AGENDA

CITY OF HALF MOON BAY
PLANNING COMMISSION MEETING

TUESDAY, MAY 26, 2026

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

David Gorn, Chair
Rick Hernandez, Vice Chair
Jacob (Jim) Rems, Commissioner
Christopher DelNagro, Commissioner
Stephen Ruddock, Commissioner

7:00 PM

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 a Business or Public Hearing matter will be called forward at the appropriate time during that item's consideration.

Public Comment – Staff will respond to written public comments submitted before Monday 1:00 PM, the day prior to scheduled meeting date. Comments submitted after that time will be forwarded to Planning Commission up to one hour before the meeting start time.

NOTE: Anyone wishing to present materials to the Planning Commission, please submit seven copies to the Planning Clerk.

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

In compliance with the Americans with Disabilities Act, special assistance for participation in this meeting can be obtained by contacting the City Clerk's Office at 650-726-8271. A 48-hour notification will enable the city to provide reasonable accommodation 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 pacificcoast.tv.*

Please click on the link below to join the webinar:
Click here to join the Planning Commission Meeting
Phone: 1-669-900-6833, 83502131401#,*94019#
Webinar ID: 835 0213 1401
Passcode: 94019

Wi-Fi: HMB Public
Password: Recreation1

PLEDGE OF ALLEGIANCE AND ROLL CALL

APPROVAL OF MINUTES

MINUTES

04/14/2026

05/12/2026

PUBLIC COMMENT

1. PUBLIC HEARING ITEMS

1.A PROJECT DESCRIPTION: SIGN PERMIT FOR A PERMANENT MURAL.
CITY FILE #: PDP-26-032
LOCATION: 507 PURISSIMA STREET / APN: 056-173-130
APPLICANT/OWNER: OSCAR GUERRA / BELINDA HERNANDEZ ARIAGA -ALAS
PROJECT PLANNER: PAUL CHYTLA-HINZE; PCHYTLA-HINZE@HALFMOONBAY.GOV

Staff Recommendation: An application for a Sign Permit to allow a permanent mural at 507 Purissima Street, by resolution (Attachment 1), subject to the Conditions of Approval (Exhibit A), and determine that the project is categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to Section 15301 of the California Code of Regulations.

STAFF REPORT

ATTACHMENT 1 - Resolution 507 Purissima Mural

ATTACHMENT 2 - Project Plans

1.B PROJECT DESCRIPTION: COASTAL DEVELOPMENT PERMIT TO ALLOW FOR MODIFICATIONS TO THE CALIFORNIA COASTAL TRAIL AND INSTALLATION OF SPLIT RAIL FENCING WITHIN HALF MOON BAY STATE PARK.
CITY FILE #: PDP-25-046
LOCATION: SOUTH OF MIRADA ROAD ALONG THE CALIFORNIA COASTAL TRAIL IN STATE PARKS PROPERTY
APPLICANT/PROPERTY OWNER: CALIFORNIA DEPARTMENT OF PARKS AND RECREATION (STATE PARKS)
PROJECT PLANNER: SCOTT PHILLIPS; SPHILLIPS@HALFMOONBAY.GOV

Staff Recommendation:

By resolution, approve the Coastal Development Permit to allow for the repair, maintenance and modifications to a section of the paved section of the California Coastal Trail within Half Moon Bay State Park south of Mirada Road, based on the Findings and Evidence contained in Exhibit A and subject to the Conditions of Approval in Exhibit B of the Draft Resolution (Attachment 1).

STAFF REPORT

ATTACHMENT 1 - Resolution

ATTACHMENT 2 - Casa Mira Plans

ATTACHMENT 3 - Arborist Report 2-23-2026

ATTACHMENT 4 - Notice of Exemption

ATTACHMENT 5 - Outreach Meeting Feedback

ATTACHMENT 6 - Support

1.C PROJECT DESCRIPTION: MULTI-YEAR CAPITAL IMPROVEMENT PROGRAM (FY 2026-2029) GENERAL PLAN/LOCAL COASTAL PROGRAM CONSISTENCY.
PROJECT TEAM: LESLIE LACKO, COMMUNITY DEVELOPMENT DIRECTOR; TODD SEELEY, INTERIM PUBLIC WORKS DIRECTOR; DALE LEDA, INTERIM CITY ENGINEER; MIKE BURNFIELD, ASSISTANT ENGINEER

Staff Recommendation:

1. Review the Multi-Year Capital Improvement Program (FY 2026–29) for consistency with the City's General Plan and Local Coastal Program (LCP); and
2. Adopt a resolution (Attachment 1) with findings that the proposed Multi-Year Capital Improvement Program is consistent with the City's General Plan.

STAFF REPORT

ATTACHMENT 1 - Resolution

ATTACHMENT 2 - CIP GP LUP Consistency

DIRECTOR'S REPORT

PLANNING COMMISSION COMMUNICATIONS

ADJOURNMENT

CITY OF HALF MOON BAY PLANNING COMMISSION

MINUTES

TUESDAY, APRIL 14, 2026

IN-PERSON/HYBRID MEETING

Meeting began at 7:00 PM

PRESENT: Vice Chair Hernandez, Commissioner Ruddock and Rems
ABSENT: Chair Gorn and Commissioner DelNagro

PLEDGE OF ALLEGIANCE AND ROLL CALL
Acting Chair (Vice Chair) Hernandez led the Pledge of Allegiance.

APPROVAL OF MINUTES
03/24/2026 Minutes
M/S: Rems/Ruddock
Vote: 3-0 (yes, Hernandez, Ruddock, and Rems)

PUBLIC COMMENT
None

PLANNING COMMISSION HEARING

ITEM 1A:
PROJECT DESCRIPTION: COASTAL DEVELOPMENT PERMIT AND USE PERMIT FOR THE REPLACEMENT OF A TELECOMMUNICATION MONOPOLE TOWER - VERZON WIRELESS
CITY FILE: PDP-23-076
LOCATION: 200 LEWIS FOSTER DRIVE
OWNER/APPLICANT: CHRISTOPHER FOWLER/COASTSIDE COUNTY WATER DISTRICT
PROJECT PLANNER: SCOTT PHILLIPS, SPHILLIPS@HALFMOONBAY.GOV; 650-726-8299

Scott Phillips, Senior Planner, presented staff report to the Commissioners.

Public Comment

1) Christopher Fowler, applicant
2) Frank Gerritty
3) Keet Nerhan

Motion to approve resolution with the following additional conditions: 1) final design to add a fake tree and to be consistent with what the city has done in the past with fake trees regarding cell towers. 2) require that the easement issue between the adjacent property owners and CCWD along with the wireless company be resolved prior to building permit issuance, with the ability for Staff to bring project back to Planning Commission, if deemed necessary.

M/S: Hernandez/Ruddock
Roll Call Vote: 3-0 (yes, Hernandez, Ruddock, and Rems)

ITEM 1.B
PRESENTATION: Coastside Land Trust (CLT) is actively working to protect wildlife and enhance habitat and coastal access at the Wavecrest blufftops. In addition, constructing the trail and amenities, CLT has been conducting a stewardship planning process for its Wavecrest properties.

Sara Polgar, Chief Operating Officer and Wavecrest Coastal Access Project Manager, gave a brief update on project construction, and then described key issues and opportunities for habitat restoration and protection of raptors and songbirds that emerged from the stewardship planning process.

PLANNING DIRECTORS REPORT

PLANNING COMMISSION COMMUNICATIONS

ADJOURNMENT
Motion to adjourn the meeting at 8:55 PM
M/S: Hernandez/Rems
Vote: unanimous

Respectfully Submitted: Approved:

_____ _____
Bridget Jett, Planning Analyst Rick Hernandez, Acting Chair

CITY OF HALF MOON BAY PLANNING COMMISSION

MINUTES

TUESDAY, MAY 12, 2026

IN-PERSON/HYBRID MEETING

Meeting began at 7:02 PM

PRESENT: Chair Gorn, Vice Chair Hernandez, Commissioner DelNegro and Rems
ABSENT: Commissioner Ruddock

1. PLEDGE OF ALLEGIANCE AND ROLL CALL
Chair Gorn led the Pledge of Allegiance.

2. APPROVAL OF MINUTES
04/14/2026 Minutes were postponed to next meeting – no quorum to approve.

3. PUBLIC COMMENT

1) **Evelyn DeSousa** – comments were emailed in, read at meeting and attached to the minutes.

4. DIRECTOR'S REPORT

5. PLANNING COMMISSION COMMUNITIONS

6. PLANNING COMMISSION HEARING

6.A PROJECT DESCRIPTION: NOTIFICATION OF DIRECTOR'S INTENT TO APPROVE A TEMPORARY USE IN THE PUD ZONING DISTRICT.
CITY FILE #: PDP-26-022
LOCATION: 2 MIRAMONTES POINT ROAD **/ APN**: 066-520-120

Paul Chytla-Hinze, Associate Planner, presented staff report to the Planning Commission.

Public Comment
None

No action taken by Planning Commission information only. The Director intends to approve temporary use at the Old Course at Half Moon Bay Golf Links pursuant to an application filed by Ocean Colony Partners.
Notice of Exemption – Coastal Development Permit Approval – Temporary Use

6B. PROJECT DESCRIPTION: COMMMUNITY BANNER SIGN PROGRAM
CITY FILE: PDP-26-017
PROJECT LOCATION: DOWNTOWN MAIN STREET
PROJECT PLANNERS: JULISSA ACOSTA, PAUL CHYTLA-HINZE, DALE LEDA

Paul Chytla-Hinze, Associate Planner, Julissa Acosta, Interim Community Engagement Vitality Manager, Dale Leda, Interim City Engineer presented to the Planning Commission.

Public Comment
1) Amber Stowe, Downtown Business Owner

Motion to approve as written and presented.
M/S: DelNegro/Rems
Roll Call Vote: 4-0 (yes, Gorn, Hernandez, DelNegro and Rems)
Resolution PC 26-09

Rems recused himself from the Measure D item, he is within the conflict map, but could still participate, but on his own, decided that he would be safe and rescued.

Rems left the meeting at 8:07 PM

6.C PROJECT DESCRIPTION: BALLOT MEASURE AMENDING MEASURE D, THE CITY'S VOTER - APPROVED RESIDENTIAL GROWTH LIMITATIONS PROGRAM

Ruby Zaluondo, Assistant Planner, presented to the Planning Commission

Proposed change: replace the 1998 downtown boundary map used by Measure D with the 2020 Town Center map from the certified Local Coastal Land Use Plan (LCLUP). This is a map-only amendment — it does not change zoning, density allowances, or the 1.5% growth cap.

Motion Failed to approve staff recommendation (place map amendment on November ballot) with added direction to Council on infill housing and map boundaries, with emphasis on preservation of agricultural areas.
M/S: Hernandez/DelNegro
Roll Call Vote: 1-2 (yes, Hernandez, No, Ruddock, and Rems)

Motion approved to forward a summary of the Commission's full debate to City Council, so they are informed of how the 2–1 vote was reached and the reasoning behind it. (See Summary Attached)
M/S: Hernandez/Gorn
Roll Call Vote: 3-0 (yes, Gorn, Hernandez, and DelNegro)
Resolution PC-26-10

ADJOURNMENT
Motion to adjourn the meeting at 9:03 PM
M/S: Hernandez/DelNegro
Vote: unanimous

Respectfully Submitted: Approved:

_____ _____
Bridget Jett, Planning Analyst David Gorn, Chair

Submitted during the Planning Commission Hearing.
Remote access microphone was not working.
Comment was read into the record.

FROM: Evelyn deSouza
TO: Bridget Jett
Tue 05/12/2026 7:34 PM

Good evening Commissioners,

I would like to respectfully ask for a public update and greater transparency regarding the proposed development at 940 Main Street.
Many residents in the surrounding neighborhood have recently heard that the project may be progressing quickly, including reports that the land is being subdivided. Given the scale and significance of this proposal, I believe it would be appropriate for the Planning Commission to publicly review where things currently stand.
This is not a small infill project. It is a multi-story housing complex located in an already constrained area near Poplar and Main, where residents continue to raise concerns about circulation, parking, traffic safety, infrastructure capacity, and neighborhood livability.
I would also ask the Commission to consider some of the broader observations raised by Planning Commissioner Rick Hernandez in his analysis of the 555 Kelly project.
In particular, Commissioner Hernandez emphasized the importance of ensuring that housing projects are not only well intentioned, but also realistic, infrastructure-supported, and transparent to the community. He spoke about the need for measurable milestones, public accountability, and certainty around delivery, infrastructure impacts, and long-term feasibility.
Those same principles seem highly relevant here.
Residents are not asking the City to stop planning for housing. What many of us are asking for is openness, clarity, and confidence that projects of this scale are being evaluated holistically and transparently, particularly when they may substantially reshape important gateways and neighborhoods within Half Moon Bay.
I would respectfully ask the Planning Commission to agendize a public status update on 940 Main Street so the community can better understand: where the project stands today, what further approvals are being contemplated, how infrastructure and traffic impacts are being addressed, and what safeguards will exist to ensure accountability and compatibility with the surrounding area.
Thank you for your time and for your service to the community.

City of Half Moon Bay – Planning Commission
Discussion Summary — May 12, 2026
Agenda Item 6C: Proposed Ballot Measure to Amend Measure D (Residential Growth Management System)

Participants

- **Chair David Gorn**
- **Vice Chair Rick Hernandez**
- **Commissioner Christopher DelNagro**
- **Commissioner Jacob (Jim) Rems** — recused himself at the outset, citing a conflict of interest (he rents a home within 500 feet of the affected area under discussion)
- **Leslie Lacko**, Community Development Director
- **Denise Bazzano,** City Attorney
- **Ruby Zalduondo**, Assistant Planner

Background: What Is Measure D?

Measure D is Half Moon Bay's residential growth management system, adopted by voters in 1999 and certified by the California Coastal Commission in 2009. It limits annual residential growth to a maximum of 1.5% of population, split between two allocation pools:

- 0.5% allocated to the "Downtown" area, with an additional 0.5% available with City Council Approval
- 0.5% allocated to “Outside the Downtown” area

The "Downtown" boundary was originally defined using the 1998 Half Moon Bay Redevelopment Survey Area map, which has become misaligned with the city's current planning documents, community perception of the downtown area, and was originally chosen “out of convenience.”

What Is Being Proposed?

At the request of City Council, staff presented a single proposed change to the Zoning Code and Local Coastal Land Use Plan (LCLUP): replace the 1998 downtown boundary map used by Measure D with the Town Center map from the 2020 LCLUP. This is a map-only amendment — it does not change zoning, density allowances, or the up-to 1.5% growth cap.

Key statistics cited by staff:

- Over the last four years (2022–2026), 108 allocations were granted outside downtown while only 22 were granted within downtown, showing heavy demand in the outside downtown pool.

- Under the new map, 20 prior outside downtown allocations would have fallen within the new downtown boundary. Conversely, 3 allocations within the existing downtown designation would have been outside of the downtown boundaries.
- 491 total parcels would be affected by the map change; either added to or subtracted from the mapped downtown area. 286 residential parcels would be added to the downtown area and 40 residential parcels would be subtracted.

Staff Recommendation:

1. Adopt a resolution recommending that the City Council consider amendments to the City's Local Coastal Land Use Plan (LCLUP), Policy 2-16, and Half Moon Bay Municipal Code, Title 17 (Subdivisions), sections 17.06.020(E) and 17.06.065 and Title 18 (Zoning Code), section 18.04.010(E) and other conforming edits to amend the Measure D "Downtown Area"; and placing a measure on the November 3, 2026 general election ballot, seeking voter approval to amend the Measure D, Downtown Area to be the area designated as the Town Center in Figure 2-2 of the LCLUP.
2. Find the amendments exempt from the California Environmental Quality Act (Public Resources Code Sections 21000 et seq., "CEQA," and 14 Cal. Code Regs. Sections 15000 et seq., "CEQA Guidelines"), under CEQA Guidelines section 15265 (adoption of coastal plans and programs).

Next steps:

City Staff brings proposed ballot measure to City Council; if placed on the ballot, voters would decide on November 3, 2026; if passed, the ballot measure would go to the California Coastal Commission for certification.

Planning Commission Discussion

Arguments in support of proposed ballot measure:

- The 1998 map was a "map of convenience" and the only legally defined downtown boundary available at the time, confirmed by the authors of Measure D.
- The 2020 Town Center map reflects six years of community-based planning and better reflects where Half Moon Bay wants to concentrate core, walkable, compact development.
- The new map removes prime agricultural soils from the downtown area (shown in pink on the map) without adding new farmland to it.
- It eliminates confusion from having two conflicting maps and aligns Measure D with the certified LCLUP.

- The goal is to direct future housing growth (estimated ~1,000 units needed over 13 years) into the downtown core where infrastructure, walkability, and circulation improvements are planned (bike trails, streetscape improvements).
- Development approval in affected areas does not change zoning. Higher-density zoning (R2, R3, CD, CG) already exists in those areas.

Arguments against proposed ballot measure:

- "Town center" is not the same as "downtown" — it includes residential, commercial, and some agricultural and industrial areas; the alignment feels forced and imprecise.
- Some areas included in the new map (notably the Podesta property north of Highway 92 and land along Purissima Creek) are not genuine infill. They are large tracts that could attract large developers rather than individual homeowners.
- The real public concern, heard widely in the community, is ADUs being subject to Measure D allocations and long wait times for transfers, not the map boundary. The map change doesn't fix these problems.
- There are reportedly 60+ empty infill lots between Railroad Avenue and Royal Leon Creek (west of Highway 1) that are not included in either map. That is where true residential infill opportunity exists.
- Large housing developers have been granted a huge proportion of available allocations, angering many residents. The map change may worsen this by adding large developable parcels to the downtown pool.
- California Department of Housing and Community Development has pressured the city to weaken or repeal Measure D in multiple ways; this ballot measure may be a product of that pressure rather than a genuine voter concern.
- Placing it on the ballot signals to voters that Measure D has problems, potentially weakening public support for the measure over time.

Points of Agreement across the Commission

Commissioners broadly agreed on several things they want City Council to consider:

1. ADUs should be exempt from Measure D allocations, or at minimum counted as a small fraction (e.g., one-quarter of a unit). Both Commissioners who debated this said they personally support zero ADU consumption of allocations.

2. The transfer period should be shortened. Currently, unused downtown allocations transfer to the outside-downtown pool in September. Commissioners previously recommended reducing this wait to 1–3 months and reiterated that recommendation.
3. Large developers should not be able to consume a disproportionate share of allocations and a cap (e.g., no single project takes more than 80% of available allocations) should be considered administratively.
4. Prime agricultural soils should be protected, and existing policies reinforcing this should be clearly maintained.
5. Future map revisions should focus on areas with an existing strong residential development footprint, particularly the area south of Purissima Creek, and avoid expanding into open agricultural land.

Votes Taken

Motion	Result
Approve staff recommendation with added direction to Council on infill housing and map boundaries.	Failed 2–1 (Vice Chair Hernandez yes; DelNagro and Chair Gorn no)
Direct staff to draft a summary of the Commission's discussion to City Council so they are informed of how the 2–1 vote was reached.	Passed 3–0 unanimously

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Outcome

The Planning Commission did not recommend the proposed ballot measure in its current form. However, they voted unanimously to transmit a summary of their debate to City Council so Council understands the full range of concerns discussed.

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

AGENDA REPORT

For meeting of: **May 26, 2026**

TO: Honorable Chair and Planning Commissioners

FROM: Leslie Lacko, Community Development Director
Paul Chytla-Hinze, Associate Planner

TITLE: Sign Permit for a Permanent Mural, File No. PDP-26-032 at 507 Purissima St

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RECOMMENDATION

Approve PDP-26-032, an application for a Sign Permit to allow a permanent mural at 507 Purissima Street, by resolution (Attachment 1), subject to the Conditions of Approval (Exhibit A), and determine that the project is categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to Section 15301 of the California Code of Regulations.

PROJECT BACKGROUND

Summary of Project	
File Number	PDP-26-032
Requested Permits/Approval	Sign Permit (Mural)
Site Location	507 Purissima Street (APN: 056-173-130)
Applicant/Property Owner	Oscar Guerra / Belinda Hernandez Ariaga - ALAS
Project Planner	Paul Chytla-Hinze; (650) 726-8284; pchytla-hinze@halfmoonbay.gov
Zoning District	C-D, Commercial Downtown
LCP Land Use Plan Designation	Commercial General
Right of Appeal	Any aggrieved person may appeal the Planning Commission's decision to the City Council within ten (10) calendar days of the decision.

Site and Project Description

Based on existing site conditions, the subject property includes a prominent blank west-facing wall along Purissima Street that is visible from the public right-of-way. The proposed mural would be installed on this facade at 507 Purissima St, a property owned and operated by ALAS – Ayudando Latinos A Soñar. The site is approximately 11,250 square feet and includes an existing building and two surface parking areas, one fronting Kelly Avenue to the north and one fronting Purissima Street to the south.

The mural is proposed on the west-facing elevation of the existing building, which is oriented toward Purissima Street and contributes to the visual character of the corridor. The design includes the phrase "Half Moon Bay." Figure 3 shows the proposed mural design, and Figure 4 provides a rendering of the mural as viewed from Purissima Street. The estimated installation timeframe is approximately two weeks. The proposed mural will require an encroachment permit from the Public Works Department for any work occurring within the public right-of-way.

The mural would introduce color and visual interest to an otherwise blank building facade, contributing to the overall streetscape experience along this segment of Purissima Street. Full project plans are included as Attachment 2.



Figure 1. Subject property and building before the addition of a mural



Figure 2. Site plan showing the subject property and the location of the mural in yellow.



Figure 3. Proposed Mural Design



Figure 4. Rendering from Purissima Street

Conformance with the Sign Code (Title 15)
Per Section 15.40.030(B) of the Sign Code, approval by the Planning Commission is required for all murals. Section 15.50.060(A) limits murals to a maximum sign face area not exceeding 100 percent of the exterior wall area of the first three stories of the wall or façade upon which the mural is located. The proposed mural would be installed on the west-facing building façade and is consistent with this requirement. The Sign Code also allows for acknowledgment of the mural's sponsor, artist, and related information within a maximum four-square-foot area located at the lower corner of the mural.

The proposed mural is purely artistic in nature and does not contain commercial advertising, public information, or solicitation. Accordingly, it is not intended to serve as an identification sign subject to the standards of Section 15.50.010, and the project is consistent with and complies with the requirements of Section 15.50.060(C).

The mural is a private proposal located entirely on private property. Installation and ongoing maintenance would be the responsibility of the property owner and applicant. As such, and because it is not a City-sponsored public art installation, the project is not subject to the review requirements of the City's Public Art Policy.

Environmental Review
The mural is categorically exempt from the requirement of the California Environmental Quality Act pursuant to Section 15301 of the California Code of Regulations for existing structures.

Conclusion
Based on the above analysis, staff concludes that the proposed application for a Sign Permit to allow a permanent mural at 507 Purissima Street is consistent with Title 15 (Signs and Advertising Structures) and that the project is categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to Section 15301 of the California Code of Regulations. Staff therefore recommends approval of PDP-26-032, as indicated in the attached Draft Resolution (Attachment 1).

ATTACHMENTS
1. Draft Resolution and Conditions of Approval, Exhibit A.
2. Project Plans

PLANNING COMMISSION RESOLUTION P-26-__
RESOLUTION FOR APPROVAL
PDP-26-032

SIGN PERMIT TO ALLOW ONE PERMANENT WALL MURAL ON THE WEST SIDE OF THE BUILDING AT 507 PURISSIMA STREET (APN 056-173-130) AND DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO SECTION 15301 OF THE CALIFORNIA CODE OF REGULATIONS.

WHEREAS, an application was submitted requesting approval of a sign permit to allow a permanent wall mural at Purissima Street in the C-D, Commercial Downtown Zoning District and the Commercial-General General Plan designation (APN 056-173-130); and

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

WHEREAS, the Planning Commission conducted a public hearing on May 26, 2026, at which times 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 determined that the Sign Permit is in compliance with Title 15 (Signs and Advertising Structures) of the Half Moon Bay Municipal Code; and

NOW, THEREFORE, BE IT RESOLVED that, subject to the Conditions of Approval in Exhibit A, the Planning Commission approves PDP-26-032, a Sign Permit for a permanent mural at 507 Purissima Street, and determines that the project is categorically exempt from CEQA pursuant to Section 15301 of the California Code of Regulations.

PASSED AND ADOPTED by the City of Half Moon Bay Planning Commission at a duly noticed public hearing held May 26, 2026.

AYES,
NOES,
ABSENT,
ABSTAIN,

APPROVED:

_____	_____
David Gorn	Leslie Lacko
Planning Commission Chair	Community Development Director

EXHIBIT A
CONDITIONS OF APPROVAL
PLANNING COMMISSION RESOLUTION P-26-__
PDP-26-032

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

1. CONFORMANCE WITH APPROVED PLANS. New mural shall conform to the approved rendering received May 13, 2026 except for any revisions required by this permit. The Community Development Director shall review and may approve any deviation from the approved plans that is determined minor in nature. Any other change shall require approval of a new sign permit per Title 15. (Planning)
2. 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 approval of a new sign permit. (Planning)
3. MAINTENANCE. The applicant/property owner shall ensure that the mural is continuously maintained, free of graffiti. (Planning)

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

1. MURAL INSTALLATION HOURS. Mural work shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday; 8:00 a.m. to 6:00 p.m. Saturdays; and 10:00 a.m. to 6:00 p.m. Sundays and holidays, except as expressly authorized by the City Engineer in conformance with Section 14.40.020 of the Half Moon Bay Municipal Code. (Engineering)
2. ENCROACHMENT PERMIT. Prior to commencement of any work within the public right-of-way, the applicant shall obtain an encroachment permit from the Public Works Department and comply with all applicable permit conditions and requirements. (Engineering)

E. Validity and Expiration of Permits

1. EFFECTIVE DATE. This approval shall take effect after expiration of all City appeal periods. (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 Sign Permit shall expire one year from its date of final approval if the mural has not been installed.

4. HOLD HARMLESS. 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 an and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney's 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 210000 et seq., for this entitlement and related actions. The 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 concurrent, 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.

APPLICANT:

_____ _____

(Signature) (Date)

MURAL DESIGN





FRONTAL VIEW (West Face)



RIGHT SIDE VIEW (South-West Face)



BIRD'S EYE VIEW



PLAN + MATERIALS

- MAQUEE (Behr) Exterior Paint will be used
- Two coats of transparent protective sealer will be applied to ensure its longest life possible.
- The overall project will take about 2 weeks to complete. This is an approximate estimation, since weather could delay the project.
- A scissor-lift be used in order to reach all parts of the wall.
- The area would be left clean after the mural.
- There is illumination already on the existing wall. There will not be added illumination after the mural project is completed.

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

AGENDA REPORT

For meeting of: **May 26, 2026**

TO: Honorable Chair and Planning Commissioners

FROM: Leslie Lacko, Community Development Director
Scott Phillips, Senior Planner

TITLE: Coastal Development Permit to allow for modifications to the California Coastal Trail and installation of split rail fencing within Half Moon Bay State Park (File No. PDP-25-046)

RECOMMENDATION

By resolution, approve the Coastal Development Permit to allow for the repair, maintenance and modifications to a section of the paved section of the California Coastal Trail within Half Moon Bay State Park south of Mirada Road, based on the Findings and Evidence contained in Exhibit A and subject to the Conditions of Approval in Exhibit B of the Draft Resolution (Attachment 1).

Summary of Proposal	
File Number	PDP-25-046
Requested Permit	Coastal Development Permit
Site Location	South of Mirada Road along the California Coastal Trail in State Parks property
Applicant/Property Owner	California Department of Parks and Recreation (State Parks)
Proposal Planner	Scott Phillips; (650) 726-8299; sphillips@halfmoonbay.gov
Zoning District	Open Space Passive (OS-P)
LCP Land Use Plan Designation	Regional Public Recreation (RP-R)
Environmental Determination	California Department of Parks and Recreation as the Lead Agency has determined that the proposal is categorically exempt from CEQA, pursuant to California Administrative Code Section 15301 and 15304.
Heritage Trees	Tree protection measures included with the project.
Right of Appeal	The project is within the Coastal Commission's Appeals Jurisdiction. Any aggrieved person may appeal the decision of the Planning Commission to the City Council within ten (10) working days of the date of the decision. Final City approval is appealable to the California Coastal Commission.

PROPOSAL DESCRIPTION

The project consists of the following:

- Modification and relocation of approximately 50 feet of the California Coastal Trail within and slightly beyond the eastern shoulder of the existing trail. The new trail surface would consist of decomposed granite or similar trail surface;
- Installation of wooden split rail fencing similar to other wooden split rail fencing along the Coastal Trail;
- Installation of bluff face warning signs on the split rail fencing;
- Installation of temporary tree protection fencing along the base of the heritage tree within the vicinity of the relocated trail;
- Temporary construction staging, just south of the new trail improvements.

All work would take place on State Parks property. The relocated trail would fully restore a section of the Coastal Trail that has eroded due to wave action. Attachment 2 includes a boundary survey and plans for the modified trail improvements, as well as the split rail fencing. It is anticipated that the construction activities for the trail improvements would take approximately 2 to 3 weeks. Generally, work would be conducted between the hours of 7 a.m. and 6 p.m. Monday through Friday, with no work on weekends and holidays. The Coastal Trail would remain open during construction or temporarily rerouted to the east through State Parks property.

Along with the physical improvements, several avoidance measures related to biological resources are included with the proposal. Work would most likely start in July or August of 2026. To avoid adverse affects on nesting birds during the peak of bird breeding season (February 1 to August 31) and to avoid the wet weather season (typically October 15 – April 1), a qualified biologist would conduct surveys, including nesting surveys, and provide recommendations for construction timing. Worker training would be conducted by a qualified biologist, along with monitoring work within the project site. Per the recommendations included in the attached arborist report (Attachment 3), temporary tree protection fencing would be installed on the eastern side of the trail and maintained during construction within the limits of ground disturbance. Figure 1 identifies the project site and surrounding area.



Figure 1. Site Location for trail modifications and fencing

Table 1. Surrounding Uses

	Use	Land Use Plan / Zoning
North	Multifamily Residential	Residential Medium Density / Planned Unit Development
South	State Park	Regional Public Recreation / Open Space Passive
East	Single Family Residential	Residential Medium Density / Single Family Residential R-1-B-1
West	Beach and Ocean	Public Lands

ANALYSIS

Staff reviewed the CDP application and recommends that the Planning Commission approve the project because it can be found to conform with the General Plan, General Plan/Local Coastal Land Use Plan (LUP), and the Zoning Code/LCP Implementation Plan.

Table 2, below, identifies key Zoning Code/LCP Implementation Plan topics and their applicability to the subject site.

Table 2. Key Zoning Code/LCP Implementation Plan Topics

Topic	Applicability/Explanation	
Environmentally Sensitive Habitat Area (ESHA)	Yes	Avoidance measures included as precautionary measures
Visual Resource Area	Yes	California Coastal Trail, Broad Ocean Viewshed
Public Access	Yes	Proposal would restore a compromised section of the Coastal Trail
Archaeological Resource Area	Yes	Standard conditions of approval require in the event of archeological discoveries
Historic Resources	No	None on the site

Conformance with the General Plan

The purpose of the project is to maintain and maximize safe coastal access by relocating a portion of the Coastal Trail away from the bluff edge where current access along the coastal trail has been compromised due to bluff erosion.

Conformance with the Local Coastal Program Land Use Plan (LUP)

The LUP includes goals and policies to guide development and protect a broad range of coastal resources. The following discussion is based on the review of the project design, arborist report, and CEQA Exemption. These documents are attached to this staff report. The project will not impede coastal access, obstruct views of scenic vistas, or adversely affect environmental, historic, paleontological or cultural resources. Several avoidance measures related to biological resources are included with the project. The following discussion focuses on the LUP policies that are most relevant to the proposal.

<u>Infrastructure</u>

The 2020 LUP includes policies related to infrastructure planning and development. These include designing public infrastructure systems to meet the needs of anticipated development without inducing growth. Additionally, LUP policies allow system improvements to address health and safety needs. The proposal consists of relocating a section of the Coastal Trail, installing wooden split rail fencing and signage along the edge of the Coastal Trail with State

Parks land. Implementation of the proposed improvements would support and preserve public access infrastructure by improving and maintaining the California Coastal Trail.

Coastal Access and Recreation

The 2020 LUP includes policies requiring that public access to and along the coast be maximized. In addition, coastal recreational opportunities must be provided for all people consistent with public safety needs. Modifications and preservation of the California Coastal Trail would support public access by partially relocating the trail further away from the bluff edge.

Terrestrial Sea Cliff Areas

LUP policies require that development be sited and designed to avoid impacts to terrestrial ESHA. The project includes minor modifications to an existing section of the California Coastal Trail, which is within the required 100-foot terrestrial buffer zone. Policy 6-16 of the LUP allows for minor modifications to existing facilities within terrestrial buffers. Low-intensity public access and recreational facilities are also identified as allowed uses within terrestrial buffers.

Potential impacts to biological resources are avoided through project design and best management practices. Avoidance measures include onsite biological monitoring before and during the trail modification work to ensure that nesting birds and other protected species are not adversely affected by construction activities.

Scenic and Visual Resources

Under the 2020 LUP, the Coastal Trail is considered a scenic corridor (California Coastal Trail). The plans for the trail modifications (Attachment 2) include a section showing the finished grade of the Coastal Trail and fencing height. Given that most of the improvements would be at a similar grade as the existing improvements, no substantial visual change would take place compared to the existing trail configuration. The wooden split railed fencing would be the most visually prominent component of the proposal but is also substantially similar to existing split railed fencing further south along the Coastal Trail.

Archeological Resources

Figure 8-1 of the 2020 LUP identifies the subject property as within an archeologically sensitive area. Standard conditions of approval are included within Exhibit B of the attached resolution that would require archeological consultation if any archeological resources are discovered during excavation. It is also of note that the site has been previously disturbed during the initial construction of the Coastal Trail and previous shoreline improvements.

Conformance with the Zoning Code

The project consists of minor modification to the existing Coastal Trail and installation of wooden split railed fencing and signage along the bluff edge. The project as designed, and with implementation of best management practices, conforms with zoning code requirements including the protection of terrestrial ESHA and preserving coastal access without degrading scenic resources.

Environmental Review / California Environmental Quality Act (CEQA)
The California Department of Parks and Recreation as the Lead Agency has determined that the proposal is categorically exempt from CEQA, pursuant to California Administrative Code Sections 15301 (Existing Facilities), and 15304 (Minor Alternations to Land). State Parks submitted the CEQA exemption to the State Clearinghouse (Attachment 4). The City is the Responsible Agency having permit authority over the proposal. Based on review of the complete record, staff's analysis concludes that the trail modification project will not result in significant impacts due to project design and implementation of best management practices.

Public Outreach
In 2025, shortly after application submittal, a community outreach meeting was held onsite by the applicant to provide information and answer questions related to the project. The courtesy meeting onsite was attended by approximately 20 people. Copies of the feedback received after the outreach meeting from many of the attendees are included in Attachment 5.

A hearing notice advertising the Planning Commission meeting was published in the San Mateo Daily Journal on May 16, 2026. Notices were posted on the site and notices were mailed to all property owners and residents within 300 feet. One comment email noting support for the project was received after the noticing distribution.

Conclusion
Based on the above analysis, staff concludes that the proposed project is consistent with the General Plan, Local Coastal Program and the Zoning Code. Staff recommends approval of the CDP based on the recommended findings and conditions of approval contained in Exhibits A and B of the proposed Resolution.

ATTACHMENTS
1. Draft Resolution with Findings and Evidence, Exhibit A and Conditions of Approval, Exhibit B
2. Project Plans
3. Arborist Report
4. California Department of Parks and Recreation Notice of CEQA Exemption
5. Community Outreach Feedback
6. Email Comment Received

PLANNING COMMISSION RESOLUTION PC-26-__
RESOLUTION FOR APPROVAL
PDP-25-046

COASTAL DEVELOPMENT PERMIT TO ALLOW FOR MODIFICATIONS TO A SECTION OF THE CALIFORNIA COASTAL TRAIL AND INSTALLATION OF SPLIT RAIL FENCING WITHIN THE HALF MOON BAY STATE PARK JUST SOUTH OF MIRADA ROAD

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

WHEREAS, the Planning Commission conducted a duly noticed public hearing on May 26, 2026, 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 California Department of Parks and Recreation (State Parks), acting as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) adopted a Categorical Exemption; and

WHEREAS, State Parks posted the Notice of Exemption to the State Clearinghouse; and

WHEREAS, the Planning Commission reviewed the Coastal Development Permit application in accordance with the Half Moon Bay Local Coastal Land Use Plan, Municipal Code Title 18 and the Coastal Act and has considered the Notice of Exemption in accordance with CEQA; and

WHEREAS, documents and other material constituting the record of the proceedings upon which the City's decision and its findings are based are located at the City of Half Moon Bay Community Development Department, located at 501 Main Street, Half Moon Bay; and

WHEREAS, the Planning Commission has made the required findings for approval of the project, set forth in Exhibit A to this resolution; and

NOW, THEREFORE, BE IT RESOLVED that, based upon the Findings in Exhibit A and subject to the Conditions of Approval contained in Exhibit B, the Planning Commission approves the application (PDP-25-046).

PASSED AND ADOPTED by the City of Half Moon Bay Planning Commission at a duly noticed public hearing held on May 26, 2026.

AYES,
NOES,
ABSENT,
ABSTAIN,

APPROVED:

_____
David Gorn, Chair

ATTEST:

_____
Leslie Lacko, Community Development Director

EXHIBIT A
FINDINGS AND EVIDENCE
PLANNING COMMISSION RESOLUTION PC-26-___
PDP-25-046

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:

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

Coastal Act 30240(b): Development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which would significantly degrade such areas and shall be compatible with the continuance of such habitat areas.

Compliance: The project was designed to avoid impacts to biological resources; and furthermore, best management practices will be implemented to further ensure education and awareness of site personnel, monitoring, and avoidance for the duration of the project.

Land Use Plan Policy 2-24. Infrastructure Capacity and Design. Design public infrastructure, including water, sewer, stormwater management, communications, energy, and transportation systems meet the needs of anticipated development without inducing growth, support new technology, and shift away from fossil fuels. Infrastructure shall be designed according to best practices for sustainability, maintenance, aesthetics, resilience, and durability. As applicable, new infrastructure shall be undergrounded.

Compliance: The repair and modification to the Coastal Trail will increase longevity of the trail by refurbishing and relocating the trail slightly away from the bluff edge.

Land Use Plan Policy 3-1. Infrastructure Capacity. New or expanded public infrastructure, including water, sewer, and transportation facilities, shall be designed and limited to accommodate needs generated by development or uses permitted consistent with this Land Use Plan and the Chapter 3 requirements of the Coastal Act.

Compliance: The trail modifications will not increase trail user capacity within the State Park beyond what has been planned. The modification and repair of the existing facility will address health and safety needs without increasing bicycle and pedestrian capacity and will not be growth inducing.

Land Use Plan 3-5. Coastal Development Permit for Public Works. Require any public utility, government agency, or special district proposing a development project in the City to obtain a coastal development permit, unless explicitly exempted by the LCP, Coastal Act, or other controlling law.

Compliance: The California Department of Parks and Recreation (State Parks) is lead agency and has prepared and posted at the State Clearinghouse a Categorical Exemption pursuant to CEQA; and subsequently submitted a complete application to the City of Half Moon Bay for a Coastal Development Permit pursuant to the City's certified Local Coastal Program as the standard of review. The minor relocation of the existing facility and installation of the new split railed fencing meets the definition of development and therefore requires the issuance of a coastal development permit.

Land Use Plan Policy 3-7. System Improvements. Allow system improvements to occur to address health and safety needs such as replacing aging infrastructure; ensuring sufficient water capacity for fire flow; improving system capacity to prevent sewer overflows; using green infrastructure in public and private development projects to prevent erosion, sedimentation, or flooding; and providing passing lanes for emergency vehicles. Such improvements are intended to address health, safety, and changing design standards, shall not be growth inducing, shall be phased if they constitute a significant system update, and shall comply with Policy 3-1.

Compliance: The proposed project is an example of infrastructure improvements anticipated by Land Use Policy 3-7 wherein the project will improve public health and safety by repairing and modifying a section of the Coastal Trail. The improvements will not increase State Park capacity or be growth inducing.

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

Compliance: The proposed project is an example of infrastructure improvements anticipated by Land Use Policy 3-7 wherein the project is modernizing and improving public health and safety by repairing and modifying a section of the Coastal Trail. The improvements will not increase State Park capacity or be growth inducing.

Land Use Plan Policy 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.

Compliance: The project includes minor modifications to an existing section of the California Coastal Trail, which is within the required 100-foot terrestrial buffer zone. Policy 6-16 of the LUP allows for minor modifications to existing facilities within terrestrial buffers. Low-intensity public access and recreational facilities, such as the California Coastal Trail, are identified as allowed uses within terrestrial buffers. The repair and modifications to the Coastal Trail would support Policy 6-16 by restoring the public access trail facility.

Coastal Act 30244: Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required; and

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

Compliance: Standard conditions of approval related to archaeological resources and protective measures are included in Exhibit B. Standard conditions of approval require a qualified archeologist to evaluate any subsurface findings discovered during excavation. Given the previous ground disturbance activities, the likelihood of such discoveries is considered low.

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

   Compliance: The project does not include residential development and will not increase the population within the State Park or induce new population growth.

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 consists of modifications and refurbishment of the Coastal Trail. Public access multi-use paths are an allowed use within the Open Space-Passive zoning district.

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 purpose of the project is to improve public infrastructure and safety within the State Park by repairing and modifying the Coastal Trail.

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 located between the first public road and the sea. The project would refurbish and modify a section of the California Coastal Trail, which supports and implements the public access and recreation policies within Chapter 3 of the California Coastal Act.

Environmental Review

Under the California Environmental Quality Act (CEQA), California Department of Parks and Recreation as the Lead Agency has determined that the proposal is categorically exempt from CEQA, pursuant to California Administrative Code Section 15301 (Existing Facilities) and 15304 (Minor Alterations to Land). State Parks is the Lead Agency responsible for environmental review. Pursuant to CEQA requirements, State Parks determined that the proposal was categorically exempt from CEQA. The CEQA exemption was submitted to the State Clearinghouse and posted at the San Mateo County Clerk's Office. It was also sent directly to the City and the California Coastal Commission (CCC). The City is the Responsible Agency that has permitting authority over the proposal.

EXHIBIT B
CONDITIONS OF APPROVAL
Planning Commission Resolution PC-26-___
PDP-25-046

A. The following Conditions apply to this project:

1. CONFORMANCE WITH THE PLANS. Development of the project shall conform to the approved plans entitled "California Department of Parks and Recreation Layout Plan Trail Relocation" dated October 7, 2025, except for any revisions required by this permit. The Community Development Director and City Engineer shall review any change in impervious surface area; and the Director shall review and may approve any deviation from the approved plans that is determined minor in nature. Any other change shall require the submittal of a major modification application and fees and shall be subject to a public hearing as required by Title 18. (Planning)

2. CONFORMANCE WITH CONDITIONS OF APPROVAL. The permittee(s) shall construct and operate this Project in full conformance with these 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 approval of a major modification per Title 18. (Planning)

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

B. The following Conditions shall be fulfilled prior to commencement of construction

1. SIGNED CONDITIONS OF APPROVAL. The permittee shall submit a signed copy of the conditions of approval to the Community Development Department. (Planning)

2. CONSTRUCTION STAGING AND MATERIAL STORAGE PLAN. Prior to the commencement of work, a construction staging and material storage plan shall be submitted for review and approval by the City Engineer. Construction material shall not be stored in the City street right-of-way without prior approval from the City Engineer. (Engineering)

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

4. 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 grading permit. Any earth movement on or off the site in excess of 50 cubic yards requires 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.

5. COASTAL TRAIL ACCESS DURING CONSTRUCTION. Prior to construction and/or any temporary closure of the Coastal trail, the permittee shall notify the City of the closure. Public notification shall take place prior to the start of construction, and safety measures, such as pylons, are implemented to the satisfaction of the City Engineer and Community Development Director. In the event that the Coastal Trail does need to be closed temporarily during construction, the City shall be notified of when and the duration of the closure. Activities that necessitate full Coastal Trail closure are not allowed on weekends or holidays. (Planning, Engineering)

6. 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 three business days prior to any planned disruption of pedestrian or vehicular traffic, parking, or public service facilities. If any access is to be restricted, a traffic control plan shall be required and may be subject to an encroachment permit. (Engineering)

7. PROJECT BIOLOGIST. Prior to issuance of building permits, the applicant shall submit to the Community Development Director the name, company affiliation, and contact information of the project biologist who will conduct the preconstruction biological surveys included in the project description and oversee the construction. The applicant shall notify the Community Development Director in writing within 24 hours of any change in the project biologist. (Planning)

8. PRE-CONSTRUCTION SITE MEETING. A pre-construction site inspection shall take place with City staff, project biologist and the project construction representative to review the requirements of the biological surveys and to review construction site management, including parking, construction hours, and other conditions of approval, before ground disturbance is authorized. (Planning, Engineering)

C. The following conditions shall apply during construction.

1. 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:
    a) 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.

b) 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.
c) Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials shall be covered.
d) 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.
e) 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.
f) Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways.
g) Replanting of vegetation in disturbed areas as soon as possible after completion of construction.
h) 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.
i) 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.
j) 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.

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

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

4. FRONTAGE MAINTENANCE AND LIABILITY. The property owner is responsible for the care of all frontage improvements adjacent to their property and shall maintain them in a safe condition. Maintenance responsibilities include monitoring and removal/replacement of tripping hazards, trimming of trees, shrubs, and ground cover. The property owner has the primary and exclusive duty to fund and perform maintenance and repair, pursuant to §12.18.020 and §12.18.030 of the Half Moon Bay Municipal Code.

5. CONSTRUCTION HOURS. Construction work shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday. Weekend work and holidays, as well as extended hours, are prohibited unless expressly authorized by the City Engineer in conformance with Section 14.40.020 of the Half Moon Bay Municipal Code due to emergency or impracticality. (Engineering)

6. WATER QUALITY PROTECTIONS. The following measures shall be implemented during construction to avoid any impacts to coastal water quality:

    a) All refueling, maintenance, and staging of equipment and vehicles shall occur at least 65 feet away from riparian buffer. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
    b) To control erosion during and after project implementation, construction activities shall conform with the conditions and best management practices listed within the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) for the project.
    c) Prior to construction, file with the City a copy of the approved project Storm Water Pollution Prevention Plan (SWPPP) that is submitted to the San Francisco Bay Regional Water Quality Control Board. (Engineering)

7. 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)

8. RESTORATION OF STREETS. All work shall be undertaken in a manner that will prevent damage to public City streets and utilities and will maintain streets free and clear of any construction materials, debris or mud. The permittee shall be responsible for restoring any

damaged street improvements or utilities to the satisfaction of the City Engineer and/or San Mateo County Public Works Director (North side of Mirada Road). (Engineering)

D. Validity and Expiration of Permits

1. EFFECTIVE DATE. This project is considered appealable to the California Coastal Commission because it is considered a major public works project. 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 applicant 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 and Engineering)

3. EXPIRATION. The Coastal Development Permit (CDP) shall expire one year from its date of final approval if the use/development has not commenced in conformance with this permit or the applicant has not obtained an extension of the permit. (Planning)

4. PERMIT EXTENSION. The Community Development Director may, at the Director's discretion, approve a Minor Amendment for 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. Submittal of a Building Permit/Encroachment Permit/or other application with development plans prior to expiration of the permit shall constitute an extension of this permit until the building permit is issued or until the Community Development Director and/or City Engineer determines the applicant is no longer diligently pursuing the required building permit. Any other extension shall require approval of a Major Permit Amendment prior to expiration of the permit. Any Major Permit 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)

4. HOLD HARMLESS. 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 an and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney's 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 210000 et seq., for this entitlement and related actions. The 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 concurrent, 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).

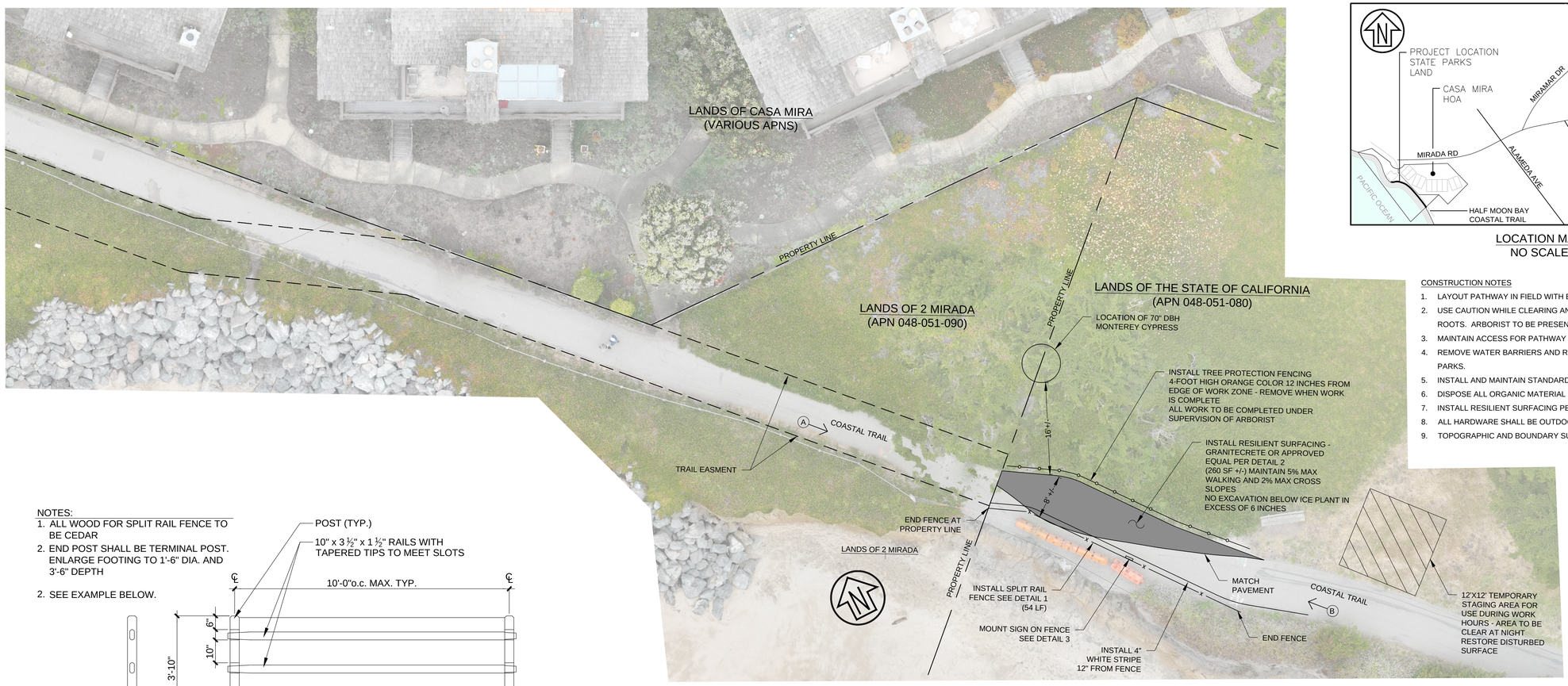
OWNER'S/PERMITTEE'S CERTIFICATION:

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

APPLICANT:

_____ _____

(Signature) (Date)



SITE PLAN
1"=10'

LOCATION MAP
NO SCALE

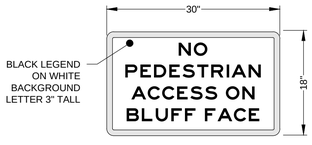
CONSTRUCTION NOTES

1. LAYOUT PATHWAY IN FIELD WITH ENGINEER.
2. USE CAUTION WHILE CLEARING AND GRUBBING - PROTECT TREE ROOTS. ARBORIST TO BE PRESENT DURING ALL GRADING WORK.
3. MAINTAIN ACCESS FOR PATHWAY USERS DURING CONSTRUCTION.
4. REMOVE WATER BARRIERS AND RETURN TO CALIFORNIA STATE PARKS.
5. INSTALL AND MAINTAIN STANDARD BMPS DURING CONSTRUCTION.
6. DISPOSE ALL ORGANIC MATERIAL IN A LEGAL MANNER.
7. INSTALL RESILIENT SURFACING PER MANUFACTURE'S GUIDELINES.
8. ALL HARDWARE SHALL BE OUTDOOR RATED.
9. TOPOGRAPHIC AND BOUNDARY SURVEY BY CSWST2 JUNE 2025.

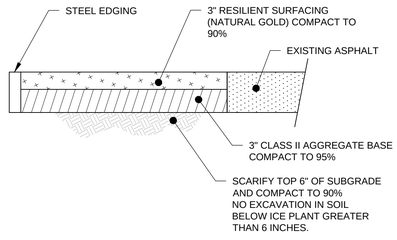
NOTES:

1. ALL WOOD FOR SPLIT RAIL FENCE TO BE CEDAR
2. END POST SHALL BE TERMINAL POST. ENLARGE FOOTING TO 1'-6" DIA. AND 3'-6" DEPTH
2. SEE EXAMPLE BELOW.

1 **SPLIT RAIL FENCE**
SCALE: NTS



3 **WARNING SIGN**
SCALE: NTS



2 **TYPICAL TRAIL SECTION LOOKING SOUTH**
SCALE: NTS



PHOTOGRAPH A



PHOTOGRAPH B



SPLIT RAIL FENCE

PROJECT DESCRIPTION PDP-25-046

THIS APPLICATION SEEKS A COASTAL DEVELOPMENT PERMIT (CDP) TO MAKE PUBLIC SAFETY REPAIRS ON HALF MOON BAY STATE BEACH PROPERTY AT THE NORTHERN LIMIT OF THE COASTAL TRAIL BY RELOCATING APPROXIMATELY 40 FEET OF PAVING IMMEDIATELY INLAND OF ITS CURRENT ALIGNMENT AND CONSTRUCTING A 3'-10" TALL SPLIT RAIL FENCE ALONG ITS LENGTH PARALLELING THE COAST

CSW ST2
ENGINEERING
LANDSCAPE ARCHITECTURE
SURVEYING
URBAN PLANNING
303 TWIN DOLPHIN DRIVE
REDWOOD CITY, CA 94065
415.883.9850
WWW.CSWST2.COM
©2024

Rev	Date	Description	Designed	Drawn	Checked
1	12.18.2025	TRAIL ALIGNMENT MODIFICATON	RCS	RCS	RCS
1	10.7.2025	CDP APPLICATION			

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

LAYOUT PLAN

TRAIL RELOCATION

City Of
Half Moon Bay

County Of
San Mateo

State Of
California

Prepared Under the Direction of:

REGISTERED PROFESSIONAL ENGINEER
ROBERT C. STEVENS
C 058660
CIVIL
STATE OF CALIFORNIA
02.17.2026

Sheet
C-1

Scale:	AS SHOWN
Date:	03.30.2026
Project Number:	230098-10
Plan File:	D-XXXX-XX

P:\Projects\230098\Civil\Exhibits\Trail Alignment.dwg 3/31/2026 9:29:54 AM by rcs



NOTES

1. DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
2. HORIZONTAL DATUM IS CCS83, NAD83, ZONE 3, EPOCH 2010.0000 PER GPS OPUS SOLUTION. COMBINATION SCALE FACTOR 0.99994288.
3. VERTICAL DATUM FOR THIS PROJECT IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) PER NATIONAL GEODETIC BENCHMARK DESIGNATED N1240. A GPS OPUS WAS PERFORMED AND NGS BENCHMARK N1240 WAS TIED OUT AND FOUND TO BE 0.17' ABOVE THE GPS ELEVATION. PREVIOUS SURVEYS IN THE AREA FOUND AN ERROR OF 0.19' WHEN TYING INTO N1240 AND HELD THE NGS BENCHMARK. BENCHMARK N1240 HELD FOR THIS SURVEY TO MATCH PREVIOUS SURVEY EFFORTS OF THE AREA. NGS BENCHMARK HT1441 WAS ALSO SEARCHED FOR AS A CHECK, BUT WAS NOT RECOVERED. BENCHMARK MAY HAVE BEEN DESTROYED OR BURIED.
4. TOPOGRAPHY SHOWN WAS PERFORMED BY FIELD SURVEY ON DECEMBER 12TH AND 13TH OF 2018 AND MAY 28 OF 2025.
5. SITE WAS FLOWN BY TWO LICENSED PART 107 SUAS REMOTE PILOTS. THE PILOT IN COMMAND MANNED THE DRONE WHILE THE VISUAL OBSERVER ENSURED THAT ANY OBSTACLES OR UNFORESEEN CHANGES IN THE FLIGHT'S CONDITIONS WOULDN'T ALTER THE SAFETY OF OUR MISSION.
6. 5 MAPS 58, CORNER RECORD #0871B AND 112 M 47 HAVE VARYING BASIS OF BEARINGS. TO ACHIEVE 5 MAPS 58 AND CORNER RECORD #0871B BEARINGS ROTATE 01°02'08" TO BEARINGS SHOWN. TO ACHIEVE 112 M 47 BEARINGS ROTATE BEARINGS BY 00°01'14" TO BEARINGS SHOWN.
7. UNDERGROUND UTILITIES SHOWN HEREON ARE SCHEMATICALLY DRAWN. ACTUAL ROUTE MAY VARY. VERIFY IN FIELD BY POT HOLING PRIOR TO CONSTRUCTION. ADDITIONAL UTILITIES MAY EXIST THAT ARE NOT SHOWN HEREON.

LEGEND

- BOUNDARY OFFSITE
- BOUNDARY
- CONTOUR MAJOR (5' INTERVAL) (100)
- CONTOUR MINOR (1' INTERVAL) (99)
- EASEMENT AS NOTED
- FENCE
- GRADE BREAK LINE
- MONUMENT LINE
- RIGHT OF WAY
- SEWER (SS)
- TOP OF BANK
- STREET MONUMENT AS NOTED
- FOUND IRON PIPE AS NOTED
- CONTROL POINT AND AERIAL TARGETS

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	MH	MANHOLE
BFP	BACK FLOW PREVENTER	R/W	RIGHT OF WAY
CL	CENTER LINE	SD	STORM DRAIN
CP	CONTROL POINT	SL	STREET LIGHT
CONC	CONCRETE	SS	SANITARY SEWER
DEP	DEPRESSED	SUAS	SMALL UNMANNED AERIAL SYSTEM
E	ELECTRIC	TBW	TOP BACK OF WALL
ELEC	ELECTRICAL	TC	TOP OF CURB
FH	FIRE HYDRANT	TELE	TELEPHONE
FL	FLOW LINE	TYP	TYPICAL
G	GAS	TFW	TOP FACE OF WALL
GV	GAS VALVE	TW	TOP OF WALL
HV	HIGH VOLTAGE	W	WATER
HYD	HYDRANT	WV	WATER VALVE
IRR	IRRIGATION		
IP	IRON PIPE		

Rev	Date	Description	Designed	Drawn	Checked
-	06/03/2025	SUBMITTED TO CLIENT	-	TS	JLW/RS

CSW ST2
504 Redwood Boulevard, #310
Novato, CA 94947
415.533.1864
CSWST2.com
Engineering
Landscape Architecture
Surveying
Urban Planning

City: Half Moon Bay
County: San Mateo
State: California

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

BOUNDARY EXHIBIT

Prepared Under the Direction of:
PROFESSIONAL LAND SURVEYOR
JAMES L. WOLFE
PLS 9307
STATE OF CALIFORNIA

Sheet 1/1

Scale:	1" = 20'
Date:	06/03/2025
Project Number:	2300098
Plan File:	-

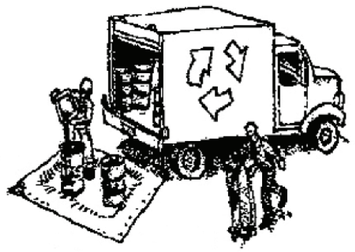
P:\Shared\Projects\2023\2300098 Casa Mira\DWG\Exhibits\2025-06-02 Exhibit_Casa Mira.dwg 06/02/2025 - 03:51 PM jonathan 1:1

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



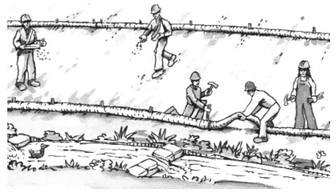
Maintenance and Parking

- ❑ 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 or drop cloths 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, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) 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).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

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, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ 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

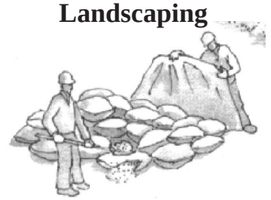
- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



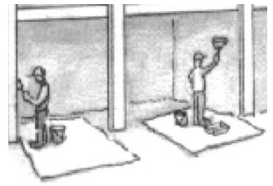
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm 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 excess liquids 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.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ 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 or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

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

CARLSBAD
CLOVIS
EMERYVILLE
IRVINE
LOS ANGELES
PALM SPRINGS
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: February 23, 2026

TO: Robert Stevens, CSWST2, LLC

FROM: Michelle Nicholes, Certified Arborist
Dan Sidle, Senior Biologist

SUBJECT: Updated Arborist's Memorandum for Casa Mira Trail Project
Half Moon Bay, San Mateo County, California

INTRODUCTION

LSA has prepared this arborist's memorandum for the above-referenced project. This arborist's memorandum indicates the health of the onsite tree and evaluates any adverse effects to the heritage Monterey cypress tree that would occur due to the proposed project. This memorandum also recommends appropriate tree protection measures for the tree.

PROJECT DESCRIPTION

The proposed project would widen the existing trail through the installation of a decomposed granite surface. Trail widening would require removal of vegetation along portions of the existing pathway. A header board would be installed along the trail edge to contain the surfacing material. The project would also install a wood fence along the bluff edge adjacent to the trail.

TREE SURVEY METHODS

On May 23, 2025, LSA's certified arborist, Michelle Nicholes, evaluated the health of the mature Monterey cypress tree adjacent to the project site and assessed the potential impacts to this tree due to the proposed project improvements. The Monterey cypress diameter-at-breast-height was measured at 4.5 feet above the natural grade (DBH) and the height was visually estimated. Overall condition and measurements were recorded in field notes.

The health and structural condition of the tree were classified as follows:

Good – Trees with good health and structure that have potential for longevity on site;

Fair – Trees with somewhat declining health and/or structural defects; or

Poor – Trees in poor health or with significant structural defects that cannot be mitigated. Trees in this category are expected to continue to decline.

TREE SURVEY RESULTS

The Monterey cypress tree adjacent to the project site has a 70-inch DBH and an estimated height of 75 feet. The tree's overall condition is fair with evidence of slight canopy dieback (see Photograph 1). No structural defects were observed. Ground excavation, grading, and compaction activities should be minimized and/or avoided as much as possible within the canopy dripline of the tree. LSA recommends no excavation work should occur beneath the existing ice plant under the tree's canopy. Grading should not disturb more than the first 6 inches of topsoil beneath the tree's canopy.

TREE PROTECTION MEASURES

The following standard measures are recommended to protect the Monterey cypress tree during project construction. The tree shall be avoided during the construction phase by implementing the following Best Management Practices as outlined below. During construction of project's road, large equipment shall be kept away from the Monterey cypress tree and other trees.

Tree and Root Zone Avoidance

The project design shall avoid any trees, if feasible. Tree roots often extend far beyond the canopy dripline. Excavation work within the dripline of avoided tree shall be completed with light equipment (air-spade, hydro vac, etc.) or by hand whenever possible to avoid tearing of large diameter roots. Exposing the locations of major root structures will allow construction crew to avoid further damage. Root pruning shall always be performed with a sharp clean blade taking care not to tear root tissue.

Tree Protection Zone

Prior to the start of construction, Tree Protection Zone fencing (TPZ) shall be installed. The TPZ shall be maintained during the entire development process to prevent direct damage to trees and their growing environment. The fence shall consist of 4-foot-high blaze orange barrier fencing supported by metal "T rail" fence posts. The fence shall be placed at a maximum distance from the cypress tree outside of the work zone. The fence shall be installed to these specifications on all sides facing the area to be graded. The TPZ fence shall be installed as part of the site preparation before construction activities or tree removal/trimming begins and shall be installed under the supervision of a certified arborist. The TPZ fence shall not be altered in any way that would increase the encroachment on the avoided trees during construction activities.

Since the work area will encroach into the TPZ, horizontal hoarding practices shall be implemented. Horizontal hoarding consists of thick mulch layers underneath plywood sheets in order to help distribute weight and pressure when access requirements encroach on the TPZ. When construction work is complete, all plywood and mulch shall be removed from TPZ to prevent fungus growth and root rot.

Use of Heavy Equipment

Heavy machinery shall not be allowed to park within the dripline of the trees unless approved by a certified arborist.

Storage of Construction Materials and Debris

Construction materials (e.g., gravel, aggregate, heavy equipment) or project debris and waste

material shall not be placed adjacent to or against the trunks of the trees. Disposal or depositing of oil, gasoline, chemicals, or other harmful materials within the dripline or in drainage channels, swales, or areas that may lead to the dripline is prohibited.

Monitoring

The certified arborist shall be present to monitor activities that may pose a potential threat to the health of the trees to be avoided.

Incidental Damage to Protected Trees

The attachment of wires, signs, and ropes to any Protected tree is strictly prohibited. The County shall be notified if any damage occurs to a retained tree during construction so that proper treatment may be administered.

PHOTOGRAPHS



Photograph 1: Monterey cypress tree adjacent to project site.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CEQA #14239

NOTICE OF EXEMPTION

TO: Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

FROM: Department of Parks and Recreation
Santa Cruz District
303 Big Trees Park Road
Felton, CA 95018

PROJECT TITLE: Coastside Trail HMB – Mirada Road Trail Reroute

LOCATION: Half Moon Bay State Beach **COUNTY:** San Mateo

DESCRIPTION OF THE NATURE AND PURPOSE OF PROJECT: Project consists of rerouting the coastal trail due to bluff erosion at Half Moon Bay State Beach. Work will add approximately 200-sqft of trail on the inland side of existing trail away from bluff failure. Ground disturbance over the 200-sqft area will not extend below 6 inches depth. Any root 3 inches in diameter or greater encountered during excavation shall be left intact and shall not be cut, damaged, or relocated. Galvanized wire fencing will be installed on the coastal edge of trail on 6-foot metal fence posts. Following the removal of pavement at fence post sites, fence posts will be installed manually via post pounding at a depth of 2 feet with no excavation needed.

PUBLIC AGENCY APPROVING THE PROJECT: California Department of Parks and Recreation

NAME OF DIVISION OR DISTRICT CARRYING OUT THE PROJECT: Santa Cruz District

EXEMPT STATUS:
☒ Categorical Exemption
Class: 1 and 4 *Section*: 15301 and 15304

REASONS WHY PROJECT IS EXEMPT: Project consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, or topographical features, involving negligible or no expansion of use beyond current levels and minor public or private alterations in the condition of land and/or vegetation which do not involve removal of healthy, mature, scenic trees and is included as “Trail construction or realignment” in the Department of Parks and Recreation’s list of exempt activities in accordance with CCR § 15300.4.

CONTACT: Linda Hitchcock
Santa Cruz District

PHONE NO.: (831) 227-8390
EMAIL: Linda.Hitchcock@parks.ca.gov

X Chris Spohrer

Chris Spohrer
District Superintendent

Scott Phillips

From: Robert Stevens
Sent: Monday, December 8, 2025 8:22 AM
To: Scott Phillips; Hitchcock, Linda@Parks
Cc: Steve Kinsey
Subject: Community Meeting

[CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott and Linda,

We had great attendance last Saturday and will follow up with a summary. There was overwhelming support for the proposal. You will be receiving a series of emails from attendees voicing their support.

Robert



ROBERT STEVENS, PE, TE
President

CSWST2 **Adaptive Solutions. Innovative Designs.**
d 925.523.4004 c 415.533.1864 rstevens@cswst2.com

CSWST2.com
Engineering · Urban Planning · Land Surveying · Landscape Architecture

Scott Phillips

From: dave krasowski
Sent: Saturday, December 6, 2025 12:54 PM
To: linda.hitchcock; Scott PhillipsRobert Stevens;
Cc:
Subject: Fwd: State Parks Coastal Trail Safety Project

---------- Forwarded message ---------
From: **dave krasowski** <
Date: Sat, Dec 6, 2025 at 12:50 PM
Subject: State Parks Coastal Trail Safety Project
To: <sphilips, linda Cc: Robert Stevens

I am a resident in the Miramar area and daily user of the coastal trail. I attended a neighborhood meeting this morning where Mr Stevens and Mr Kinsey made a presentation regarding the Coastal Trail Safety Project. I had seen the signs regarding the proposed project but did not follow up with the City or State Parks in the review process, The meeting was very informative and I believe most of the people in attendance understood the nature of this project are are in favor of moving forward.

I fully support this project, with the understanding that it is intended as a temporary measure to improve pubic safety.

I will be following the developments on future changes to the Coastal Trail. It is very important to protect this irreplaceable asset.

David KrasowskiJennifer Roberts
Half Moon Bay, Ca

From: Hitchcock, Linda@Parks
To: Scott Phillips
Subject: Fw: Mirada Trail repair
Date: Monday, December 8, 2025 8:25:58 AM

[CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Vic Froelicher
Sent: Saturday, December 6, 2025 12:03 PM
To: Hitchcock, Linda@Parks
Subject: Mirada Trail repair

> You don't often get email from vicmdatg@gmail.com. Learn why this is important

Hi Linda

My wife and I would like to let you know of our support of the plan to repair the trail

It's current state is an obvious threat to public safety

best regards

Vic Froelicher MD
Emeritus Professor of Medicine, Stanford
CMO CardiacInsight Inc
https://profiles.stanford.edu/victor-froelicher
https://stanfordhealthcare.org/medical-clinics/sports-cardiology.html
https://www.cardiacinsightinc.com/
https://www.cardiology.org
https://medium.com/@vicmdatg

From: dave krasowski
To: linda.hitchcock@parks.ca.gov; Scott Phillips
Cc: Robert Stevens; steve@civicknit.com
Subject: Fwd: State Parks Coastal Trail Safety Project
Date: Saturday, December 6, 2025 12:53:55 PM

You don't often get email from dave.krasowski@gmail.com. Learn why this is important

[CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

---------- Forwarded message ---------
From: **dave krasowski** <dave.krasowski@gmail.com>
Date: Sat, Dec 6, 2025 at 12:50 PM
Subject: State Parks Coastal Trail Safety Project
To: <sphilips@halfmoonbay.gov>, linda.hitchcock@parks.ca.gov <linda.hitchcock@parks.ca.gov>
Cc: Robert Stevens <rstevens@cswst2.com>, <steve@civicknit.com>

I am a resident in the Miramar area and daily user of the coastal trail. I attended a neighborhood meeting this morning where Mr Stevens and Mr Kinsey made a presentation regarding the Coastal Trail Safety Project. I had seen the signs regarding the proposed project but did not follow up with the City or State Parks in the review process, The meeting was very informative and I believe most of the people in attendance understood the nature of this project are are in favor of moving forward.

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David Krasowski
Jennifer Roberts
468 Alameda Ave
Half Moon Bay, Ca

Scott Phillips

From: Patrick Tierney <medio.preparedness@gmail.com>
Sent: Saturday, December 6, 2025 1:53 PM
To: Scott Phillips
Cc: Robert Stevens; Steve Kinsey; linda.hitchcock@parks.ca.gov; Robert Brownstone; rmueller@smcgov.org
Subject: Results of State Parks Coastal Trail Safety Project meeting

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To: Scott Phillips, Planner, City of Half Moon Bay

Hello Scott,

We had a lively neighborhood meeting today discussing the proposed State Parks Coastal Trail Safety Project located just south of Mirada Road in Half Moon Bay. Robert Stevens and Steve Kinsey introduced the project to the gathering, and they had a display board of the project site. They made it clear the proposal was only for State Parks land and involved relocating the trail a short distance and placing barrier fencing between the eroded cliff and the trail. After completing initial statements, they opened it up to questions from the public. There were 31 adults in attendance, almost all lived very close to the project site, and included landowners from the 2 Mirada condos and from the Casa Mira condos, as well as residents on Mirada, Alameda and other nearby streets.

There was a clear consensus of strong support for the proposed safety project. When asked if anyone was in opposition to the proposal, no one said they opposed the project, although one individual's position was unclear. All the people who spoke thought the current situation with the sheer 25-foot cliff dropping from the eroded trail to the beach was very dangerous and posed a serious threat to the safety of Coastal Trail users. Speakers also said it was important to maintain current Coastal Trail access. People could not understand why the proposed improvements had not been made sooner and why the City's earlier trail safety proposal at this site was withdrawn. Several speakers suggested the City work separately with 2 Mirada landowners to also move the trail eastward a short distance onto their private land, and place a barrier fence, to complete the needed safety improvements.

I want to express my strong support for the proposed State Parks Coastal Trail Safety Project. I also urge the City to separately work with the 2 Mirada landowners to move the trail eastward a short distance to complete the needed safety improvements. There is a very real immediate danger to Coastal Trail users at the eroded 25-foot cliff, and it is very fortunate that no one has fallen off and been seriously injured. The City needs to act now to correct this unsafe situation and maintain Coastal Trail access. Please move permitting for the proposed safety project on State Parks land forward to construction as quickly as possible and keep neighbors informed.

Regards,

Patrick Tierney
241 Mirada Road, Half Moon Bay

From:	Alec Hogg
To:	Scott Phillips
Cc:	linda.hitchcock@parks.ca.gov; Robert Brownstone; rmueller@smcgov.org
Subject:	State Parks Coastal Trail Safety Project - Miramar
Date:	Wednesday, December 17, 2025 3:07:48 PM

You don't often get email from alec.hogg.jr@gmail.com. Learn why this is important

[CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Scott,

I am writing to express my support for the proposed State Parks Coastal Trail Safety Project located just south of Mirada Road in Half Moon Bay.

I attended an informational meeting a little over a week ago and learned the details of the project. The proposed repairs and improvements will eliminate the safety risks that currently exist, while simultaneously allowing the public to enjoy the experience of traveling along the beach, in sight of the ocean.

The alternative route which was described (proceeding east of Casa Mira condos, to Mirada Road, and then a left turn back to the ocean and the bridge over Arroyo de Medio) introduces many issues. It is likely to be dangerous. Bike riders who travel would travel behind cars parked in the Mirada Street parking area. This would put riders at risk of being hit by cars backing out of their spot. It would also increase the risk drivers would hit bike riders- which carries a high level of guilt and remorse. Apparently it would also cost far more to bring the end of Mirada up to conformance with code regulations.

Again, I want to express my strong support for the proposed State Parks Coastal Trail Safety Project. I also urge the City to separately work with the 2 Mirada landowners to move the trail eastward a short distance to complete the needed safety improvements. The City needs to act now to correct this unsafe situation and maintain Coastal Trail access.

Please move forward with securing permits for the proposed safety project on State Parks land forward to construction as quickly as possible and keep neighbors informed.

Thank you,

Alec Hogg

From: Patrick Tierney
To: Scott Phillips
Subject: Support for repair of Coastal Trail south of Mirada Road
Date: Tuesday, May 19, 2026 2:55:27 PM

Mr. Phillips,
I am writing concerning the proposed issuing of a CDP for the repair and maintenance of the CA Coastal Trail just south of Mirada Road, Half Moon Bay, City File #PDP-25-046. Make this email part of the public record. I can not attend the May 26 City Planning Commission meeting, but I very strongly support the proposed installation of wooden split rail fencing and bluff edge signage. The current situation is extremely dangerous, where the bluff has eroded into the existing coastal trail, leading to a 25 ft sheer drop to the beach, which can not be easily seen by trail users. This modest realignment, fencing and safety signage is long overdue. It is amazing no one has been killed falling off the cliff from the trail. Please approve this Coastal Development Permit and move the process forward as quickly as possible.
Regards,
Patrick Tierney Ph.D.
Half Moon Bay, CA 94019

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

AGENDA REPORT

For meeting of: May 26, 2026

TO: Honorable Chair and Planning Commissioners

FROM: Leslie Lacko, Community Development Director
Todd Seeley, Interim Public Works Director
Dale Leda, Interim City Engineer
Mike Burnfield, Assistant Engineer

TITLE: Multi-Year Capital Improvement Program (FY 2026-2029) General Plan/Local Coastal Program Consistency

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RECOMMENDATION

1. Review the Multi-Year Capital Improvement Program (FY 2026–29) for consistency with the City's General Plan and Local Coastal Program (LCP); and
2. Adopt a resolution (Attachment 1) with findings that the proposed Multi-Year Capital Improvement Program is consistent with the City's General Plan.

BACKGROUND

The Capital Improvement Program (CIP) is a key tool for implementing the City's General Plan and infrastructure master plans. It outlines priority capital investments over a multi-year horizon based on policy goals, community needs, and available funding.

California Government Code Section 65103(c) requires the Planning Commission to annually review the CIP for consistency with the General Plan. The Planning Commission's and City Council's review applies to the full multi-year program as part of the annual budget process.

The council provided direction on CIP priorities during its March 14 and May 19, 2026, meetings. Based on that input, staff refined the CIP to reflect a more focused and deliverable work plan aligned with current fiscal and staffing capacity.

DISCUSSION

The FY 2026–29 CIP reflects a strategic shift toward practical, high-priority investments. In line with Council's "back to basics" guidance, recurring or programmatic efforts (e.g., ADA upgrades, traffic calming, and green infrastructure) have been transitioned to the Public Works Operating Budget. The CIP now focuses exclusively on discrete capital projects that require design, permitting, and construction.

CIP Structure and Content
The Multi-Year CIP includes 34 projects across seven categories, including 26 returning projects from last year and eight (8) potential new projects prioritized for safety, sustainability, compliance, and long-term asset management. Total projected capital costs are approximately $90 million, with significant reliance on grant funding for major initiatives.

GENERAL PLAN / LCP CONSISTENCY
Staff has reviewed each project for consistency with the City's General Plan, including the Local Coastal Program (LCP), which serves as the Land Use Element. The CIP supports General Plan goals such as:

- Enhancing multi-modal transportation;
- Improving infrastructure resilience and safety;
- Expanding and maintaining public spaces and coastal access;
- Protecting natural resources; and
- Advancing sustainable investment.

Attachment 2 provides a matrix linking CIP projects to applicable General Plan and LCP policies. More detailed consistency analysis will occur as projects advance through design, environmental review, and permitting.

ENVIRONMENTAL REVIEW (CEQA)
This consistency review is not considered a "project" under CEQA per the Guidelines Section 15378(b)(5). Therefore, no CEQA determination is required at this stage.

CONCLUSION
The proposed Multi-Year CIP is consistent with the City's General Plan and Local Coastal Program. Staff recommends that the Planning Commission adopt the attached resolution affirming this finding.

ATTACHMENTS

1. Draft Resolution
2. Draft Multi-Year Capital Improvement Program and General Plan Consistency Table

Resolution No. P-26-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HALF MOON BAY FINDING THE MULTI-YEAR CAPITAL IMPROVEMENT PROGRAM (FY 2026-2029) CONSISTENT WITH THE GENERAL PLAN AND LOCAL COASTAL PROGRAM

WHEREAS, the City of Half Moon Bay has an adopted General Plan and Local Coastal Land Use Plan, which serves as the Land Use Element of the General Plan; and

WHEREAS, the City of Half Moon Bay updates its multi-year Capital Improvement Program (CIP) on an annual basis; and

WHEREAS, the proposed CIP for FY 2026–29 includes capital projects related to stormwater, economic development, parks, facilities, sewer, streets, and trails as presented in Attachment 2; and

WHEREAS, the 2013 Circulation Element supports a functional and cohesive multimodal transportation network; and

WHEREAS, the 2020 Local Coastal Land Use Plan supports needed public works improvements and infrastructure investments; and

WHEREAS, the 1995 Recreation Element provides for the planning and maintenance of recreation facilities; and

WHEREAS, the 2019 Parks Master Plan identifies necessary improvements to existing parks and recreational amenities; and

WHEREAS, the 2019 Bicycle and Pedestrian Master Plan identifies projects for improving active transportation networks; and

WHEREAS, the General Plan and Local Coastal Land Use Plan support the provision of safe, sustainable, and equitable infrastructure and public services that is planned and constructed to protect and maintain natural resources and coastal access; and

WHEREAS, Government Code Section 65103 requires the Planning Commission to review the Capital Improvement Program for consistency with the General Plan; and

WHEREAS, the Planning Commission serves as the planning agency for the City of Half Moon Bay.

NOW, THEREFORE, BE IT RESOLVED THAT the Planning Commission of the City of Half Moon Bay hereby finds that the specific improvements proposed for the Multi-Year Capital Improvement Program from FY 2026-29 (attached hereto as Attachment 2) are consistent with

the General Plan and Local Coastal Program; more specifically, street improvements are consistent with the 2013 Circulation Element; Sewer and Drainage improvements are consistent with the Local Coastal Land Use Plan; Parks and Trails improvements are consistent with the Recreation Element and Parks Master Plan; and Public Facilities and Economic Development projects are consistent with the General Plan elements and the Local Coastal Land Use Plan as required pursuant to California Government Code Section 65103.

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I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted on the 26th day of May 2026, by the Planning Commission of the City of Half Moon Bay by the following vote:

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

ATTEST:	APPROVED:
_____	_____
Leslie Lacko, Community Development Director	David Gorn, Chair

Multi-Year Capital Improvement Program (FY 26-29) - General Plan Consistency

ATTACHMENT 2

Capital Improvement Project	General Plan/LUP Consistency	Notes
STORM		
• Pilarcitos Creek Restoration & Remediation	LUP Public Works, LUP Natural Resources, LUP Environmental Hazards	*Construction expected in mid 2026.*
• Roosevelt/Pullman Watershed	LUP Public Works, LUP Natural Resources, LUP Environmental Hazards	*Currently in preliminary design.*
• Storm Water Master Plan Update	LUP Public Works, LUP Natural Resources	
• Kehoe Watershed Enhancement and Environmental Stewardship Project	LUP Public Works, LUP Natural Resources, LUP Environmental Hazards	
• Pilarcitos Outfall Repair at Kehoe Watercourse	LUP Public Works, LUP Natural Resources, LUP Environmental Hazards	
Economic Development		
• Climate Adaptation Plan	Circulation Element, LUP Environmental Hazards	*New Project*
• Downtown Streetscape Implementation	Circulation Element	*Amended Project*
Parks		
• Frenchman's Creek Park Improvements – Phase II	Recreation Element	*Construction expected in mid 2026.*
• Wavecrest Water Main Project	Recreation Element	*Construction expected in mid 2026.*
• Smith Field – Phase I	Recreation Element	*CDP approved by PC in late 2025.*
• Magnolia Park	Recreation Element	
• City Hall Plaza	Recreation Element	
Facilities		
• Library Door Replacement	Recreation Element	*New Project*
• Corporation Yard Improvements – Phase 2	LUP Environmental Hazards, LUP Public Works	*New Project*
• SMCO Landfill Clean Closure	LUP Coastal Access, LUP Environmental Hazards, LUP Public Works	*New Project*

Multi-Year Capital Improvement Program (FY 26-29) - General Plan Consistency

ATTACHMENT 2

Capital Improvement Project	General Plan/LUP Consistency	Notes
Sewer Collections		
• Sewer Main Repair Project (Heskin Avenue)	LUP Public Works	
Streets		
• Highway 1 Safety and Operations - North	Circulation Element, LUP Public Works	*Construction expected to start in late 2026.*
• Main Street Bridge Rehabilitation	Circulation Element, LUP Public Works	*Construction in mid 2026*
• Highway 1 South Corridor Study	LUP Coastal Access and Recreation, Circulation Element	*Plan Adoption expected in early 2027*
• Small Bike/Ped Improvement Project	Circulation Element	*Construction in late 2026*
• 2026 Pavement Management Project	Circulation Element, LUP Public Works	*Construction in mid 2026*
• Safe Streets for All Action Plan	Circulation Element	*Plan Adoption expected in early 2027*
• Cunha Safety Connectivity Project	Circulation Element	
• Bicycle Pedestrian Master Plan Update	Circulation Element	
• Poplar Street Traffic Calming and Safety – Phase II	Circulation Element	
• Highway 1/Kelly Avenue Intersection Improvements	Circulation Element, LUP Public Works	
• Kelly Avenue Complete Streets	Circulation Element	
Trails		
• Eastside Parallel Trail North – Segment 4	LUP Coastal Access and Recreation, Circulation Element	*Construction expected to start in late 2026.*
• Pedestrian/Bicycle Connection to Hatch Elementary	Circulation Element, Safety Element	*Construction expected to start in late 2026.*
• Eastside Parallel Trail North – Segment 2	LUP Coastal Access and Recreation, Circulation Element	*In preliminary design*
• Coastal Trail Overlay (Poplar to Central)	LUP Coastal Access and Recreation	*Amended project. In preliminary design.*
• Eastside Parallel Trail South (S. Main to Miramontes)	LUP Coastal Access and Recreation, Circulation Element	

Capital Improvement Project	General Plan/LUP Consistency	Notes
• Secondary Poplar Beach Access	LUP Coastal Access and Recreation, Circulation Element	
• Pedestrian/Bicycle Connection to Train Depot	LUP Coastal Access and Recreation, Circulation Element	