSED CROSS SECTION



HALF MOON BAY STANDARD DETAILS

NUMBER	DESCRIPTION	NOTES
SI-2	CURB AND GUTTERS	TO BE USED FOR CURB AND GUTTER IN STREET ROW
SI-4	COMMERCIAL DRIVEWAY APPROACH	TO BE USED FOR THE OUTER HOTEL DRIVEWAY ENTRANCES
SI-5	RESIDENTIAL DRIVEWAY APPROACH WITH CURB	FINAL LOCATION TO BE DETERMINED
SI-7	TYPICAL SECTIONS RESIDENTIAL STREETS	60' ROW SECTION USED FOR SEYMOUR STREET IMPROVEMENTS. CITY OF HMB RECOMMENDS 2% CROSS SLOPE.



SEE SHEETS CO.0 AND CO.1 FOR NOTES AND LEGENDS



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PLOT BY: gold

SEE SHEET C21

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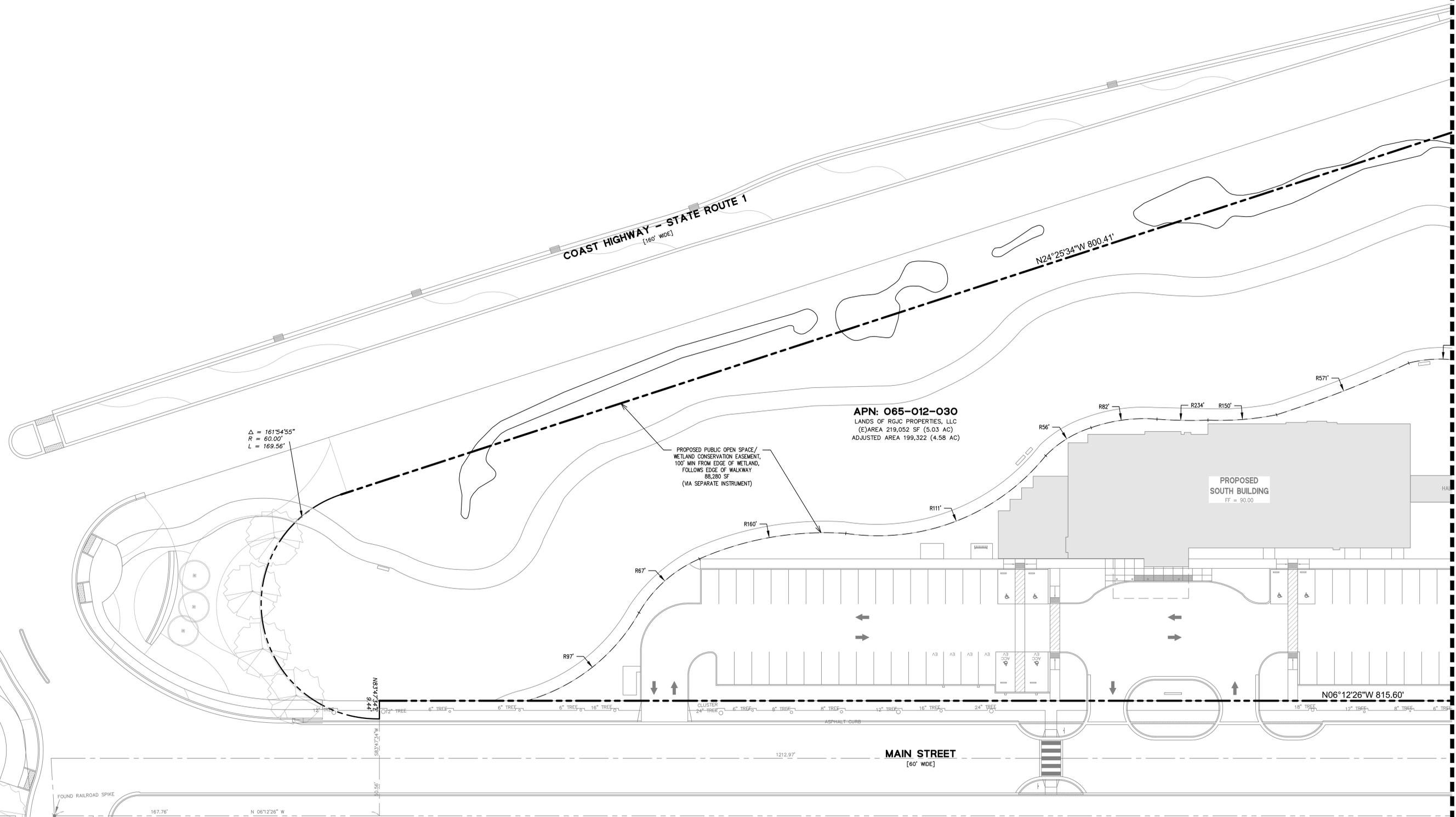
Revisions	Date	Description

Date	09/05/2024
Scale	1" = 20'
Design	D.L.
Drawn	D.L.G.
Approved	D.L.
Lab. No.	2023086
Drawing Number:	C3.1

NUMBER	TYPE	GRANTOR	GRANTEE	INSTRUMENT	STATUS
1	INGRESS, EGRESS, AND PUBLIC UTILITIES	APN 065-012-020	APN 065-012-030	DOC. 93467-T, BK. 4051, PG. 553	TO BE VACATED

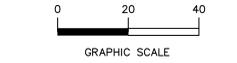
RECORD OWNER:
 NAME: RGJC PROPERTIES, LLC
 CURRENT ADDRESS: P.O. BOX 429
 HALF MOON BAY, CA 94019

SUBDIVIDER:
 NAME: GREG JAMISON
 CURRENT ADDRESS: P.O. BOX 3095
 HALF MOON BAY, CA 94019



DRAWING NAME: K:\Eng\2\120066\CDs\1\Sheets\30442.dwg
 PLOT DATE: 08-06-24
 PLOTTED BY: gold

	EXISTING PROJECT LOT LINE
	PROPOSED PROJECT LOT LINE
	LIMIT OF PROPOSED SUBDIVISION
	OFFSITE LOT LINE
	PUBLIC ROW CENTERLINE
	EASEMENT LINE



SEE SHEETS C0.0 AND C0.1 FOR NOTES AND LEGENDS



EXISTING EASEMENTS TABLE					
NUMBER	TYPE	GRANTOR	GRANTEE	INSTRUMENT	STATUS
1	INGRESS, EGRESS, AND PUBLIC UTILITIES	APN 065-012-020	APN 065-012-030	DOC. 93467-T, BK. 4051, PG. 553	TO BE VACATED

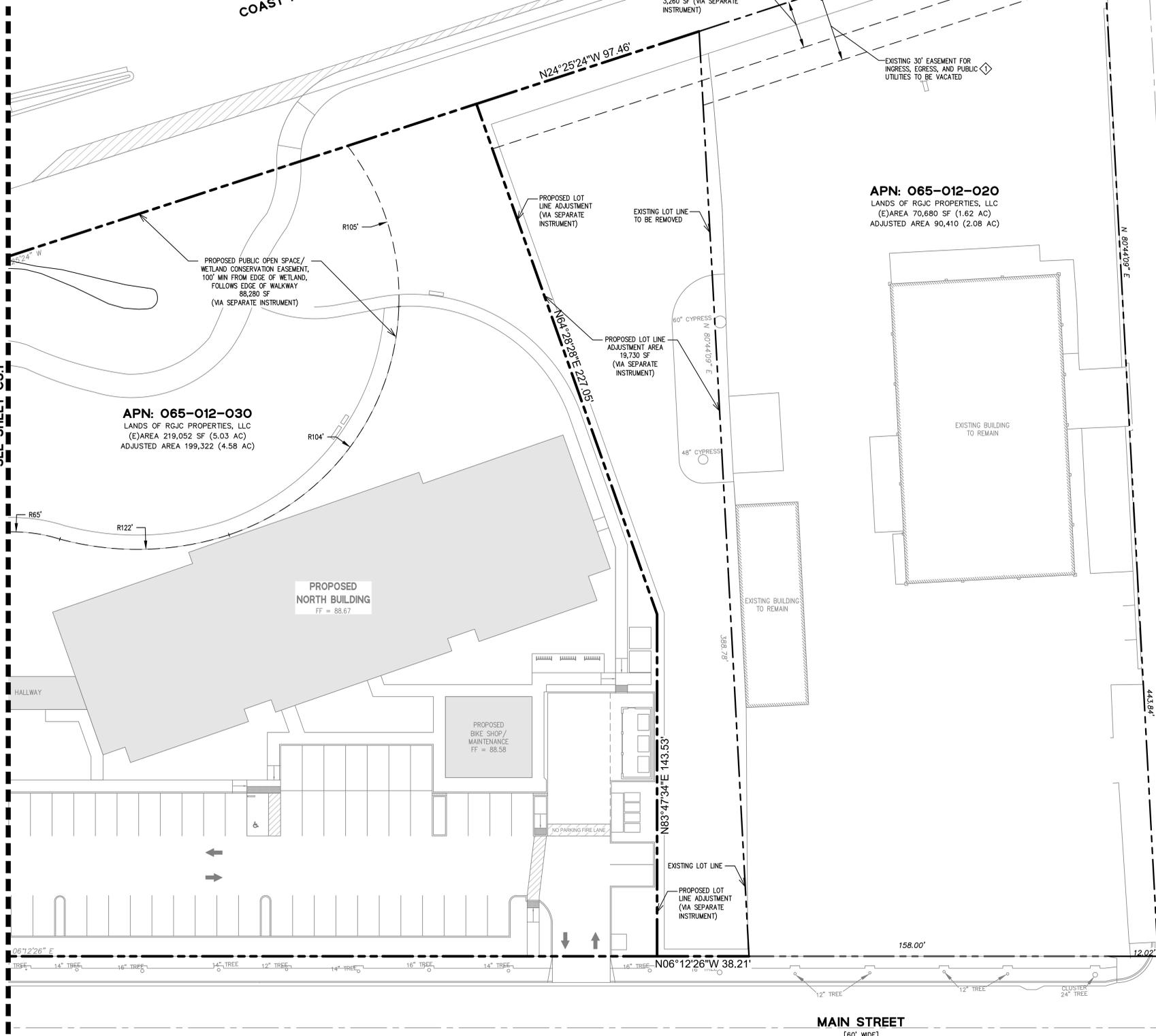
RECORD OWNER:

NAME: RGJC PROPERTIES, LLC
 CURRENT ADDRESS: P.O. BOX 429
 HALF MOON BAY, CA 94019

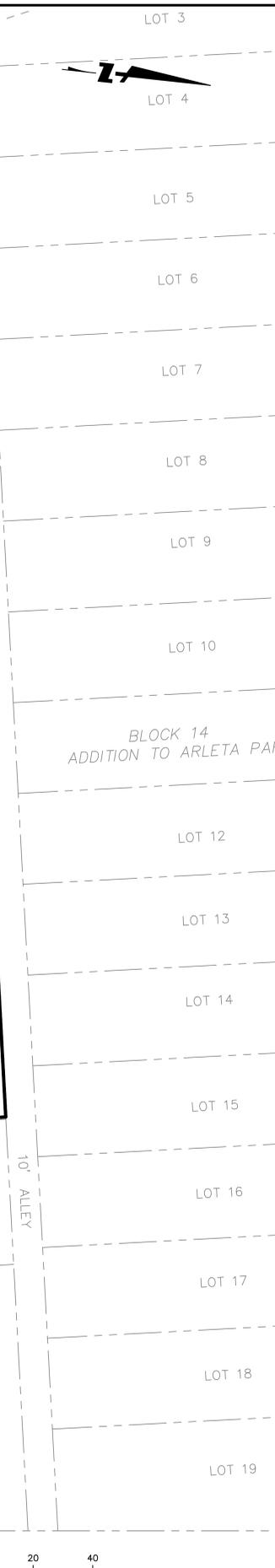
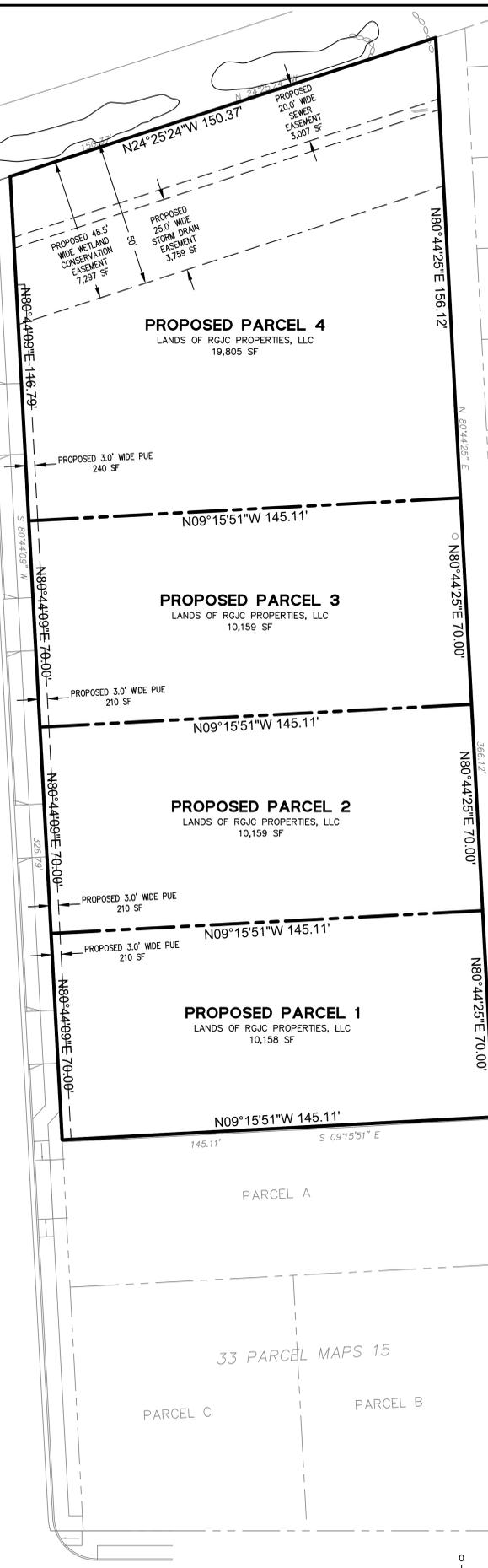
SUBDIVIDER:

NAME: GREG JAMISON
 CURRENT ADDRESS: P.O. BOX 3095
 HALF MOON BAY, CA 94019

COAST HIGHWAY - STATE ROUTE 1
 [160' WIDE]



APN: 065-012-020
 LANDS OF RGJC PROPERTIES, LLC
 (E)AREA 70,680 SF (1.62 AC)
 ADJUSTED AREA 90,410 (2.08 AC)



255 SHORELINE DRIVE
 SUITE 200
 HALF MOON BAY, CA 94019
 (650) 482-8500
 www.bkf.com

**TENTATIVE PARCEL MAP
 HYATT PLACE HOTEL AND TENTATIVE PARCEL MAP**
 MAIN STREET
 SAN MATEO COUNTY
 CALIFORNIA



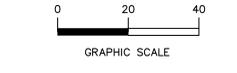
Date	Revisions	No.	Description
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		2	Design D.L.
		3	Drawn D.L.G.
		4	Approved D.J.L.
		5	Lab. No. 20230266

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 PLOT DATE: 08-08-24
 PLOTTED BY: gold

MAIN STREET
 [60' WIDE]

LINETYPE LEGEND:

---	EXISTING PROJECT LOT LINE
- - -	PROPOSED PROJECT LOT LINE
---	LIMIT OF PROPOSED SUBDIVISION
---	OFFSITE LOT LINE
---	PUBLIC ROW CENTERLINE
---	EASEMENT LINE

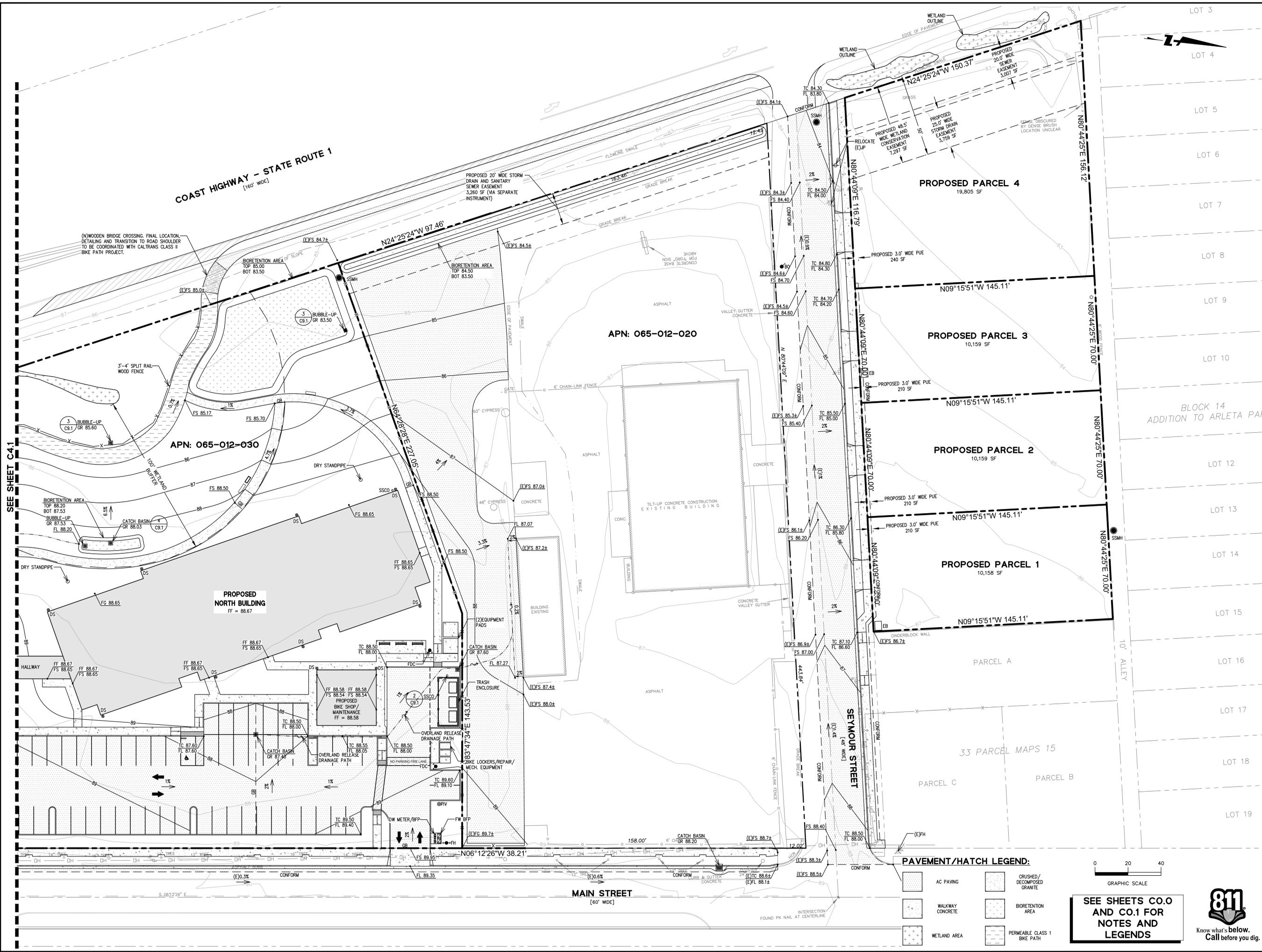


**SEE SHEETS C.O.0
 AND C.O.1 FOR
 NOTES AND
 LEGENDS**



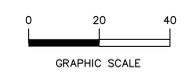
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PAVEMENT/HATCH LEGEND:

- AC PAVING
- WALKWAY CONCRETE
- WETLAND AREA
- CRUSHED/DECOMPOSED GRANITE
- BIORETENTION AREA
- PERMEABLE CLASS 1 BIKE PATH



SEE SHEETS C.O.0 AND C.O.1 FOR NOTES AND LEGENDS



C4.2

DRAWING NAME: K:\Eng\2\120066\CDs\1\Sheets\30442.dwg
PLOT DATE: 08-08-24
PLOT BY: gold

SEE SHEET C41

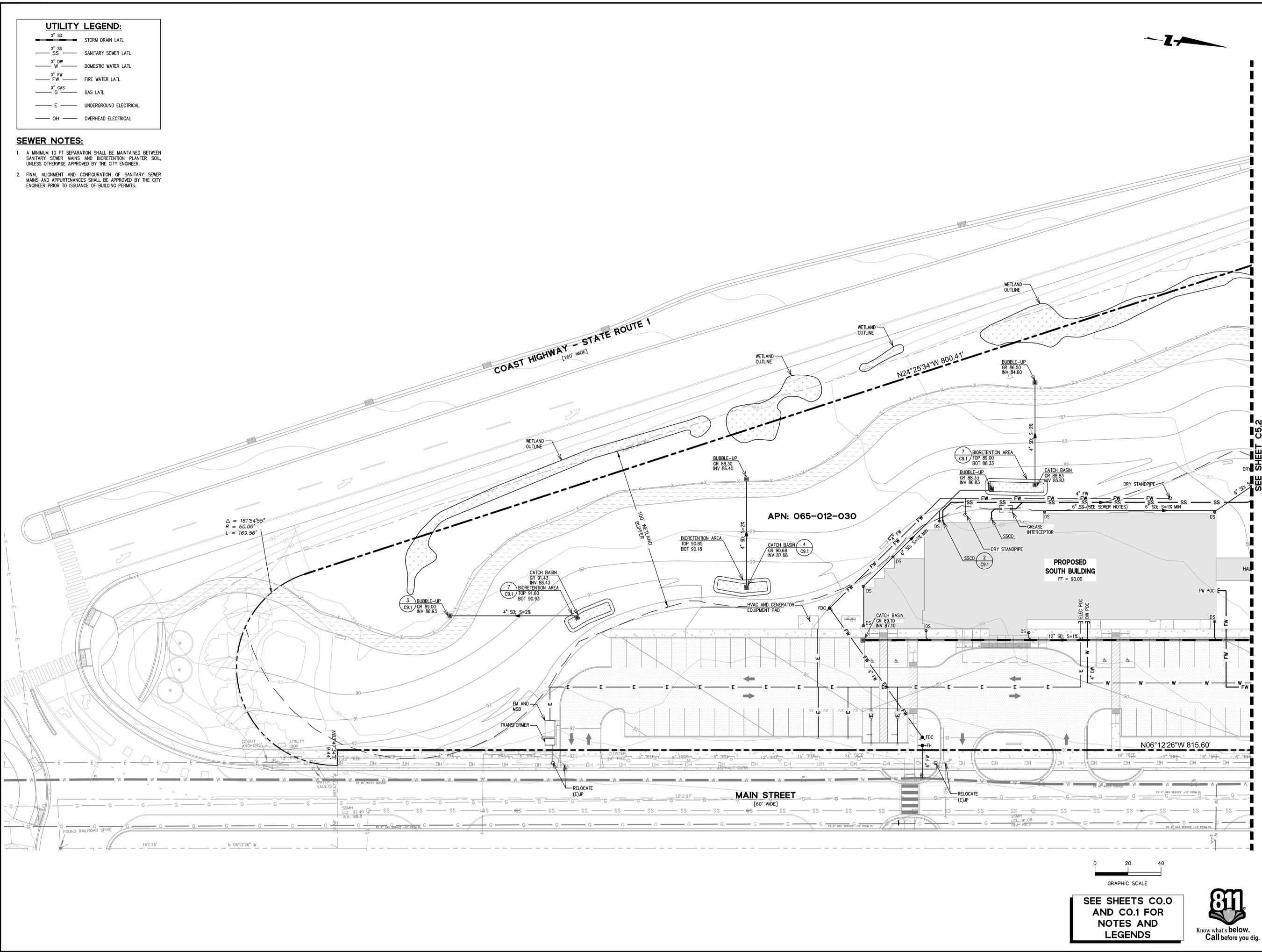
Date	No.	Revisions
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	2	Design D.L.
	3	Drawn D.L.G.
	4	Approved D.L.
	5	Lab. No. 20230266

UTILITY LEGEND:

- 4" SD STORM DRAIN LATL
- 4" SS SANITARY SEWER LATL
- 4" DW DOMESTIC WATER LATL
- 4" FW FIRE WATER LATL
- 4" GAS GAS LATL
- E UNDERGROUND ELECTRICAL
- OH OVERHEAD ELECTRICAL

SEWER NOTES:

- A MINIMUM 10 FT SEPARATION SHALL BE MAINTAINED BETWEEN SANITARY SEWER MAINS AND BIORETENTION PLANTER SOIL, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- FINAL ALIGNMENT AND CONFIGURATION OF SANITARY SEWER MAINS AND APPURTENANCES SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ISSUANCE OF BUILDING PERMITS.



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PLOT DATE: 08-06-24
PLOT BY: gold



SEE SHEETS C.O.0 AND C.O.1 FOR NOTES AND LEGENDS



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UTILITY LEGEND:

- X" SD STORM DRAIN LATL
- X" SS SANITARY SEWER LATL
- X" DW DOMESTIC WATER LATL
- X" FW FIRE WATER LATL
- X" GAS GAS LATL
- E UNDERGROUND ELECTRICAL
- OH OVERHEAD ELECTRICAL

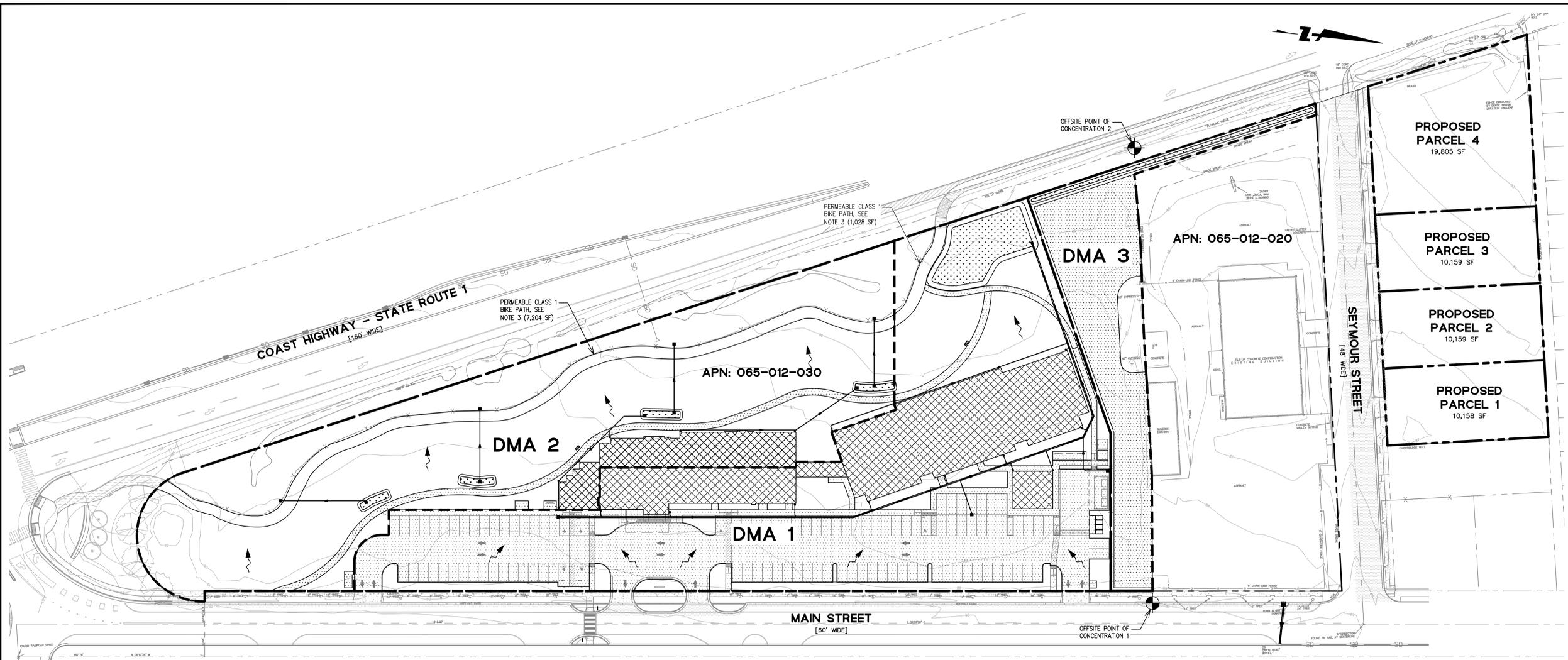
SEWER NOTES:

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- FINAL ALIGNMENT AND CONFIGURATION OF SANITARY SEWER MAINS AND APPURTENANCES SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ISSUANCE OF BUILDING PERMITS.

COAST HIGHWAY - STATE ROUTE 1
[160' WIDE]



Date	No.	Revisions
09/05/2024	1	Scale: 1" = 40'
		Design: DJL
		Drawn: DLG
		Approved: DJL
		Lab. No. 20230086
		Drawing Number: C6.1



ONSITE TRIBUTARY AREA

DRAINAGE MANAGEMENT AREA (DMA)	IMPERVIOUS AREA	PERVIOUS AREA	EFFECTIVE IMPERVIOUS AREA	REQUIRED TREATMENT AREA	PROVIDED TREATMENT AREA
DMA 1	73,775	33,237	77,099	3,084	3,626
DMA 2	10,513	81,797	18,693	748	752
DMA 3	17,212	5,742	17,786	711	799
TOTAL	101,072	120,469	113,194	4,528	5,177

- BIOTREATMENT AREAS ARE SIZED TO TREAT 4% OF EFFECTIVE IMPERVIOUS AREA IN DMA'S 1-3.
- EFFECTIVE IMPERVIOUS AREA IS EQUAL TO THE TOTAL IMPERVIOUS AREA PLUS 0.1 TIMES THE TOTAL PERVIOUS AREA PER THE SAN MATEO COUNTY C.3 MANUAL.
- THE PROPOSED CLASS 1 BIKE PATH ADJACENT TO HIGHWAY 1 IS NOT INCLUDED IN THE IMPERVIOUS AREAS AS IT IS PROPOSED AS A PERMEABLE SURFACE QUALIFYING FOR SELF TREATMENT UNDER THE MUNICIPAL REGIONAL PERMIT.

OFFSITE TRIBUTARY ANALYSIS

POINT OF CONCENTRATION	TRIBUTARY AREA (AC)	COMPOSITE 100-YR C-VALUE	TIME OF CONCENTRATION (MIN)	100-YR FLOW (CFS)	100-YR WATER SURFACE ELEV AT POC	NOTES
1	7.2	0.73	18.0	10.9	89.5	FLOW CONTAINED IN STREET SECTION
2	39.8	0.75	24.0	137.1	85.5	FLOW CONTAINED IN HWY 1 DRAINAGE DITCH AND FRONTAGE

LEGEND:

- DMA BOUNDARY
- FLOW DIRECTION ARROW
- CREATED/REPLACED IMPERVIOUS HARDSCAPE
- CREATED/REPLACED IMPERVIOUS BUILDING
- EXISTING IMPERVIOUS HARDSCAPE RETAINED
- EXISTING IMPERVIOUS BUILDING RETAINED
- PROPOSED TREATMENT AREA
- PROPOSED SELF-TREATING AREA



SEE SHEETS C.O.0 AND C.O.1 FOR NOTES AND LEGENDS



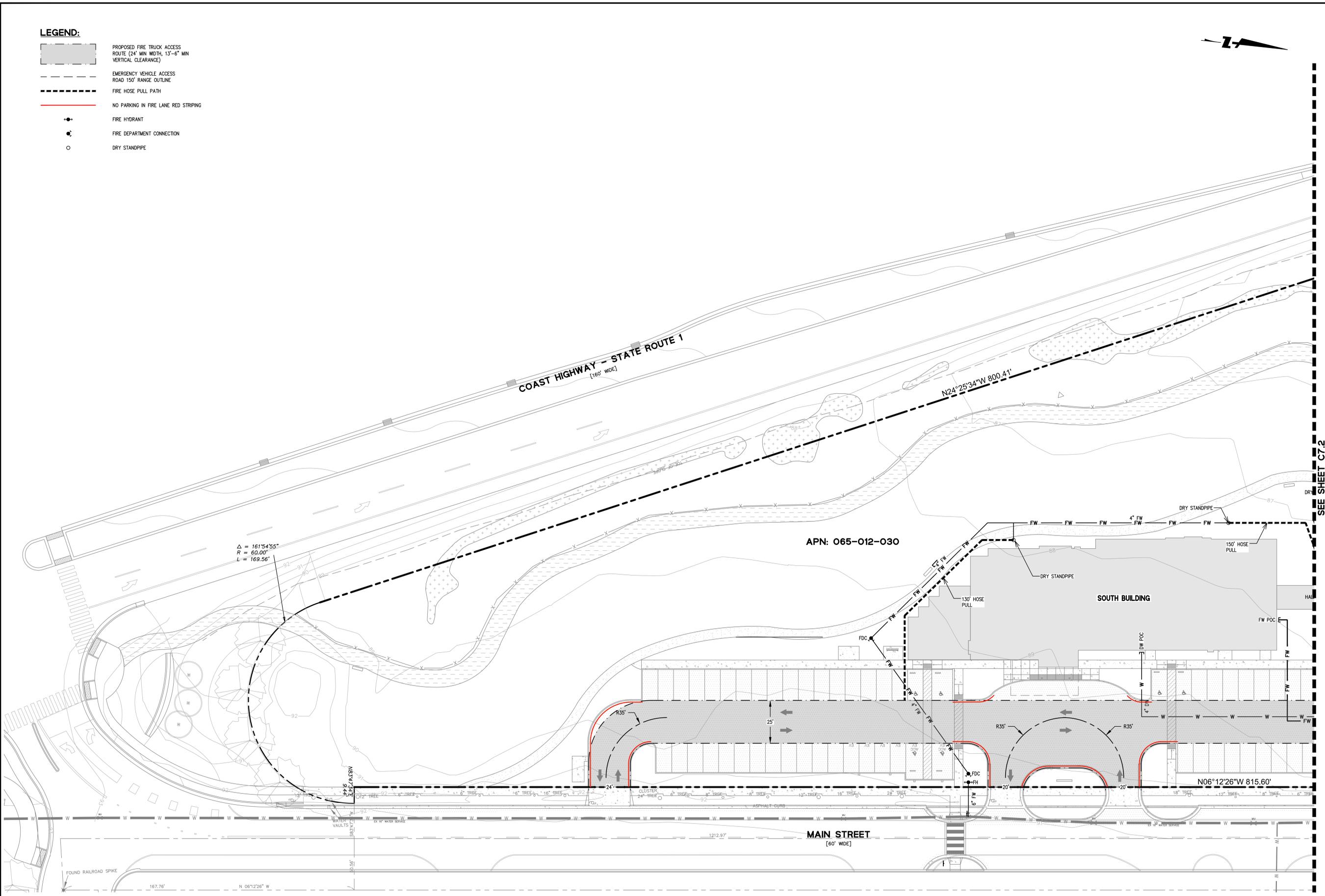


HYATT PLACE HOTEL AND TENTATIVE PARCEL MAP
MAIN STREET
SAN MATEO COUNTY



Date	Revisions	No.
09/05/2024		1
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- LEGEND:**
- PROPOSED FIRE TRUCK ACCESS ROUTE (24' MIN WIDTH, 13'-6" MIN VERTICAL CLEARANCE)
 - EMERGENCY VEHICLE ACCESS ROAD 150' RANGE OUTLINE
 - FIRE HOSE PULL PATH
 - NO PARKING IN FIRE LANE RED STRIPING
 - FIRE HYDRANT
 - FIRE DEPARTMENT CONNECTION
 - DRY STANDPIPE



Date	Revisions	No.
08/05/2024	AS SHOWN	
	Design D.L.	
	Drawn D.L.G.	
	Approved D.J.L.	
	Lab. No. 20230266	

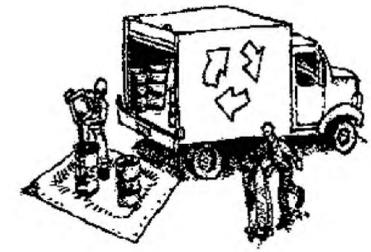


SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



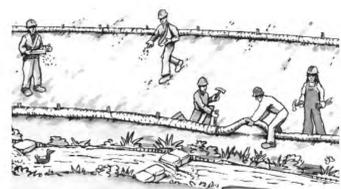
- Non-Hazardous Materials**
- Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
 - Use (but don't overuse) reclaimed water for dust control.
- Hazardous Materials**
- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
 - Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
 - Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
 - Arrange for appropriate disposal of all hazardous wastes.
- Waste Management**
- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
 - Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
 - Clean or replace portable toilets, and inspect them frequently for leaks and spills.
 - Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
 - Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.
- Construction Entrances and Perimeter**
- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
 - Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



- Maintenance and Parking**
- Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
 - Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
 - If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
 - If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
 - Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.
- Spill Prevention and Control**
- Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
 - Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
 - Clean up spills or leaks immediately and dispose of cleanup materials properly.
 - Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
 - Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
 - Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
 - Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthwork & Contaminated Soils



- Erosion Control**
- Schedule grading and excavation work for dry weather only.
 - Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
 - Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Sediment Control**
- Protect storm drain inlets, gutters, ditches, and drainage courses with appropriate BMPs, such as gravel bags, fiber rolls, berms, etc.
 - Prevent sediment from migrating offsite by installing and maintaining sediment controls, such as fiber rolls, silt fences, or sediment basins.
 - Keep excavated soil on the site where it will not collect into the street.
 - Transfer excavated materials to dump trucks on the site, not in the street.
 - Contaminated Soils
 - If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work



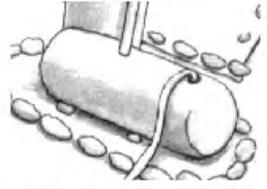
- Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
 - Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
 - Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
 - Do not use water to wash down fresh asphalt concrete pavement.
- Sawcutting & Asphalt/Concrete Removal**
- Completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
 - Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
 - If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



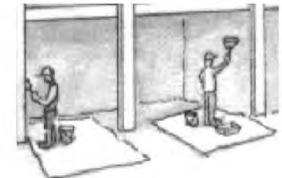
- Store concrete, grout and mortar under cover, on pallets and away from drainage areas. These materials must never reach a storm drain.
- Wash out concrete equipment/trucks offsite or in a contained area, so there is no discharge into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal offsite.

Dewatering



- Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Divert run-on water from offsite away from all disturbed areas or otherwise ensure compliance.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.

Painting & Paint Removal



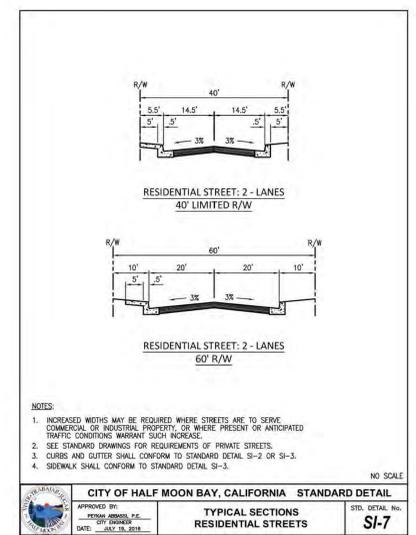
- Painting cleanup**
- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or surface waters.
 - For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.
 - For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of residue and unusable thinner/solvents as hazardous waste.
- Paint removal**
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead or tributyltin must be disposed of as hazardous waste.
 - Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.

Landscape Materials

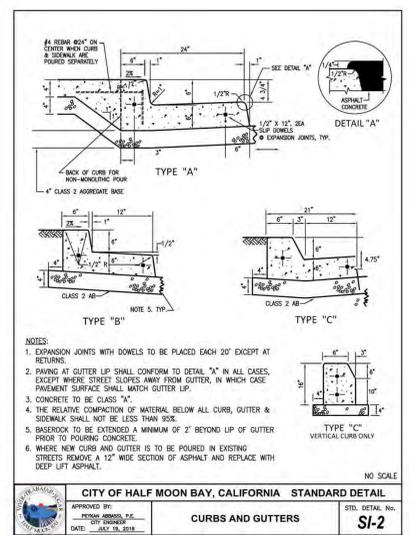


- Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.
- Stack erodible landscape material on pallets. Cover or store these materials when they are not actively being used or applied.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

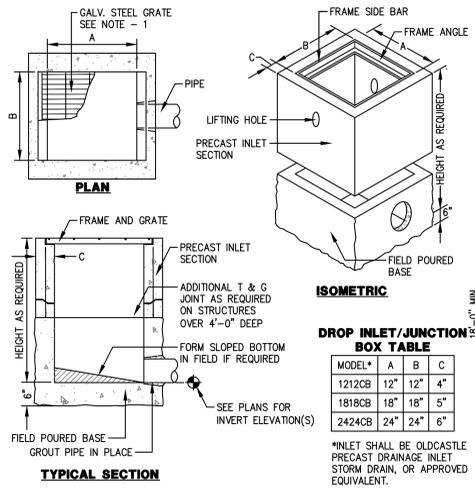
Storm drain polluters may be liable for fines of up to \$10,000 per day!



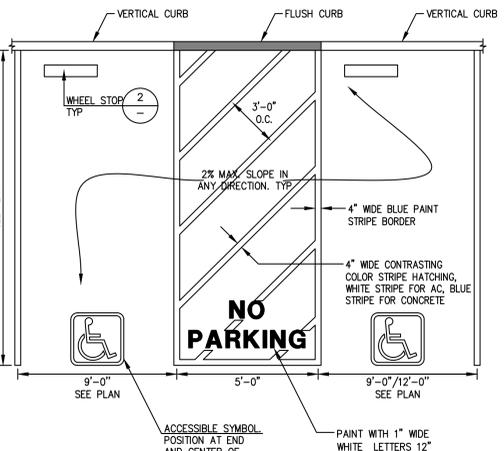
11 SI-7 TYP. SECT. RESIDENTIAL STREETS
 NTS



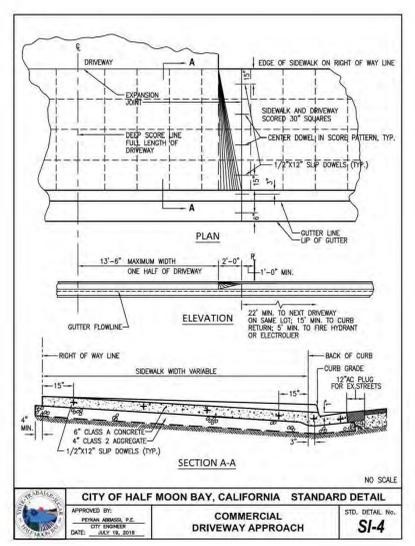
8 SI-2 CURBS AND GUTTERS
 NTS



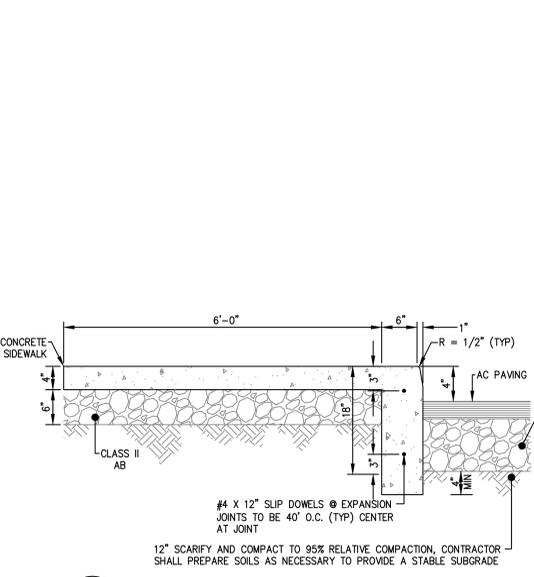
4 CATCH BASIN
 NTS



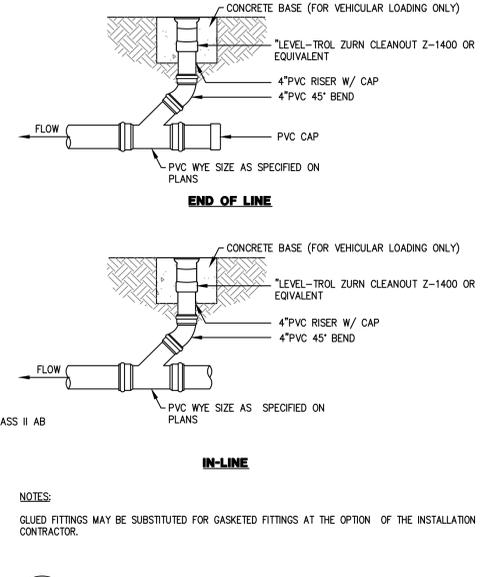
1 ACCESSIBLE STALL
 NTS



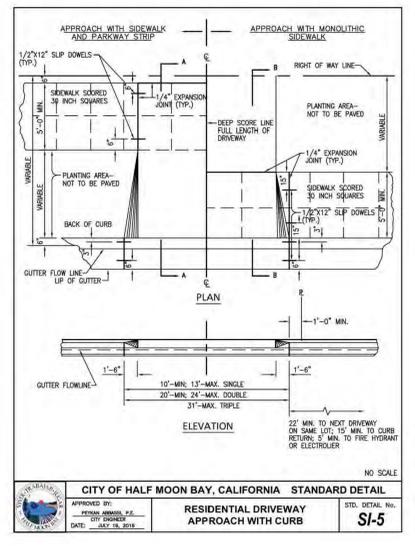
9 SI-4 COMMERCIAL DRIVEWAY
 NTS



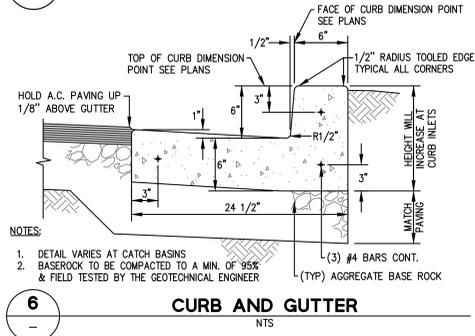
5 VERTICAL CURB WITH SIDEWALK
 NTS



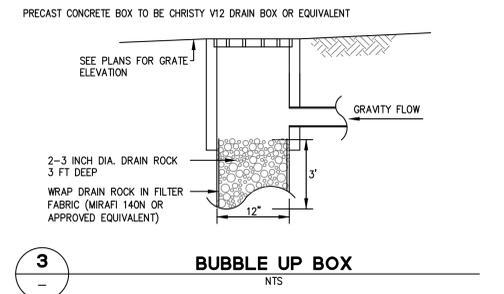
2 SEWER CLEANOUT
 NTS



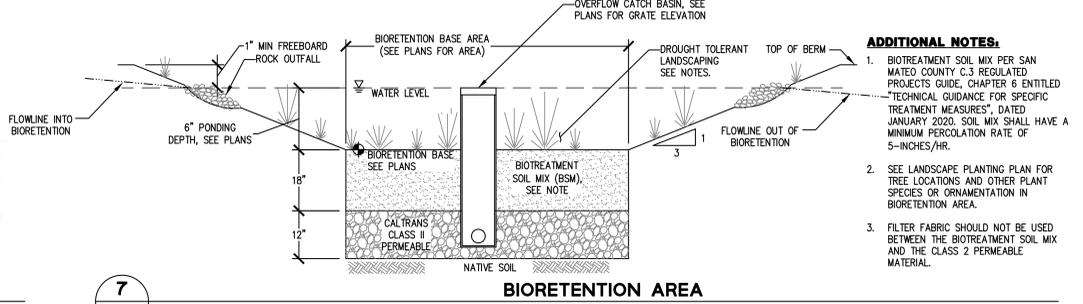
10 SI-5 RESIDENTIAL DRIVEWAY
 NTS



6 CURB AND GUTTER
 NTS



3 BUBBLE UP BOX
 NTS



7 BIORETENTION AREA
 NTS

ADDITIONAL NOTES:
 1. BIOTREATMENT SOIL MIX PER SAN MATEO COUNTY C.3 REGULATED PROJECTS GUIDE, CHAPTER 6 ENTITLED "TECHNICAL GUIDANCE FOR SPECIFIC TREATMENT MEASURES", DATED JANUARY 2020. SOIL MIX SHALL HAVE A MINIMUM PERCOLATION RATE OF 5-INCHES/HR.
 2. SEE LANDSCAPE PLANTING PLAN FOR TREE LOCATIONS AND OTHER PLANT SPECIES OR ORNAMENTATION IN BIOTREATMENT AREA.
 3. FILTER FABRIC SHOULD NOT BE USED BETWEEN THE BIOTREATMENT SOIL MIX AND THE CLASS 2 PERMEABLE MATERIAL.

Date	Revisions	No.	Description
08/05/2024 <td>AS SHOWN <td></td> <td>Design D.L.</td> </td>	AS SHOWN <td></td> <td>Design D.L.</td>		Design D.L.
			Drawn D.L.C.
			Approved D.J.L.
			Lab. No. 20230066

Date	No.	Revisions
09/05/2024	1	Scale: 1" = 20'
	2	Design: D.L.G.
	3	Drawn: D.L.G.
	4	Approved: D.L.G.
	5	Lab. No. 20230266

PAVEMENT/HATCH LEGEND:

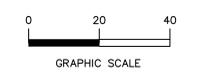
	AC PAVING		CRUSHED/DECOMPOSED GRANITE
	WALKWAY CONCRETE		BIORETENTION AREA
	WETLAND AREA		PERMEABLE CLASS 1 BIKE PATH

UTILITY LEGEND:

	6" SD		STORM DRAIN LATL
	8" SS		SANITARY SEWER LATL
	12" DW		DOMESTIC WATER LATL
	18" FW		FIRE WATER LATL
	24" GAS		GAS LATL
	E		UNDERGROUND ELECTRICAL
	OH		OVERHEAD ELECTRICAL

SEWER NOTES:

- A MINIMUM 10 FT SEPARATION SHALL BE MAINTAINED BETWEEN SANITARY SEWER MAINS AND BIORETENTION PLANTER SOIL, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- FINAL ALIGNMENT AND CONFIGURATION OF SANITARY SEWER MAINS AND APPURTENANCES SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ISSUANCE OF BUILDING PERMITS.



**SEE SHEETS C.O.0
AND C.O.1 FOR
NOTES AND
LEGENDS**



Plant Palettes

Hotel Zone (Outside Buffer)

-  Cupressus macrocarpa
Monterey Cypress
-  Lyonothamnus floribundus subsp. aspleniifolius
Santa Cruz Ironwood
-  Arbutus unedo
Strawberry Tree
-  Prunus laurocerasus
Cherry Laurel Hedge
-  Achillea millefolium rosea
Island pink California Yarrow
-  Arctostaphylos edmundsii 'Carmel sur'
Little Sur Manzanita
-  Calamagrostis foliosa
Mendocino reed grass
-  Ceanothus thyrsiflorus griseus
Blue Blossom
-  Eriogonum grande var rubescens
Red Flowering Buckwheat
-  Festuca gluca 'Elijah Blue'
Blue Fescue
-  Muhlenbergia rigens
Deer Grass
-  Salvia spathacea and Iris douglasiana
Hummingbird sage Pacific coast iris
-  Salvia sonomensis
Sonoma sage
-  Wild Flower Seed Mix:
Achillea millefolium, Yarrow varieties
Clarkia rubicunda, Farwell to spring
Lupinus arboreus, Coastal bush lupine
Eschscholzia californica, California poppy

Wetland Buffer Zone

-  Grass and Wild Flower Seed Mix:
Achillea millefolium, Yarrow varieties
Baccharis pilularis pilularis, prostrate coyote brush
Clarkia rubicunda, Farwell to spring
Danthonia californica, California oatgrass
Lupinus arboreus, Coastal bush lupine
Plantago maritima, Maritime plantain
Eschscholzia californica, California poppy
-  Bioretention Planting and Seeding
Achillea millefolium, Yarrow varieties
Iris douglasiana, Douglas iris
Juncus Patens, Rush
Leymus condensatus, Canyon Prince Wild Rye
Muhlenbergia rigens, Deer Grass
Sisyrinchium bellum, North Coast Blue-Eyed-Grass
Carex praegracilis, Clustered field sedge
Deschampsia elongata, Slender hairgrass
Hordeum brachyantherum, Meadow barley
-  Achillea millefolium rosea
Island pink California Yarrow
-  Arctostaphylos edmundsii 'Carmel sur'
Little Sur Manzanita
-  Baccharis pilularis pilularis
Prostrate coyote brush
-  Ceanothus thyrsiflorus griseus
Blue Blossom
-  Eriogonum grande var rubescens
Red Flowering Buckwheat
-  Salvia sonomensis
Sonoma sage

Existing Wetlands Zone

-  Existing plants to be maintained as-is

Existing Wetlands

Existing wetlands along the highway traverse between the Caltrans right of way and the west edge of the hotel parcel. To protect the wetland areas, a City proposed bike and pedestrian trail planned for the east side of the highway (within the Caltrans Right of Way and through the wetlands) would instead be located onsite to go around the wetlands. The trail would be located a minimum of 25' away from the wetlands and include a two rail fence to keep pedestrians on the trail. Interpretive signage would be located along the path to educate the public about wetlands and how to protect them including a description of the proposed bioretention system and how it is designed to match the volume and duration of water to existing hydrology conditions for the wetlands areas.

Water Use

Almost all the plants selected are native to California and require low water use. It is anticipated that irrigation in the Buffer Zone will be temporary to establish plants outside of the bioretention areas. Other water saving measures are being explored including greywater re-use for landscape areas east of the structures along the parking lot. These waters would be separate from the buffer zone and wetland areas. The greywater system could provide up to 700 gallons per day which should be sufficient for maintaining these areas.

Fire Safety

Plants for the area within 10' of the building are selected from the County's Fire Safe Plant List. No plants from the Hazardous Plant list are used on the site. Other landscape measures to reduce fire risk include eliminating plant cover within 2' of the building, moving trees and large shrubs away from the building and using inorganic mulch and hardscape in the 10' fire defense zone.



Habitat Enhancements

The existing habitat at the site consists of coastal prairie grasslands that are currently dominated by non-native grasses. Native plantings in the Buffer Zone and around the hotel are selected to enhance the habitat in and around the existing wetlands. Species selected are drought-tolerant native plants and perennial grasses typical of the coastal prairie community, which in turn will decrease nitrogen deposition and improve soil health and carbon sequestration. The proposed plants will improve habitat for pollinators foraging raptors, and other special status wildlife, while increasing the diversity of the species at the site.



092123 1002a

**Hyatt Place Half Moon Bay
Landscape Plan**



REVISION TABLE	
NUMBER	DESCRIPTION

MWS Consulting
130 Mono Ave.
Fairfax, CA 94530
megan@mwsconsulting.com
Tel: 415.938.6340

HYATT PLACE HOTEL
MAIN STREET HALF MOON BAY
CALIFORNIA

LANDSCAPE PLAN
MODIFIED ALTERNATIVE 2

DATE:
09/21/23

No Scale

SHEET:
L-1







Material Palette

Wood Board and Batten Siding



Medium Board and Batten Siding



Standing Seam Metal



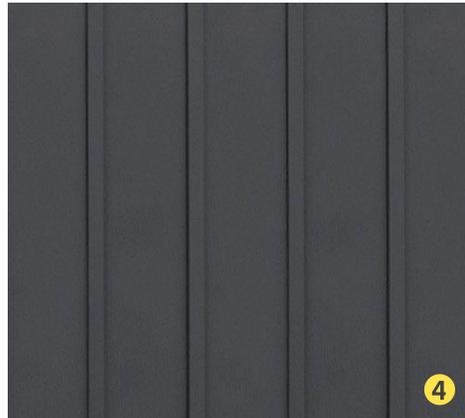
Engineered Stone Panel



Light Board and Batten Siding



Dark Board and Batten Siding



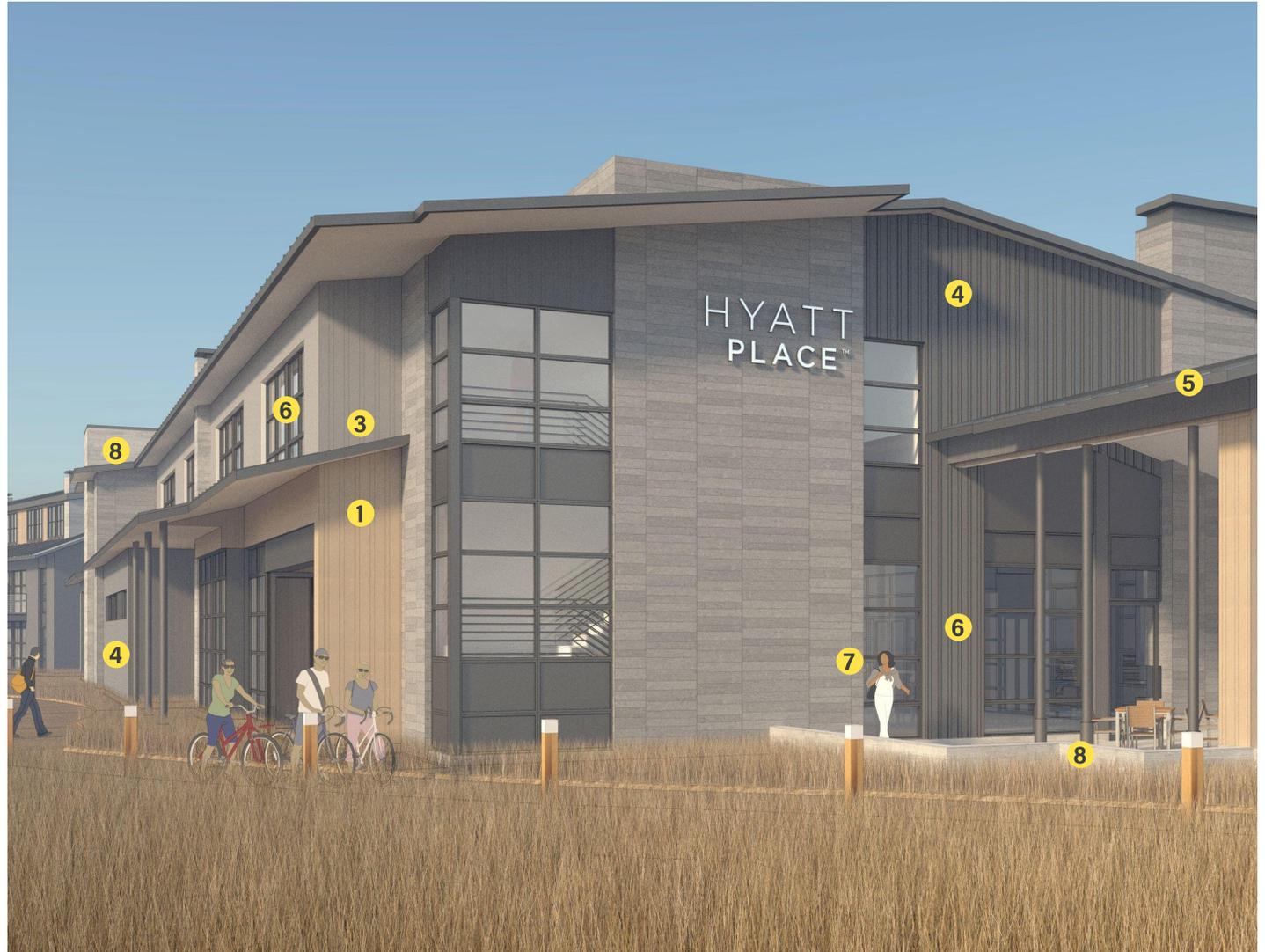
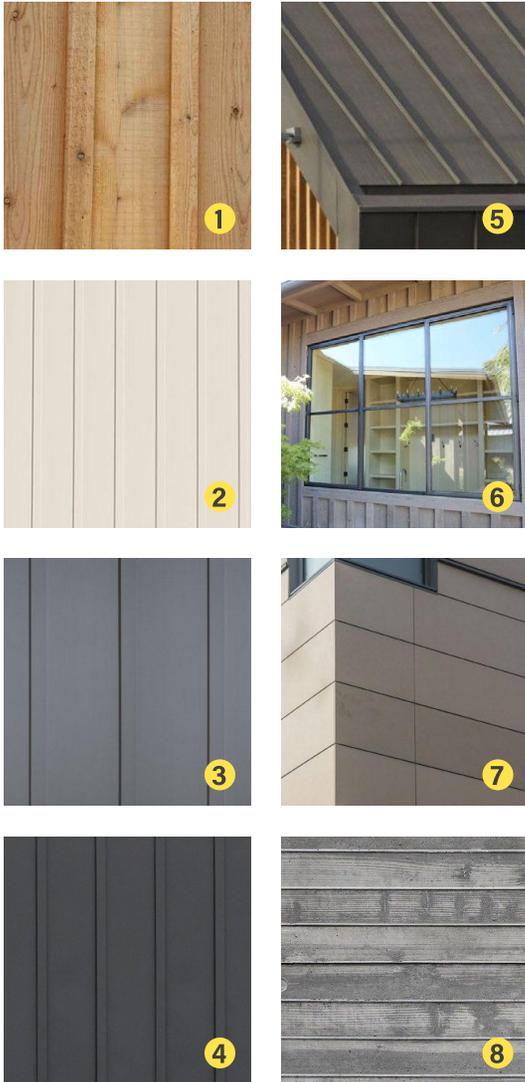
Dark Metal Windows



Board Formed Concrete



Draft EIR Alternative 2
Material Palette







Draft EIR Alternative 2



Thank You

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PARKING LOAD ANALYSIS

HYATT PLACE - HALF MOON BAY, CA

HOTEL INFO/SEASONALITY/TRAVELER PROFILE

- * Data projections are based on Peak Travel - Summer weekends
- * Hotel occupancy expected at 100% - Summer weekends
- * 108 parking spaces are located on-site for hotel guests and employees
- * Hotel includes bar and limited dining typical for in-house guests
- * Guests usually venture outside the hotel for the day
- * Most leisure travelers visit the coast for outdoor activities
- * Bikes are available to promote travel other than by car to nearby trails, beaches, other
- * Location of hotel promotes walking downtown for shopping and dining
- * Expected peak season guest is a family with children occupying two rooms (usually one car)
- * Limited Meeting Room space to be utilized mostly by in-house guests

PEAK TRAVEL WEEKEND SUMMER						
100% Occupied Hotel (Weekend Summer)						
MAX USAGE ASSUMING THAT 20% CORPORATE TRAVEL, 80% LEISURE TRAVEL						
Time	Guests In-house	Guest cars parked	Total Spaces Available	Spaces Available for Employee Use	Range of Employees On-site	Additional parking spaces empty
5am-7am	100%	102	108	6	3 to 4	2 to 3
7am-10am	85%	87	108	21	5 to 9	12 to 16
10am-3pm	65%	67	108	41	20 to 25	16 to 21
3pm-5pm	75%	77	108	31	5 to 10	21 to 26
5pm-11pm	85%	87	108	21	5 to 9	12 to 16
11pm-5am	100%	102	108	6	2 to 3	3 to 4
<ul style="list-style-type: none"> * Projections based on similar Select Service type Hotel Facilities * Assumption that each and every room has one car per room or 102 cars * Assumption that each and every employee will be driving to work in a car 						

Data Source: Hyatt Place Hotel, CP13-0112, 120313, City Council Agenda, Santa Cruz, CA, Item 1.35-1.36.

Hyatt Hotel Project, PDP-072-13
ERRATA TO THE FINAL EIR – dated September 4, 2024

This Errata documents minor revisions/corrections to the Final EIR. New text is shown in underline and deleted text is shown in ~~strikethrough~~.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. The information contained in this Errata merely clarifies, amplifies, or makes insignificant changes to the information that has already been presented in the EIR. In addition, the modifications to the EIR are not significant because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. Based on the above, these revisions to the EIR would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

Chapter 1.0: Introduction, Page 1-10

Table 1-1: Key Project Features

Project Component	Original Project	Modified Alternative 2
Hotel size, description	90,784 square feet 129 rooms Five buildings Max building height: Three stories and 35 <u>36</u> feet	66,268 square feet 102 rooms Three buildings Max building height: Three stories and 35 <u>36</u> feet
Hotel features	148 parking spaces Bicycle rentals Lobby and guest services 2,700 square feet of meeting rooms/conference center space Fitness area Swimming pool	108 parking spaces Bicycle rentals Lobby and guest services 1,210 square feet of meeting rooms/conference center space
Building frontage	60% of the length of the project site	53% of the length of the project site
Residential uses	None	Up to 16 units on 1.15 acres on Seymour Street
Setbacks from sensitive resources	100' wetland buffer on hotel site	100' wetland buffer on hotel site 50' wetland buffer on residential site
Summary of Significant and Unavoidable Impacts	Degrade existing visual character Impacts to scenic vista Impacts to scenic resources	Degrade existing visual character
Open space	39% of the hotel site	<u>40</u> 44% of the hotel site

Appendix 3.0-A: Attachment to EIR Text Revisions

Page 5-4:

As indicated above in **Section 5.2, Project Objectives**, one of the City's and project applicant's project objectives is for project conformance with the Local Coastal Program, which consists of the Local Coastal Land Use Plan (LCLUP) and the City's Zoning Ordinance (often referred to as the Local Coastal Implementation Plan). The LCLUP, which is the policy component of the Local Coastal Program, contains policies for residential development. ~~While the project does not include a residential element, p~~Project alternatives that include a residential component would need to be assessed for their consistency with applicable policies of the LCLUP. Policies pertaining to residential development that are anticipated to apply to project alternatives are outlined in **Table 5-1**.

Page 5-14:

Under Modified Alternative 2, the building massing and number of guestrooms would be reduced, as compared to the project. The proposed conceptual site plans for Modified Alternative 2 are depicted in **Figure 5-1** and **Figure 5-5**. The proposed structures under Modified Alternative 2 have been reduced, spanning a length of 468 feet across the longest frontage of the project site, which is less than the 608-foot length of the Project's five buildings and breezeways. The 466-foot span includes a 32-foot gap and breezeway between the two buildings. This makes up approximately 50 percent of the project site, which would maintain the balance of structures and open space on the project site. ~~Figure 5-8~~ Figure 5-7 shows the proposed drainage system for the project site. **Appendix I, Drainage Memorandum - Alternative 2**, further illustrates how Alternative 2 would manage stormwater flows, enhance wetland buffer zones with native plants, and incorporate source control measures and bioretention areas that help filter potential pollutants from the water system.

Page 5-20: Replace Figure 5-4 – see following pages

Summary of changes to Figure 5-4: Modified the description of Phase 4 (Land north of Seymour Street) under the "Proposed Phasing Plan" heading to remove reference to affordable housing on Lot 1 and instead describe future units on Lot 1 as intended employee housing.

REMOVE:

Hyatt Place Half Moon Bay Project

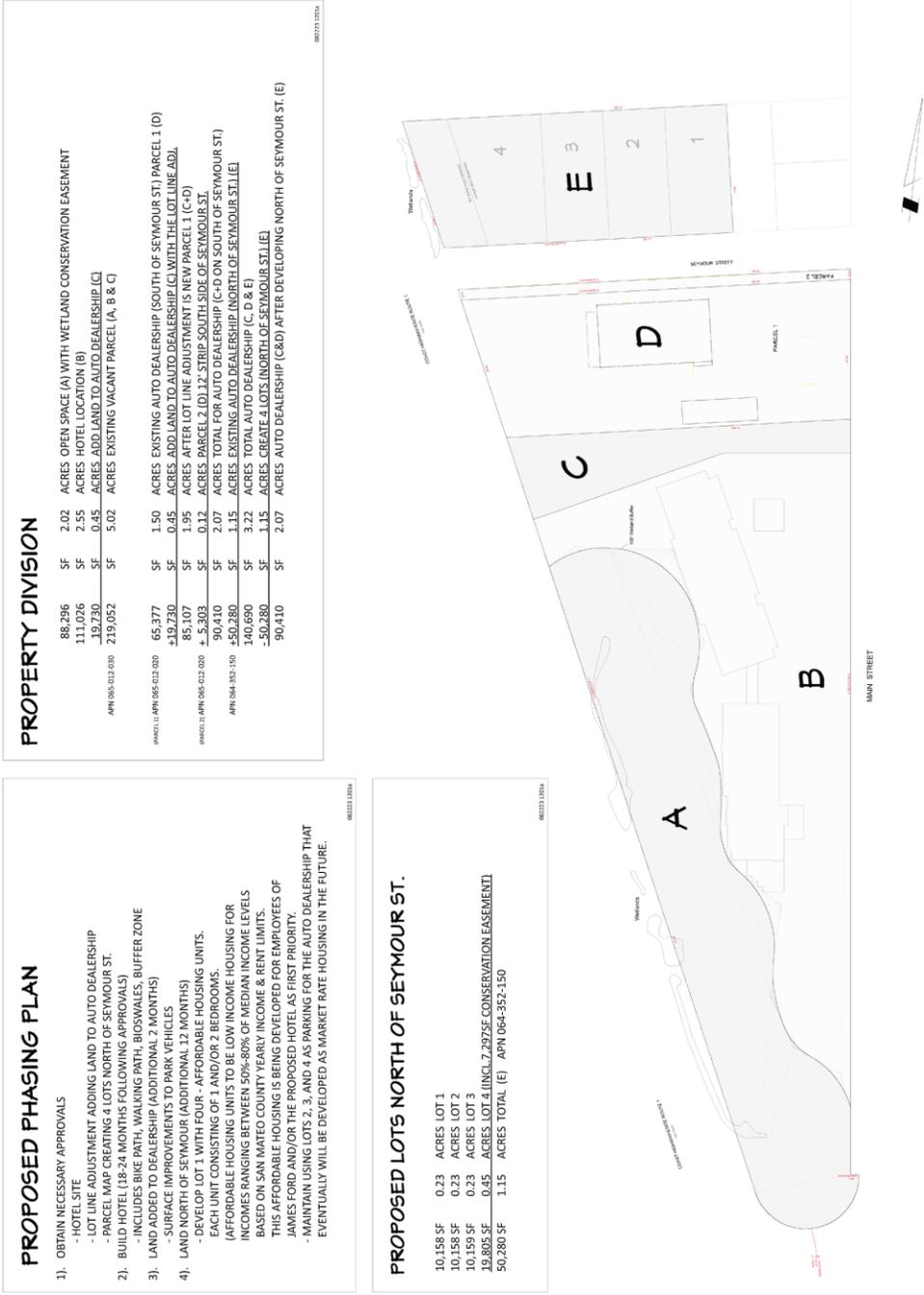


Figure 5-4

Property Division Map and Phasing Plan

Source: AXIS/GFA Architecture + Design, 2024

REPLACE:

PROPOSED PHASING PLAN

- 1). **OPTION NECESSARY APPROVALS**
 - HOTEL SITE
 - LOT LINE ADJUSTMENT ADDING LAND TO AUTO DEALERSHIP
 - PARCEL MAP CREATING 4 LOTS NORTH OF SEYMOUR ST.
- 2). **BUILD HOTEL (18-24 MONTHS FOLLOWING APPROVALS)**
 - INCLUDES BIKE PATH, WALKING PATH, BIOSWALES, BUFFER ZONE
- 3). **LAND ADDED TO DEALERSHIP (ADDITIONAL 2 MONTHS)**
 - SURFACE IMPROVEMENTS TO PARK VEHICLES
- 4). **LAND NORTH OF SEYMOUR (ADDITIONAL 12 MONTHS)**
 - INTEND TO DEVELOP LOT 1 WITH FOUR - RENTAL HOUSING UNITS
 - EACH UNIT CONSISTING OF 1 OR 2 BEDROOMS
 - GOAL IS FOR EMPLOYEES OF EITHER THE JAMES FORD AUTO DEALERSHIP OR THE PROPOSED HOTEL TO HAVE PRIORITY
 - MAINTAIN USING LOTS 2, 3, AND 4 AS PARKING FOR THE AUTO DEALERSHIP THAT EVENTUALLY WILL BE DEVELOPED AS HOUSING IN THE FUTURE

08223 1204-0624-01P

PROPERTY DIVISION

88,296	SF	2.02	ACRES OPEN SPACE (A) WITH WETLAND CONSERVATION EASEMENT
111,026	SF	2.55	ACRES HOTEL LOCATION (B)
19,730	SF	0.45	ACRES ADD LAND TO AUTO DEALERSHIP (C)
219,052	SF	5.02	ACRES EXISTING VACANT PARCEL (A, B & C)
APN 065-012-030			
65,377	SF	1.50	ACRES EXISTING AUTO DEALERSHIP (SOUTH OF SEYMOUR ST.) PARCEL 1 (D)
+19,730	SF	0.45	ACRES ADD LAND TO AUTO DEALERSHIP (C) WITH THE LOT LINE ADJ.
85,107	SF	1.95	ACRES AFTER LOT LINE ADJUSTMENT IS NEW PARCEL 1 (C+D)
+ 5,303	SF	0.12	ACRES PARCEL 2 (D) 12' STRIP SOUTH SIDE OF SEYMOUR ST.
90,410	SF	2.07	ACRES TOTAL FOR AUTO DEALERSHIP (C+D ON SOUTH OF SEYMOUR ST.)
+50,280	SF	1.15	ACRES EXISTING AUTO DEALERSHIP (NORTH OF SEYMOUR ST.) (E)
140,690	SF	3.22	ACRES TOTAL AUTO DEALERSHIP (C, D & E)
-50,280	SF	1.15	ACRES CREATE 4 LOTS (NORTH OF SEYMOUR ST.) (E)
90,410	SF	2.07	ACRES AUTO DEALERSHIP (C&D) AFTER DEVELOPING NORTH OF SEYMOUR ST. (E)

08223 1204

PROPOSED LOTS NORTH OF SEYMOUR ST.

10,158 SF	0.23	ACRES LOT 1
10,158 SF	0.23	ACRES LOT 2
10,159 SF	0.23	ACRES LOT 3
19,805 SF	0.45	ACRES LOT 4 (INCL. 7,297 SF CONSERVATION EASEMENT)
50,280 SF	1.15	ACRES TOTAL (E) APN 064-352-150

08223 1204

