



**CITY COUNCIL AGENDA
REGULAR MEETING
CITY OF HALF MOON BAY**

TUESDAY, FEBRUARY 4, 2025

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

**Robert Brownstone, Mayor
Debbie Ruddock, Vice Mayor
Patric Jonsson, Councilmember
Paul Nagengast, Councilmember
Deborah Penrose, Councilmember**

7:00 PM

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

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

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

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

<http://hmbcity.com/>

**Wi-Fi: HMB Public
Password: Recreation1**

HYBRID MEETING PARTICIPATION PROTOCOLS

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

ROLL CALL / PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PROCLAMATIONS AND PRESENTATIONS

IMMIGRANT RIGHTS ADVOCACY (COASTSIDE HOPE/ALAS/PUENTE)

MAYOR'S ANNOUNCEMENTS OF COMMUNITY ACTIVITIES AND COMMUNITY

SERVICE REPORT OUT FROM RECENT CLOSED SESSION MEETINGS

CITY MANAGER UPDATES TO COUNCIL

DEBATE PROGRAM

PARKS AND RECREATION YOUTH COMMISSION VACANCY

PUBLIC FORUM

1. CONSENT CALENDAR

1.A WAIVE READING OF RESOLUTIONS AND ORDINANCES

1.B TREASURER’S REPORT FOR THE QUARTER ENDING DECEMBER 31, 2024

Staff Recommendation: By motion, accept the Treasurer’s Report for the quarter ending December 31, 2024.

[STAFF REPORT](#)

[ATTACHMENT 1](#)

1.C AMENDMENT OF CITYWIDE TRAFFIC REGULATIONS AT VARIOUS LOCATIONS

Staff Recommendation: Adopt a resolution amending Resolution No. C-05-11 (Citywide Traffic Regulations) to incorporate various lengths of red curb at the following locations: Court of San Marco, Kelly Avenue near Jenna Lane, Valdez Avenue near Alsace Lorraine, Poplar Street near Main Street, Main Street near Seymour Street, Main Street near Higgins Canyon Road and portions of Wavecrest Road.

[STAFF REPORT](#)

[ATTACHMENT 1](#)

[ATTACHMENT 2](#)

[ATTACHMENT 3](#)

1.D APPROVAL OF THE TRANSPORTATION DEMAND MANAGEMENT PLAN “GET THERE TOGETHER: AN ACTION PLAN FOR TRANSPORTATION CHOICES IN HALF MOON BAY AND THE MIDCOAST”

Staff Recommendation: Adopt a resolution approving the Transportation Demand Management (TDM) Plan “Get There Together: An Action Plan for Transportation Choices In Half Moon Bay and the Midcoast”.

[STAFF REPORT](#)

[ATTACHMENT 1](#)

2. ORDINANCES AND PUBLIC HEARINGS

2.A RESOLUTION OF PUBLIC INTEREST AND CONVENIENCE APPROVING THE CITY’S SALE OF A PORTION OF 880 STONE PINE ROAD (6.87-ACRE PORTION OF APN: 056-260-180) FOR THE CONSTRUCTION OF A 47-UNIT AFFORDABLE FARMWORKER HOUSING PROJECT

Staff Recommendation: Continue the public hearing to a date certain of March 4, 2025, at 7:00 p.m. or as soon thereafter that the matter can be heard at the regular City Council meeting held at the Ted Adcock Community Center (TACC) 535 Kelly Avenue, Half Moon Bay, CA 94019.

[STAFF REPORT](#)

3. RESOLUTIONS AND STAFF REPORTS

3.A APPOINTMENT TO THE CITY OF HALF MOON BAY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Staff Recommendation: Appoint James Carniglia to the vacant position as a representative to the Bicycle and Pedestrian Advisory Committee (BPAC).

[STAFF REPORT](#)

[ATTACHMENT](#)

COMMISSION / COMMITTEE UPDATES

FOR FUTURE DISCUSSION / POSSIBLE AGENDA ITEMS

CITY COUNCIL REPORTS

ADJOURNMENT

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **February 04, 2025**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Lisa Rossi, Administrative Services Director
Kenneth Stiles, Finance Manager

TITLE: **TREASURER'S REPORT FOR THE QUARTER ENDING DECEMBER 31, 2024**

RECOMMENDATION:

By motion, accept the Treasurer's Report for the quarter ending December 31, 2024.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:

In accordance with Government Code Section 53600 et seq., the City's Treasurer is to provide the City Council with a report on investments on a quarterly basis. As shown in the Treasurer's Report (Attachment 1), the City's investments are in external investment pools listed at cost, as well as its fair value, not amortized cost, in compliance with Governmental Accounting Standard. The City's investment practices strictly follow Government Code Section 53600 et seq., the City's investment policy, and a prudent person's rule.

DISCUSSION:

The City's cash and investment portfolio, at fair market value, as of December 31, 2024, is \$52.2 million, of which \$41.3 million is placed with the San Mateo County Treasurer's Investment Pool, \$8.4 million placed with the State Controller's Local Agency Investment Fund (LAIF), and \$2.5 million in operating accounts with Wells Fargo Bank. The average weighted yield for the City's cash and investments are 3.68% for the quarter.

ATTACHMENT:

Treasurer's Report for the quarter ending December 31, 2024

City of Half Moon Bay
Treasurer's Report
December 31, 2024

1. Cash and investments were comprised of the following instruments as of December 31, 2024, shown with the carrying amount, fair value, and corresponding yields on investment and interest earnings:

	City Treasury	Fiscal Agents	Carrying Amount	Fair Value	Quarterly Yield	Quarterly Interest Earnings	FYTD Interest Earnings
Petty Cash	291	-	291	291		-	-
Wells Fargo Bank:							
Checking	2,503,608	-	2,503,608	2,503,608		-	-
Payroll	3,599	-	3,599	3,599		-	-
California State Treasurer:							
LAIF - General Fund	8,392,189	-	8,392,189	8,389,017	4.48%	98,356	98,356
San Mateo County Treasurer							
SMC Pool - General Fund	41,377,266	-	41,377,266	41,347,888	3.74%	362,117	362,117
TOTAL CASH AND INVESTMENTS	52,276,954	-	52,276,954	52,244,403		460,473	460,473

*Fair Value (GASB 31) includes investment returns which are not yet realized and at amortized costs. Information is obtained from individual institutions' portfolio statements.

2. Investment maturities:

The City limits market risk by limiting the types and maturities of its investments and by not borrowing against those investments. Investment maturities may not exceed five years with the exception of investments as specified in bond debt covenants. Investment yield is ranked after safety and liquidity in making investment decisions. Investments at December 31, 2024 mature as follows:

	City Treasury	Fiscal Agents	Total
Available immediately	52,276,954	-	52,276,954
Maturities less than one year	-	-	-
Maturities of one to five years	-	-	-
Greater than five years	-	-	-
Total	52,276,954	-	52,276,954

3. Investments Sectors, as a percentage of total portfolio and also with investment performance comparisons:

Investment sectors as a % of total portfolio		Investment performance comparisons			
		Date	Total	Yield	Interest
Demand Deposits and Money					
Market	4.80%	12/31/2022	50,511,383	1.66%	155,244
Local Agency Investment Fund	16.05%	12/31/2023	53,700,238	3.09%	388,012
San Mateo Co. Investment Pool	79.15%	12/31/2024	52,244,403	3.68%	460,473
Fiscal Agent	0				
	100.00%				

I certify that this reports all Government Agency pooled investments and is in conformity with the investment policy of the City of Half Moon Bay as stated in resolution number C-2019-107 dated December 17th, 2019. A copy of this Resolution is available at the office of the City Clerk and on the cities website <http://www.hmbcity.com>. The Investment Program provides sufficient cash flow liquidity to meet the estimated expenditures of the next six months, as required by Code Section 53646.

Kenneth Stiles
Finance Manager

1/16/2025
Date

L. Roni
Administrative Services Director

1/22/2025
Date

**CITY OF HALF MOON BAY
CASH AND INVESTMENTS REPORT
FOR QUARTER ENDING 12/31/2024**

GENERAL FUND **17,501,792.36**

RESTRICTED FUNDS

STORM DRAIN OPERATING FUND	274,348.71
TRAFFIC MITIGATION FUND	4,653,783.23
LIBRARY	17,242.95
MAIN STREET BRIDGE	57,738.20
GAS TAX	2,352,546.35
STREET AND ROAD FUND	1,762,104.75
MEASURE A FUND	2,086,297.87
PARK FACILITY DEVELOPMENT	1,181,165.23
AFFORDABLE HOUSING	5,296,411.42
PUBLIC FACILITIES	1,542,204.23
POLICE SPECIAL REVENUE	1,156,821.51
JOB-BOND PROCEED FD	0.96
MEASURE W FUND	945,570.26
LOT ACQUISITION/DEVELOPMENT	1,292,179.59
CZI GRANTS	208,253.20
OCC GRANT	(219,730.32)
JOB - DEBT SERVICE FD	6,649.60
GEN FD CAPITAL PROJECTS	1,576,515.03
DRAINAGE FUND	1,361,401.14
LIBRARY CAPITAL	487,364.23
GENERAL LONG TERM DEBT	-
SEWER FUNDS	4,363,317.96
VEHICLE REPLACEMENT	159,388.01
FURN/FIXT & EQUIP FUND	713,517.13
RISK MANAGEMENT	3,314,083.90
RETIREMENT STABILIZATION	185,986.04

TOTAL RESTRICTED FUNDS **34,775,161.18**

GENERAL LEDGER (BOOK) TOTAL	52,276,953.54
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BANK BALANCES ON 12/31/2024

WELLS FARGO GENERAL CHECKING	2,620,726.71
WELLS FARGO PAYROLL CHECKING	3,598.73
LOCAL AGENCY INVESTMENT FUND (LAIF)	8,392,189.39
SAN MATEO COUNTY INVESTMENT POOL	41,377,265.92

Add: PETTY CASH ACCOUNTS	291.49
RECONCILING ITEMS	-
Less: OUTSTANDING CHECKS	(152,303.81)
Plus: DEPOSITS IN TRANSIT	35,185.11
Plus: VOID CHECKS	-

BANK RECONCILIATION TOTAL	52,276,953.54
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BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: February 4, 2025

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

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

TITLE: AMENDMENT OF CITYWIDE TRAFFIC REGULATIONS AT VARIOUS LOCATIONS

RECOMMENDATION:

Adopt a resolution further amending Resolution No. C-05-11 (Citywide Traffic Regulations) to incorporate various lengths of no parking restrictions at the following locations: Court of San Marco, Kelly Avenue near Jenna Lane, Valdez Avenue near Alsace Lorraine, Poplar Street near Main Street, Main Street near Seymour Street, Main Street near Higgins Canyon Road and portions of Wavecrest Road.

FISCAL IMPACT:

There is a minor fiscal impact to incorporate the recommended changes. A majority of the above-mentioned red-curb markings and accompanying signage are part of the City's regular maintenance program and are completed by City staff, with the exception of the Poplar Street portion which was completed as part of the Poplar Complete Street Project. The approximate cost of the improvements at the subject locations, including labor, is \$10,000, which is within the adopted City budget.

STRATEGIC PLAN:

This project supports the *Infrastructure and Environment* and the *Healthy Communities and Public Safety* Elements of the Strategic Plan.

BACKGROUND:

Resolution No. C-05-11 was approved by the City Council to establish Citywide Traffic Regulations which regulate and allow enforcement of limited time parking hours, no parking zones, accessible parking stalls, passenger loading and unloading zones, stop signs, and to enable the City to maintain digital records of all City approved traffic regulations. The Citywide Traffic Regulation's latest amendment by Resolution No. C-2024-71, which modified the parking restrictions at the City Hall Parking Lot.

The Citywide Traffic Regulations identify four general types of parking zones: (1) no-parking zones, (2) time-limited parking zones, (3) loading zones, and (4) accessible-parking zones. Red zones are no-parking zones, where parking is not allowed at any time. Red means no stopping, standing, or parking at any time, except that a bus may stop in a red zone marked or signed as a bus zone.

DISCUSSION:

Court of San Marco

Court of San Marco is a dead-end road that has a 25-foot-wide right-of-way. City staff received complaints about vehicles blocking access, which resulted in staff reviewing and researching the need for red curbs/no parking signs. After a site visit, the available street width was measured to be between 22 – 23 feet wide throughout the dead-end street. Per California Fire Code D103.6.1, Fire Department access under 26 feet does not allow for parking on either side of the street, hence the need to red curb both sides of the Court of San Marco.

Main Street and Poplar Street

Construction of the Poplar Street Traffic Calming and Safety Project has been ongoing for several months now. After multiple discussions with residents and community members, the City was requested to protect the existing London Plane trees that are located on southern segment of Poplar Street near the intersection with Main Street. The design was modified to accommodate this change, and the curb line was moved further north towards the centerline of the street which narrowed the roadway by approximately 6 feet. Due to this change, parking could not be accommodated along that portion and staff directed the contractor to red curb approximately 110 feet on the south side of Poplar Street west of Main Street. Additionally, SamTrans has a couple of bus routes that run through Poplar Street and that intersection frequently sees buses turning to utilize the collector road and access Highway 1.

Main Street and Seymour Street

The Coastside Fire Protection District expressed the concern and need for a red curb and no parking signage approximately 150 feet south of the intersection of Main Street and Seymour Street. The location of the red curb is on the west side of Main Street and totals 30 feet long. The need for unrestricted access to and from the existing Fire Department Connection (FDC) is required by the California Vehicle Code 22500.1 which restricts parking within 15 feet of either side of the Fire Department Connection. Although red curb isn't required to enforce, this location was frequently blocked, and the additional red curb marking will serve as a visual indication of the parking restrictions.

1191 Main Street

The California Vehicle Code 22500 restricts parking within 15 feet of the driveway entrance to a fire station. The Coastside Fire Protection District, located at 1191 Main Street, has two driveways fronting Main Street. Due to the above-mentioned code, red curbs have been installed 15 feet from each side of each driveway at the request of Coastside Fire. As mentioned previously, red

curb markings are not required to enforce but in areas that have frequent issues with non-compliance, red curb markings are added to help define the parking restrictions.

Jenna Lane and Kelly Avenue

Red curbs have been installed at the intersection of Jenna Lane and Kelly Avenue. The location of the red curb is along the north side of Kelly Avenue, and approximately 15 feet from the intersection to assist with turning movements for large vehicles. Jenna Lane, from Kelly Avenue, is a one-way road heading north and is approximately 15 feet wide at the entrance. Due to the perpendicular nature of Jenna Lane in comparison to Kelly Avenue, and the limited width of Jenna Lane, red curbs were added to accommodate the turning movements for larger vehicles, such as garbage trucks and fire apparatuses.

Valdez Avenue and Alsace Lorraine Avenue

Red curbs have been installed approximately 15 feet from the intersection of Valdez Avenue and Alsace Lorraine Avenue for a length of approximately 20 feet along Valdez Avenue. The red curb fronts Ocean View Park, which has a vehicular access gate to allow the City's Maintenance Staff to access the park for its needs. Having the red curb allows this access point to be unrestricted, allowing the City's Maintenance Division ingress/egress with vehicles and equipment necessary to maintain the park.

Wavecrest Road

Red curbs have been installed along the length of Wavecrest where there are existing curbs along the south side of Wavecrest Road. The typical width of this street ranges between 21 – 25 feet wide. Similar to what was mentioned in relation to the Court of San Marco, per California Fire Code D103.6.1, Fire Department access under 26 feet does not allow for parking on either side of the street, hence the need for red curbs. At the end of the improved portion of the roadway, another approximately 850 feet does not have an existing curb but faces the same issue regarding width. That segment is also proposed to be designated as no parking and will be marked with signage due to the lack of existing curb.

In conclusion, staff recommends that the City Council adopt a resolution amending Resolution No. C-05-11 (Citywide Traffic Regulations) to incorporate red curbs at the following locations: Court of San Marco, Kelly Avenue near Jenna Lane, Valdez Avenue near Alsace Lorraine, Poplar Street near Main Street, Main Street near Seymour Street, Main Street near Higgins Canyon Road and portions of Wavecrest Road.

ATTACHMENTS:

1. Resolution
2. Site Maps
3. Resolution C-05-11

Resolution No. C-2025-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY
AMENDING THE CITYWIDE TRAFFIC REGULATIONS RESOLUTION NO. C-05-11 TO
INCORPORATE RED CURBS/FIRE LANES AT VARIOUS LOCATIONS**

WHEREAS, the City of Half Moon Bay adopted Resolution C-05-11 (Citywide Traffic Regulations) on February 1, 2011, consolidating past traffic regulations and certain new regulations, and

WHEREAS, the Citywide Traffic Regulation’s latest amendment by Resolution No. C-2024-71, which modified the parking restrictions at the City Hall Parking Lot, and

WHEREAS, City staff recommend amending the Citywide Traffic Regulations by adding red curb parking restrictions/no parking signs at the locations mentioned below based on reasonings provided in the corresponding staff report, and

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay hereby approves and amends the Citywide Traffic regulations as follows:

1. Designate red curb/fire lane parking restriction along both sides of Court of San Marco, and
2. Designate a red paint curb parking restriction over 15 feet just east of the intersection of Jenna Lane and Kelly Avenue on the north side of Kelly Avenue, and
3. Designate a red paint curb parking restriction over 20 feet located ~15 feet east of the intersection of Valdez Avenue and Alsace Lorraine Avenue on the north side of Valdez Avenue, and
4. Designate a red paint/fire lane curb parking restriction over 110 feet just west of the Main Street and Poplar Street Intersection on the south side of Poplar Street, and
5. Designate a red paint curb parking restriction over 30 feet located ~150 feet south of the Main Street and Seymour Street Intersection on the west side of Main Street, and
6. Designate a red paint curb parking restriction over 15 feet on each side of the two driveway approaches fronting Main Street servicing the Coastside Fire Protection District Building at 1191 Main Street, and
7. Designate red curb/fire lane parking restriction along the south side of Wavecrest Road.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 4th day of February 2025 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

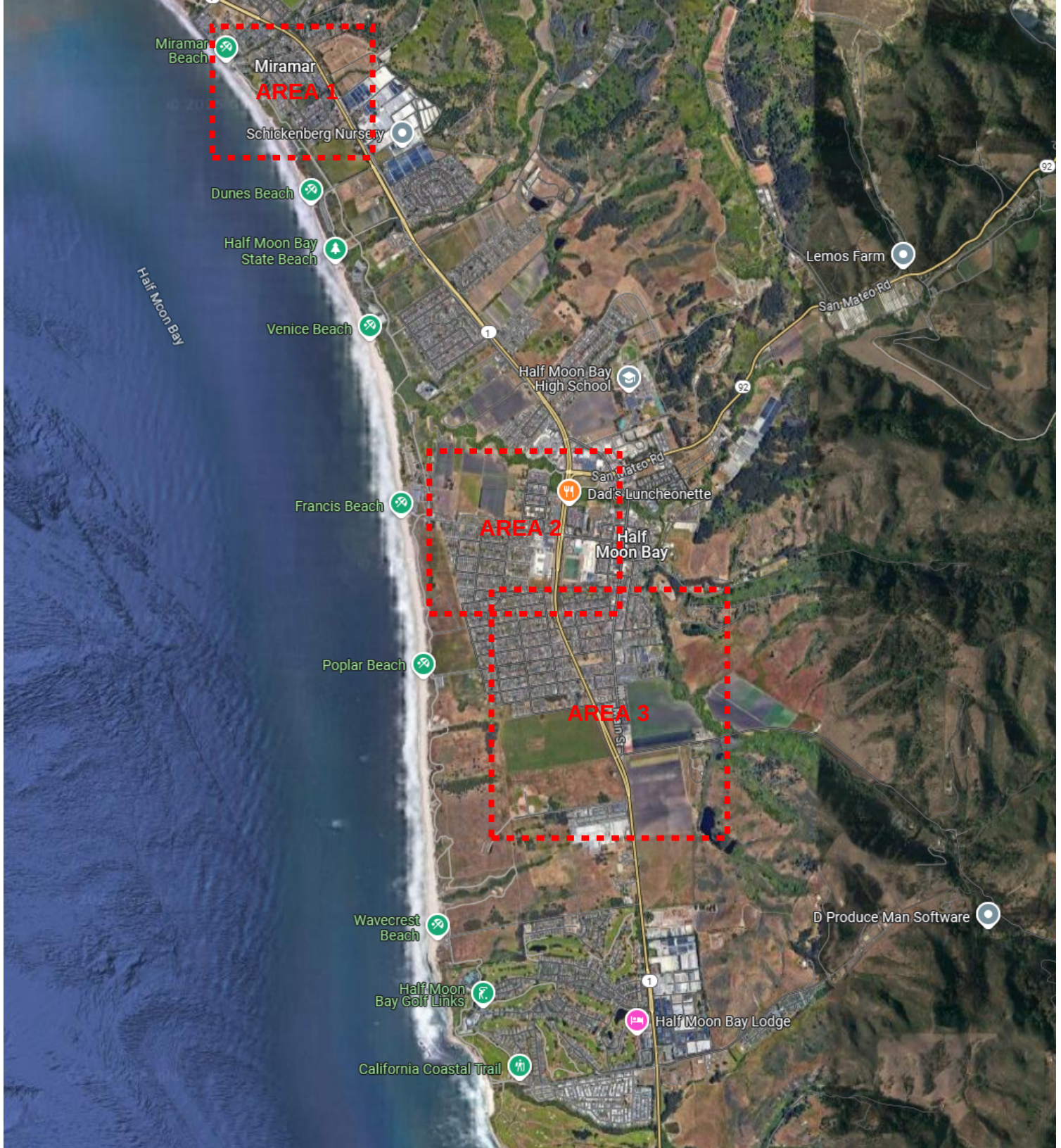
ATTEST:

APPROVED:

Jessica Blair, City Clerk

Robert Brownstone, Mayor

ATTACHMENT 2 - SITE MAP





AREA 1 NTS



AREA 2 NTS

AREA 3

NTS



Wavecrest Road (No
Parking Signs)

RESOLUTION NO. C-05-11

A RESOLUTION OF THE CITY COUNCIL OF HALF MOON BAY ESTABLISHING CITYWIDE TRAFFIC REGULATIONS

RESOLVED, by the City Council of the City of Half Moon Bay, San Mateo County, California, as follows:

WHEREAS, the City of Half Moon Bay staff has prepared Traffic Regulation Maps consolidating past traffic regulations adopted by the City Council and proposing certain new regulations; and

WHEREAS, the proposed Citywide Traffic Regulations will enable the City to maintain computerized records of all City approved traffic regulations; and

WHEREAS, the Staff recommends that the City Council adopt the Resolution approving and establishing Citywide Traffic Regulations as shown on the Exhibit "A" attached hereto.

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED, as follows:

The City Council of the City of Half Moon Bay hereby approves and establishes Citywide Traffic Regulations as shown on the attached Exhibit "A" and as per the Chapter 10.36 of the Half Moon Bay Municipal Code and the California Vehicle Code.

* * * *

I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted on the 1st day of February 2011 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers: Alifano, Fraser, Muller, Kowalczyk & Mayor Patridge

NOES, Councilmembers: _____

ABSENT, Councilmembers: _____

ABSTAIN, Councilmembers: _____

ATTEST:


Siobhan Smith, City Clerk

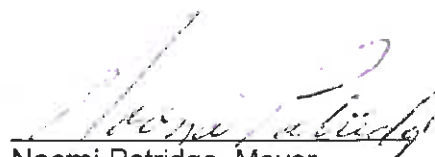
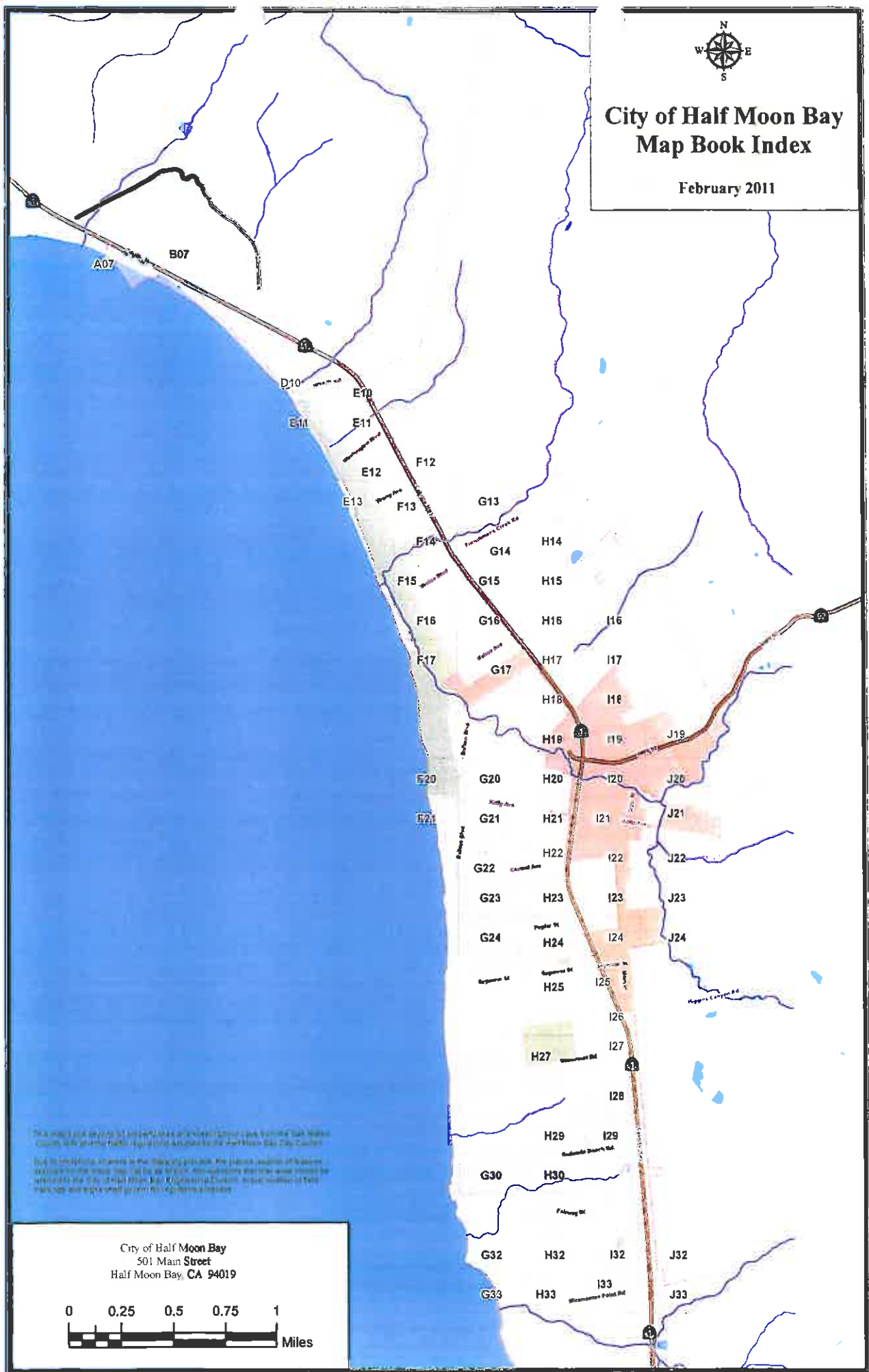

Naomi Patridge, Mayor

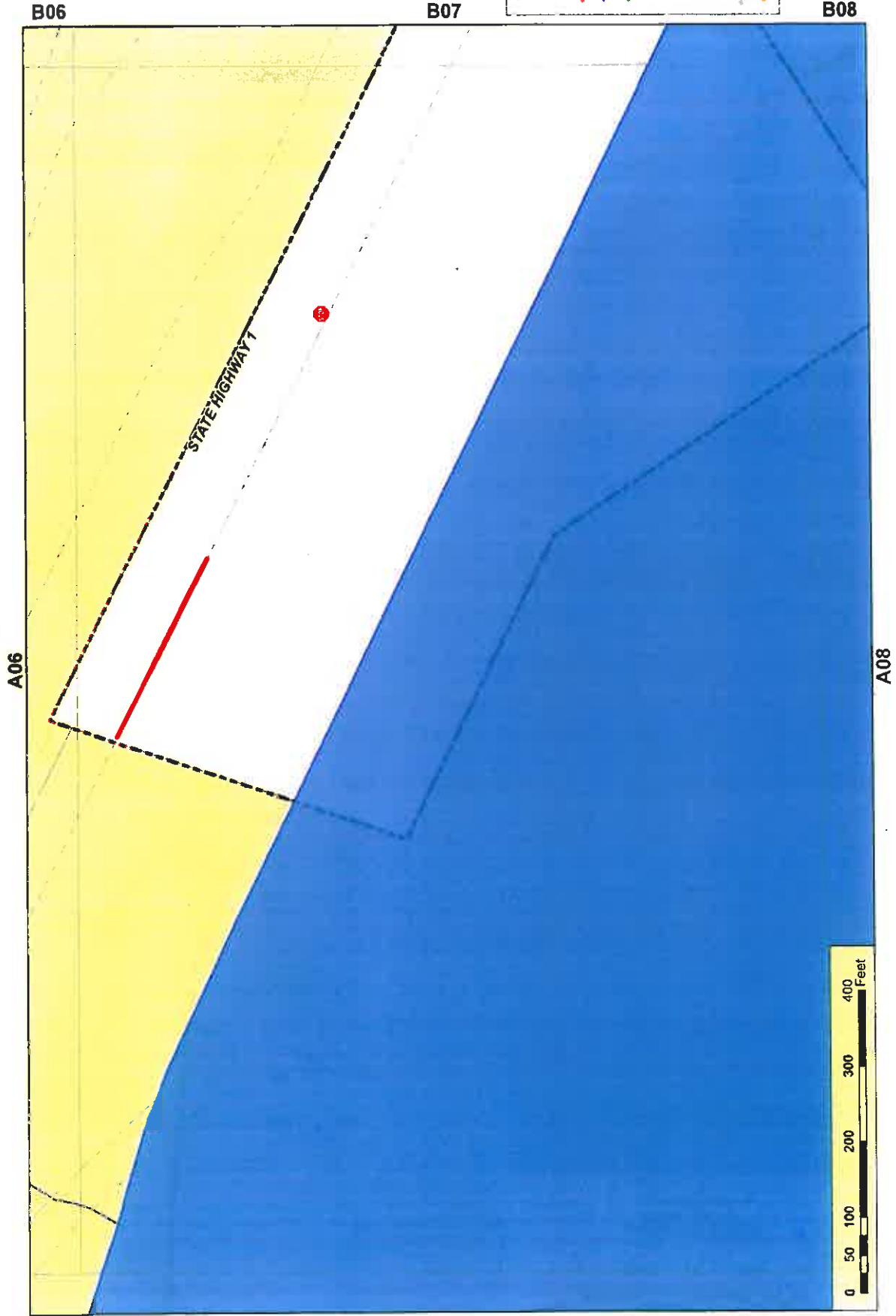
EXHIBIT - A



City of Half Moon Bay - Traffic Regulation



February 2011

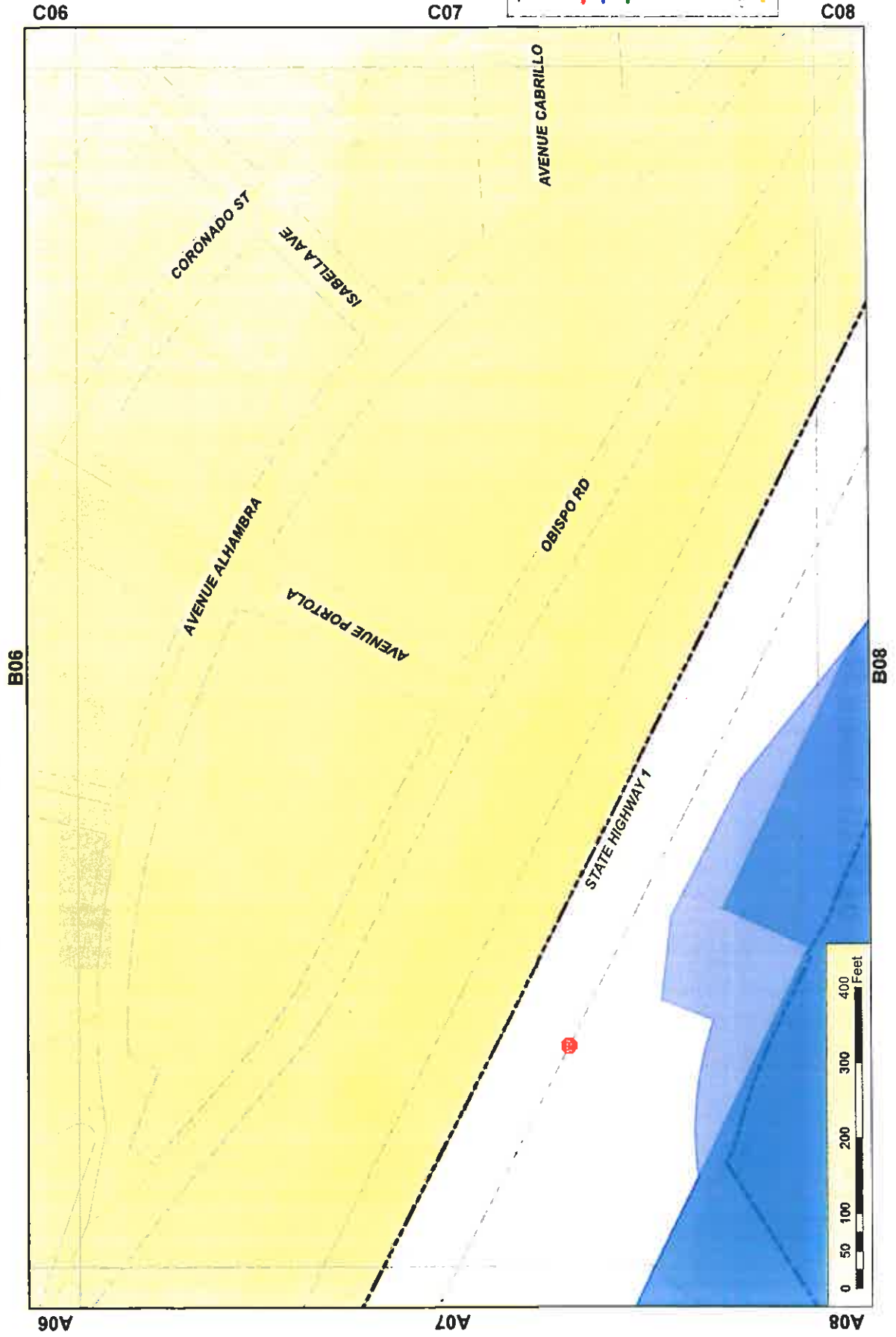


A07

City of Half Moon Bay - Traffic Regulation



February 2011

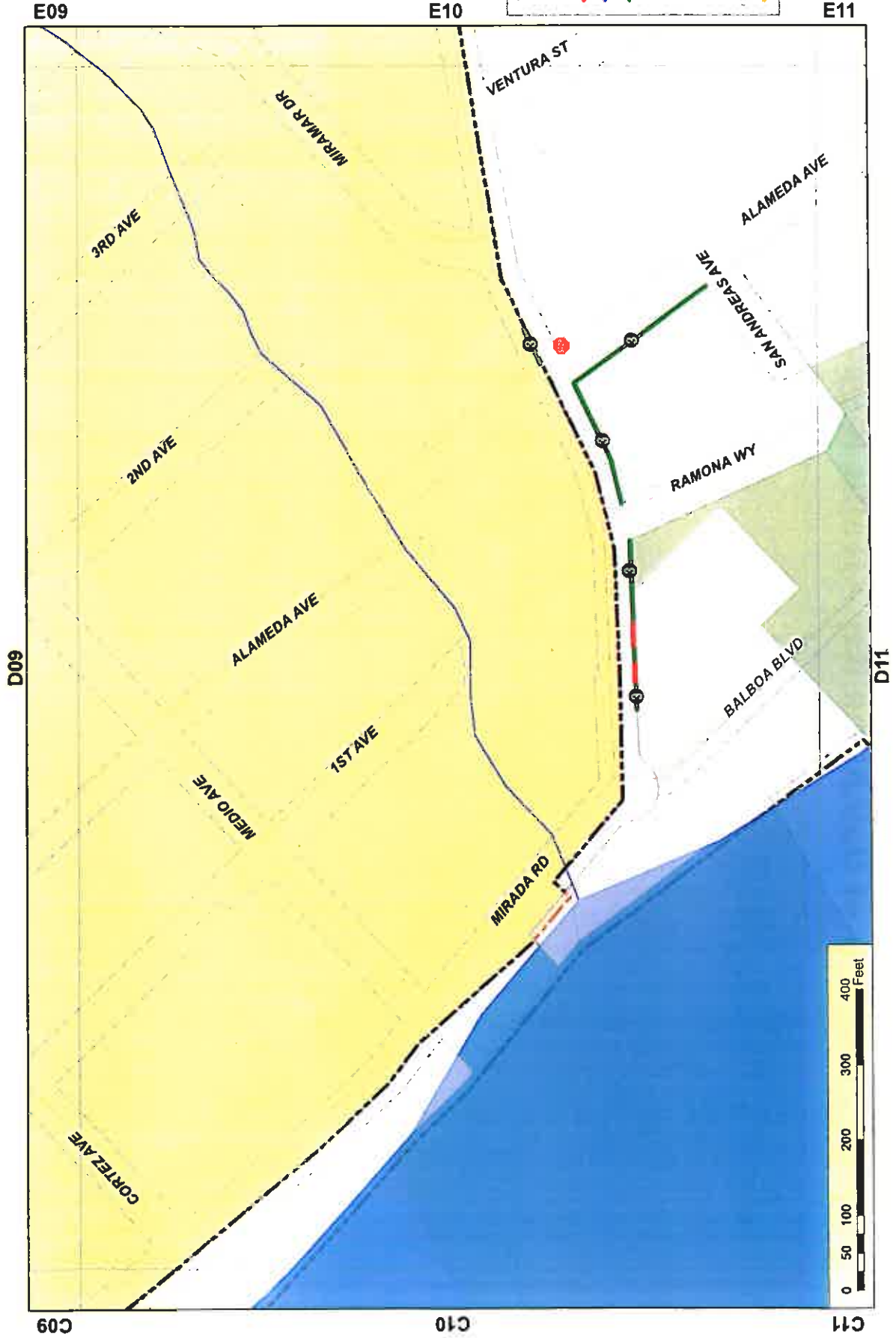


B07

City of Half Moon Bay - Traffic Regulation



February 2011



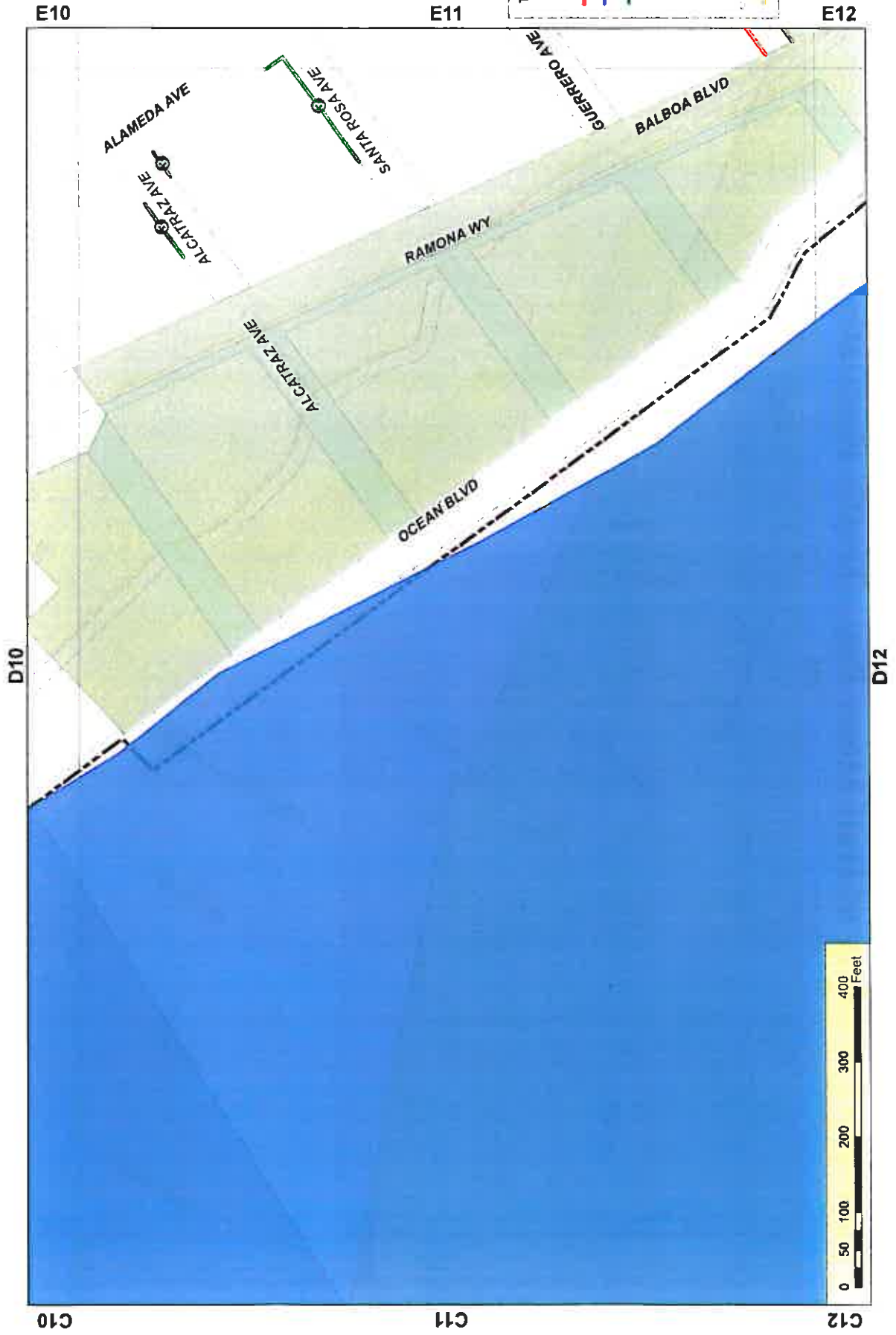
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

D10

City of Half Moon Bay - Traffic Regulation



February 2011

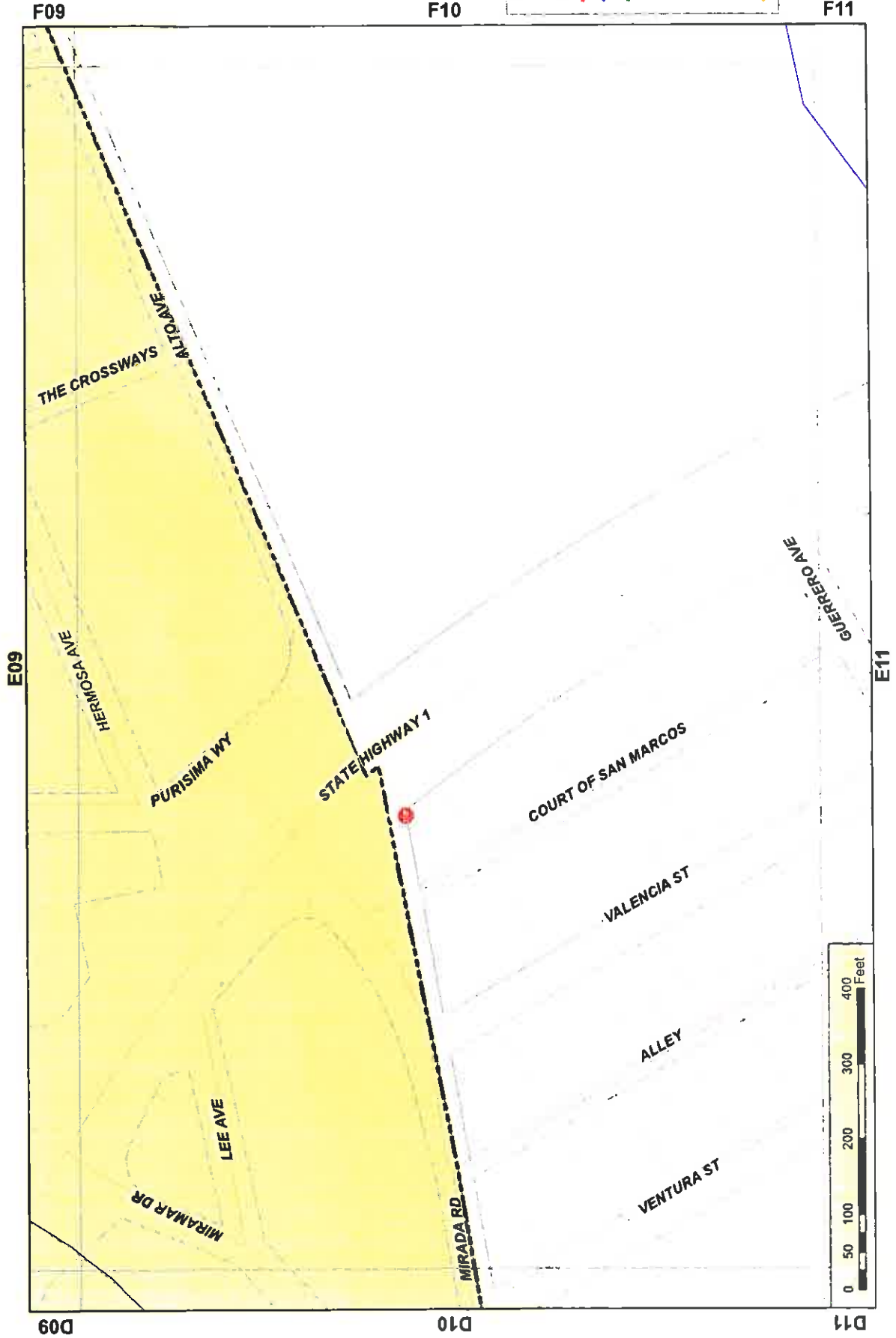


D11

City of Half Moon Bay - Traffic Regulation



February 2011

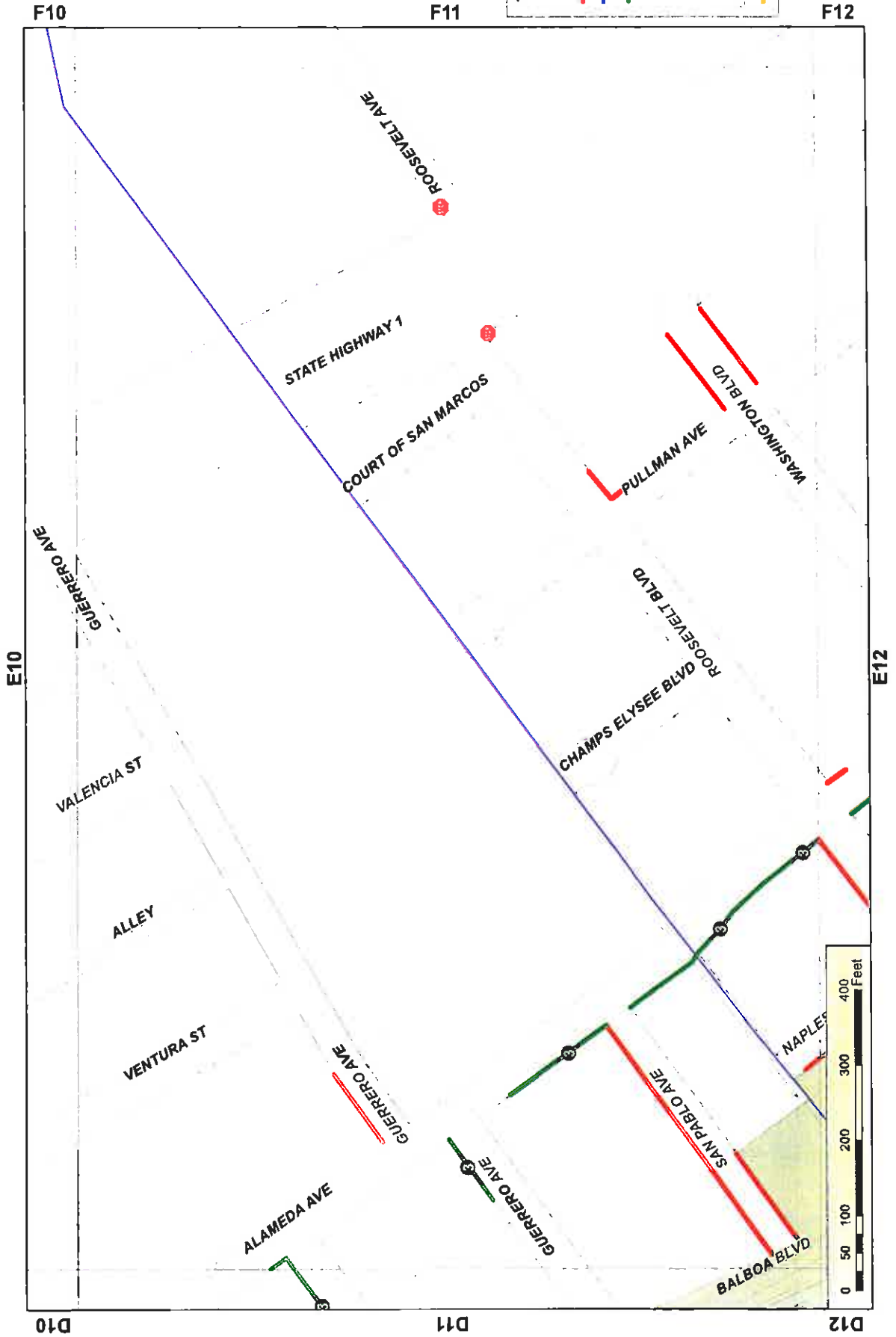


E10

City of Half Moon Bay - Traffic Regulation



February 2011



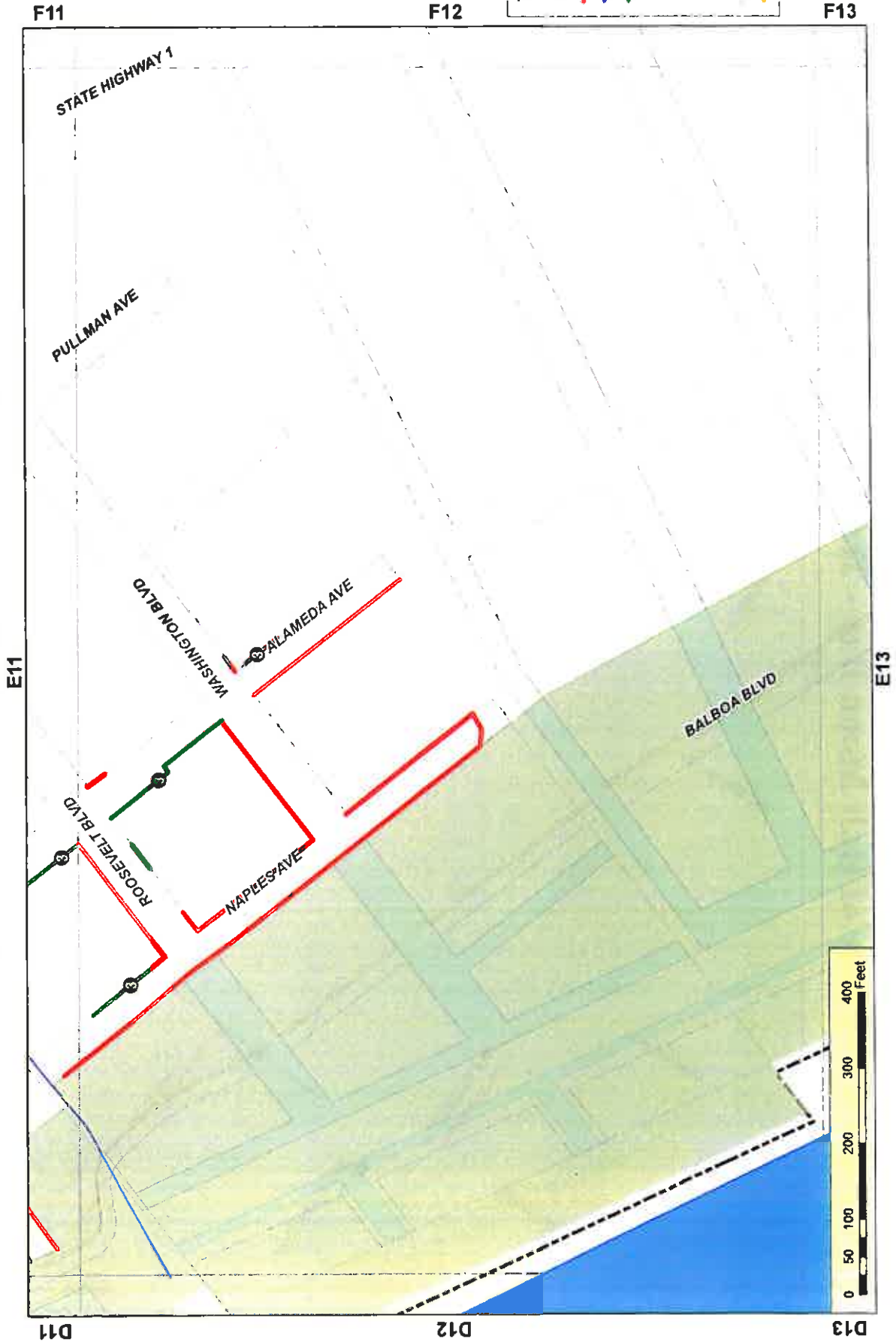
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

E11

City of Half Moon Bay - Traffic Regulation



February 2011



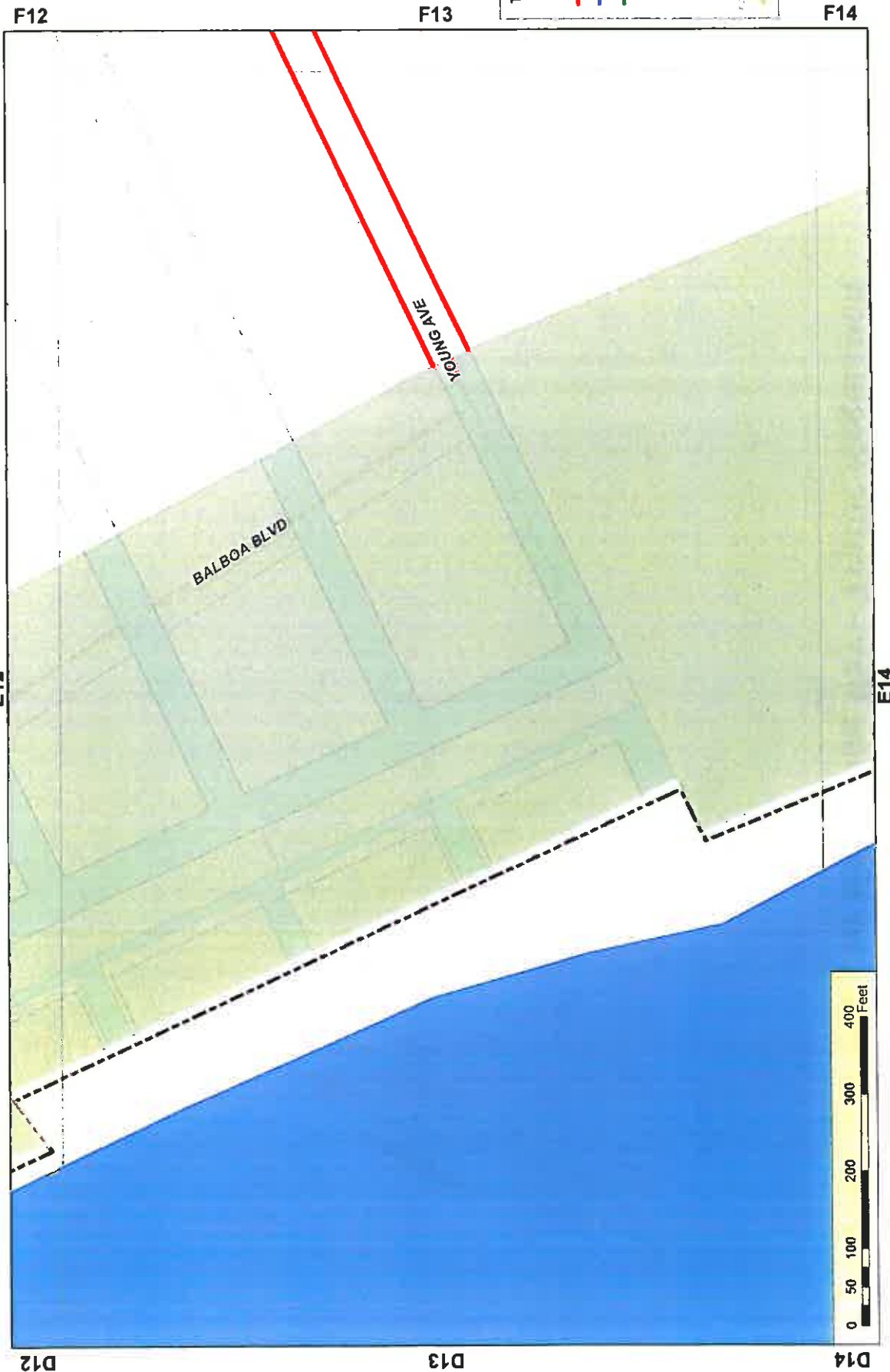
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

E12

City of Half Moon Bay - Traffic Regulation



February 2011

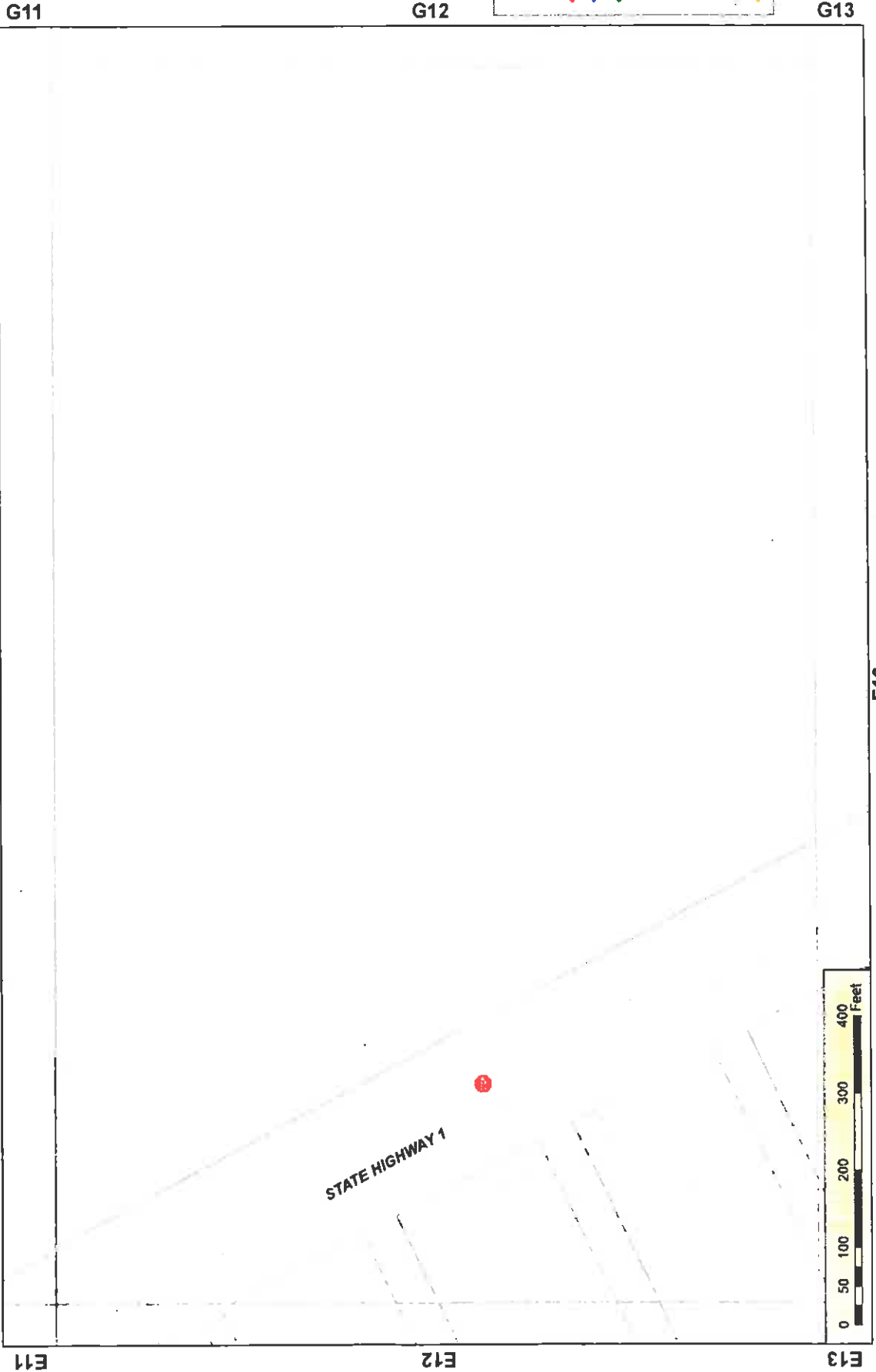


E13

City of Half Moon Bay - Traffic Regulation



February 2011

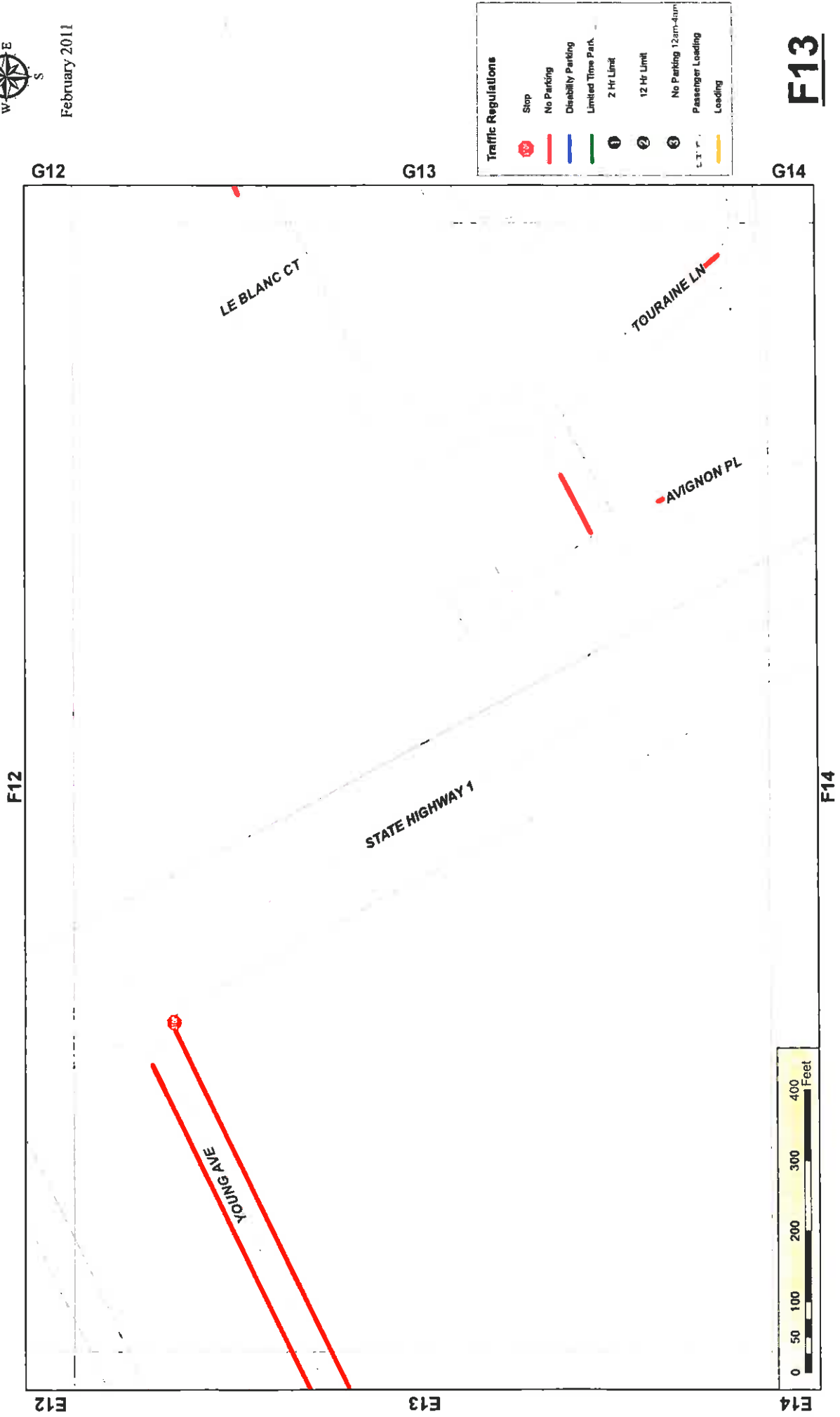


F12

City of Half Moon Bay - Traffic Regulation



February 2011

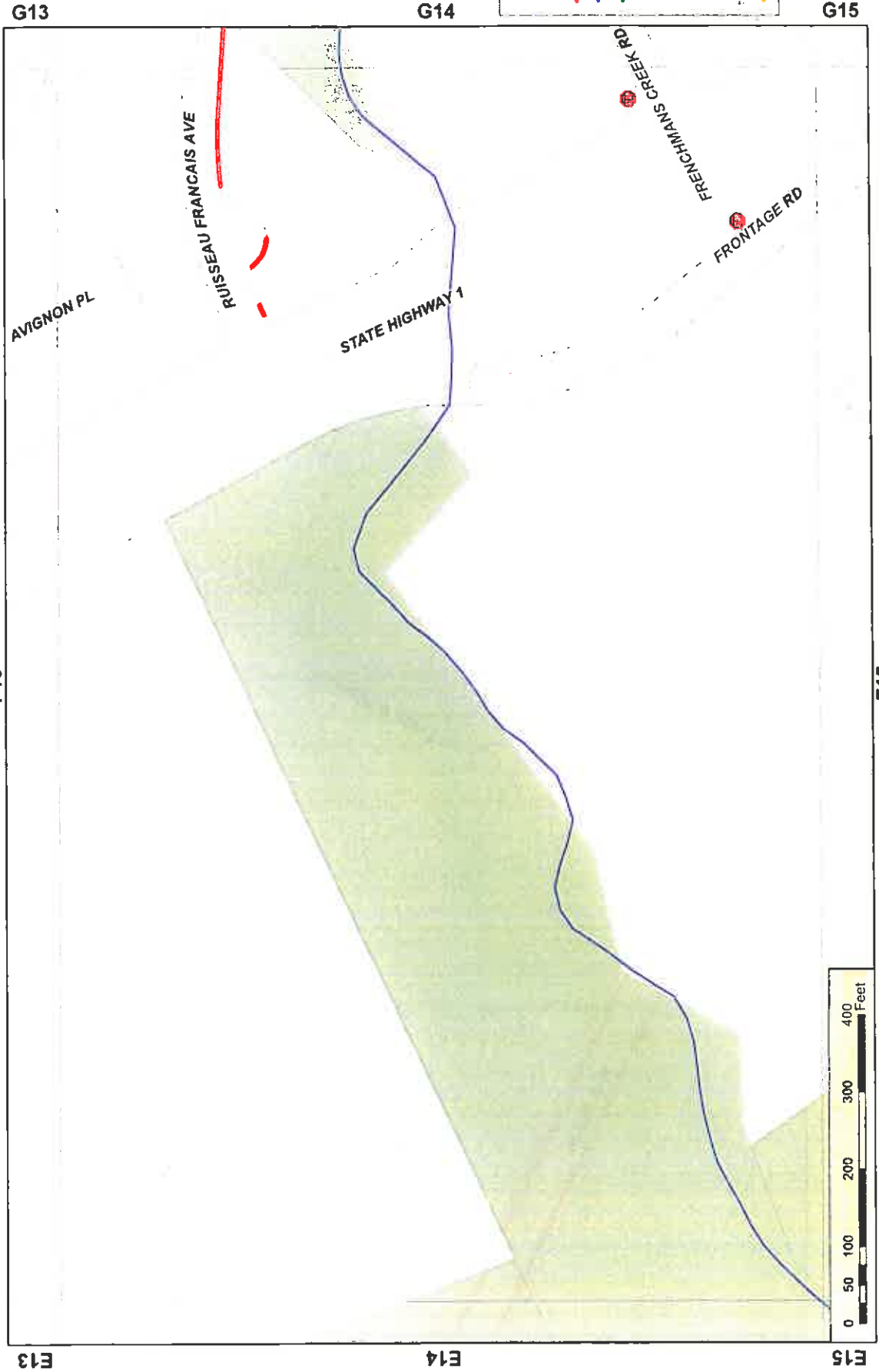


F13

City of Half Moon Bay - Traffic Regulation



February 2011

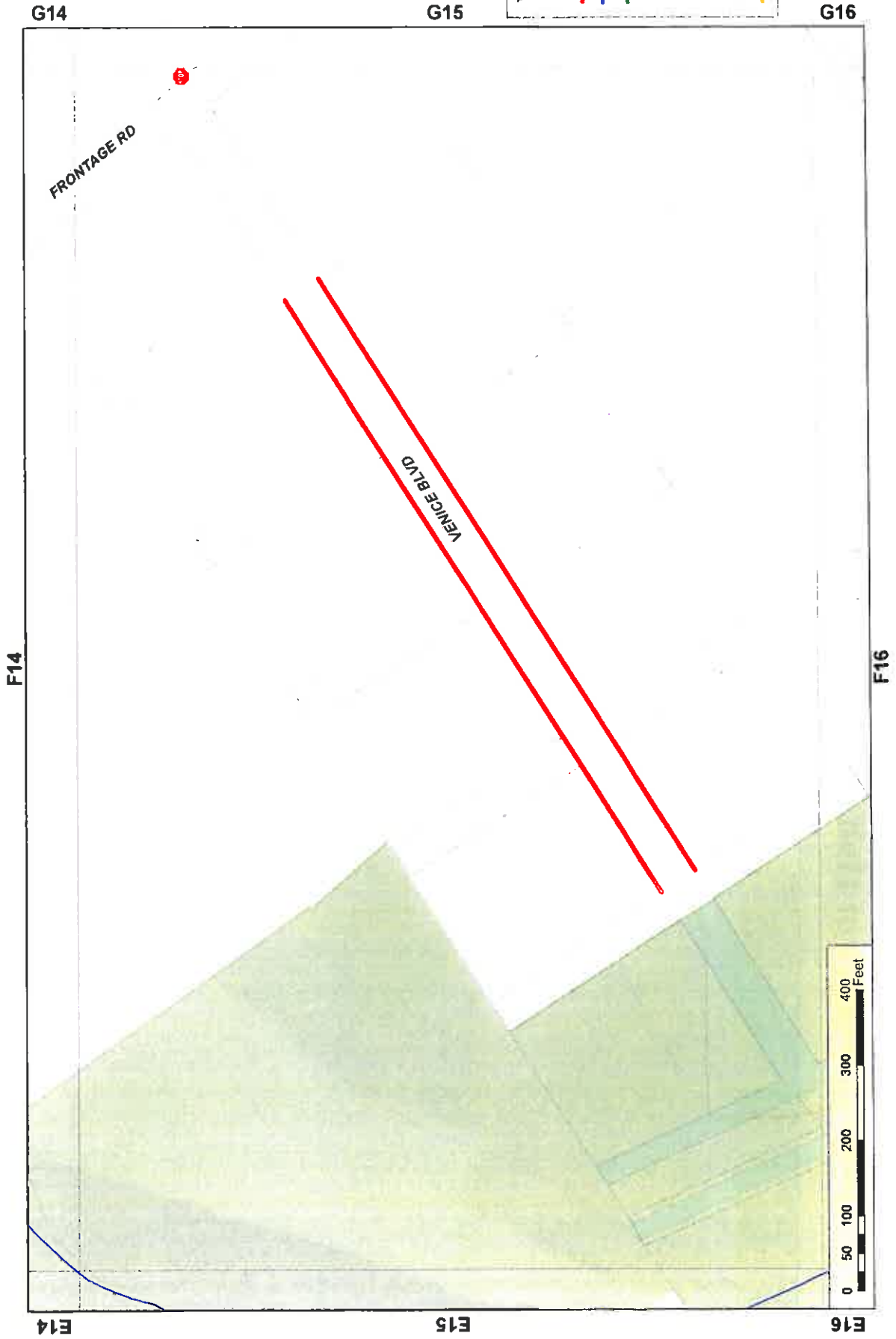


F14

City of Half Moon Bay - Traffic Regulation



February 2011

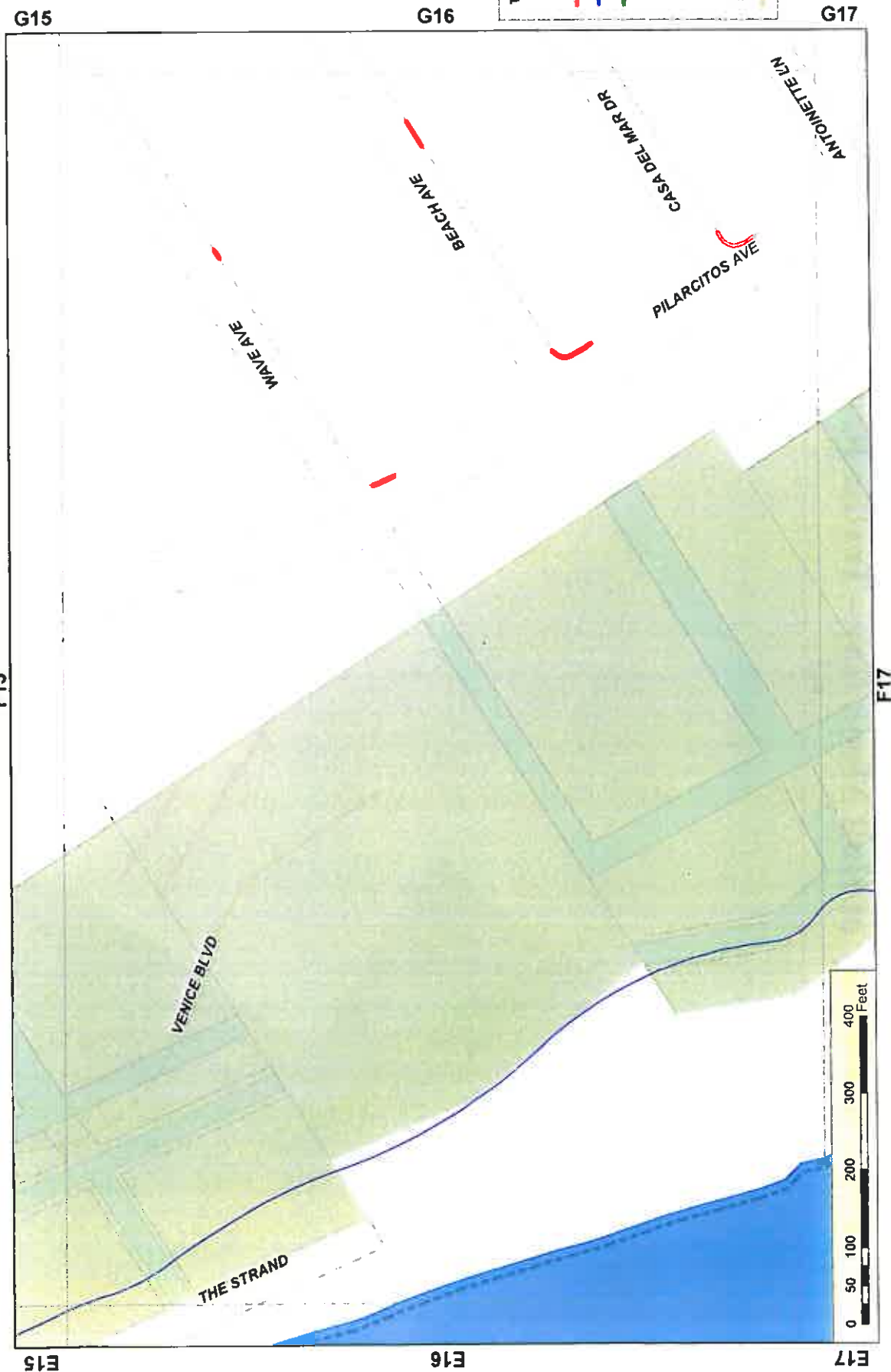


F15

City of Half Moon Bay - Traffic Regulation



February 2011

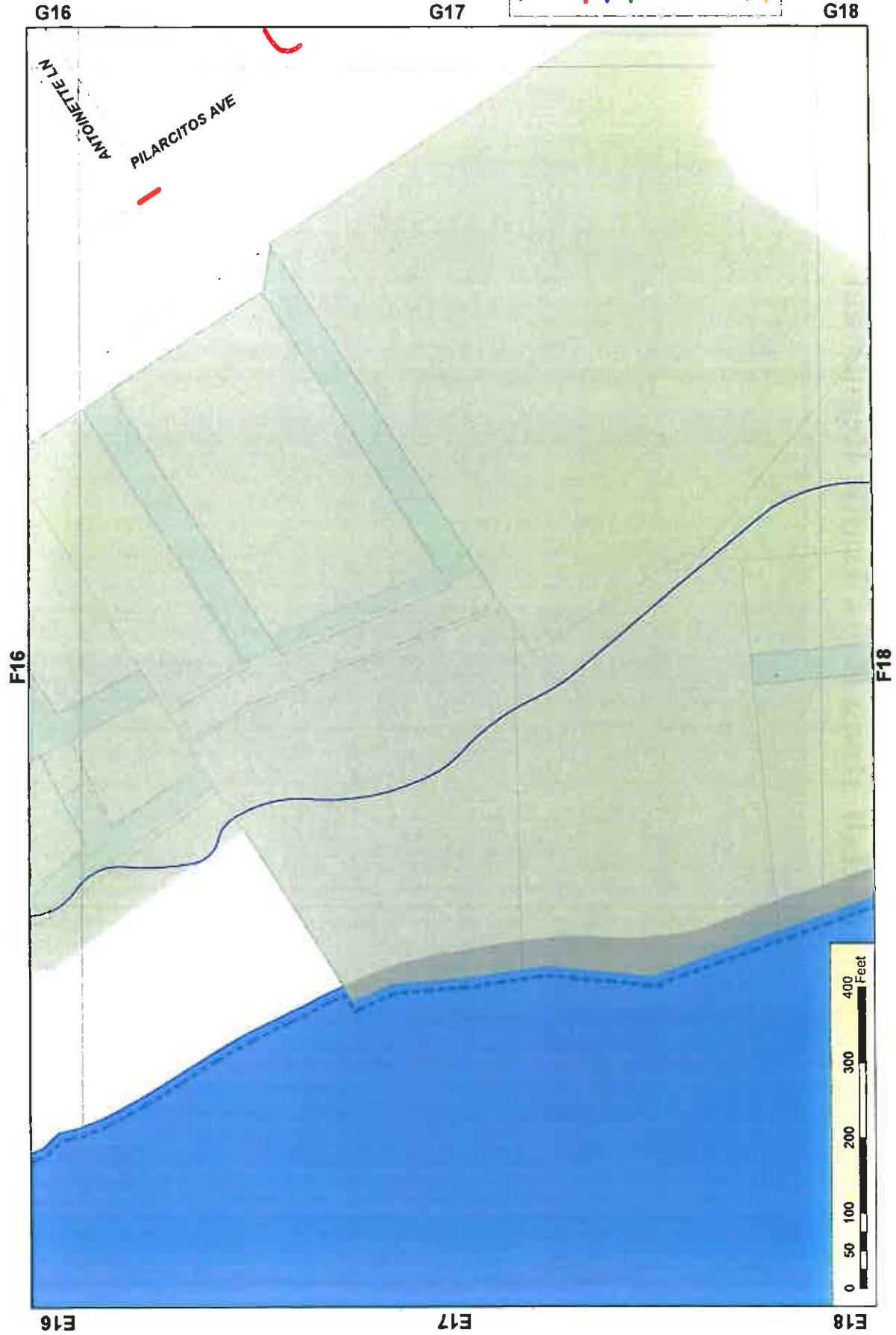


F16

City of Half Moon Bay - Traffic Regulation



February 2011

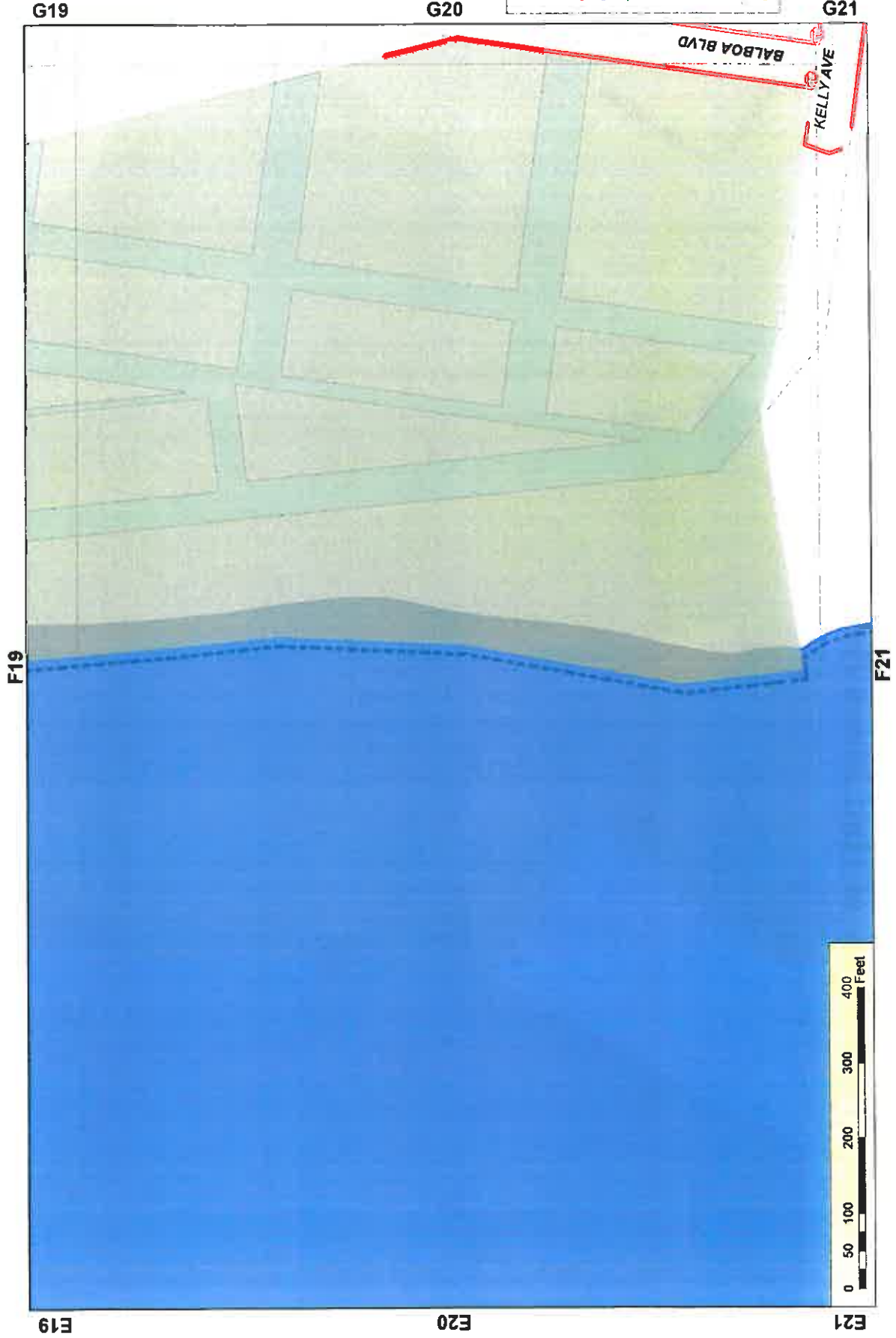


F17

City of Half Moon Bay - Traffic Regulation



February 2011

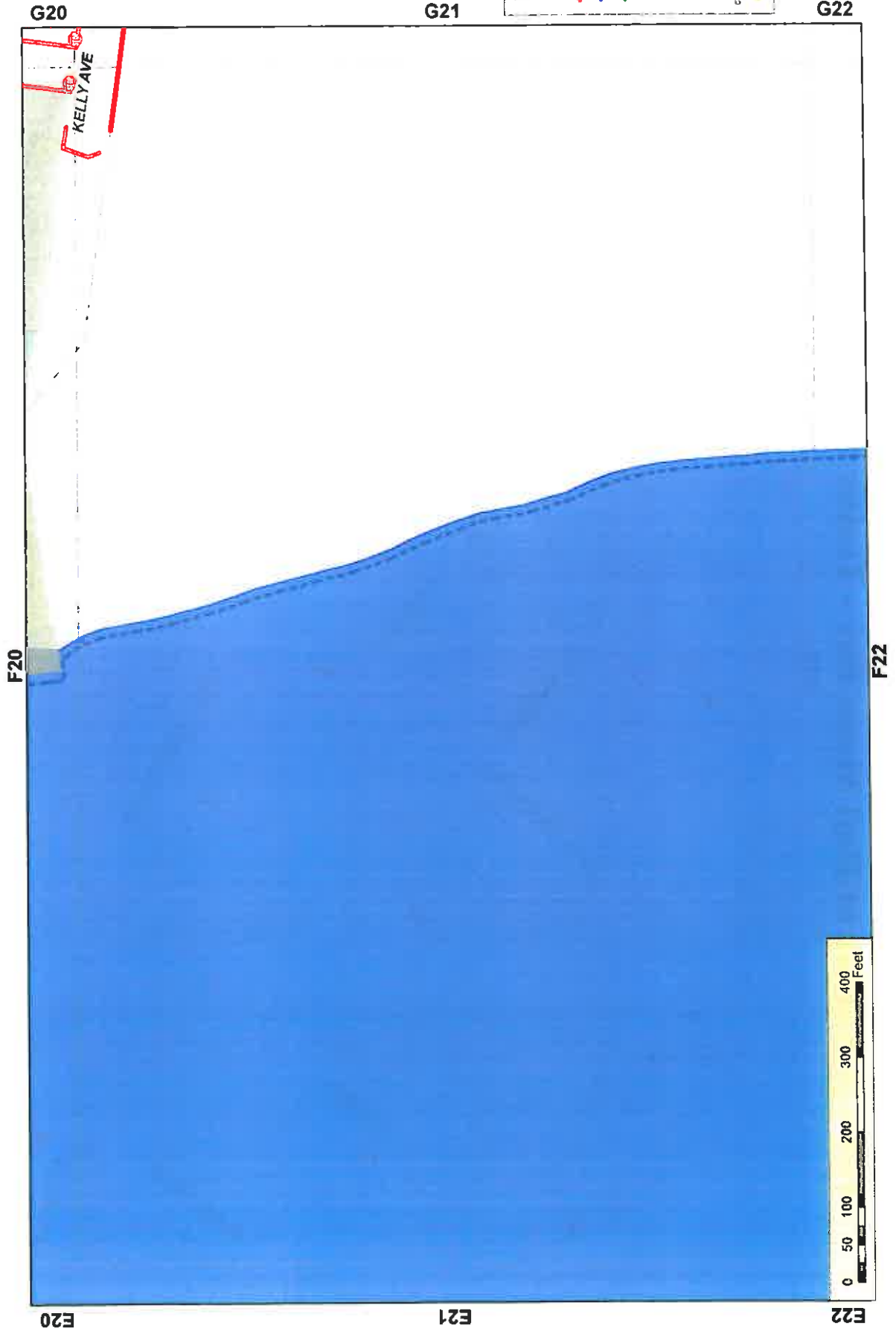


F20

City of Half Moon Bay - Traffic Regulation



February 2011



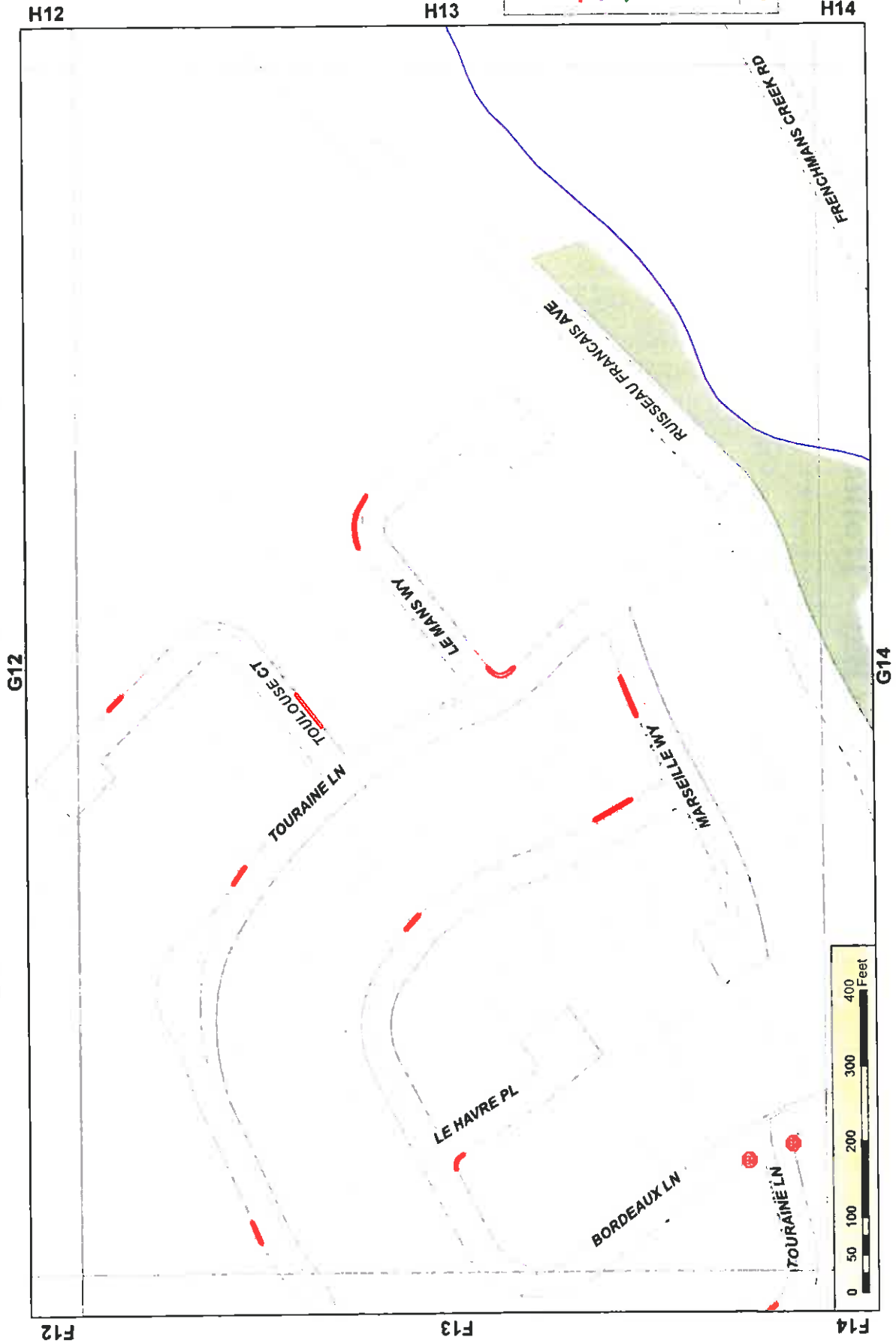
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Park.
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

F21

City of Half Moon Bay - Traffic Regulation



February 2011



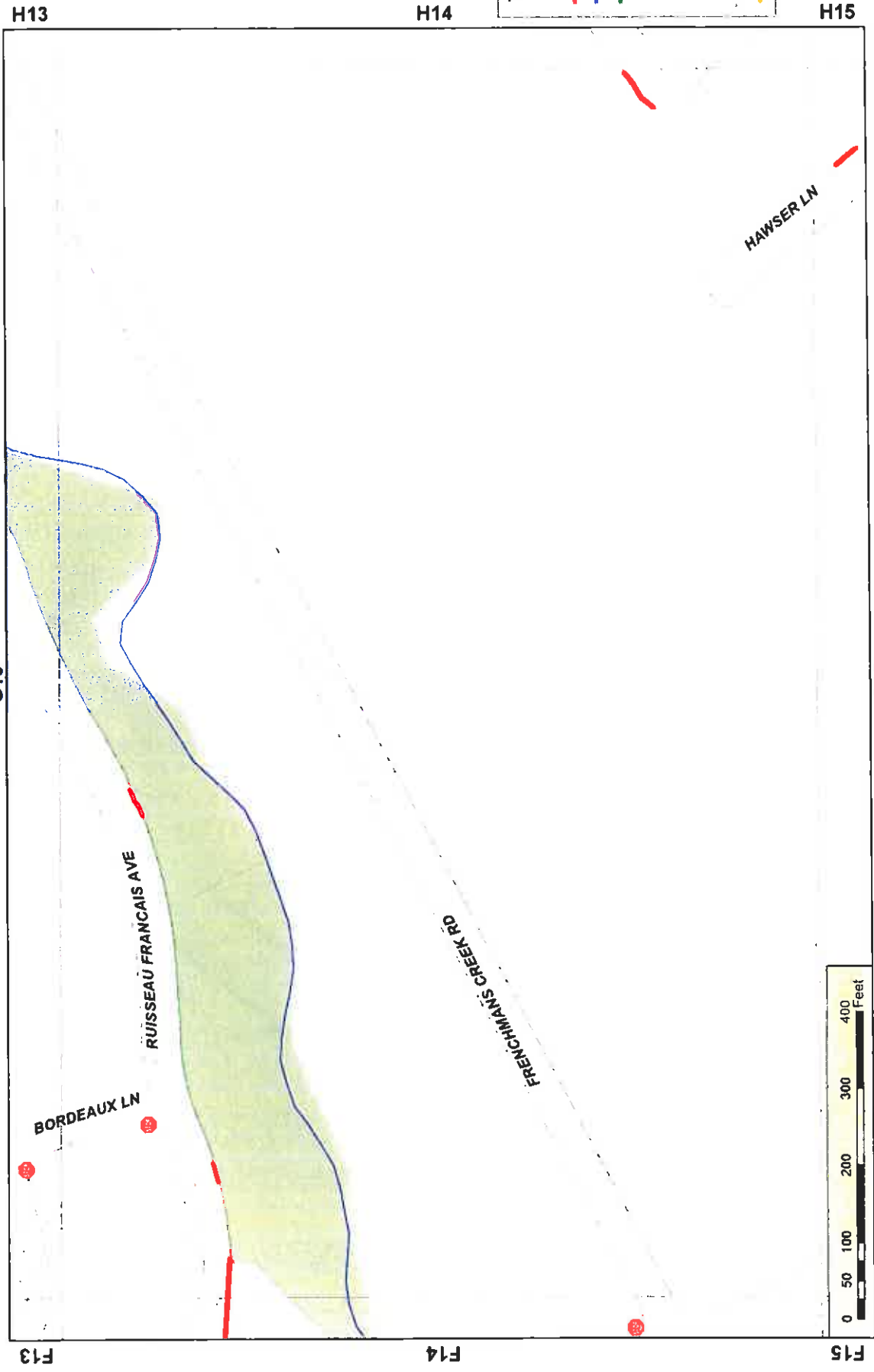
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

G13

City of Half Moon Bay - Traffic Regulation



February 2011



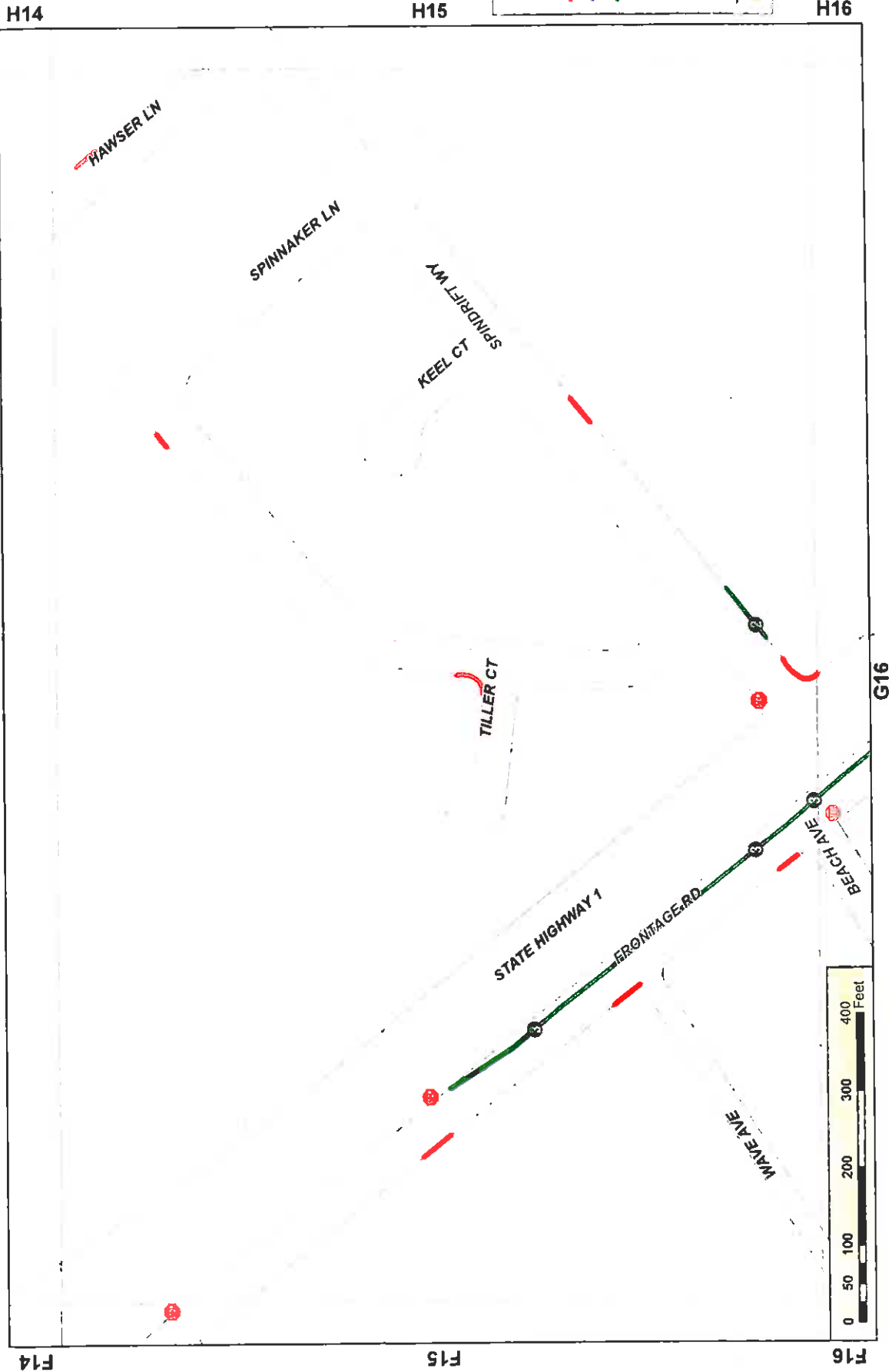
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

G14

City of Half Moon Bay - Traffic Regulation



February 2011



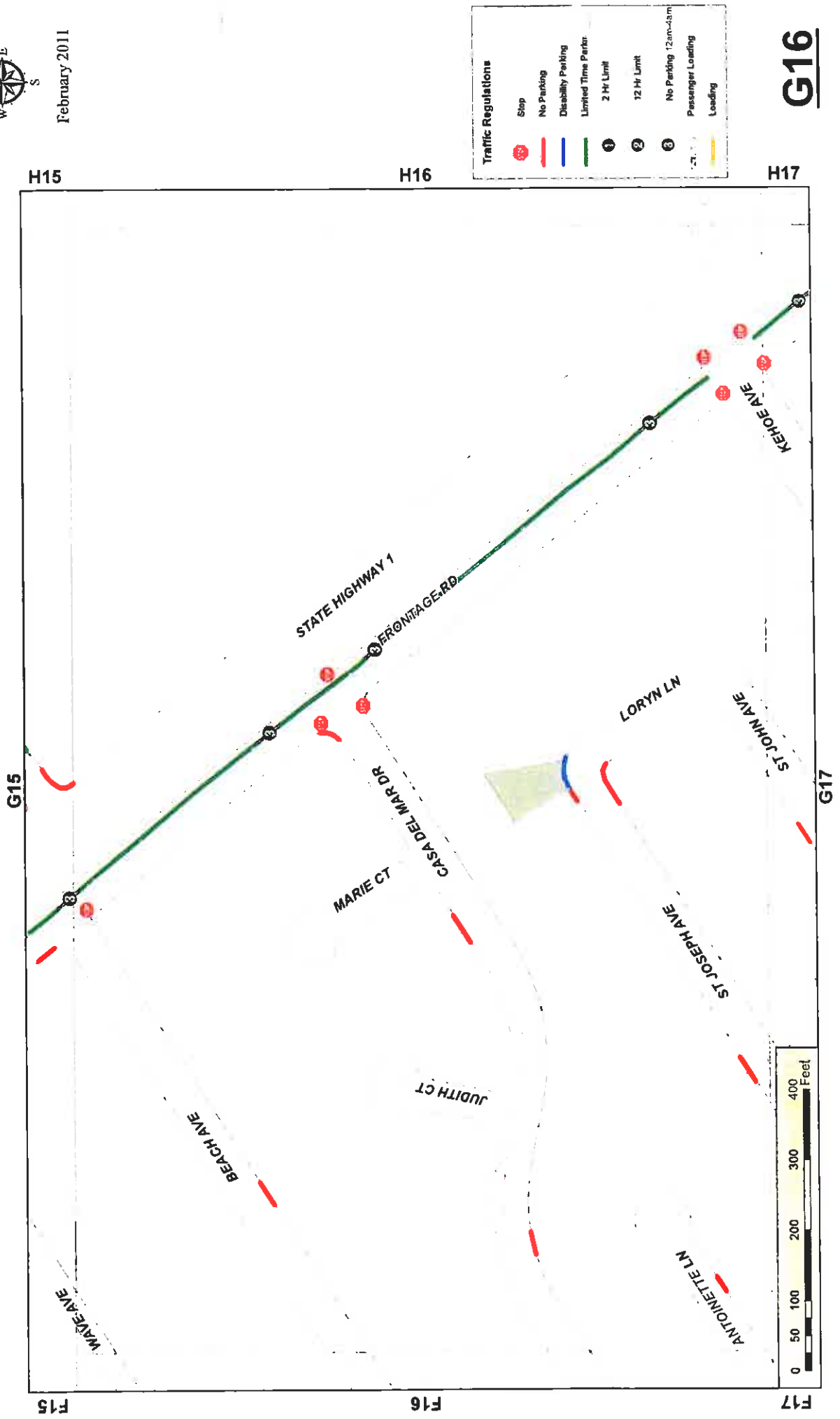
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

G15

City of Half Moon Bay - Traffic Regulation



February 2011

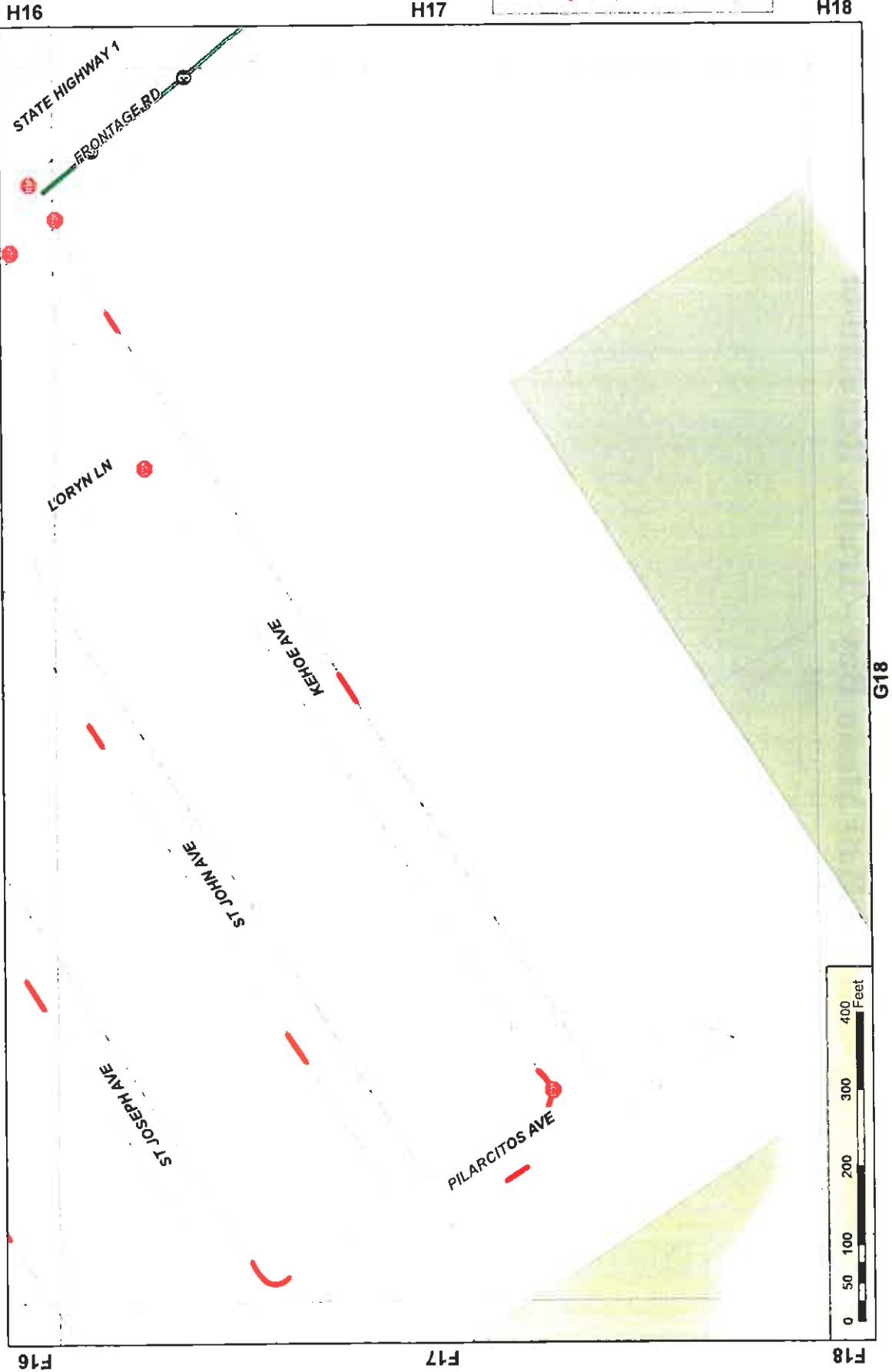


G16

City of Half Moon Bay - Traffic Regulation



February 2011



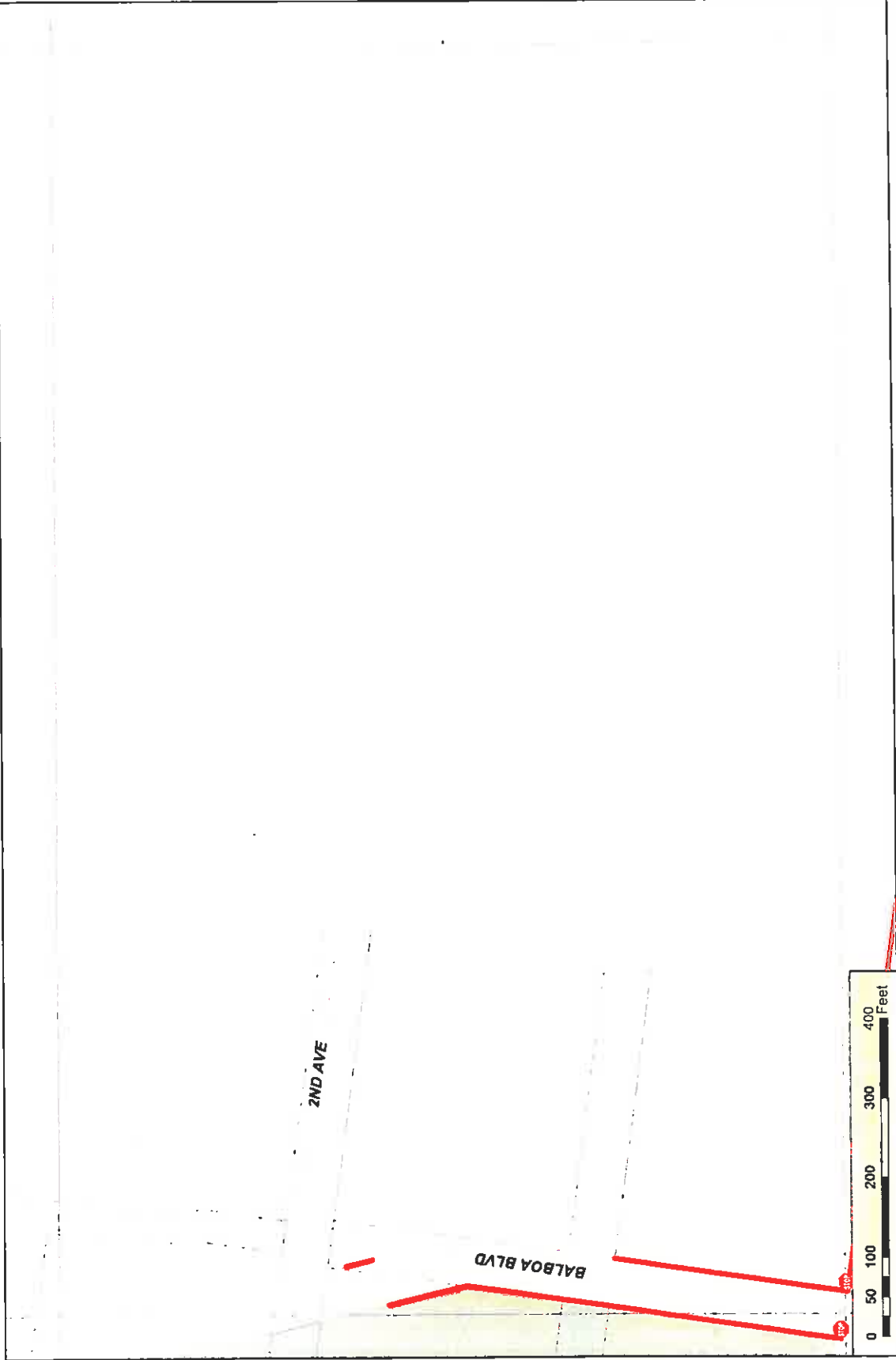
G17

City of Half Moon Bay - Traffic Regulation



February 2011

G19



F19

F20

F21

Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-6am
	Passenger Loading
	Loading

H21

H20

H19

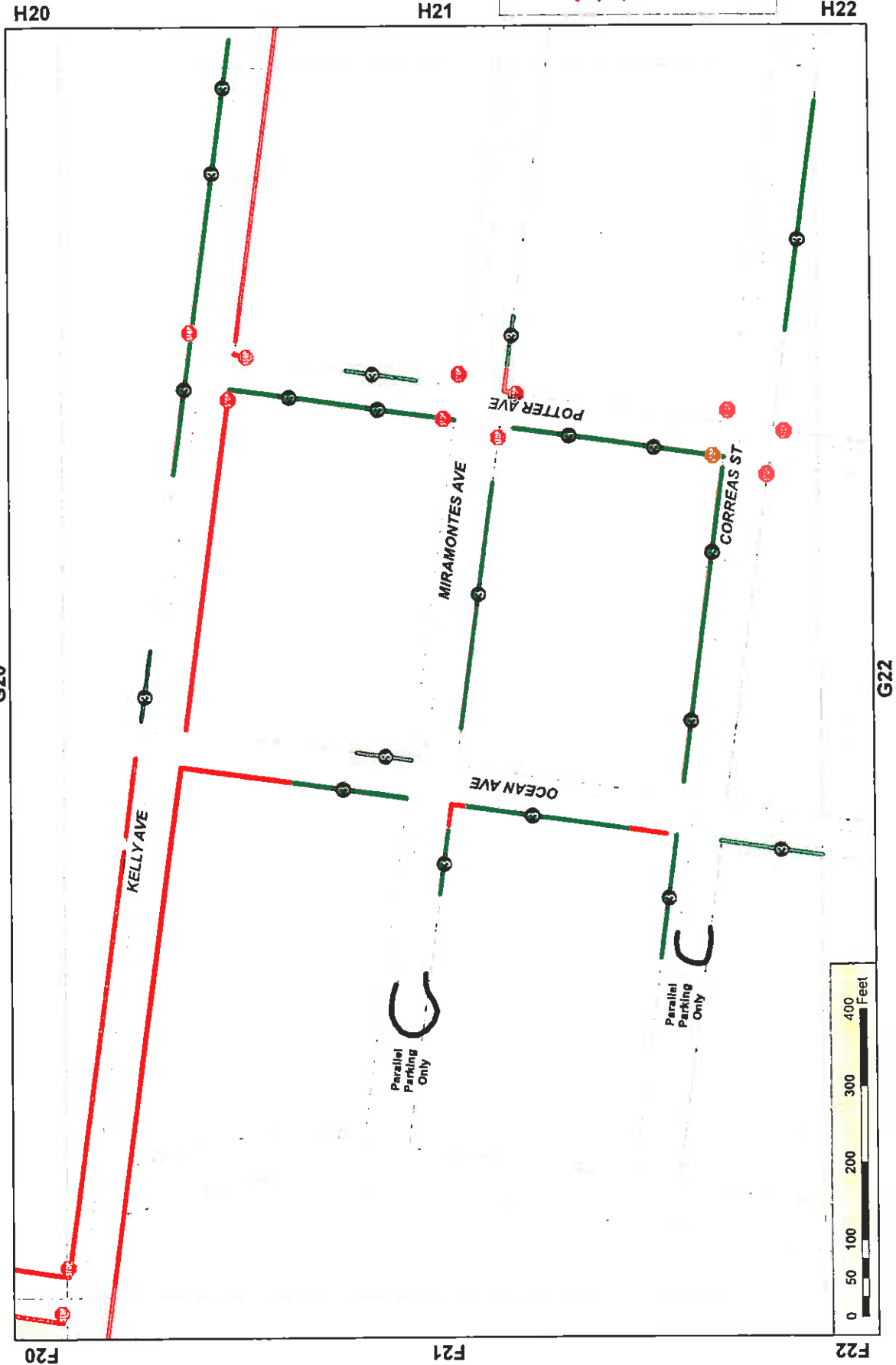
G21

G20

City of Half Moon Bay - Traffic Regulation



February 2011

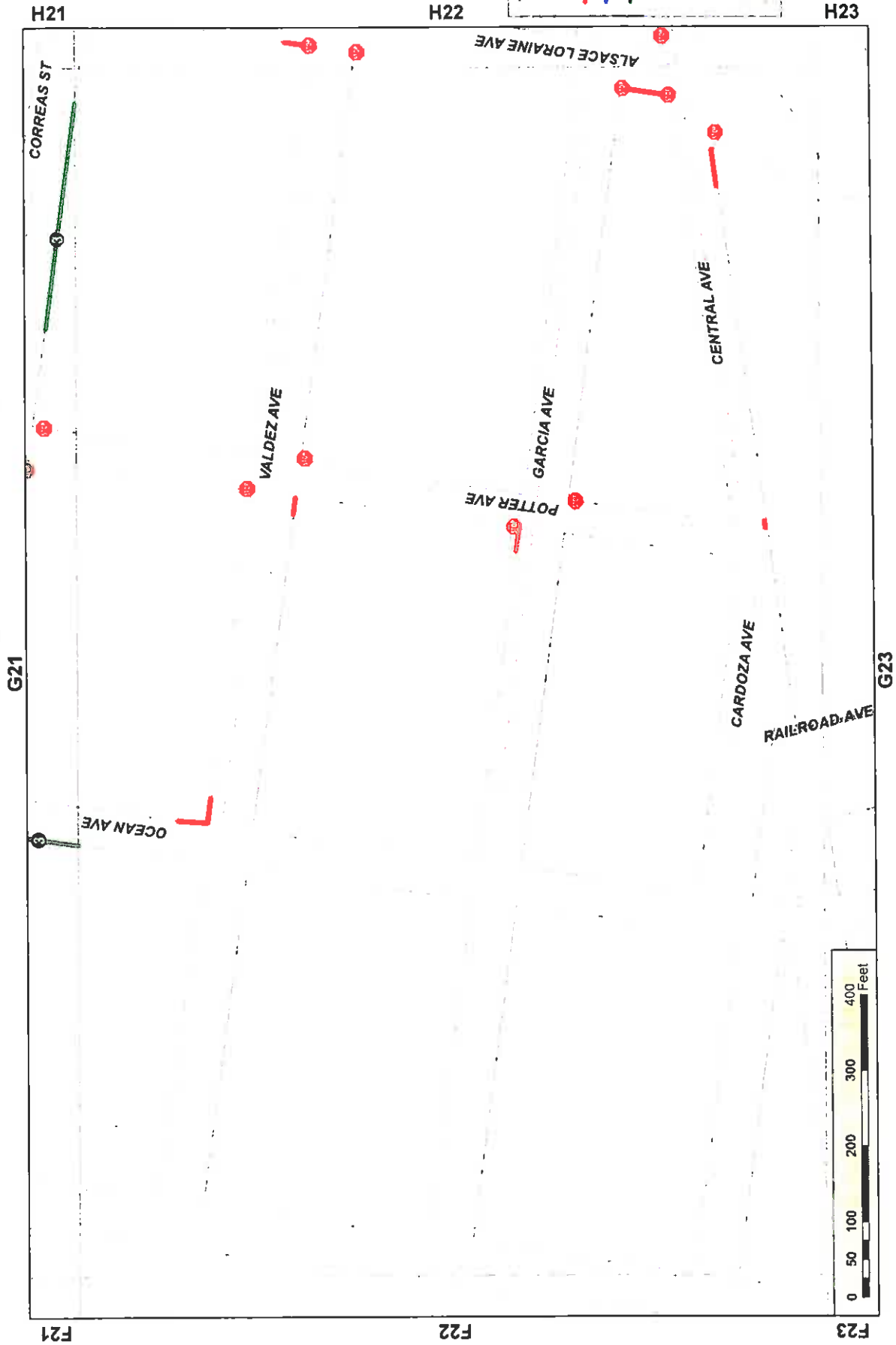


G21

City of Half Moon Bay - Traffic Regulation



February 2011

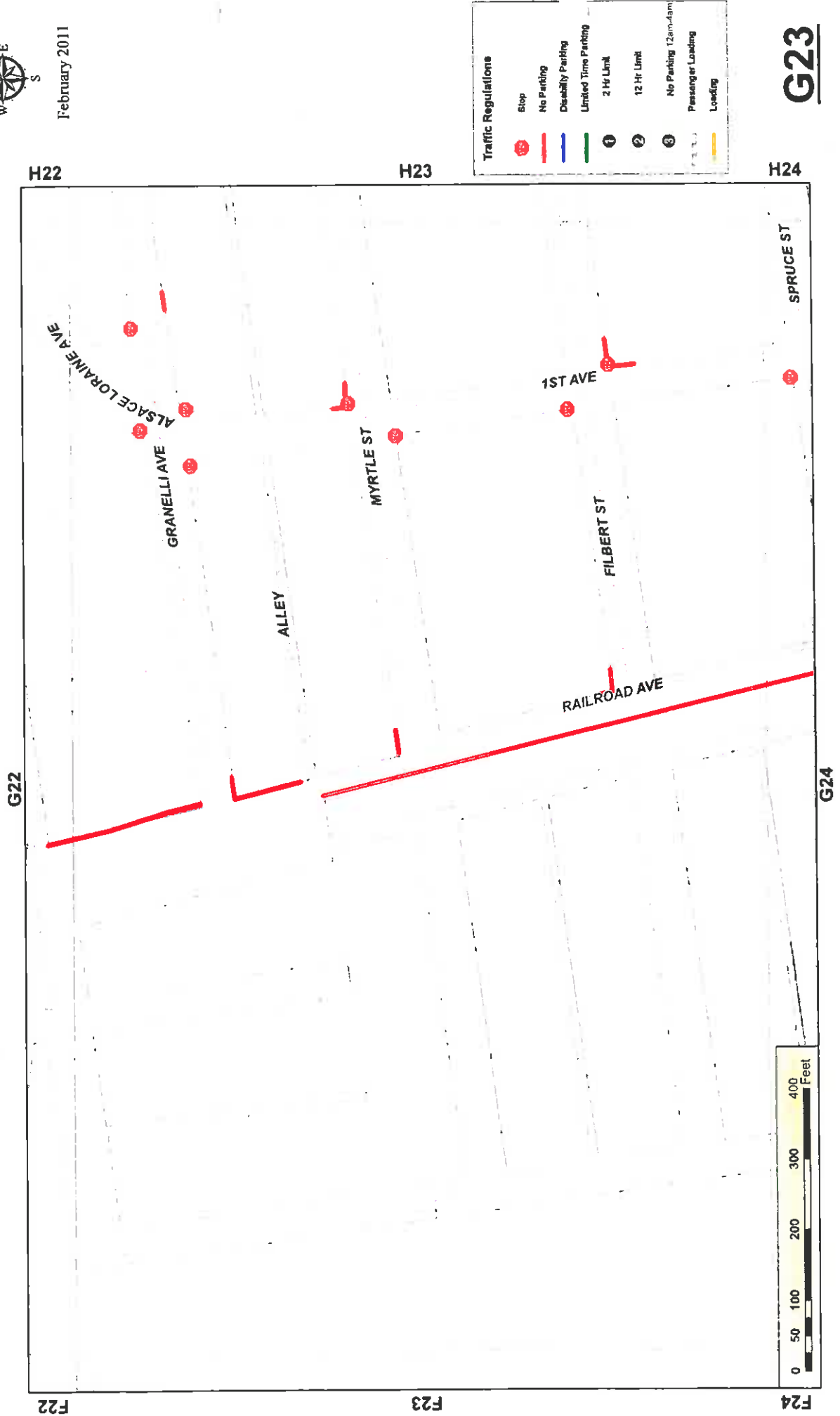


G22

City of Half Moon Bay - Traffic Regulation



February 2011

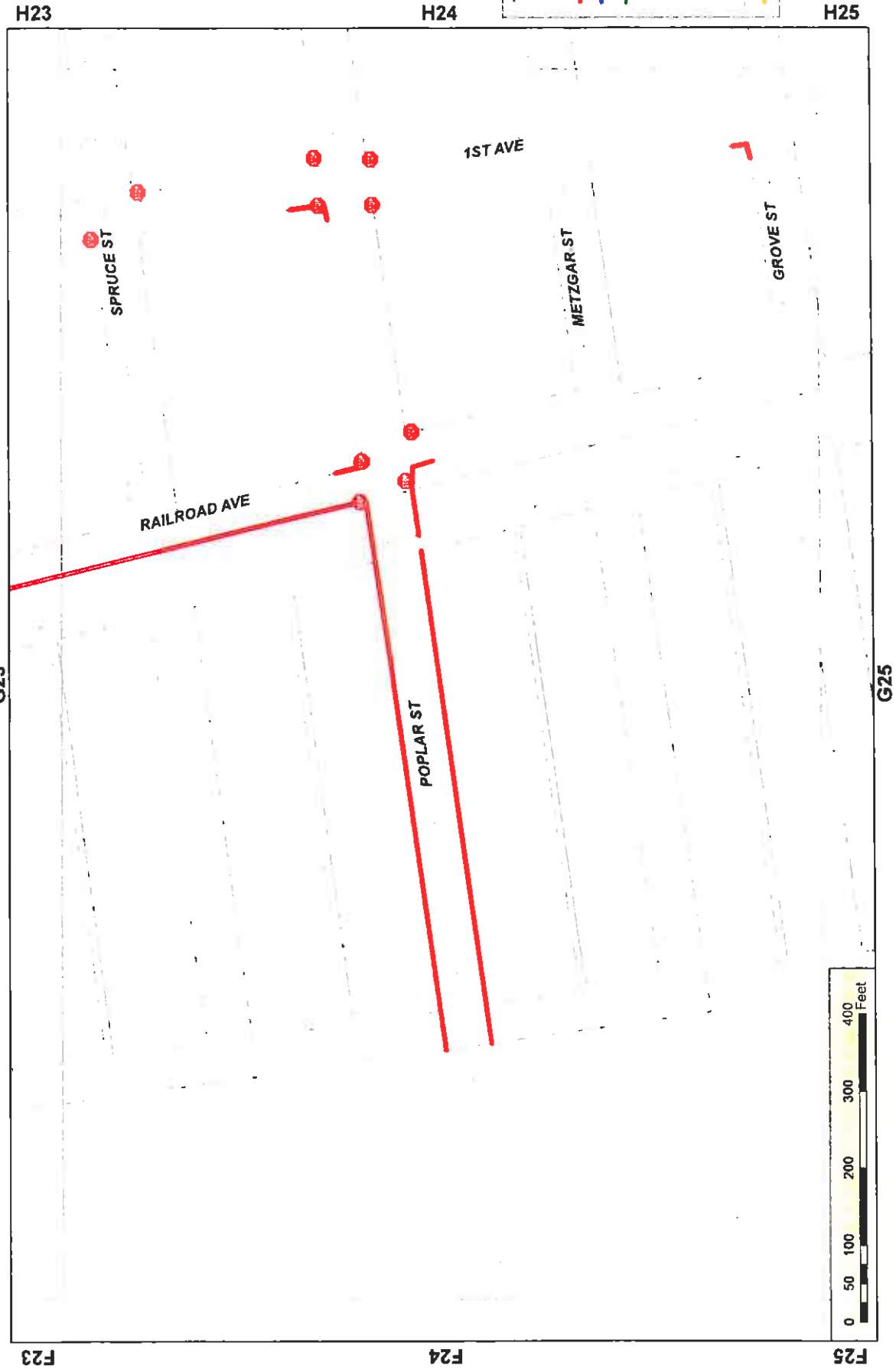


G23

City of Half Moon Bay - Traffic Regulation



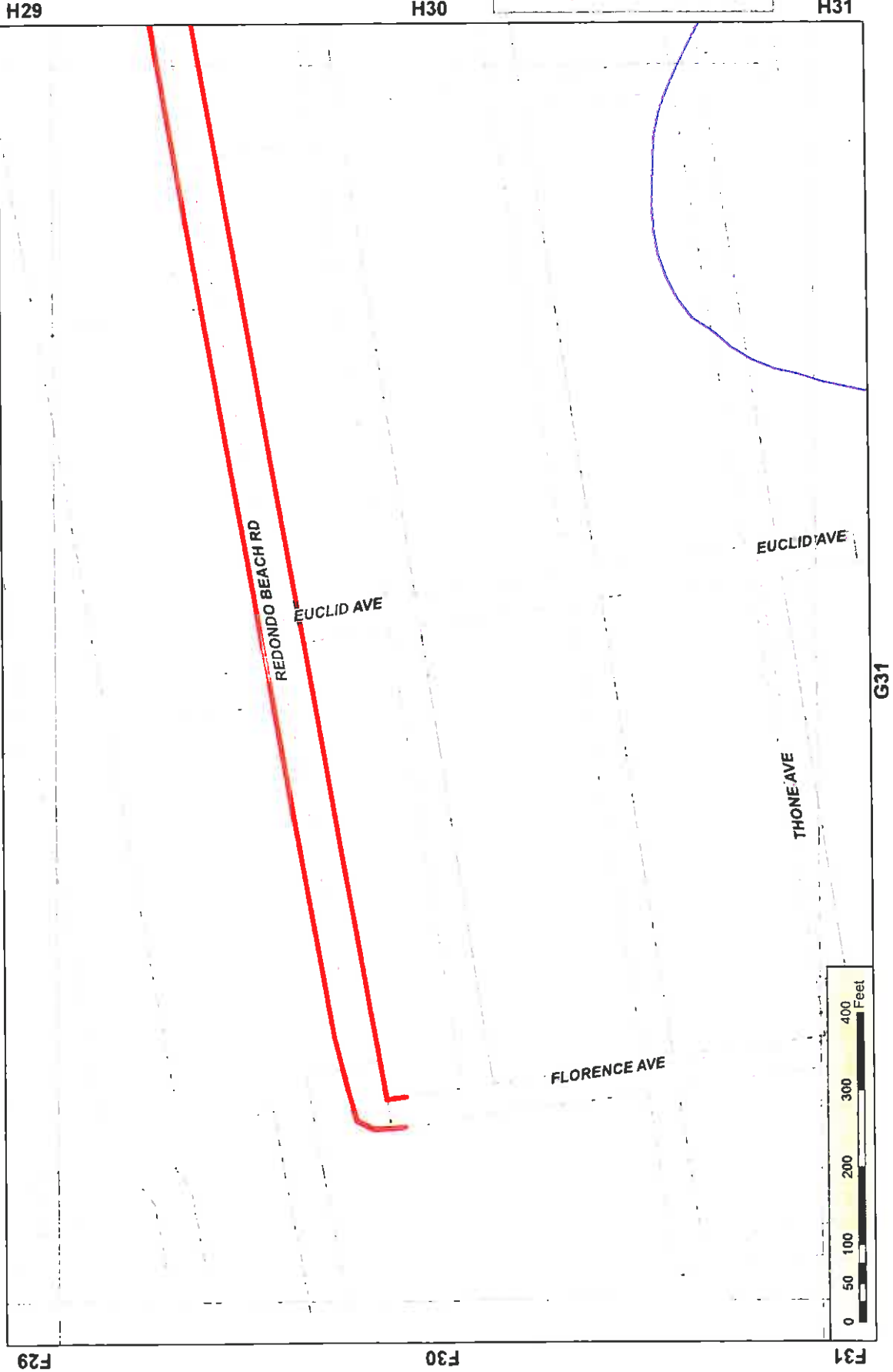
February 2011



City of Half Moon Bay - Traffic Regulation



February 2011

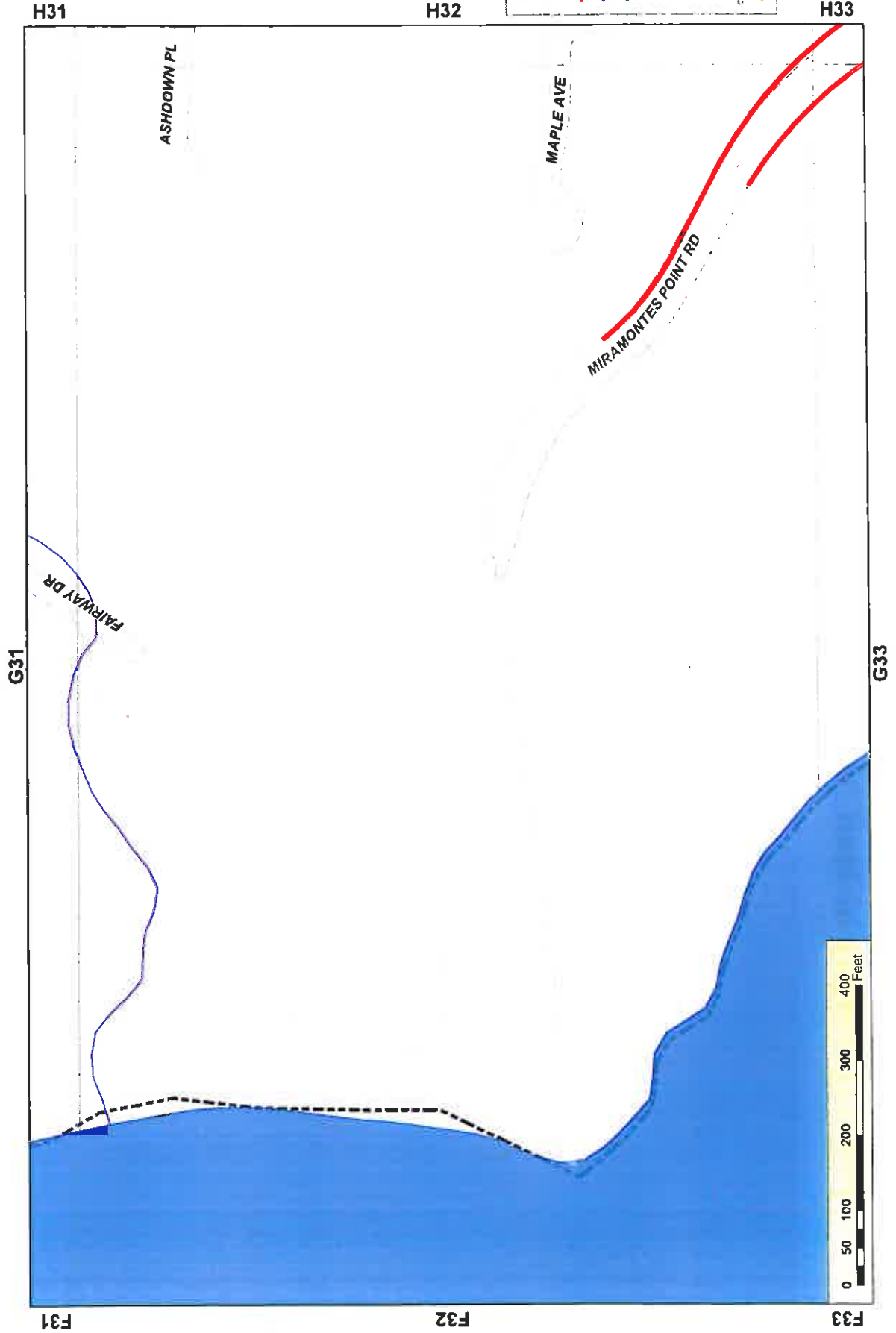


G30

City of Half Moon Bay - Traffic Regulation



February 2011

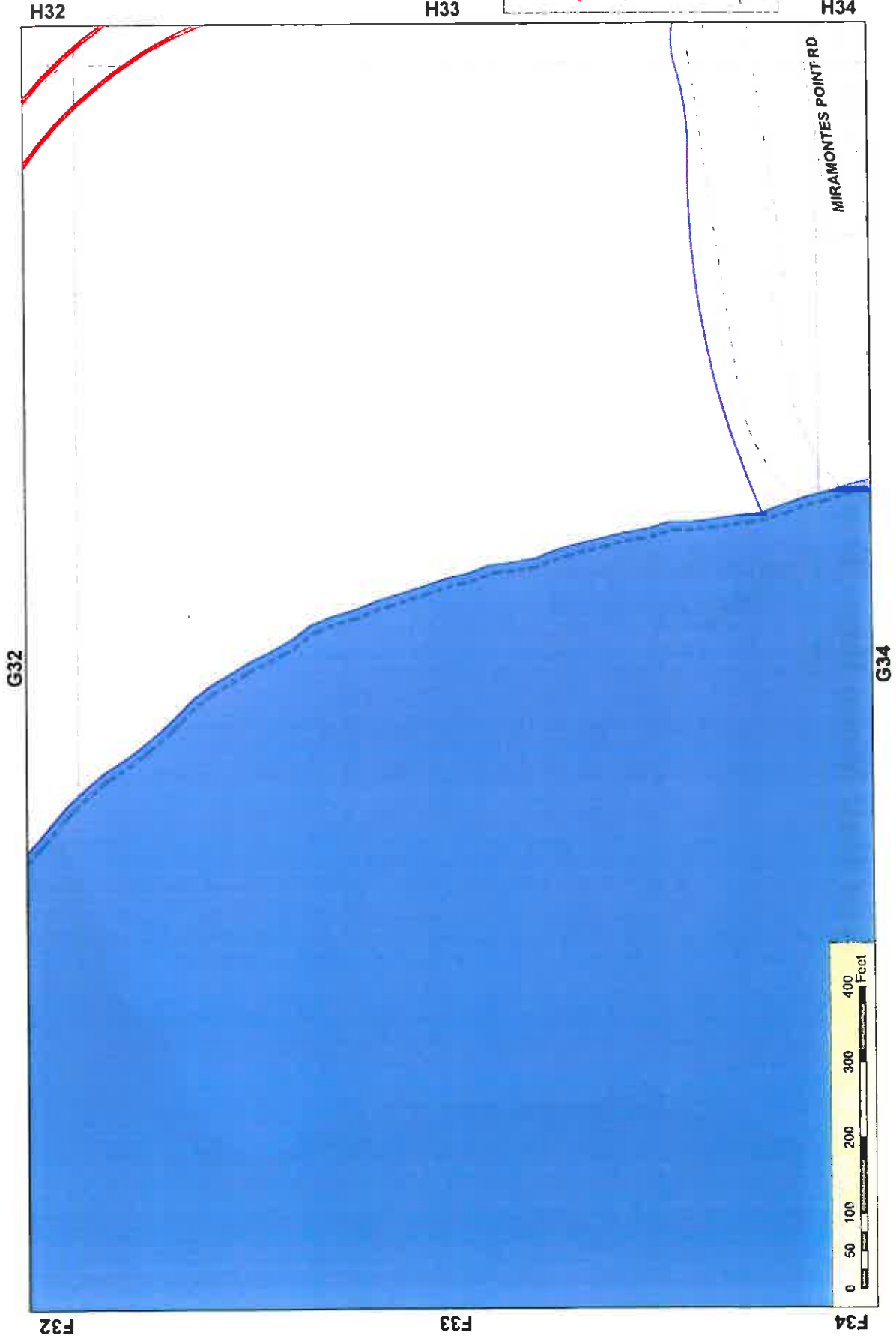


G32

City of Half Moon Bay - Traffic Regulation



February 2011



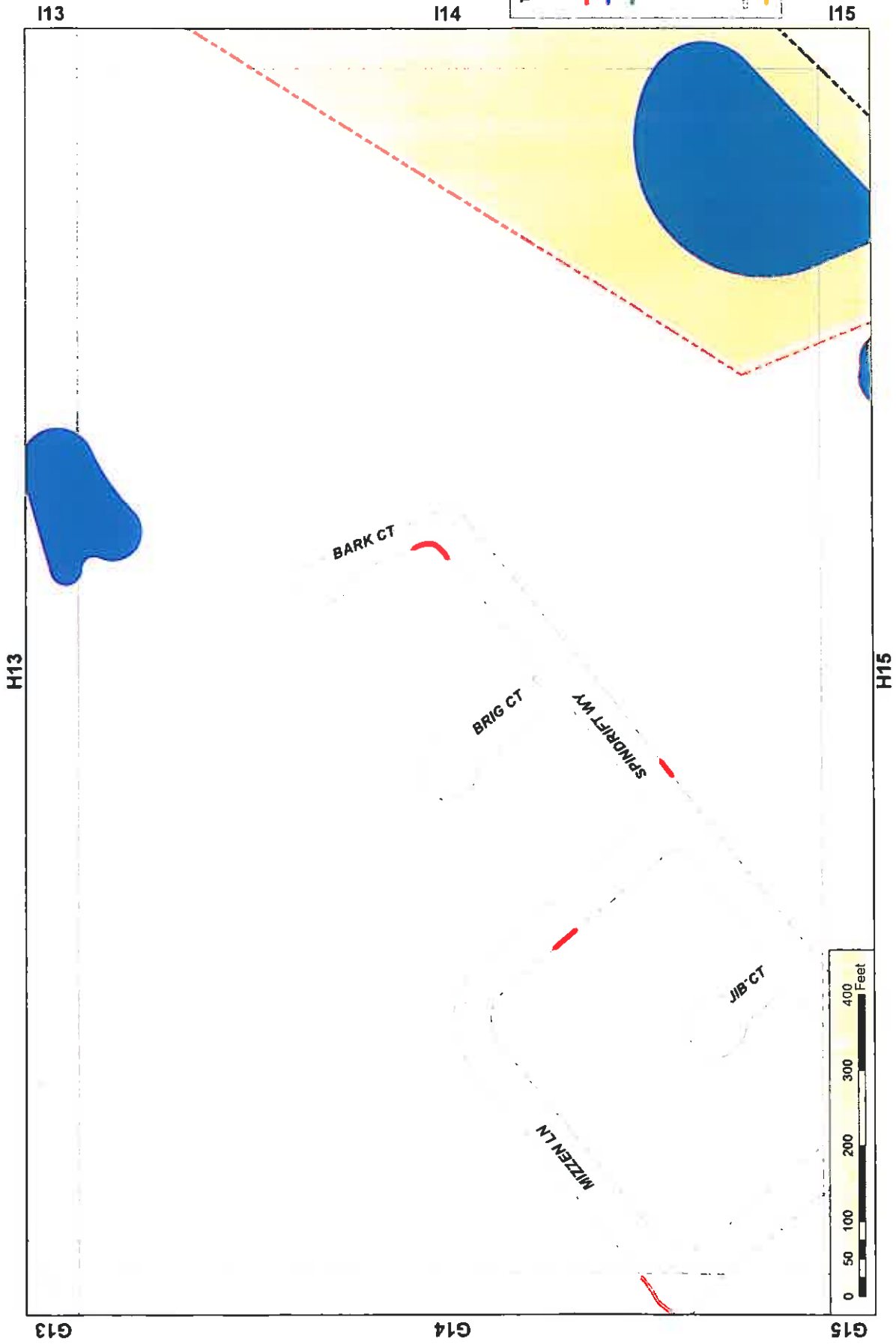
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

G33

City of Half Moon Bay - Traffic Regulation



February 2011

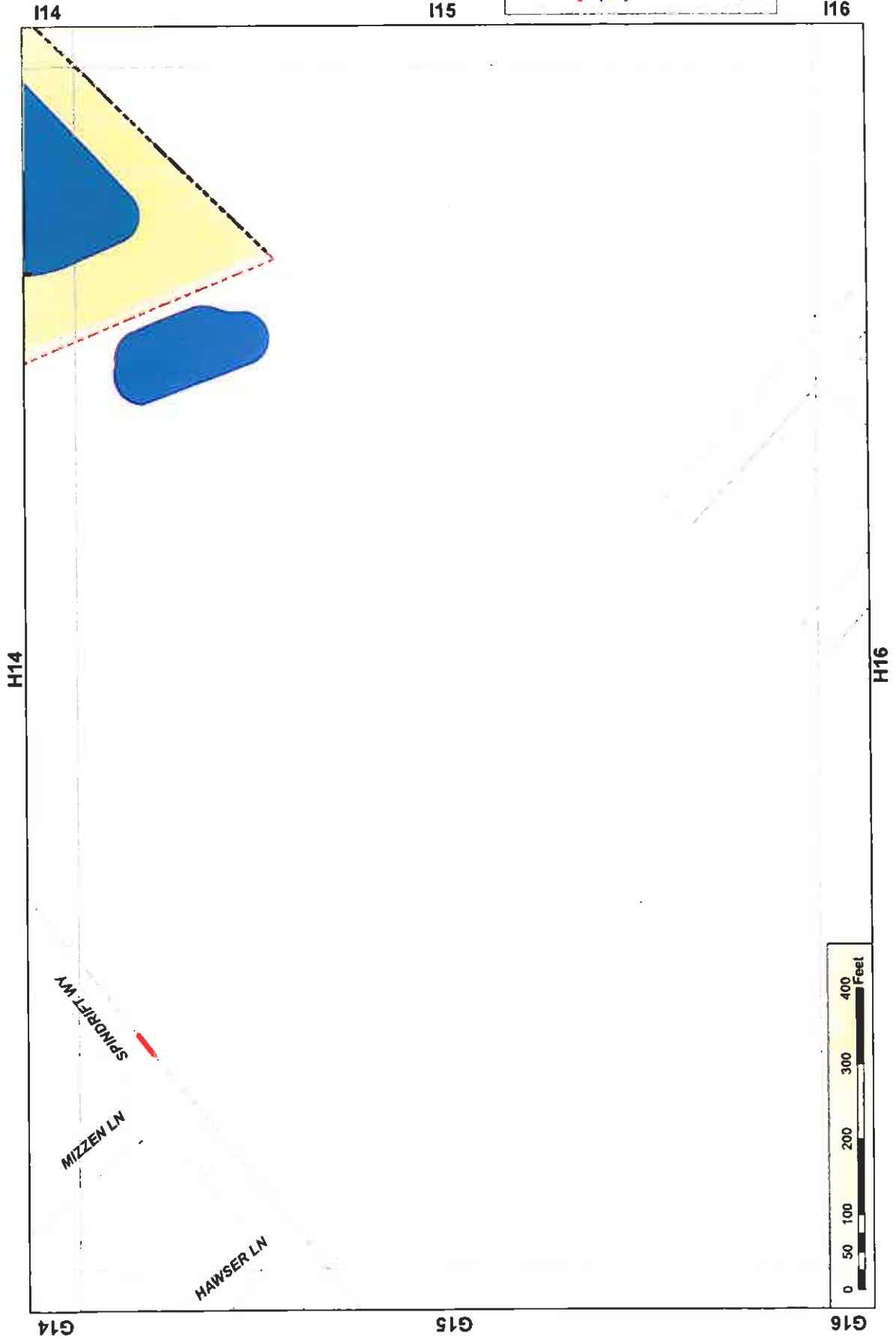


H14

City of Half Moon Bay - Traffic Regulation



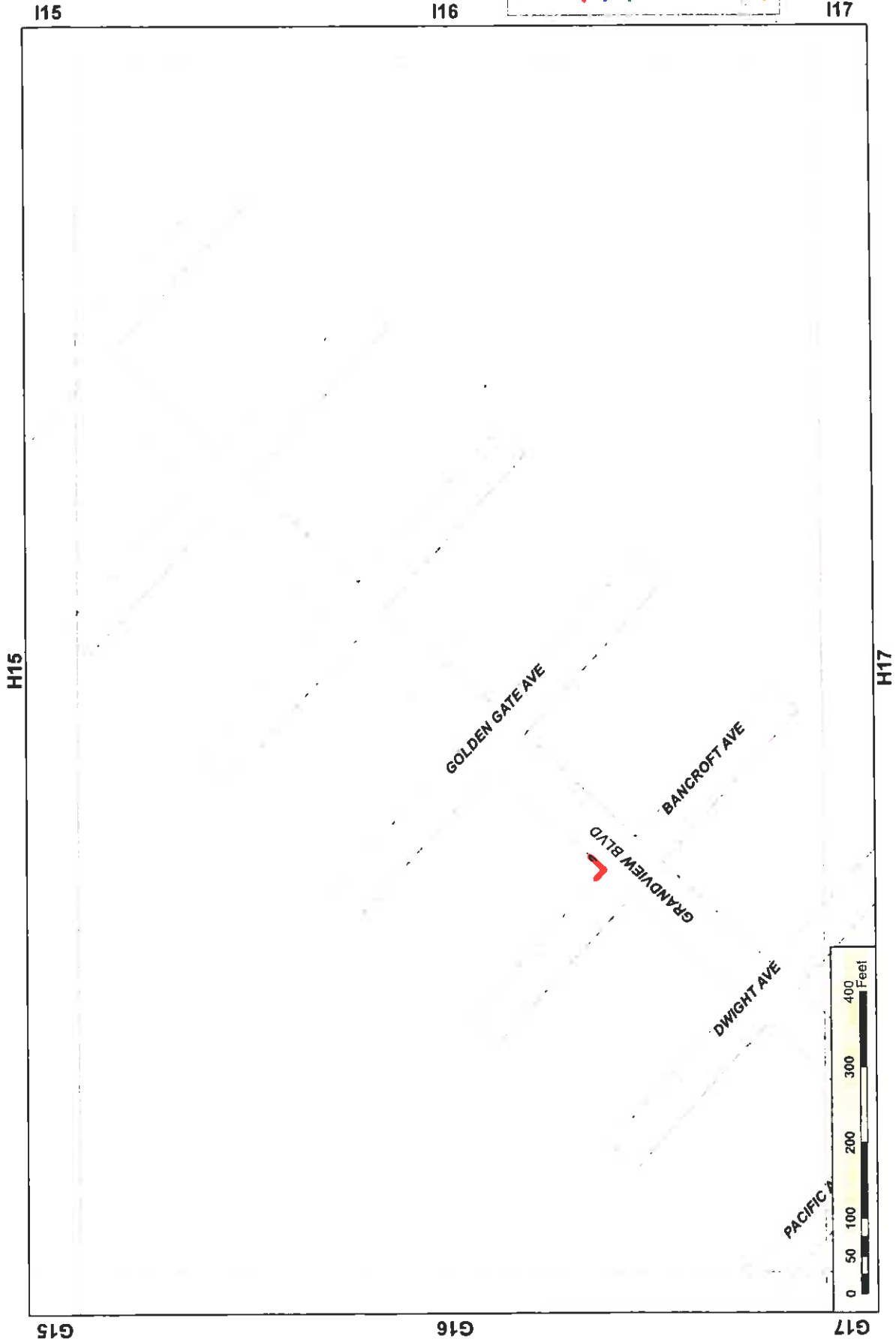
February 2011



City of Half Moon Bay - Traffic Regulation



February 2011

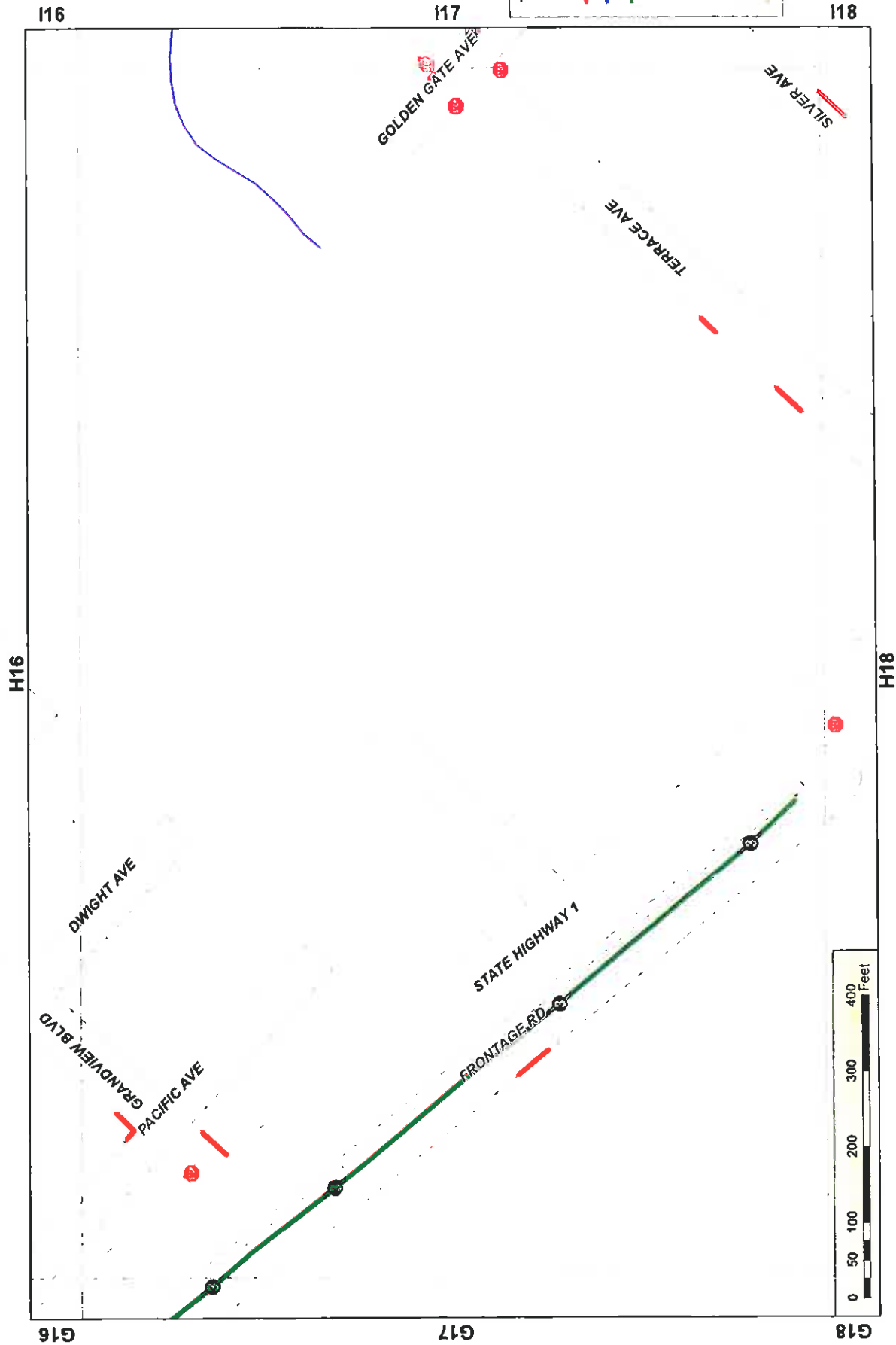


H16

City of Half Moon Bay - Traffic Regulation



February 2011



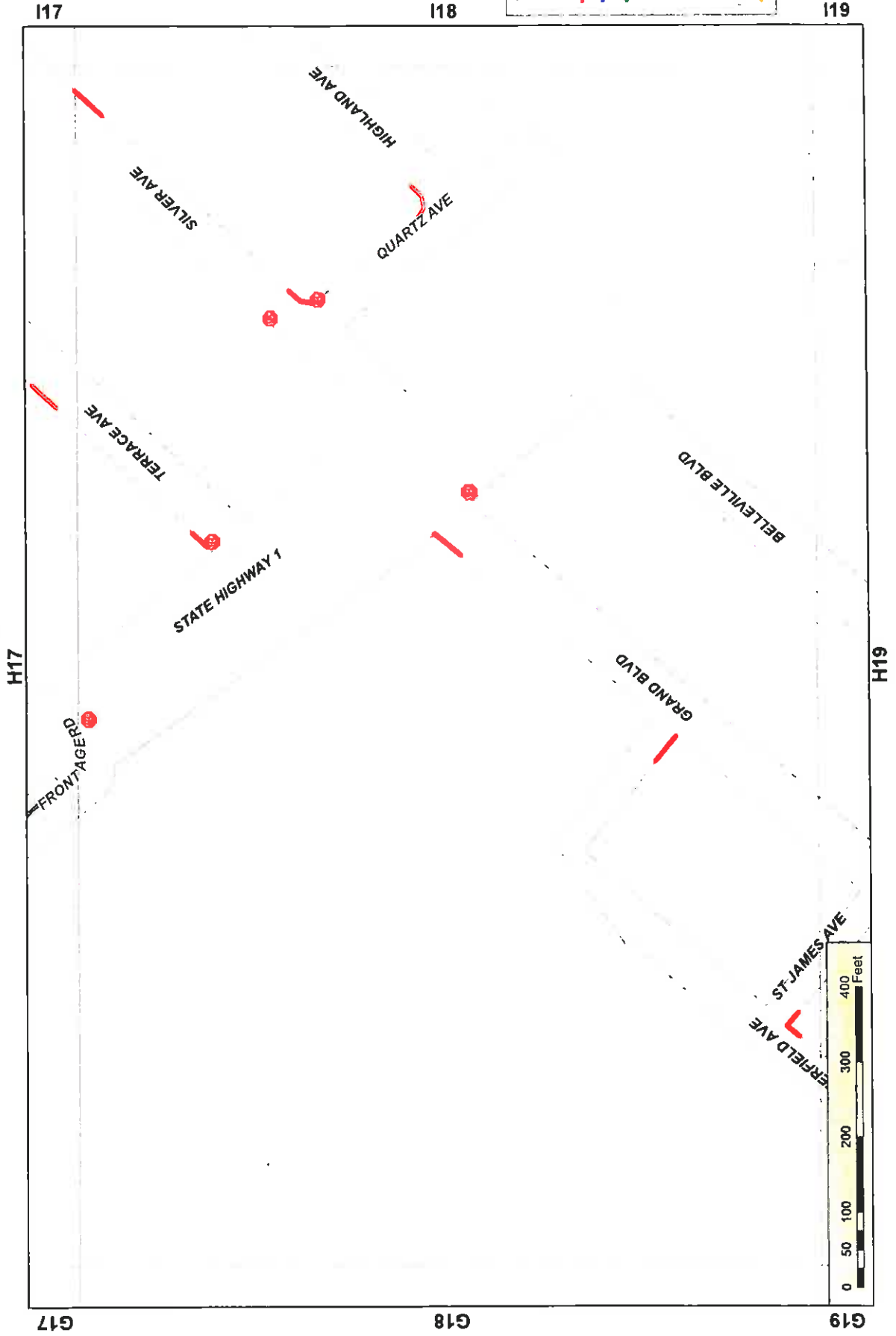
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Park
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

H17

City of Half Moon Bay - Traffic Regulation



February 2011



Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

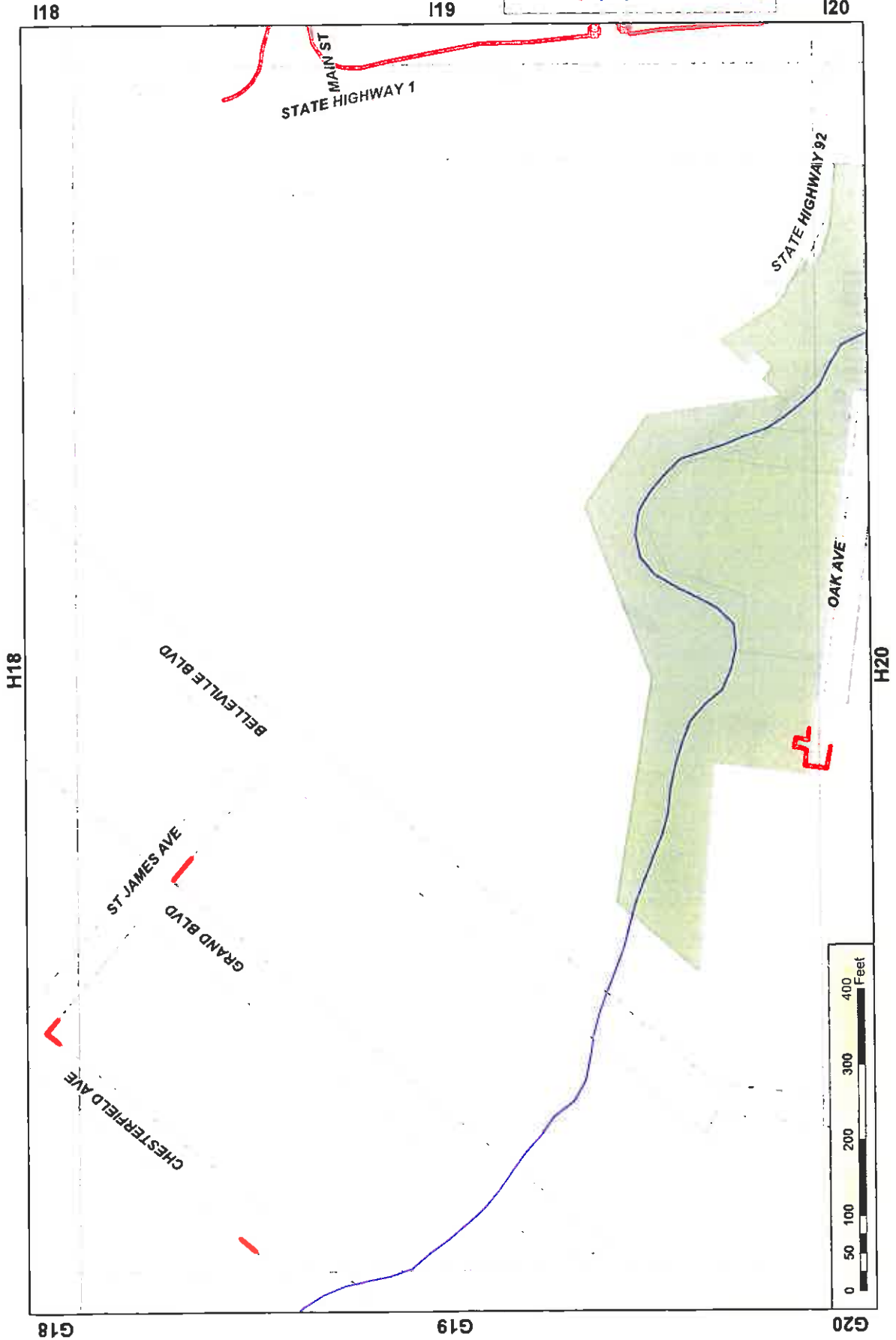


H18

City of Half Moon Bay - Traffic Regulation



February 2011



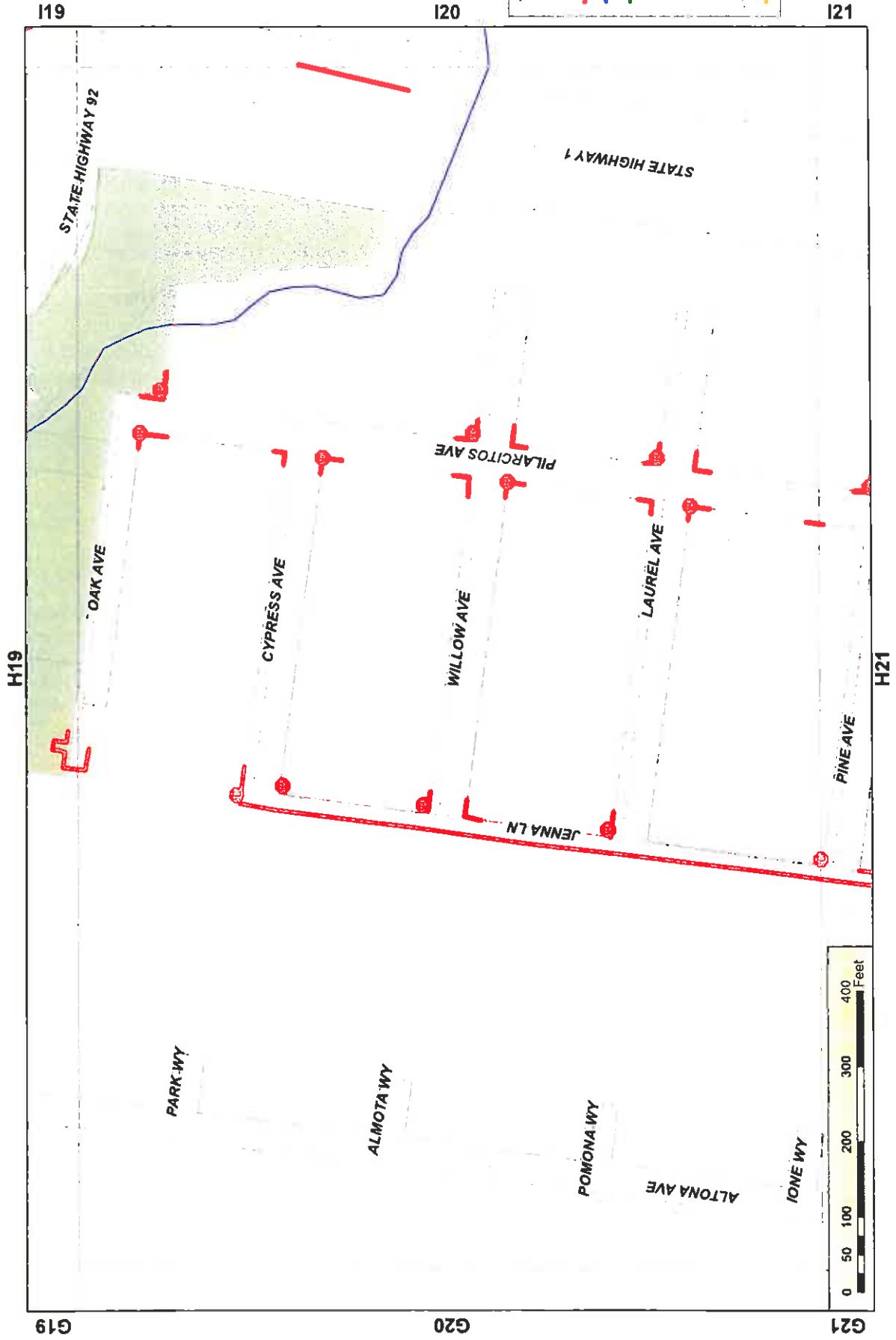
Traffic Regulations	
	Stop
	No Parking
	Disabled Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

H19

City of Half Moon Bay - Traffic Regulation



February 2011



Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

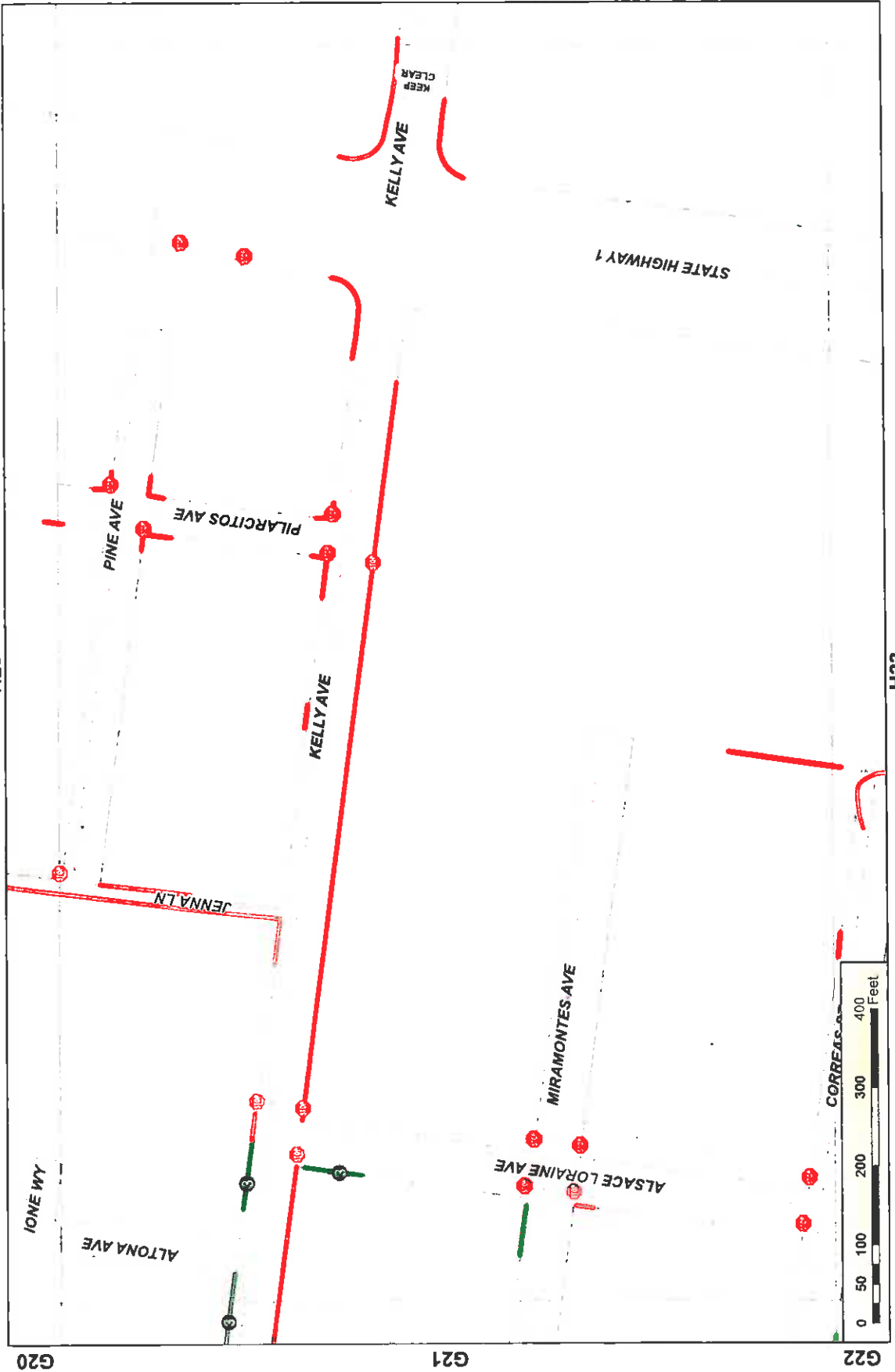


H20

City of Half Moon Bay - Traffic Regulation



February 2011



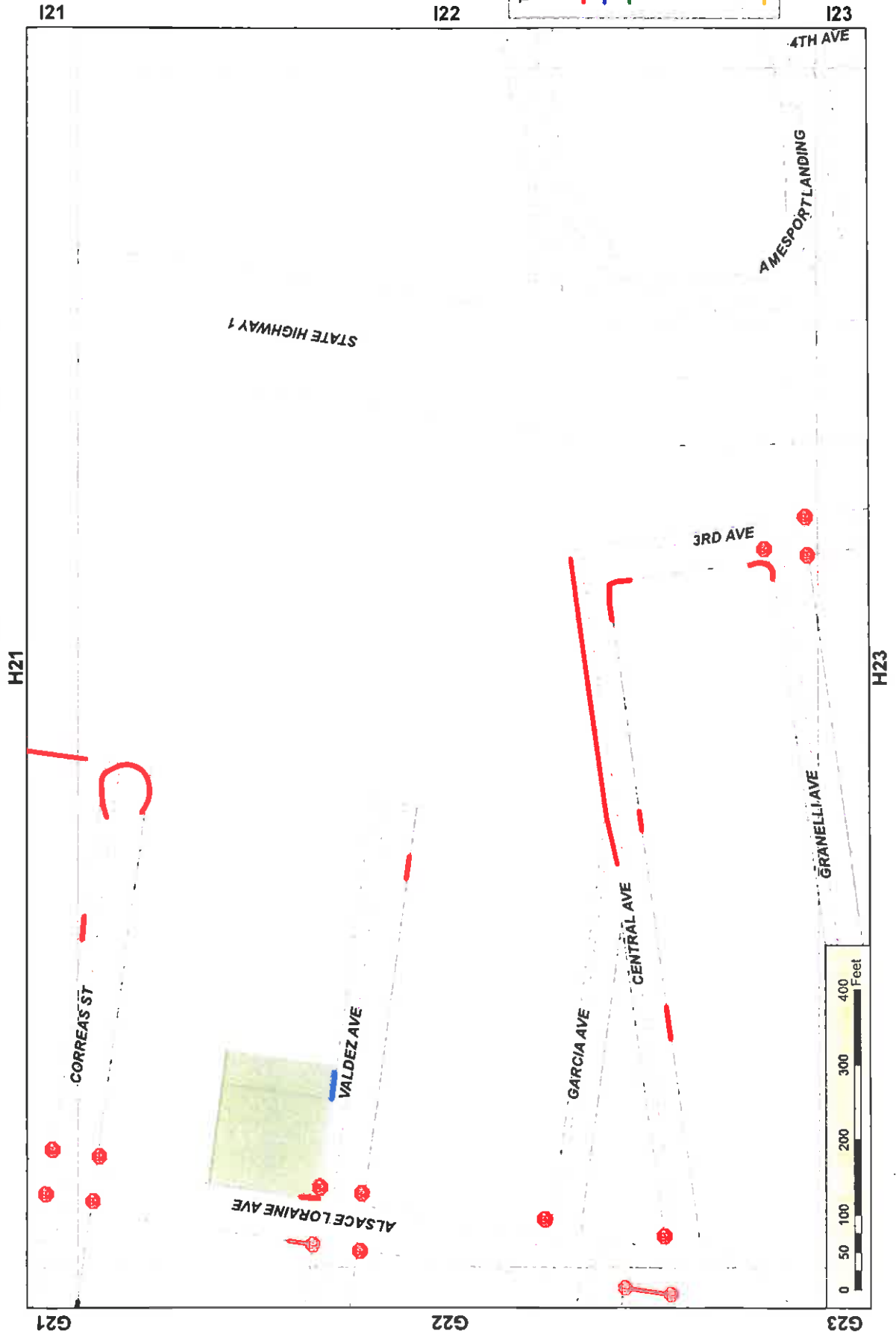
Traffic Regulations	
13	Stop
14	No Parking
15	Disability Parking
16	Limited Time Parking
17	2 Hr Limit
18	12 Hr Limit
19	No Parking 12am-4am
20	Passenger Loading
21	Loading

H21

City of Half Moon Bay - Traffic Regulation



February 2011



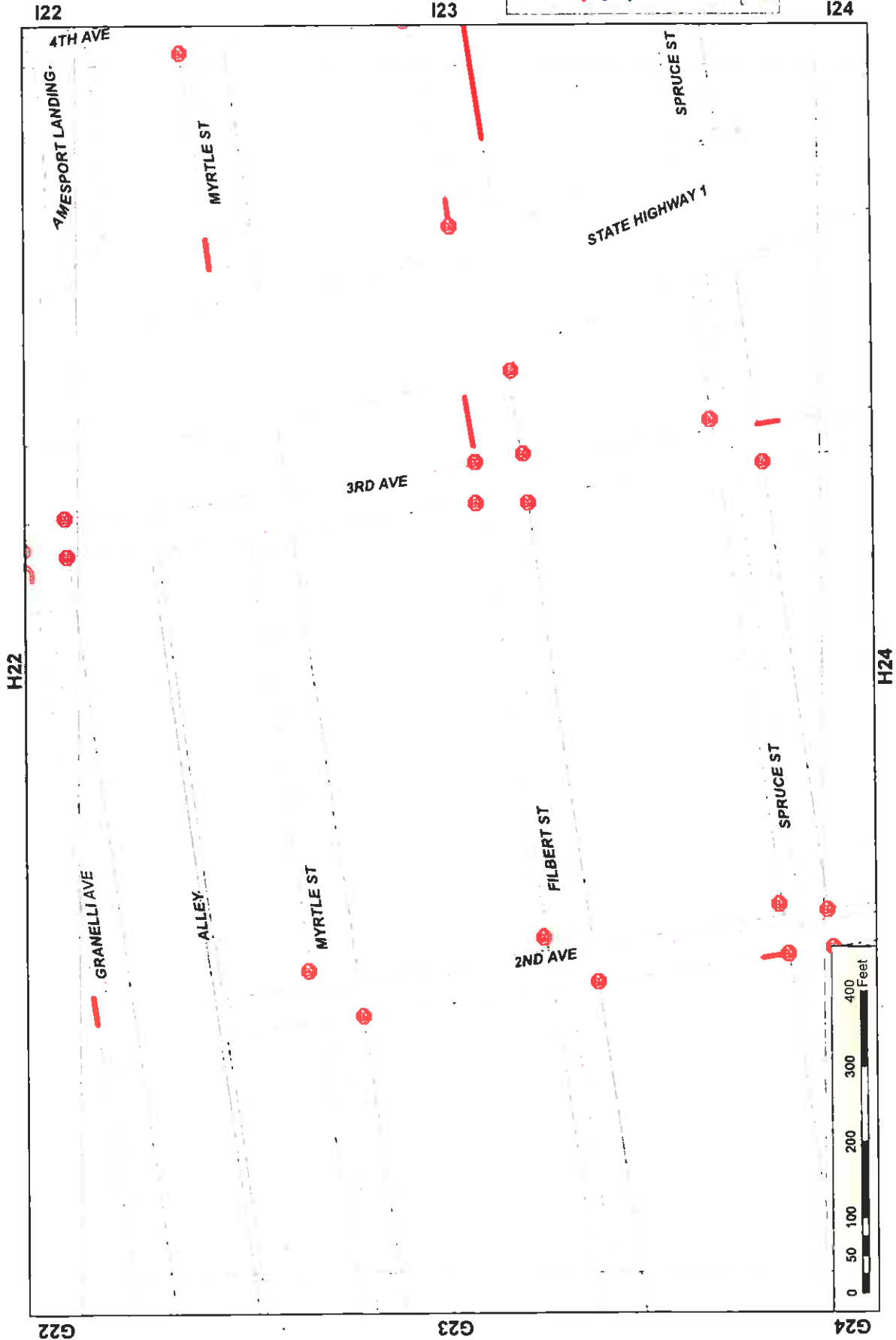
Traffic Regulations	
Stop	1
No Parking	2
Disabled Parking	3
Limited Time Parking	
2 Hr Limit	1
12 Hr Limit	2
No Parking 12am-4am	3
Passenger Loading	
Loading	

H22

City of Half Moon Bay - Traffic Regulation



February 2011



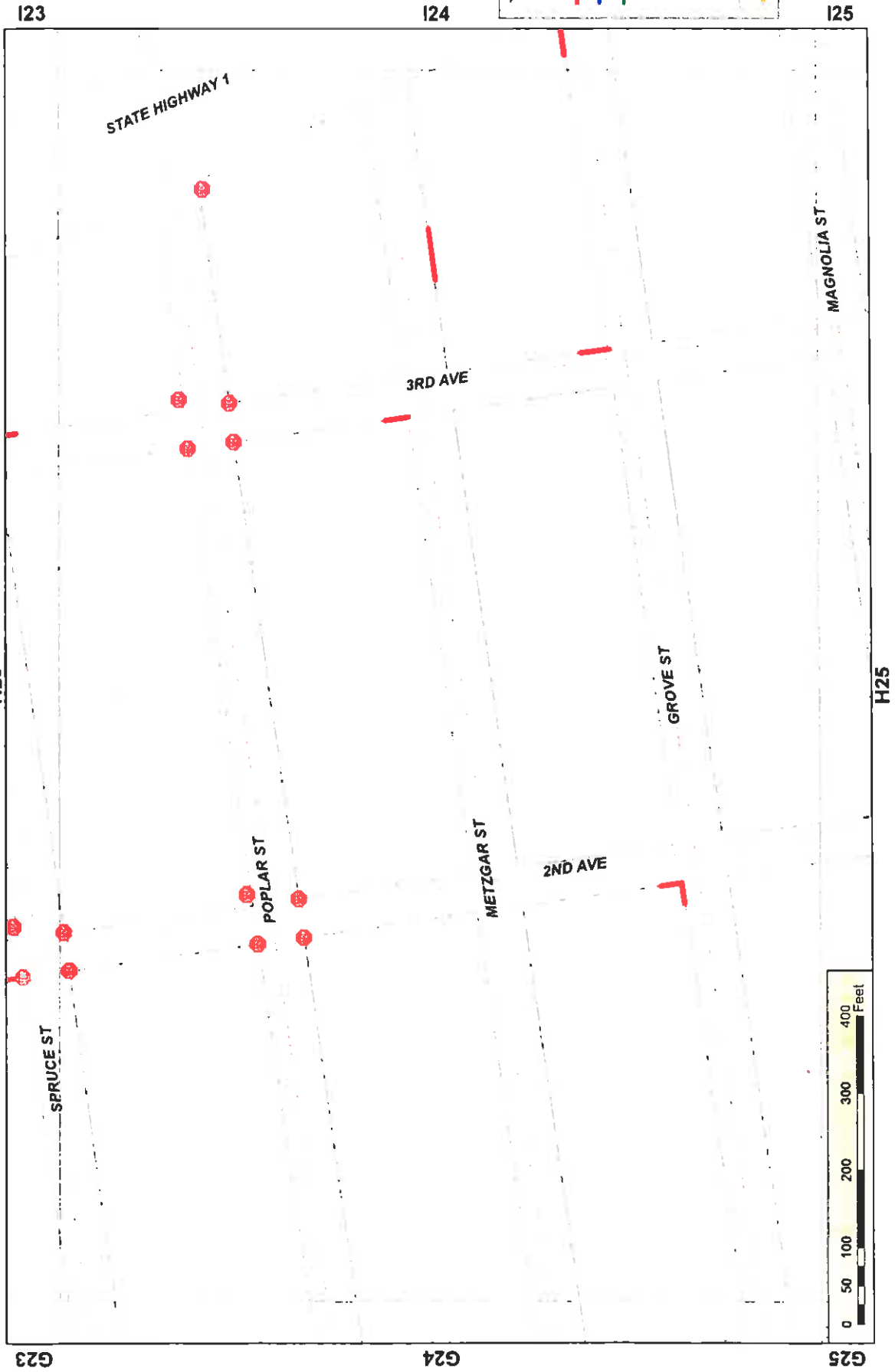
Traffic Regulations	
Stop	1
No Parking	2
Disability Parking	3
Limited Time Parking	4
2 Hr Limit	5
12 Hr Limit	6
No Parking 12am-4am	7
Passenger Loading	8
Loading	9

H23

City of Half Moon Bay - Traffic Regulation



February 2011

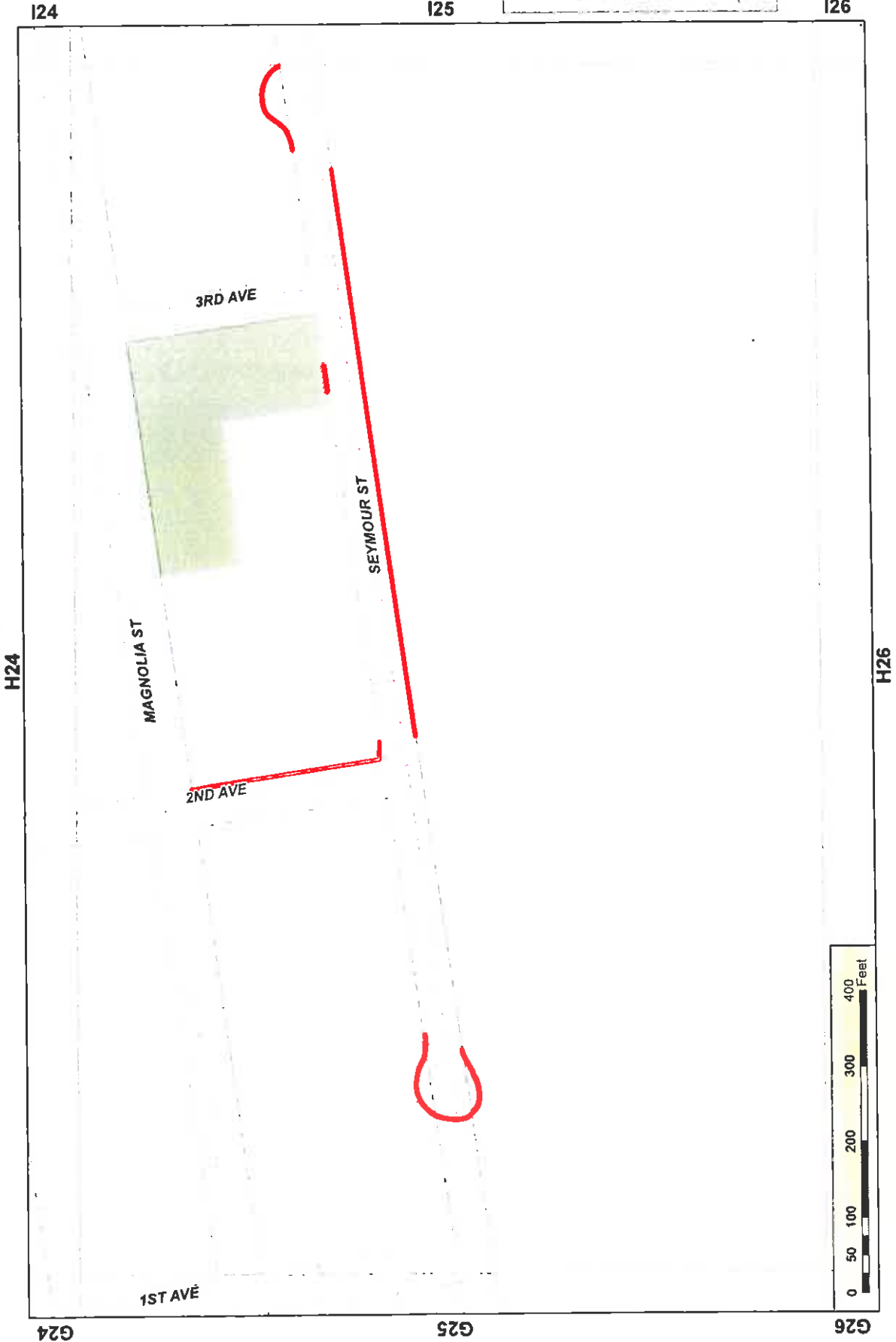


H24

City of Half Moon Bay - Traffic Regulation



February 2011



Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

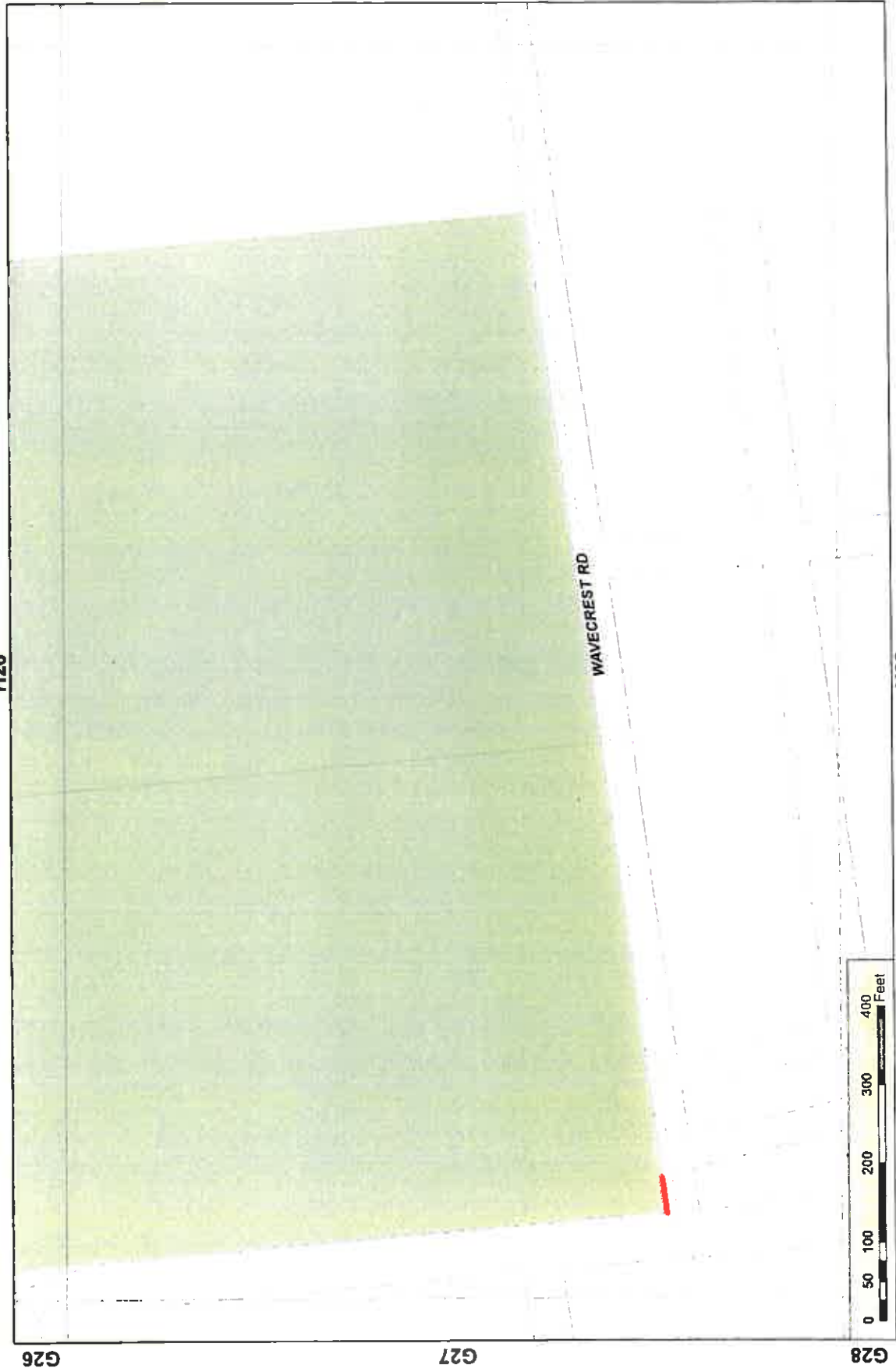


H25

City of Half Moon Bay - Traffic Regulation



February 2011



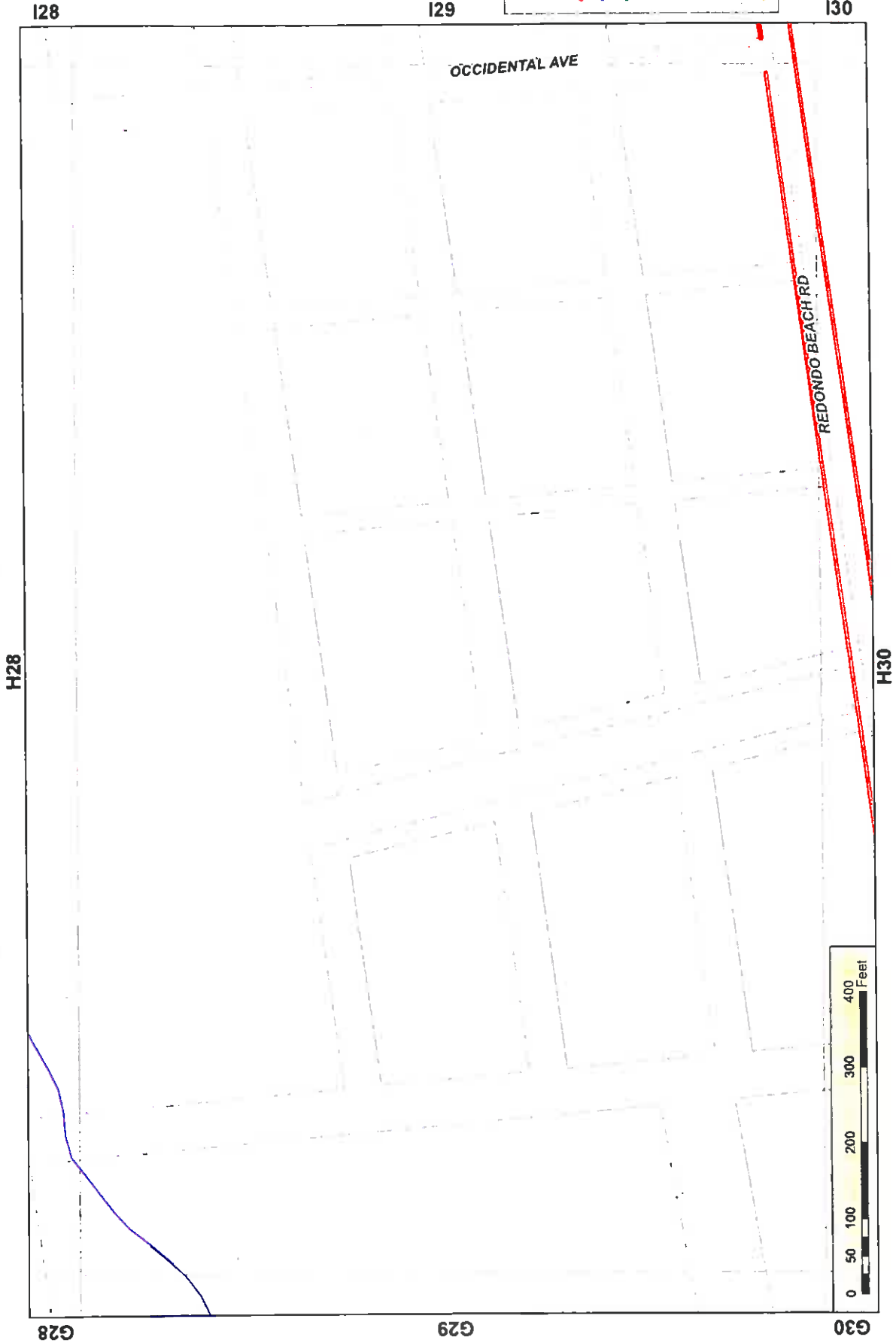
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-6am
	Passenger Loading
	Loading

H27

City of Half Moon Bay - Traffic Regulation



February 2011

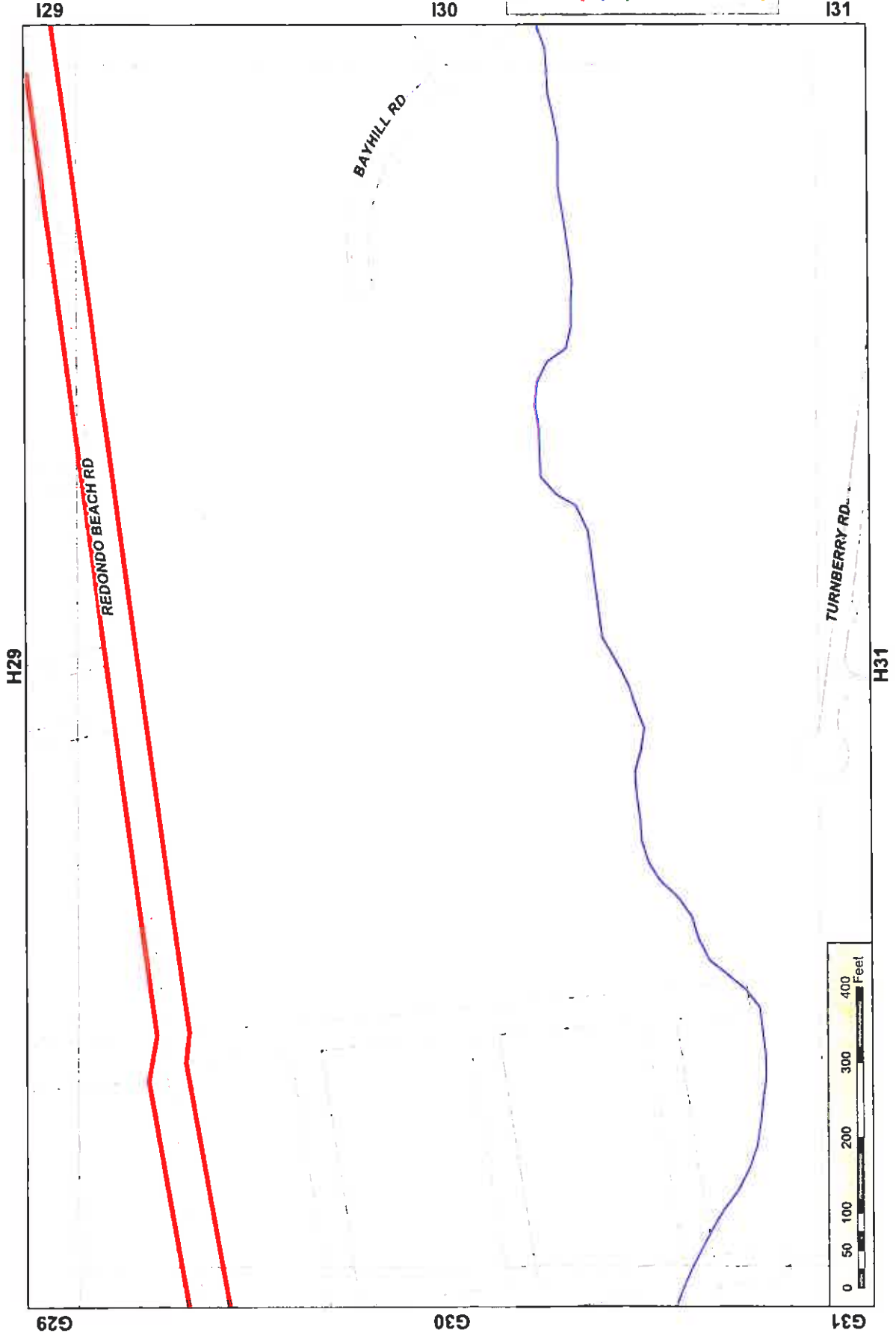


H29

City of Half Moon Bay - Traffic Regulation



February 2011

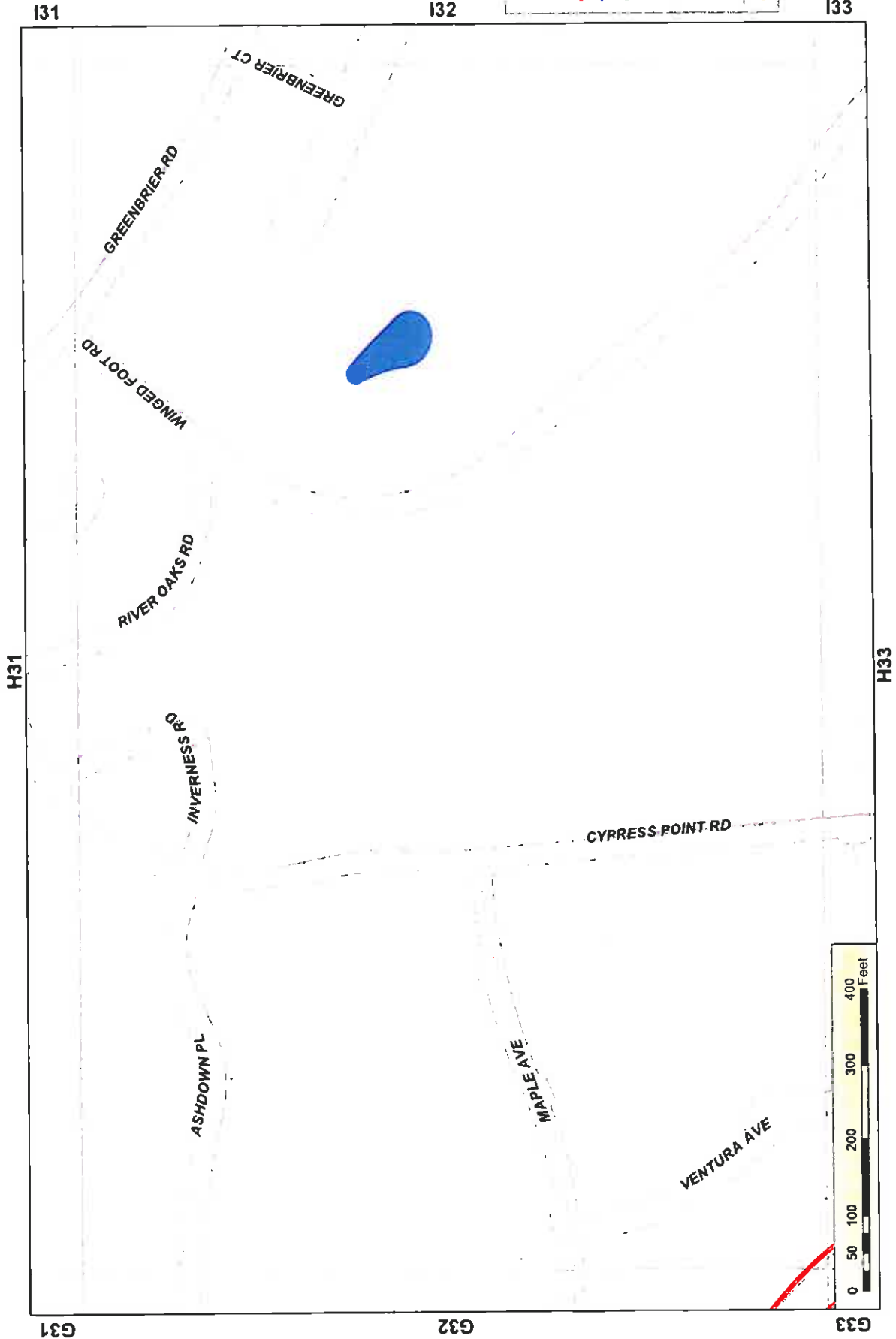


H30

City of Half Moon Bay - Traffic Regulation



February 2011

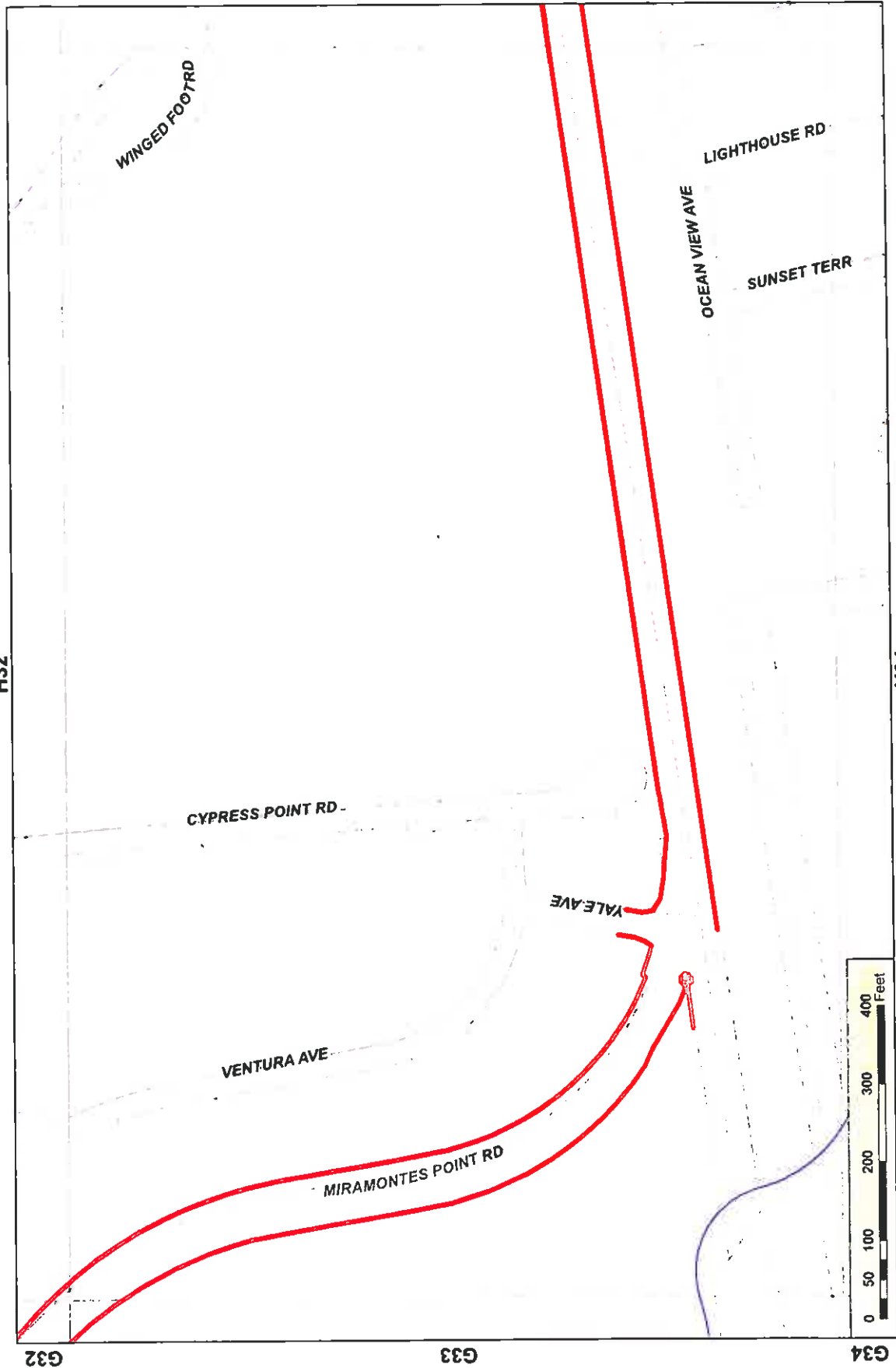


H32

City of Half Moon Bay - Traffic Regulation



February 2011



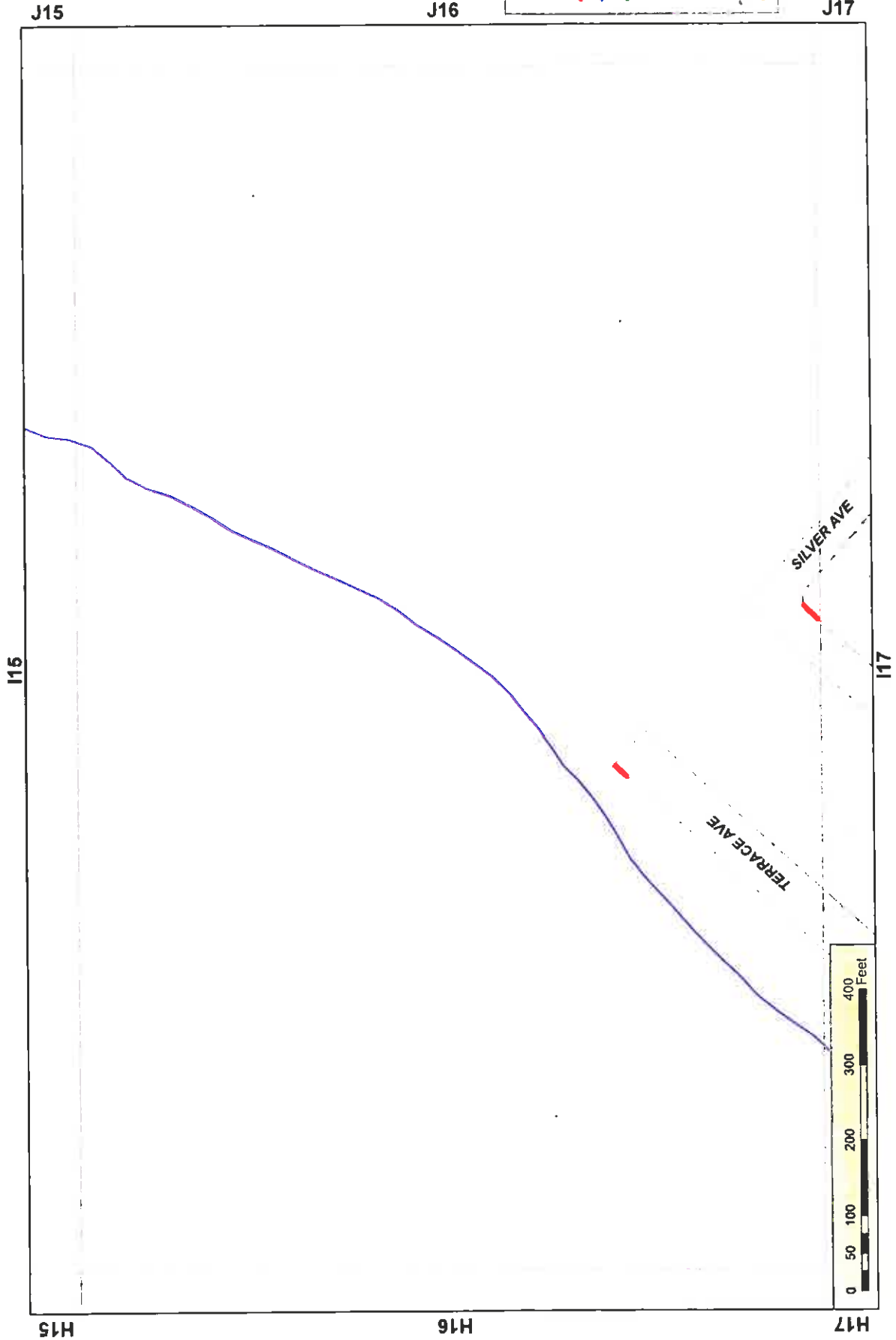
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

H33

City of Half Moon Bay - Traffic Regulation



February 2011

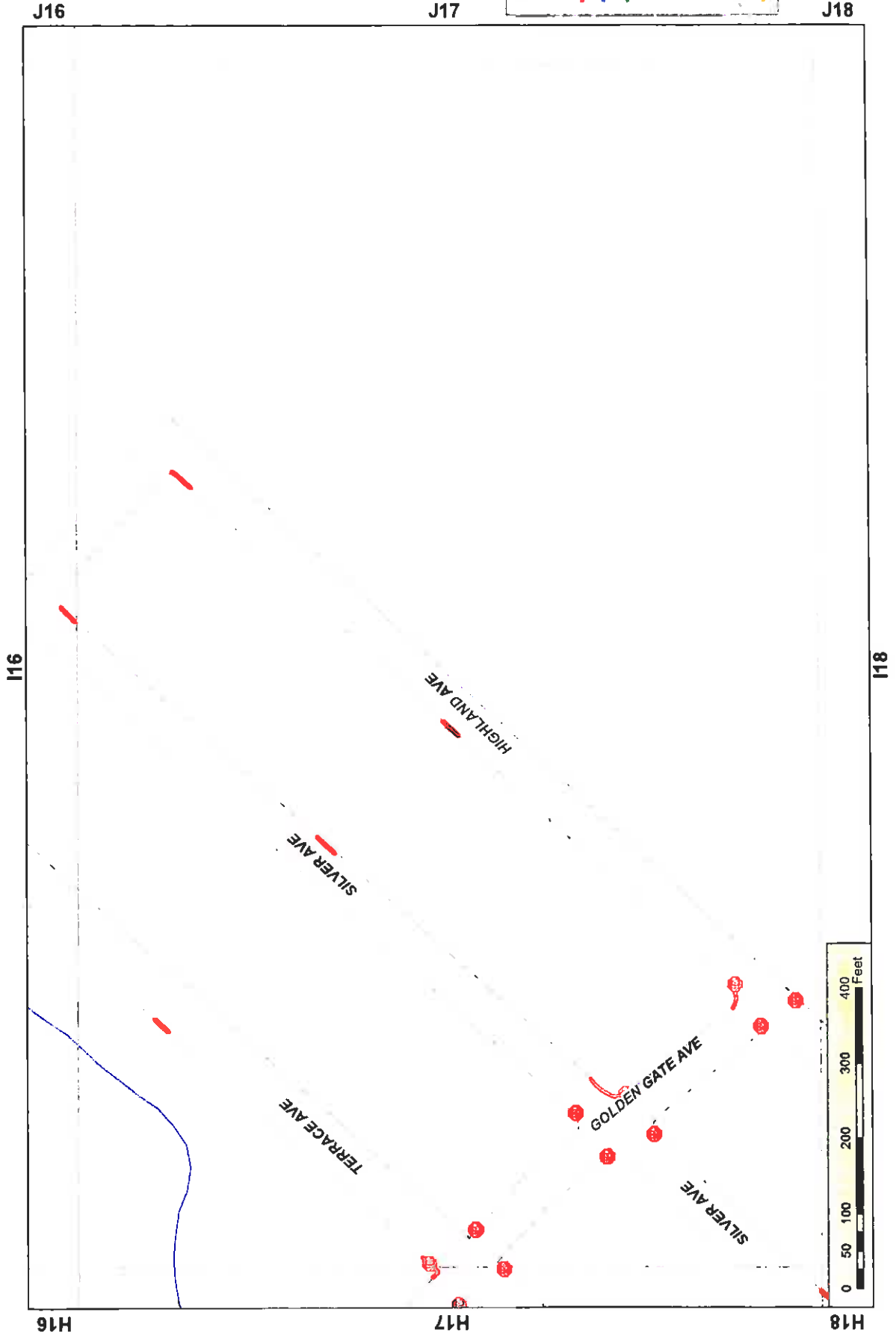


I16

City of Half Moon Bay - Traffic Regulation



February 2011

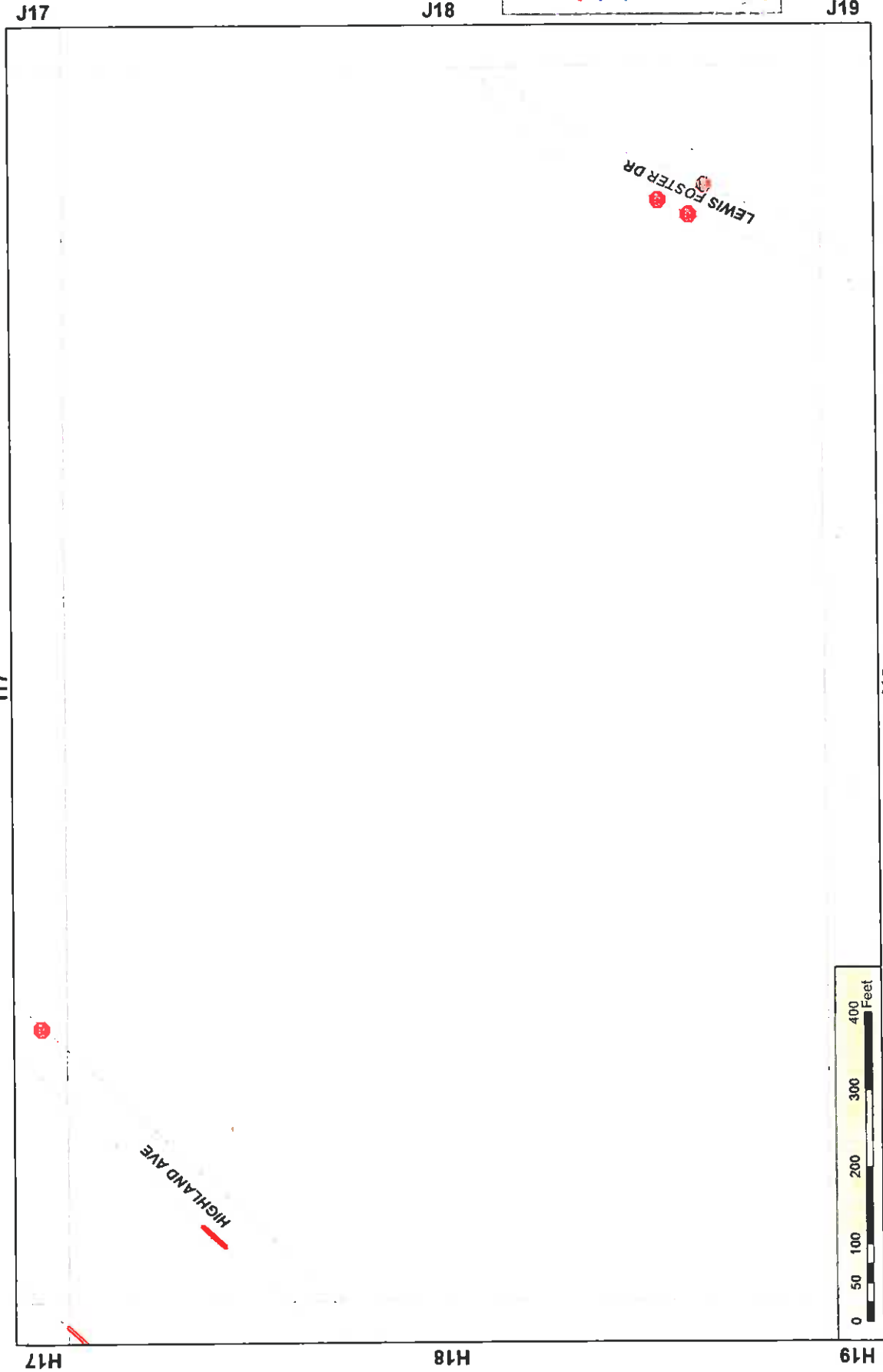


117

City of Half Moon Bay - Traffic Regulation



February 2011

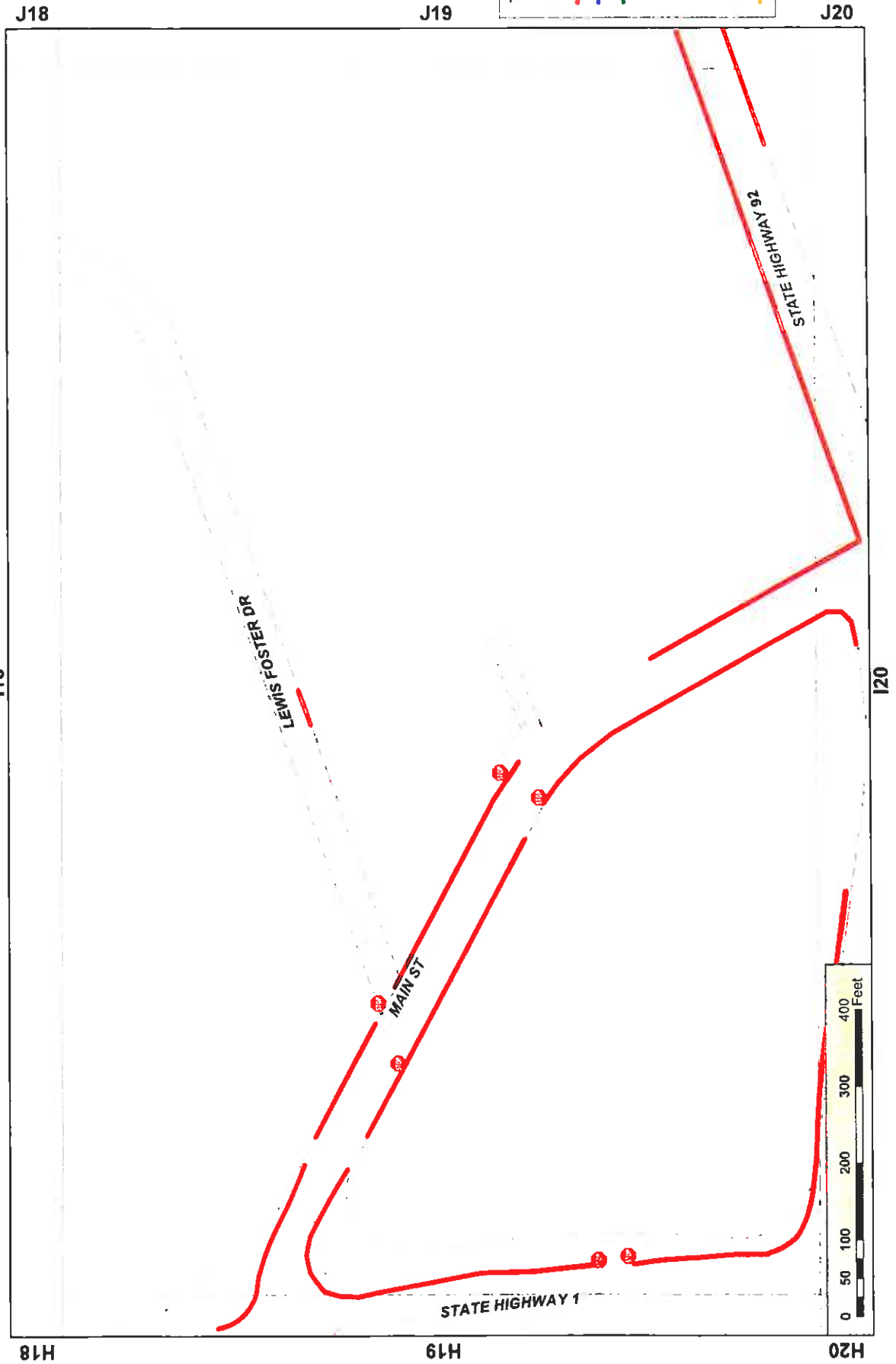


I18

City of Half Moon Bay - Traffic Regulation



February 2011



Traffic Regulations

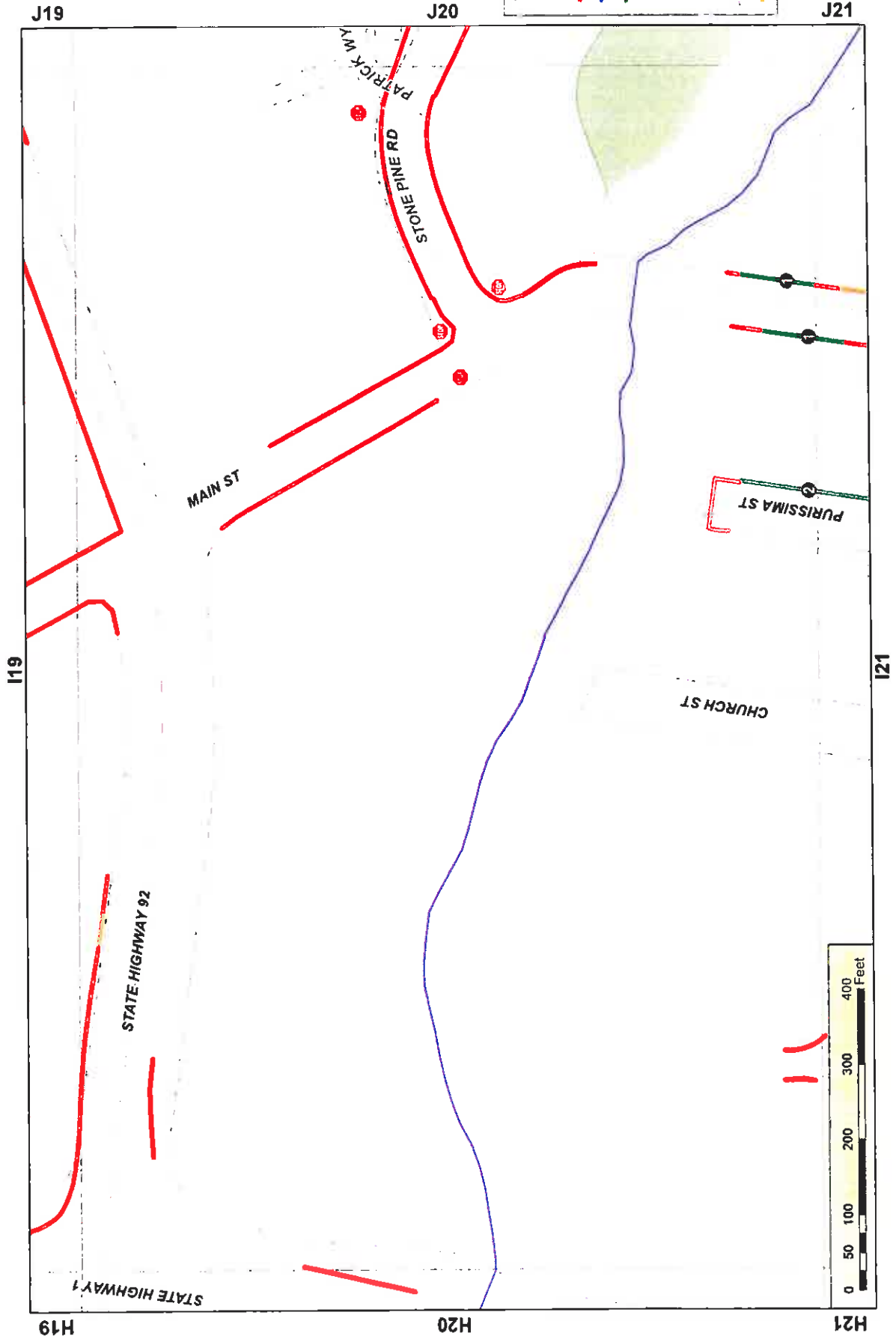
Stop	No Parking	Disability Parking	Unlimited Time Parking	2 Hr Limit	12 Hr Limit	No Parking 12am-4am	Passenger Loading	Loading
Red circle with white 'X'	Red line	Blue line	Green line	1	2	3	4	Yellow line

I19

City of Half Moon Bay - Traffic Regulation



February 2011



I20

City of Half Moon Bay - Traffic Regulation



February 2011

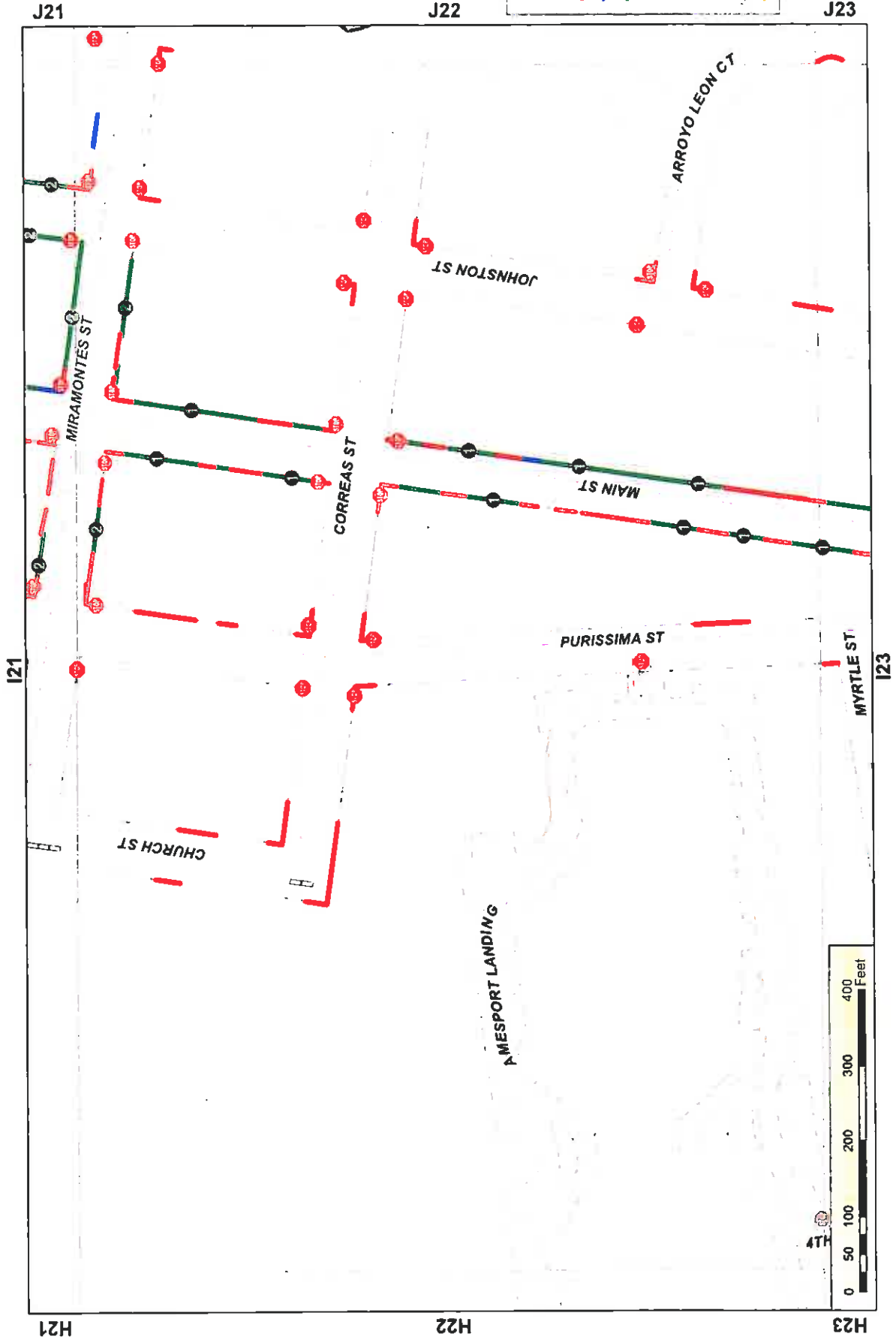


121

City of Half Moon Bay - Traffic Regulation



February 2011

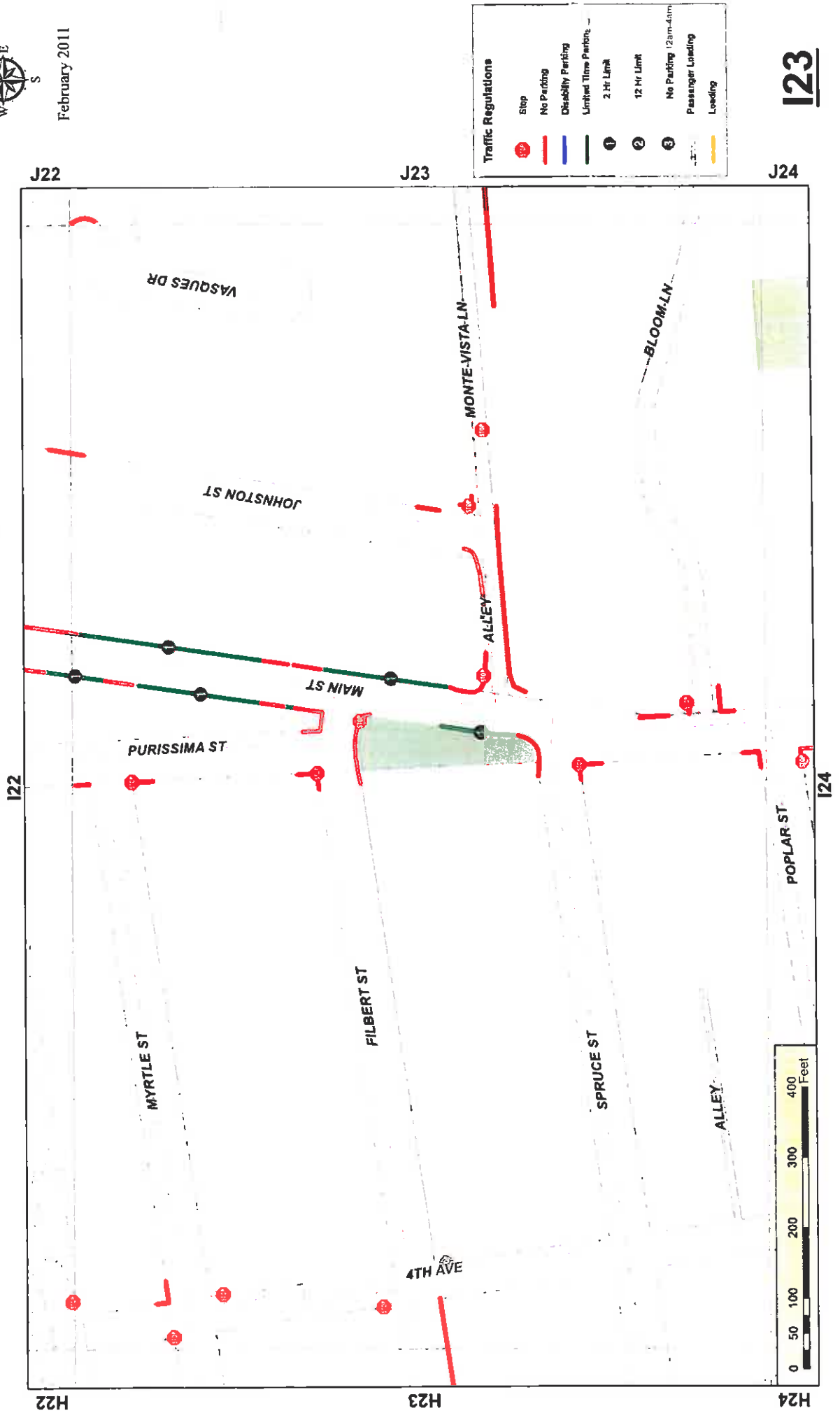


122

City of Half Moon Bay - Traffic Regulation



February 2011

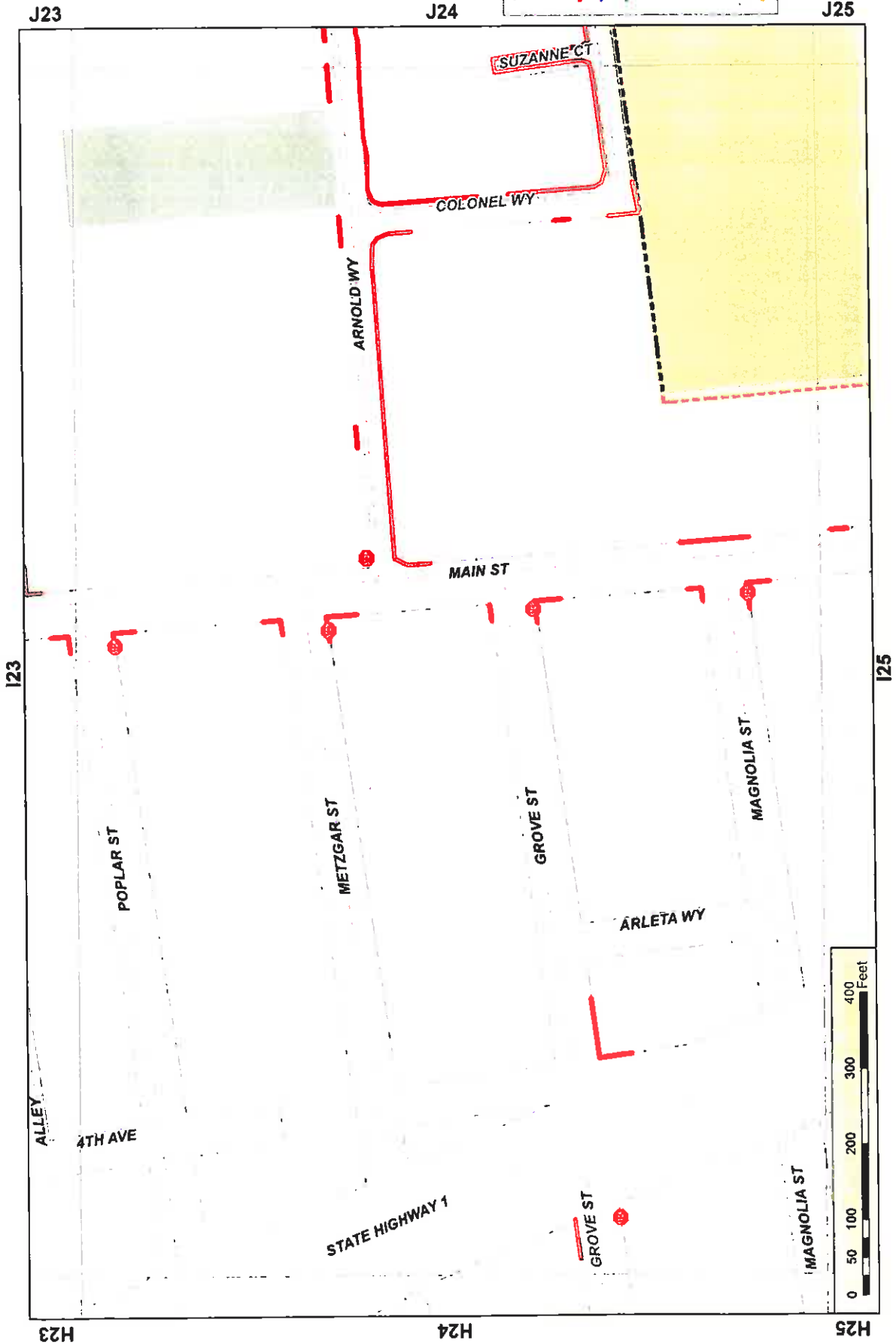


123

City of Half Moon Bay - Traffic Regulation



February 2011

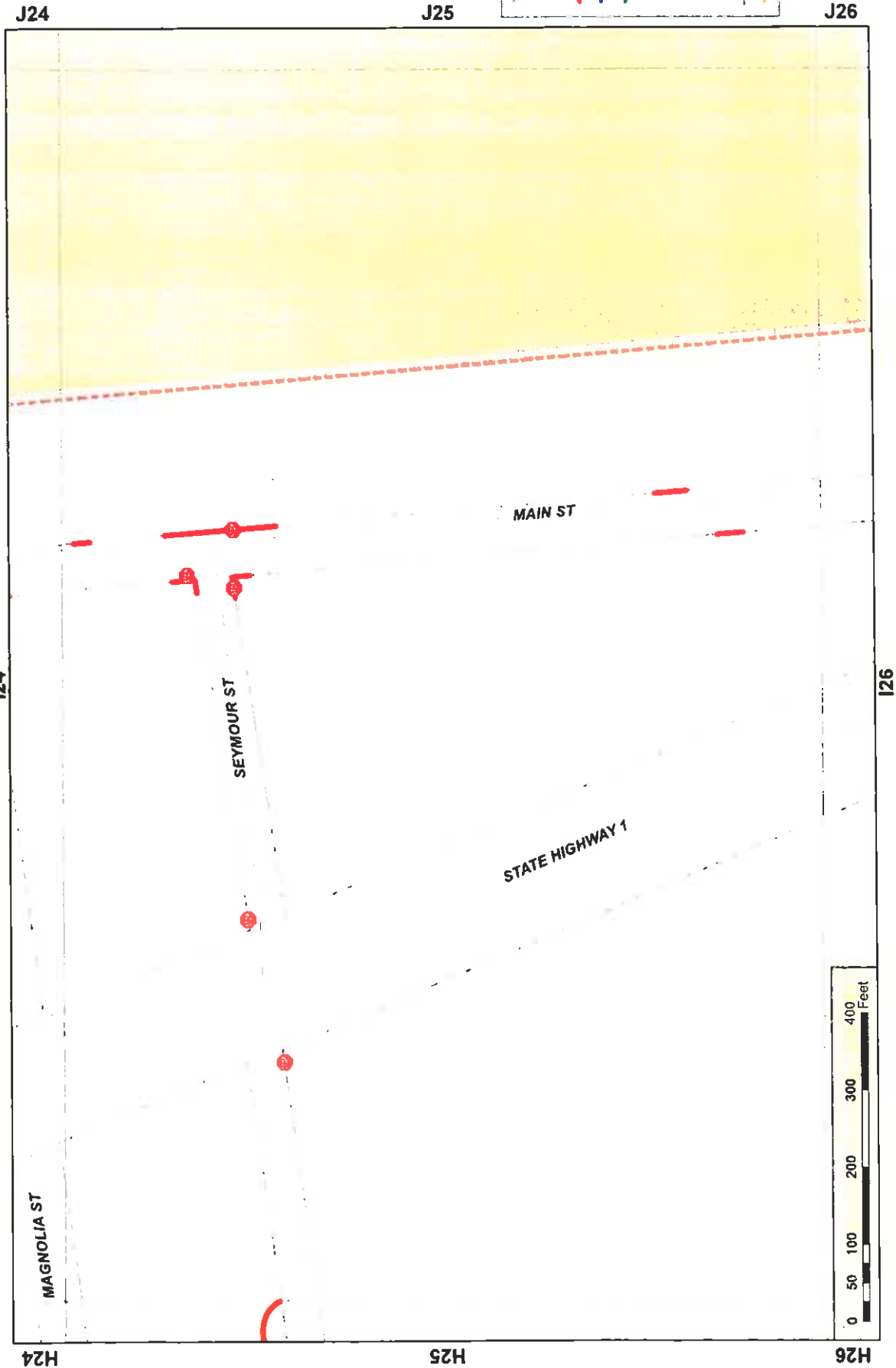


124

City of Half Moon Bay - Traffic Regulation



February 2011

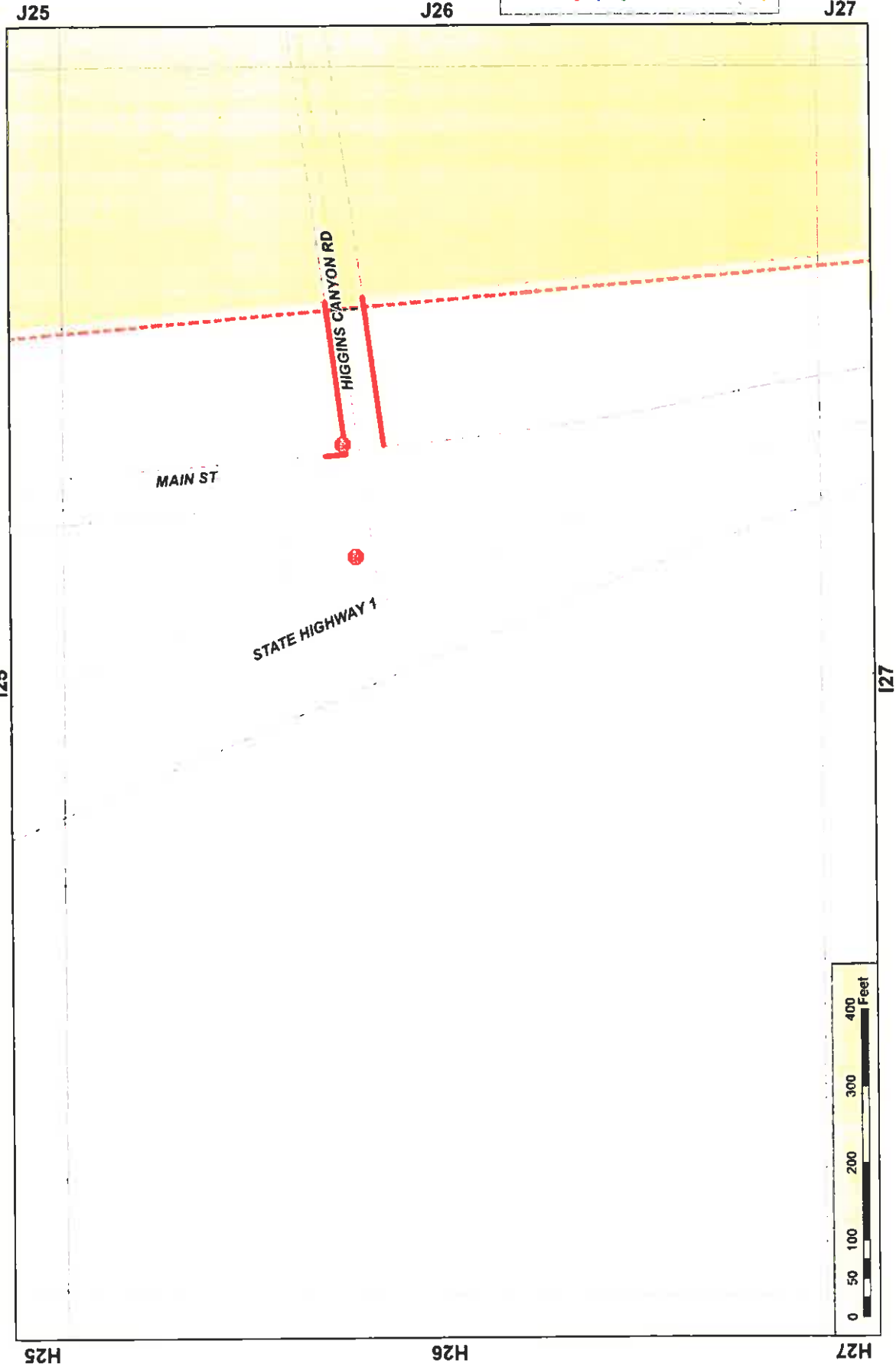


I25

City of Half Moon Bay - Traffic Regulation



February 2011

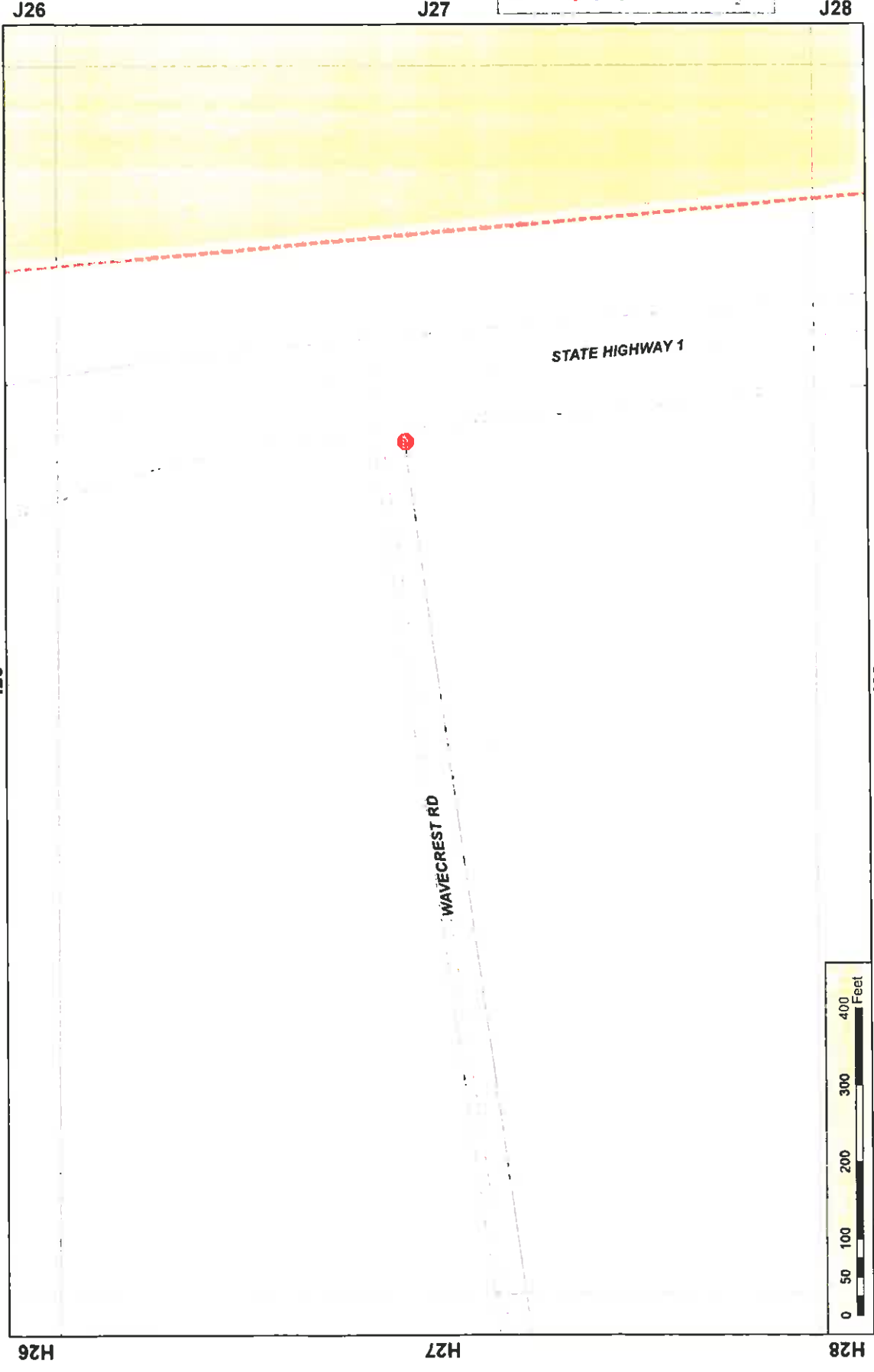


126

City of Half Moon Bay - Traffic Regulation



February 2011



Traffic Regulations	
3	Stop
—	No Parking
—	Disability Parking
—	Limited Time Parking
1	2 Hr Limit
2	12 Hr Limit
3	No Parking 12am-4am
P.L.	Passenger Loading
—	Loading

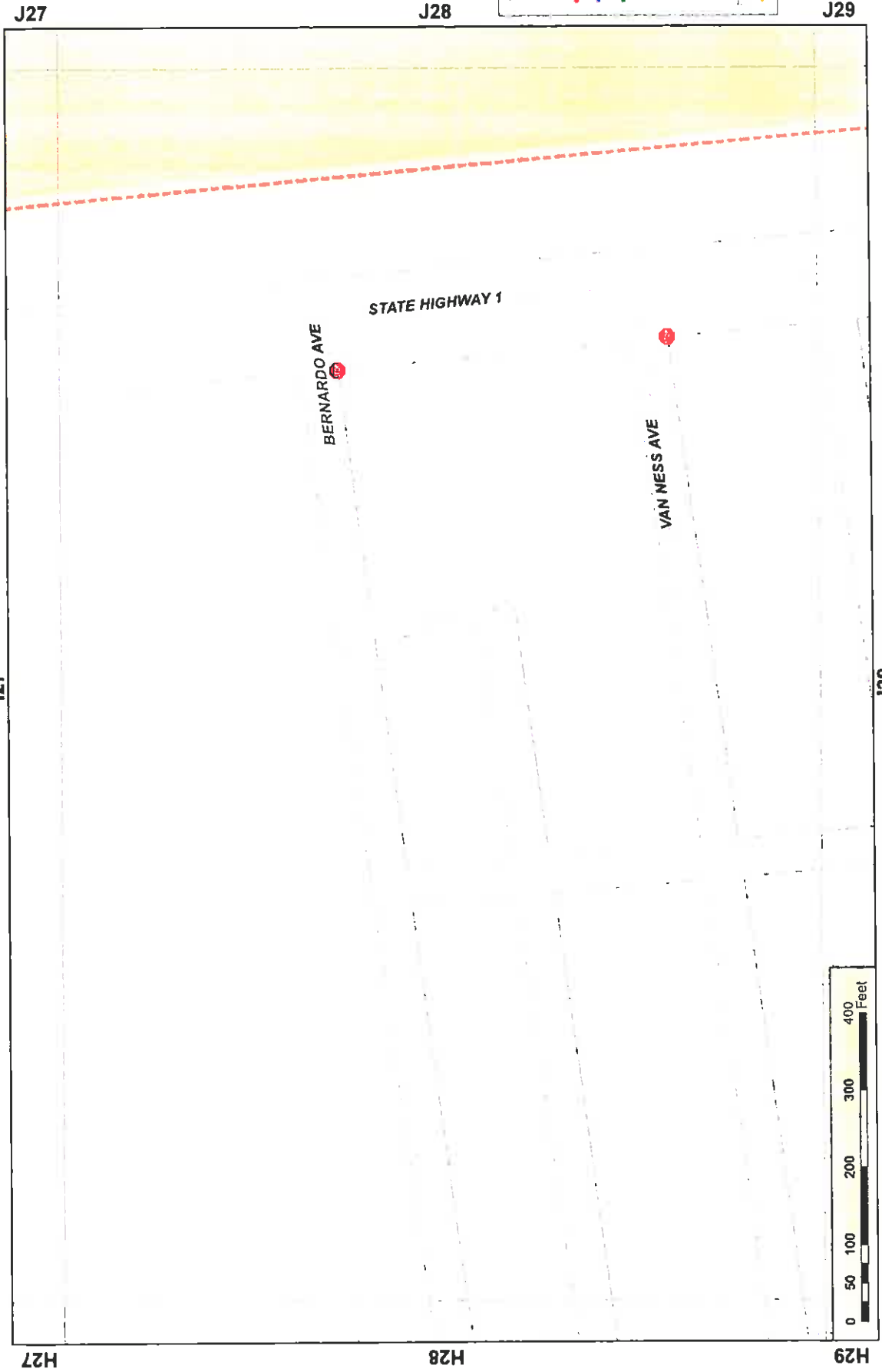


I27

City of Half Moon Bay - Traffic Regulation



February 2011



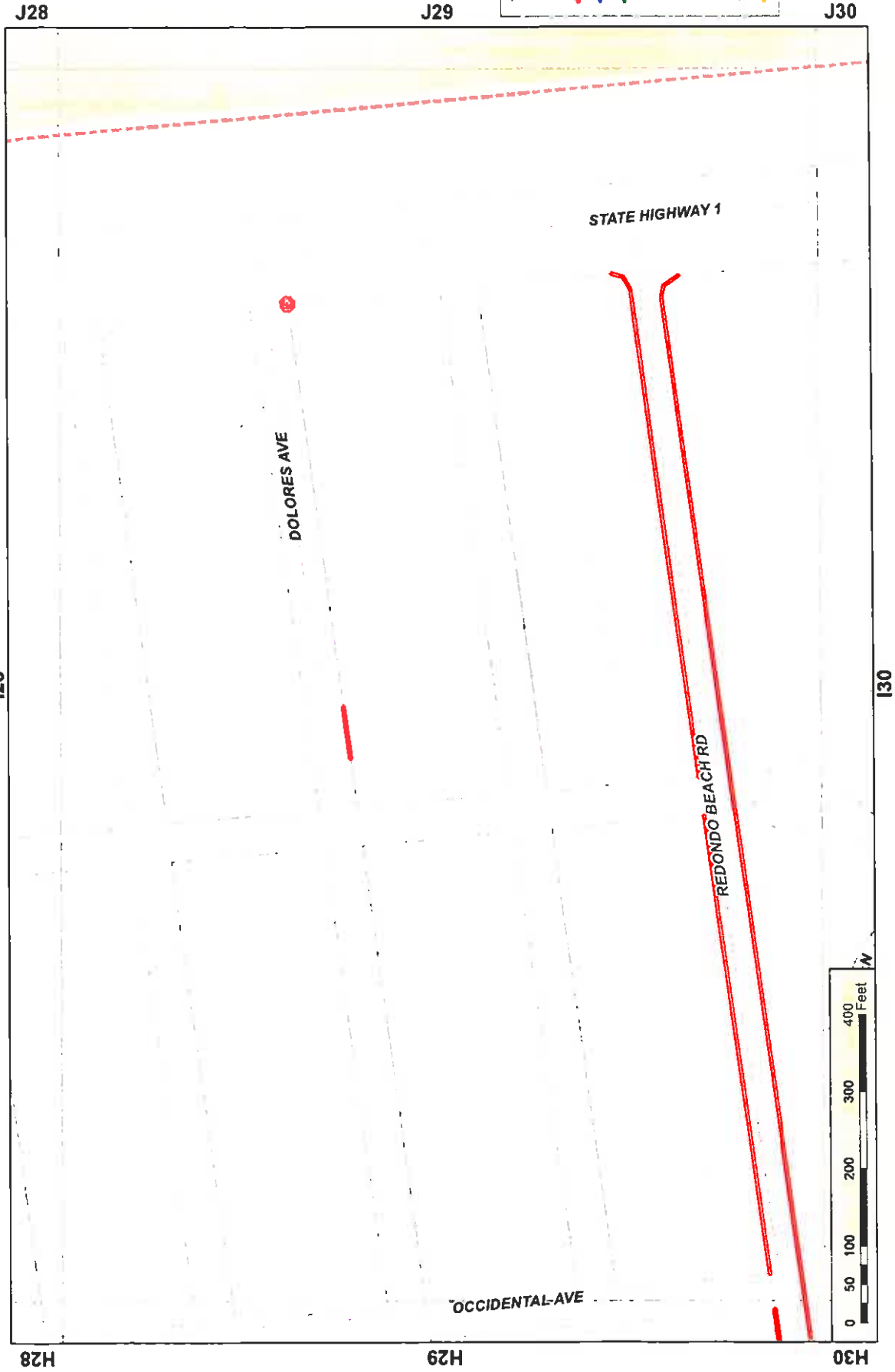
Traffic Regulations	
	Stop
	No Parking
	Disability Parking
	Limited Time Parking
	2 Hr Limit
	12 Hr Limit
	No Parking 12am-4am
	Passenger Loading
	Loading

128

City of Half Moon Bay - Traffic Regulation



February 2011



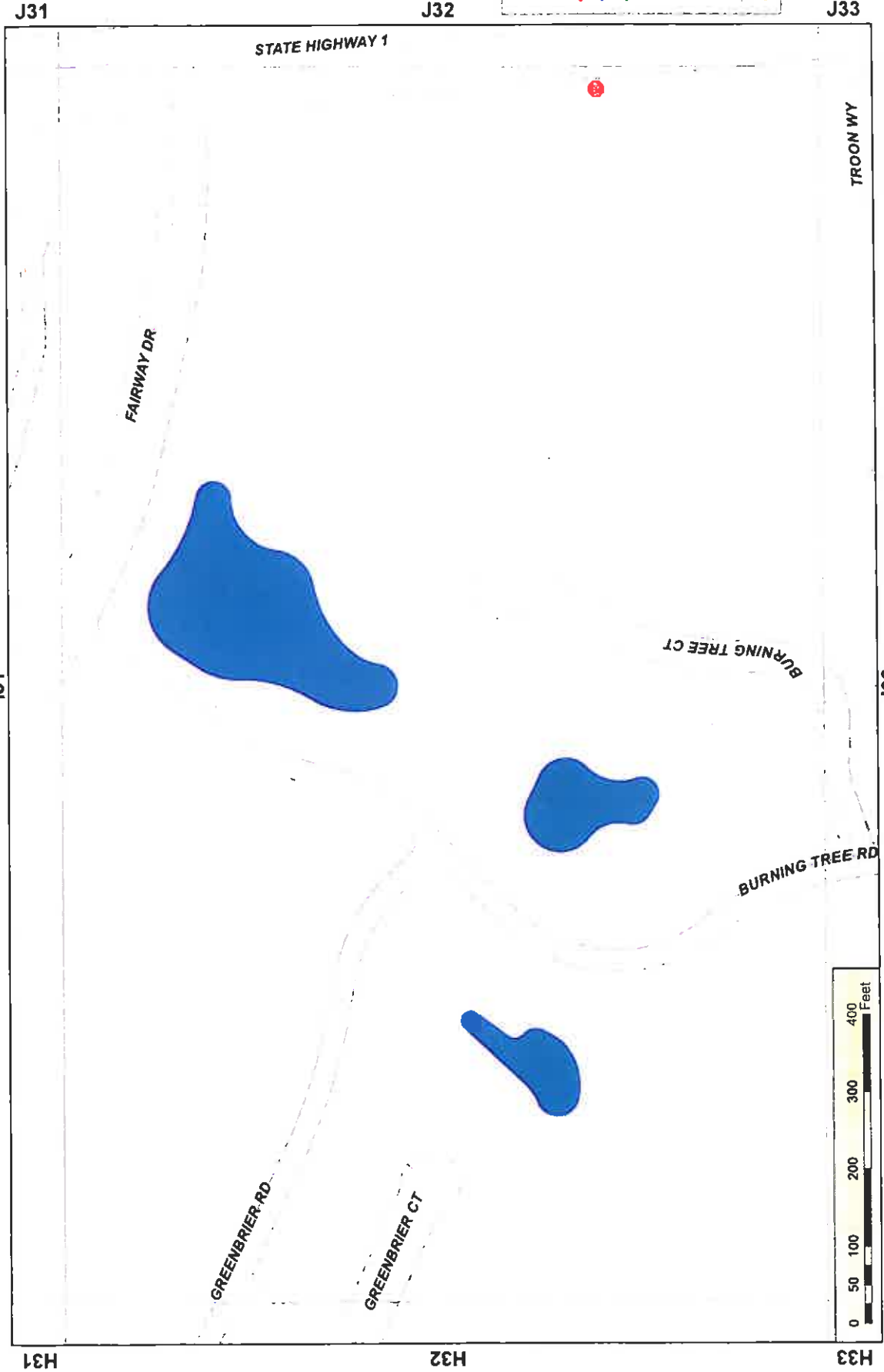
Traffic Regulations	
Stop	Red circle with white 'X'
No Parking	Red line
Disability Parking	Blue line
Limited Time Parking	Green line
2 Hr Limit	1
12 Hr Limit	2
No Parking 12am-4am	3
Passenger Loading	Yellow line
Loading	Orange line

129

City of Half Moon Bay - Traffic Regulation



February 2011

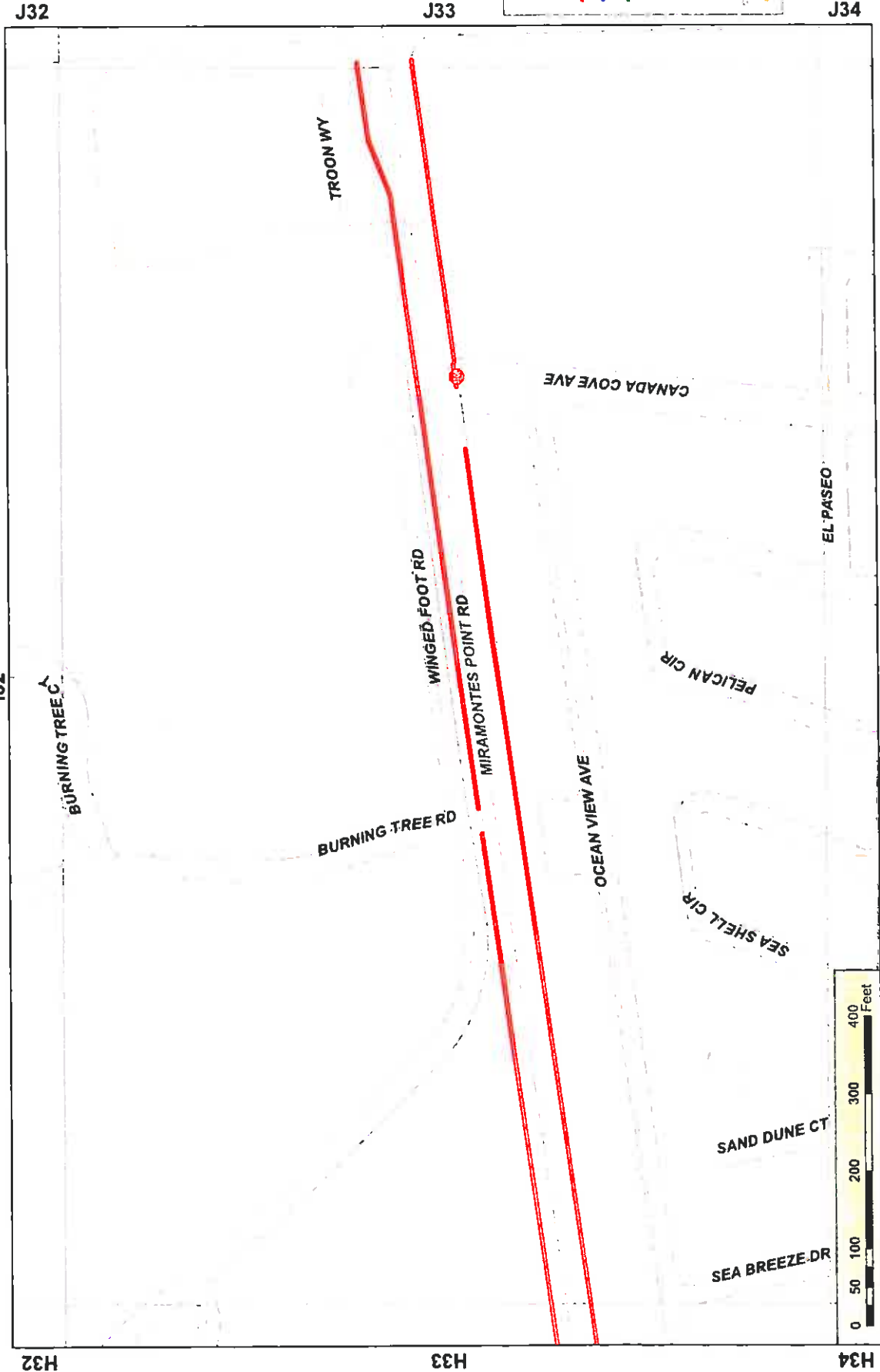


132

City of Half Moon Bay - Traffic Regulation



February 2011

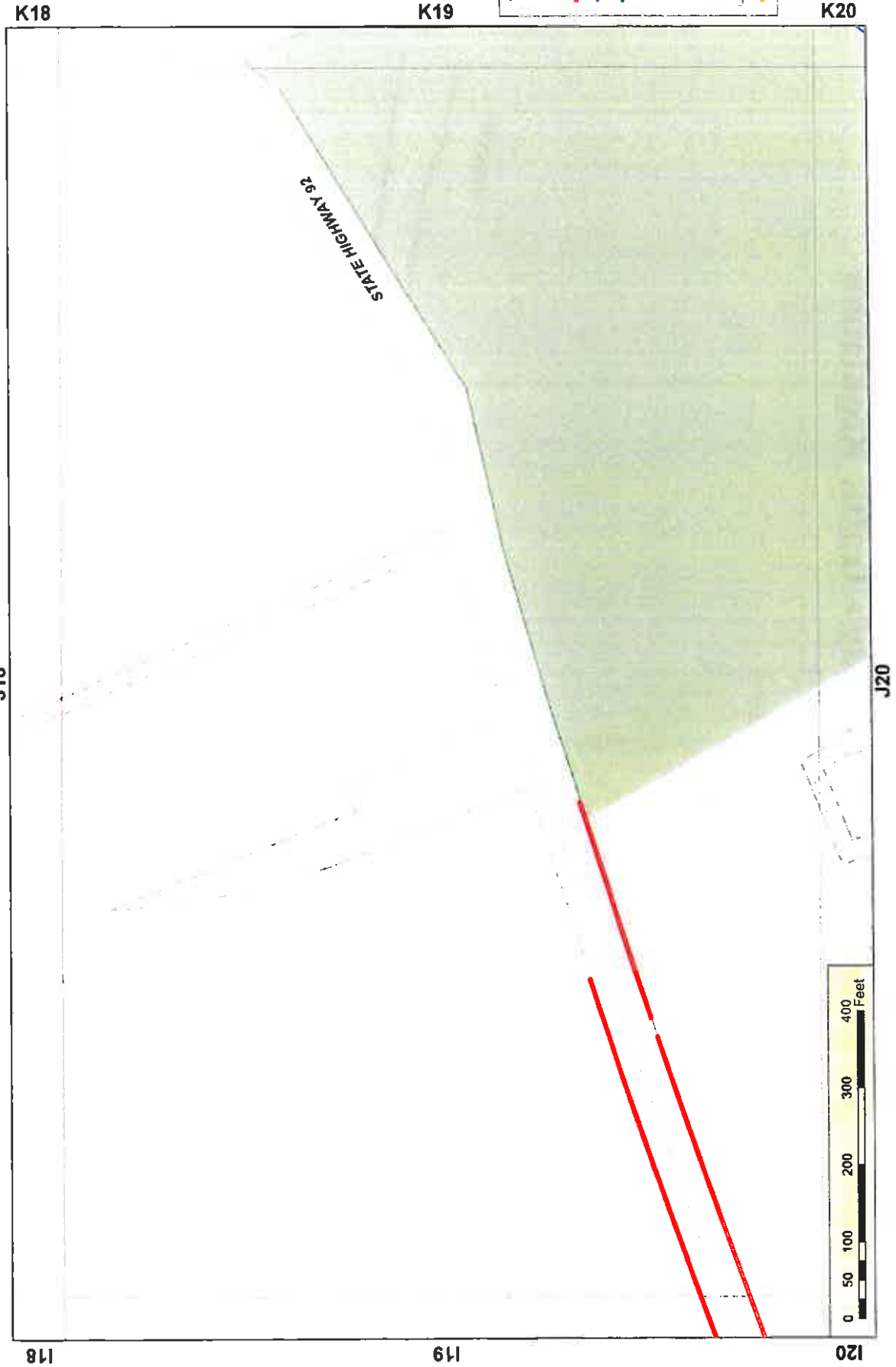


133

City of Half Moon Bay - Traffic Regulation

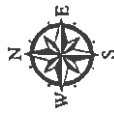


February 2011

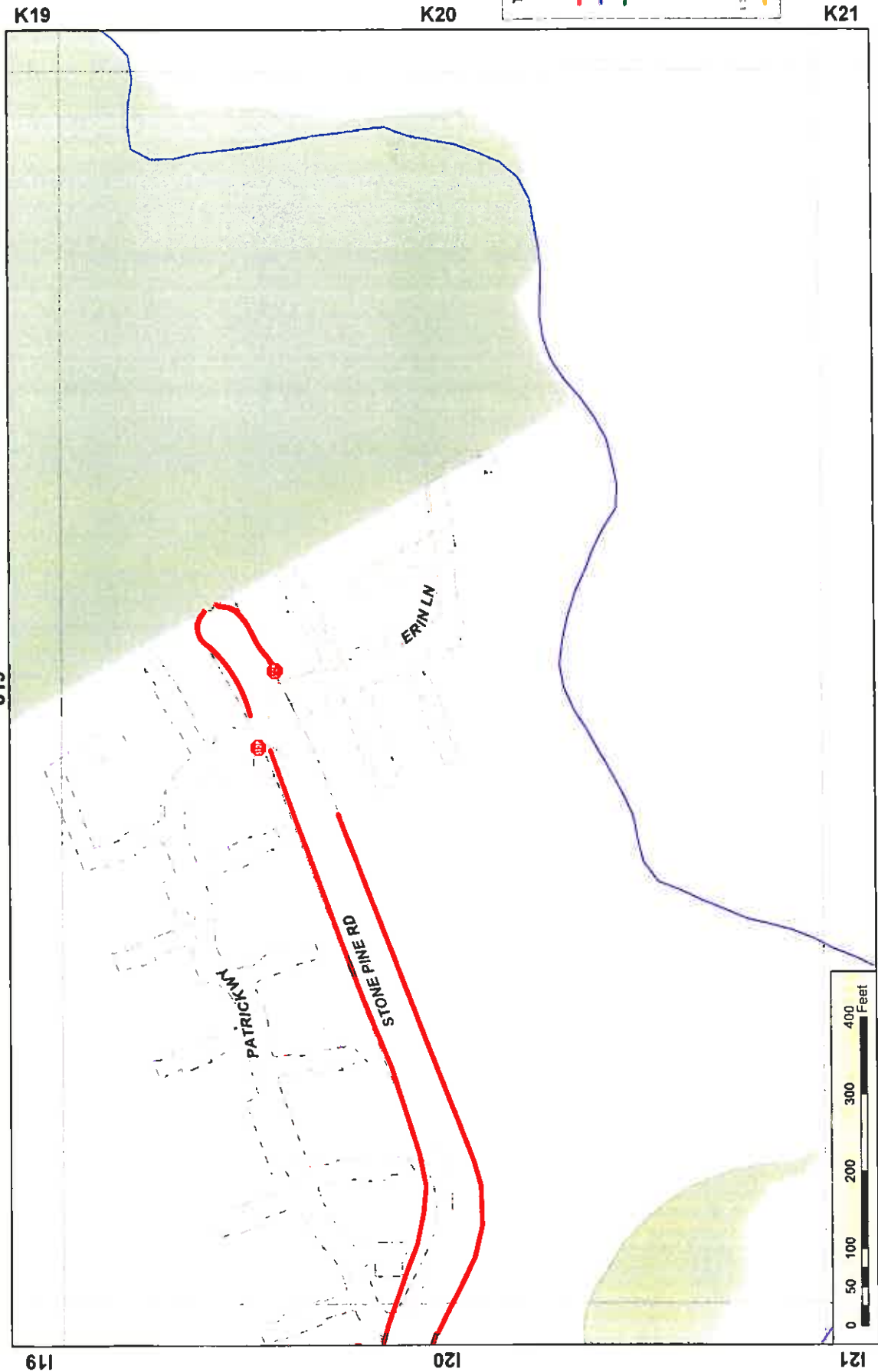


J19

City of Half Moon Bay - Traffic Regulation



February 2011

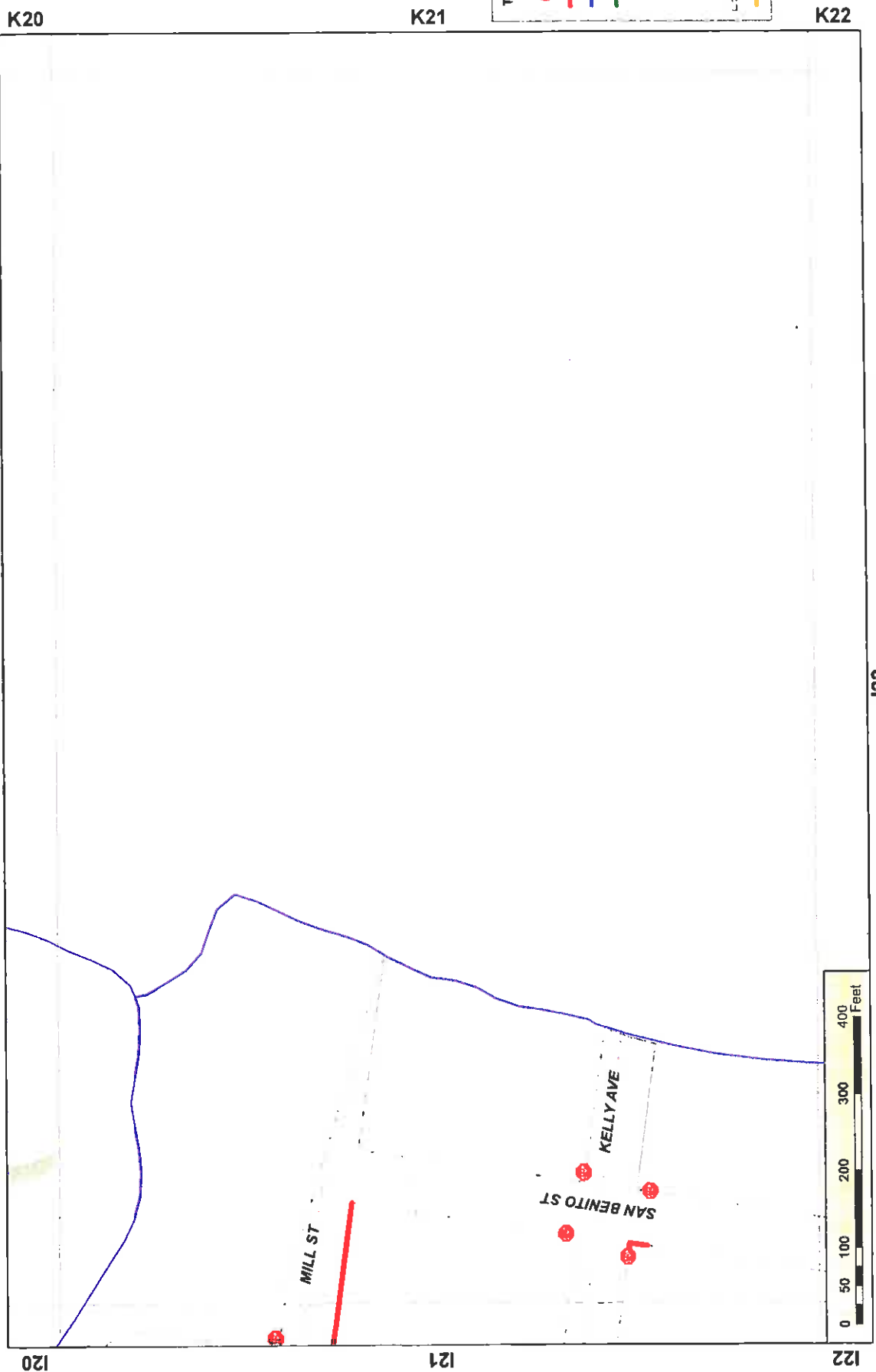


J20

City of Half Moon Bay - Traffic Regulation



February 2011

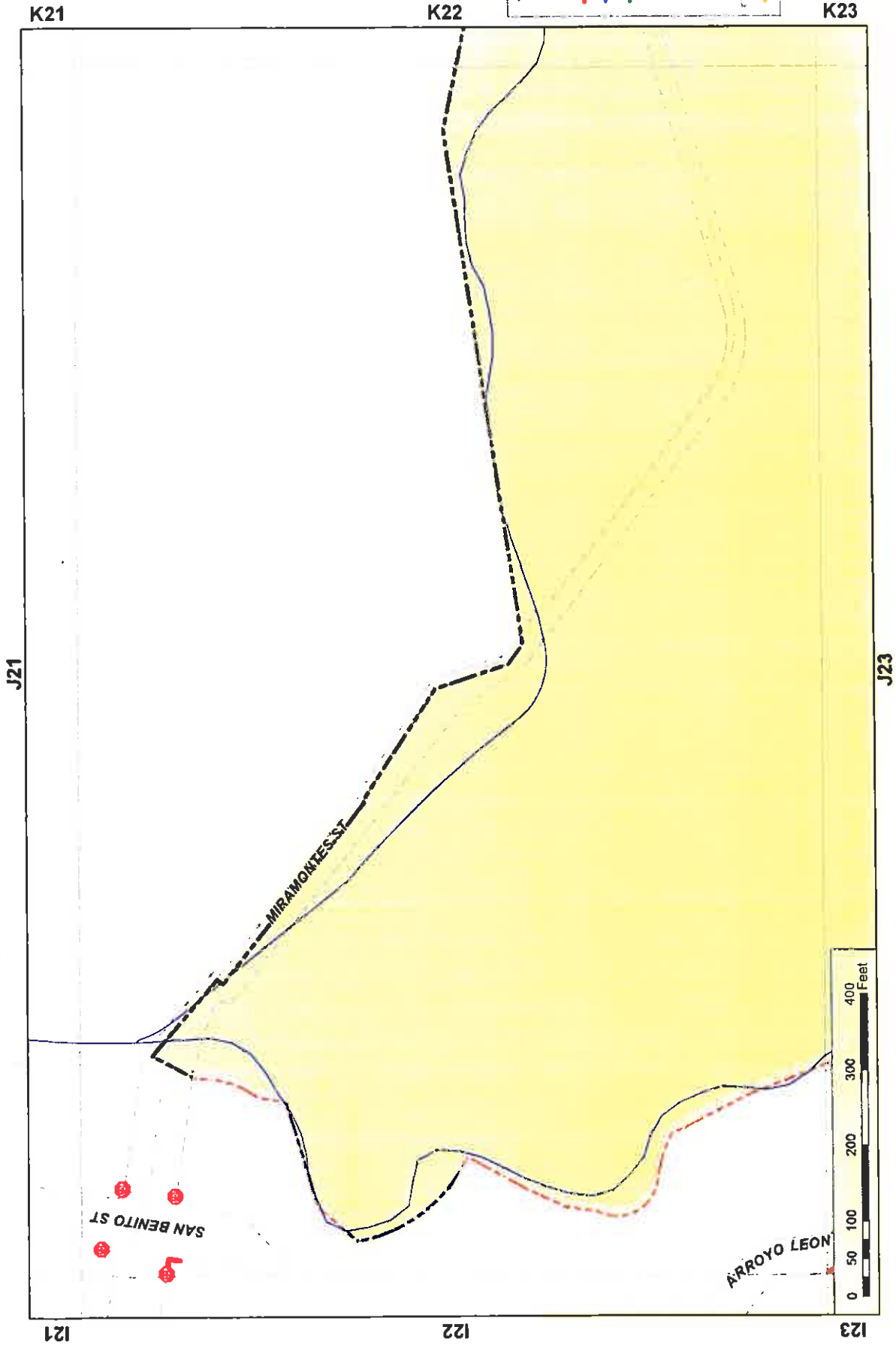


J21

City of Half Moon Bay - Traffic Regulation



February 2011

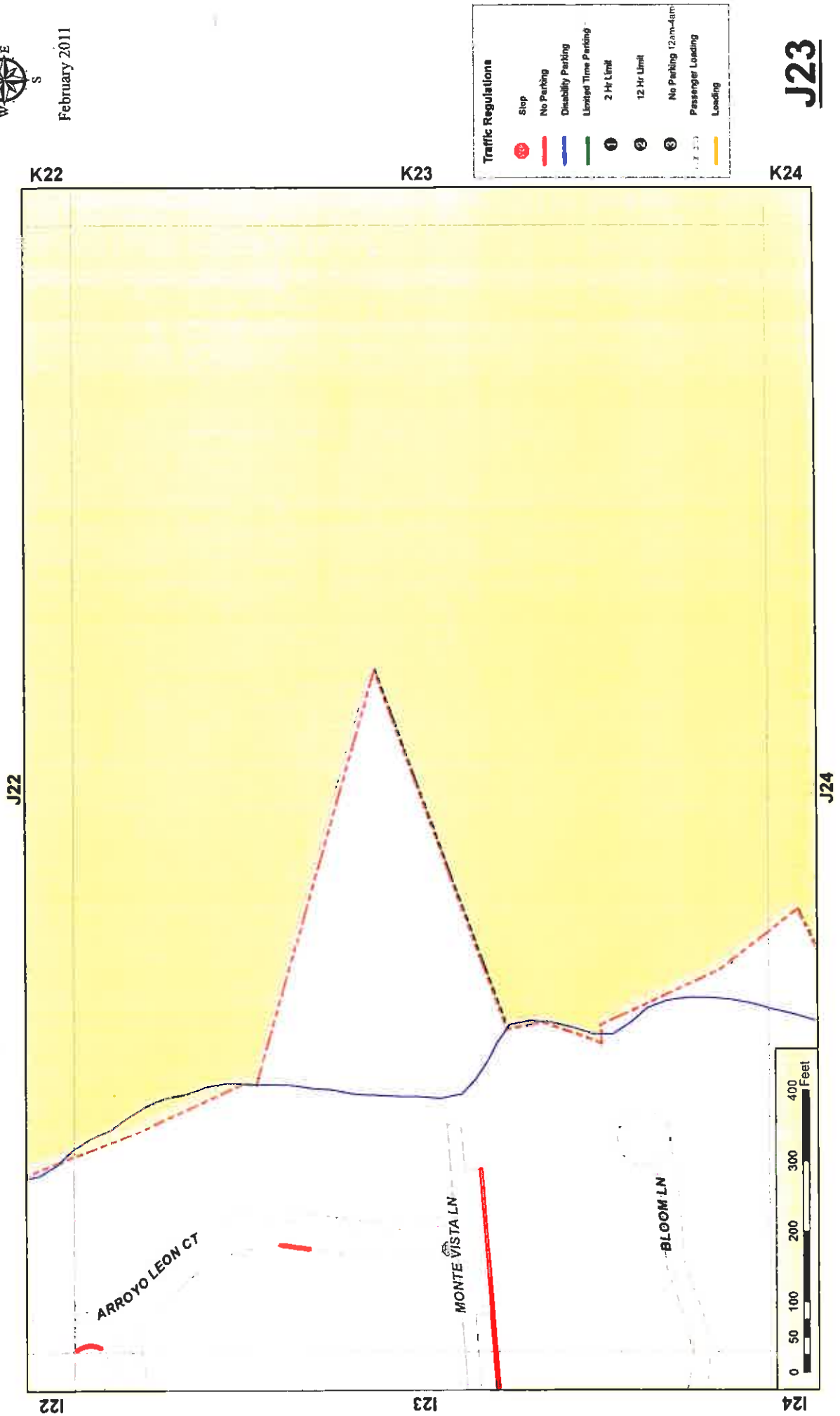


J22

City of Half Moon Bay - Traffic Regulation



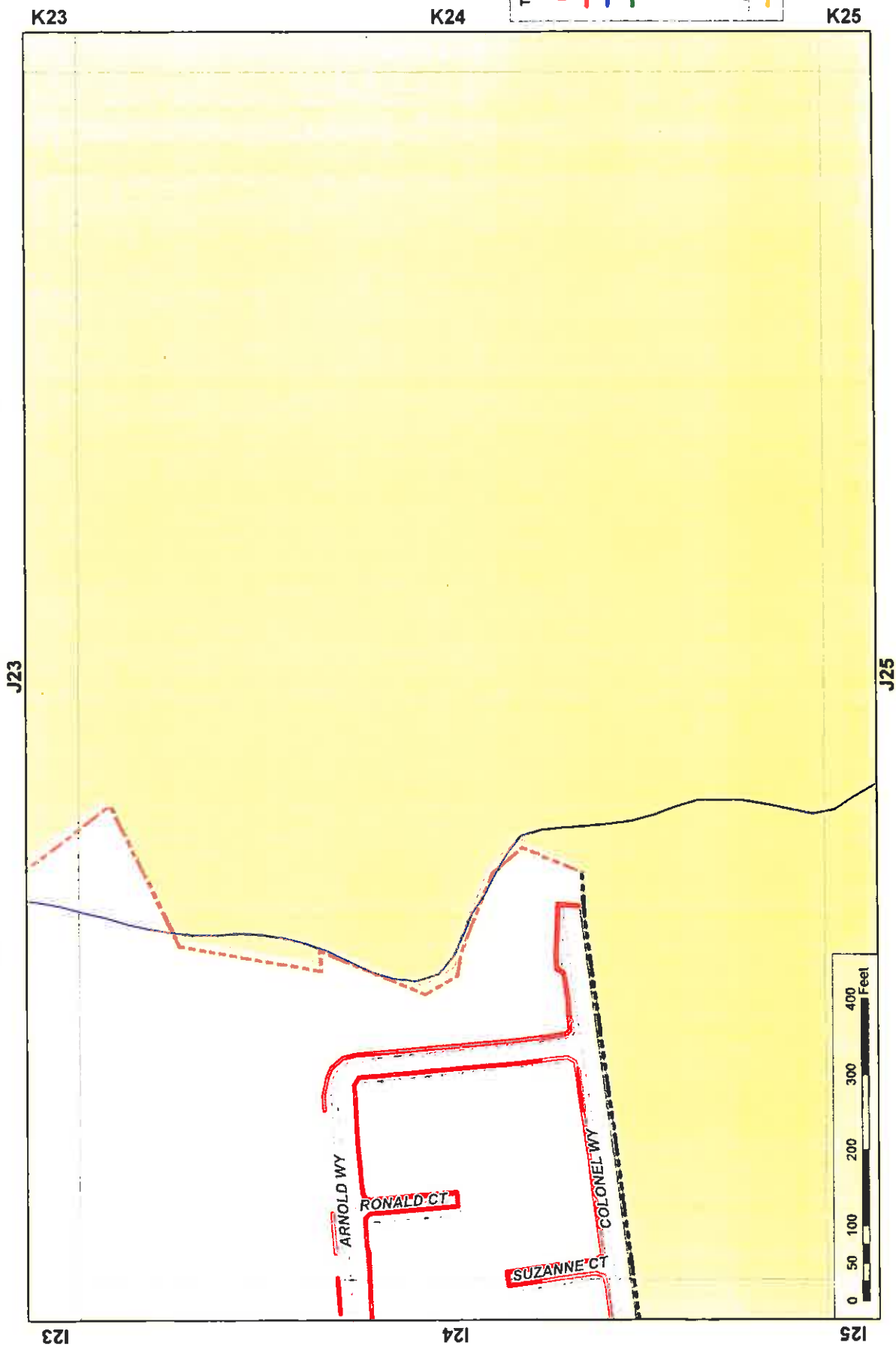
February 2011



City of Half Moon Bay - Traffic Regulation



February 2011

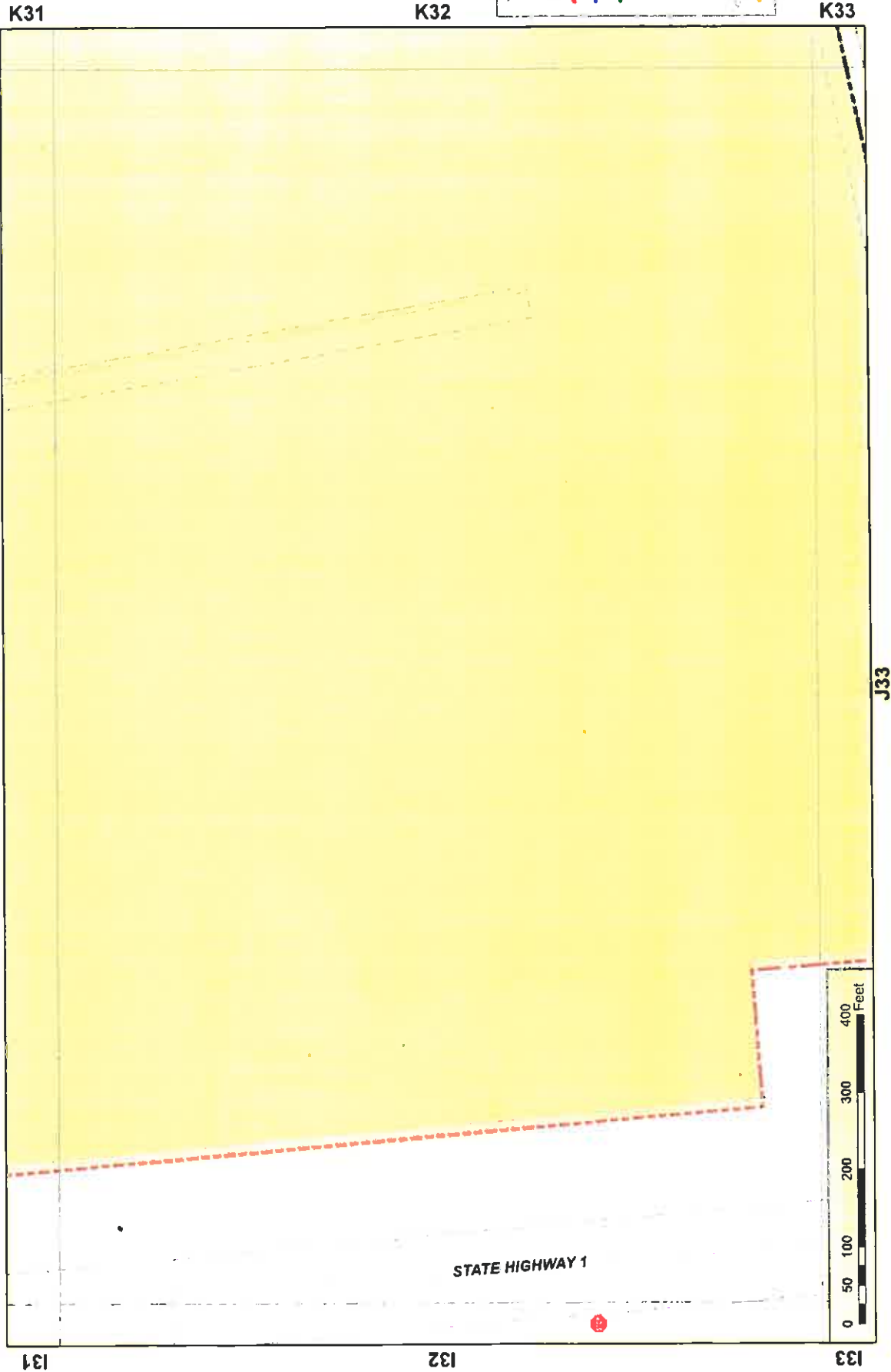


J24

City of Half Moon Bay - Traffic Regulation



February 2011

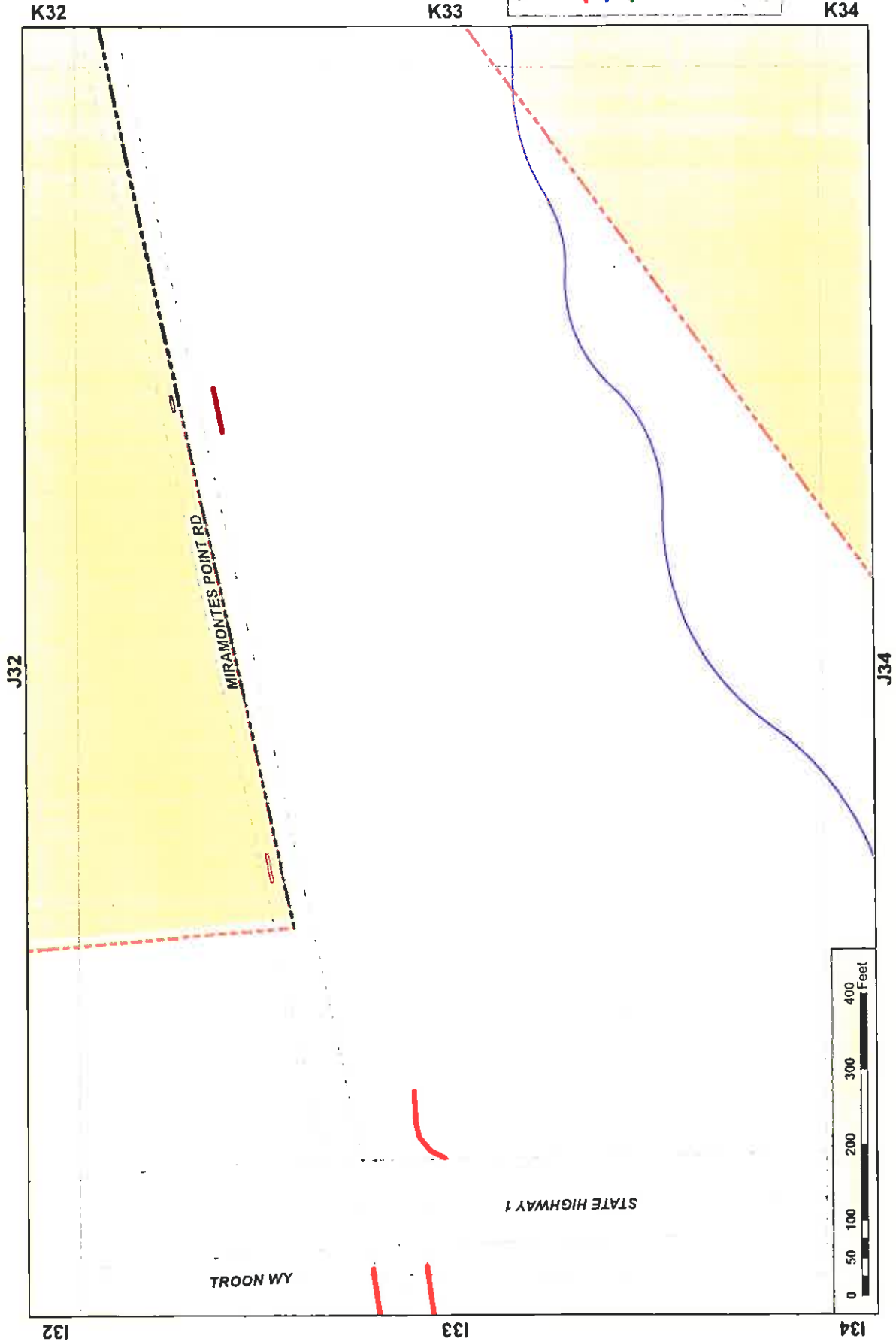


J32

City of Half Moon Bay - Traffic Regulation



February 2011



J33

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **February 4, 2025**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maz Bozorginia, Public Works Director/City Engineer
Helen Wolter, Public Works Management Analyst

TITLE: **APPROVAL OF THE TRANSPORTATION DEMAND MANAGEMENT PLAN “GET THERE TOGETHER: AN ACTION PLAN FOR TRANSPORTATION CHOICES IN HALF MOON BAY AND THE MIDCOAST”**

RECOMMENDATION:

Adopt a resolution approving the Transportation Demand Management (TDM) Plan “Get There Together: An Action Plan for Transportation Choices in Half Moon Bay and the Midcoast”.

FISCAL IMPACT:

Development of the Plan was funded primarily through an Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Cycle 1 grant for both the City of Half Moon Bay (City) and the County of San Mateo (County), administered by the San Mateo County Transportation Authority (SMCTA) with Measure W funds. Each agency received \$100,000 for the joint effort, for a total not-to-exceed amount of \$200,000 for the joint plan.

Each agency was required to contribute a 10% (\$10,000) local match for the grant. The City’s local match was budgeted as part of the City’s adopted operating budget. Funding for implementation of the plan will be considered as part of the upcoming City budget development process, including input from the community and Council through listening sessions and Council priority discussions.

STRATEGIC PRIORITY:

This project supports the *Infrastructure and Environment* and the *Healthy Communities and Public Safety* Elements of the Strategic Plan.

BACKGROUND:

The Coastside is an area of immense natural beauty, a destination for visitors and residents alike. The combination of local transportation needs and tourism has seen many of the roadways at capacity especially on high heat days and weekends. For some time, the City has grappled with roadway congestion and best practices to alleviate these challenges.

For example, the General Plan’s Circulation Element (2013) identified policies to reduce congestion and improve safety, including:

- **Policy 3-5:** Promote a transportation network that improves connectivity and access to all modes and to local and regional destinations.
- **Policy 4-1:** Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Half Moon Bay to create neighborhoods where people choose to walk or ride between nearby destinations.
- **Policy 5-1:** Consult with SamTrans to encourage and support various public transit agencies and companies, ride-sharing programs, and other incentive programs that provide residents and visitors with transportation choices other than the private automobile.
- **Policy 7-1:** Explore and support TDM programs that reduce the reliance of Half Moon Bay residents and visitors on use of the private automobile.

Furthermore, the City of Half Moon Bay Local Coastal Program 2020 (LCP) includes policies to reduce congestion that align with the proposed TDM strategies and tactics:

- **Policy 5-54:** Supports the promotion of alternative modes of transportation to enhance access to Half Moon Bay's destinations while reducing vehicle trips, greenhouse gas emissions and parking impacts, and supports efforts to manage travel demand during periods of congestion by providing subsidy of transit.
- **Policy 5-57:** Supports the exploration of Traffic Demand Management (TDM) programs that reduce the reliance of Half Moon Bay residence on the use of private automobile.

Additionally, the City of Half Moon Bay Climate Action Plan (2023) contains an action that lines up with the Plan's recommendations:

- **Action T-2.6:** TDM plans should include money-based incentives for employees to bike, walk, carpool, or take the bus to work. Encourage existing large employers and evaluate code to require large employers (more than 25 employees) to subsidize biking, walking, or bus travel.

Transportation needs were also highlighted in the data gathered from the Climate Action and Adaptation Plan Outreach Pilot Project completed in 2019 and two community surveys ([public safety community survey](#) and [polling for vacant house tax](#)). In spring 2022, Commute.org conducted a [Coastside-specific survey](#).

In response to the community's concerns raised in the listening sessions and the community survey, City Council adopted transportation, circulation, and mobility (TCM) as one of their five priority areas for FY 2022-24. The TCM Work Plan identified four high-level objectives, each with a series of actions that represented steps the City could take to help achieve those objectives. Two of the objectives of the work plan are:

- Reduce traffic congestion and improve safety.
- Increase access to multi-modal transportation, including public transit.

On April 7, 2022, the San Mateo County Transportation Authority issued a Call for Projects for the [Measure A Alternative Congestion Relief and Measure W Transportation Demand Management program funds](#). The County and City partnered to prepare separate grant

applications for consideration in support of a singular project: to prepare a Midcoastside Transportation Demand Management Plan to cover both the City of Half Moon Bay and the unincorporated Midcoast. Transportation demand management (TDM) encourages the use of sustainable transportation options, and the creation of a safe, reliable, and convenient transportation system for all modes while discouraging driving, managing congestion, and reducing Vehicle Miles Travelled (VMT). TDM strategies aim to shift travel from single-occupancy vehicles to other modes through financial incentives, services, and programs.

Following its prioritization of congestion management, on June 7, 2022, the City Council approved Resolution No. C-2022-41 supporting the application for the Midcoastside Transportation Demand Management Plan for Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program Funding. The grant asked for \$100,000 from the Transportation Authority and included a commitment of City matching funds of \$10,000. On August 4, 2022, The San Mateo County Transportation Authority allocated funds for Cycle 1 of the ACR/TDM Program, including \$100,000 for the County and \$100,000 for Half Moon Bay for a combined Half Moon Bay/unincorporated County Midcoast TDM Plan. The final agreement with the County of San Mateo and the San Mateo County Transportation Authority was signed on February 23, 2023, and assigned the County as the responsible party to enter into agreements with potential consultants. The County, in collaboration with the City, engaged in a formal request for proposals process to hire a qualified consultant team to prepare the Plan. The County Board of Supervisors approved a resolution authorizing the execution of an agreement with Nelson\Nygaard Consulting Associates (Consultant) on April 11, 2023.

In April 2023, the County, City, and Consultant began development of the Plan, rebranded as “Get There Together: An Action Plan for Transportation Choices in Half Moon Bay and the Midcoast.” The Plan’s study area includes the unincorporated urban Midcoast (Montara, Moss Beach, Princeton, El Granada, and Miramar) and the entirety of City of Half Moon Bay. Developing the Plan involved:

- Reviewing existing transportation plans, policies, and programs
- Engaging in existing conditions and travel trends analyses
- Gathering TDM best practices and identifying gaps and opportunities
- Recommending potential policies, programs, and plans to address needs, and
- Developing and refining recommendations through iterative public and stakeholder engagement.

The team released a Draft Plan for public review on October 16, 2024, subsequently incorporating comments to prepare the Final Draft Plan on January 13, 2024 (attachment 2 – link provided below). Stakeholder engagement was critical to the Plan’s development to ensure that recommendations are specific to the Midcoast and the City, leverage existing TDM programs offered by partners such as SamTrans and Commute.org, and meet community-identified needs. Over the course of the project, the team engaged over 680 people, held 14 engagement activities, presented at six advisory bodies and/or decision-

making bodies (City and County), and held five advisory committee meetings with staff representing 15 agencies.

DISCUSSION:

The unincorporated Midcoast and City have unique mobility challenges, with Highways 1 and 92 serving as the primary routes with no functional alternative routes that serve drivers, transit users, bicyclists, and pedestrians for different trip types and purposes, including local and visitor serving. Due to its location, lower density pattern, and existing services, the Coastsides has higher single-occupancy vehicle use than the rest of San Mateo County: 86% of commute trips are made by driving alone, compared to 66.5% countywide, contributing to the congestion the community faces daily.

Furthermore, the greater Coastsides community has clearly established its aversion to projects that increase roadway capacity, and state laws, such as Senate Bill 743, would find such projects to result in an increase in vehicle miles travelled and have an adverse impact on the environment per the California Environmental Quality Act (CEQA). These policies and environmental regulations make any proposed capacity-building effort a significant challenge.

There is no single solution to solving the transportation issues of the area. Accordingly, the Plan recommends 14 overarching strategies, each of which includes specific tactics and actions to guide implementation. Strategies aim to make it easier, more convenient, and more affordable to walk, bike, share rides, and use public transit. The Plan does not include infrastructure recommendations, as those are identified in other adopted County and City Plans. Examples of the Plan's recommendations (Attachment A, Chapter 4) include:

- Transportation options to add, modify or expand services, such as securing funding and collaborating with SamTrans to expand Ride Plus service hours and areas.
- Programs that support or incentivize non-driving transportation options such as a carpooling promotion and educational campaigns.
- Policies, regulations, and management strategies to support ongoing TDM success, such as securing funding to hire a TDM fellow to advance near-term strategies.

It is expected that once implemented, the Plan's recommendations will help people use all available transportation options, resulting in a more efficient transportation system. Beyond less congestion, additional benefits include lower transportation costs, cleaner air with lower GHG emissions, improved bike/pedestrian access with the associated health benefits, and higher quality of life in general. Implementation of the plan will require significant funding and staff resources. This topic, among several other priorities, will be discussed through the City's upcoming budget adoption process which includes community listening sessions and the Council's priority setting sessions.

It is recommended that the City Council adopt a resolution approving the Transportation Demand Management (TDM) Plan “Get There Together: An Action Plan for Transportation Choices In Half Moon Bay and the Midcoast”. Failure to do so could result in payback of grant funds to the SMCTA and/or jeopardize future grant opportunities for the City of Half Moon Bay.

ATTACHMENTS:

1. Resolution
2. [Final TDM Plan](#)

RESOLUTION NO. C-2025 -

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY
APPROVING THE TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN “GET THERE
TOGETHER: AN ACTION PLAN FOR TRANSPORTATION CHOICES IN HALF MOON BAY AND THE
MIDCOAST”**

WHEREAS, the City has identified the need to develop and implement Transportation Demand Management (TDM) strategies for Half Moon Bay in collaboration with partners such as the County of San Mateo to address challenges and maximize success around transportation congestion management; and

WHEREAS, the City of Half Moon Bay’s General Plan Circulation Element (2013) identifies policies to reduce congestion and improve safety, including Policy 7-1: Explore and support TDM programs that reduce the reliance of Half Moon Bay residents and visitors on use of the private automobile; and

WHEREAS, the City of Half Moon Bay Local Coastal Program (2020) Policy 5-54 supports the promotion of alternative modes of transportation to enhance access to Half Moon Bay’s destinations while reducing vehicle trips, greenhouse gas emissions and parking impacts, and supports efforts to manage travel demand during periods of congestion by providing subsidy of transit; and

WHEREAS, the City of Half Moon Bay Local Coastal Program (2020) Policy 5-57 supports the exploration of TDM programs that reduce the reliance of Half Moon Bay residence on the use of private automobile; and

WHEREAS, the City of Half Moon Bay’s Climate Action Plan recommends transportation demand management (2023) measures as necessary to reduce vehicle miles traveled (VMT) in order to achieve greenhouse gas emission reduction goals; and

WHEREAS, the City of Half Moon Bay’s drivers generate higher VMT compared to other jurisdictions in San Mateo County; and

WHEREAS, the City, the County, and Consultant developed a Final Draft TDM Plan, called Get There Together: An Action Plan for Transportation Choices in Half Moon Bay and the Midcoast (Plan), and

WHEREAS, the Plan was developed with input from a collaborative interagency Advisory Committee including staff from the County, City, San Mateo County Transportation Authority, SamTrans, Commute.org, City/County Association of Governments, San Mateo County Office of Education, Midpeninsula Regional Open Space District, and California State Parks, among others; and

WHEREAS, diverse engagement methods were used to reach a broad section of community stakeholders including virtual and in-person workshops, presentations with the City of Half Moon Bay’s Bicycle and Pedestrian Advisory Committee and Planning Commission, focus groups, pop-up events, individual meetings and briefings, and web-based information; and

WHEREAS, the Plan was developed iteratively and incorporated feedback received at each stage of the planning process, which included reviewing existing plans, policies and programs, preparing existing conditions analysis and background reports, developing preliminary recommendations, and preparing three drafts of the Plan; and

WHEREAS, the Plan identifies TDM best practices and builds upon existing related City, County, and partner TDM programs and strategies to provide a framework with specific actions the City, County, and partners can take to encourage people to switch to sustainable modes of transportation, such as walking, bicycling, transit, and carpooling.

NOW, THEREFORE, BE IT RESOLVED THAT THE City Council of the City of Half Moon Bay hereby approves the Transportation Demand Management Plan “Get There Together: An Action Plan for Transportation Choices in Half Moon Bay and the Midcoast”.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 4th day of February 2025 by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers:

Noes, Councilmembers:

Absent, Councilmembers:

Abstain, Councilmembers:

ATTEST:

APPROVED:

Jessica Blair, City Clerk

Robert Brownstone, Mayor

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **February 4, 2025**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: John Doughty, Assistant City Manager

TITLE: **RESOLUTION OF PUBLIC INTEREST AND CONVENIENCE APPROVING THE CITY'S SALE OF A PORTION OF 880 STONE PINE ROAD (6.87-ACRE PORTION OF APN: 056-260-180) FOR THE CONSTRUCTION OF A 47-UNIT AFFORDABLE FARMWORKER HOUSING PROJECT**

RECOMMENDATION:

Continue the public hearing to a date certain of March 4, 2025, at 7:00 p.m. or as soon thereafter that the matter can be heard at the regular City Council meeting held at the Ted Adcock Community Center (TACC) 535 Kelly Avenue, Half Moon Bay, CA 94019.

FISCAL IMPACT:

This action facilitates the sale of a portion of 880 Stone Pine Road to San Mateo County. Proceeds of the sale will be committed to reducing the outstanding balance of the 10-Year City/County lease-leaseback arrangement. Proceeds will reduce the City's annual General Fund debt service costs.

STRATEGIC ELEMENT:

This action supports the *Healthy Communities and Public Safety*, and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:

On November 19, 2024, the City Council adopted a Resolution establishing that the sale of 6.87 acres (Parcel 1) upon recording of the Final Parcel Map was in the public interest and convenience which, by State statute, requires the City to declare its intent to sell the property and provide an opportunity for consideration of protests to the disposition. The protest hearing was set for December 16, 2024, special meeting in anticipation of completion of negotiations on the Purchase Sale Agreement (PSA). The item was continued to January 21, 2025, to allow for the completion of appraisals which has led to a delay in the negotiating final terms of the PSA.

DISCUSSION:

The City declares its intent to convey the Property pursuant to the terms of the PSA (originally scheduled for the January 21, 2025 City Council meeting) and now continued to March 4, 2025, regular City Council meeting and fixes a time for the hearing of any protests to the disposition, provides for publication of notice of said hearing, and fixes the time for final action on the disposition of the Property and approval of the PSA to no earlier than March 4, 2025.

ATTACHMENTS:

None

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **February 4, 2025**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maz Bozorginia, Public Works Director/City Engineer
Maggie Rodriguez, Assistant City Clerk

TITLE: **APPOINTMENT OF THE CITY OF HALF MOON BAY BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE**

RECOMMENDATION:

Appoint James Carniglia to the vacant position as a representative to the Bicycle and Pedestrian Advisory Committee (BPAC).

FISCAL IMPACT:

There is no fiscal impact associated with appointment of members to the BPAC.

STRATEGIC ELEMENT:

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

BACKGROUND:

On March 7, 2017, the City Council affirmed the formation of a Bicycle and Pedestrian Advisory Committee and provided direction that the Committee consist of 10 members, including the following:

1. One (1) walking enthusiast;
2. One (1) commute dependent cyclist;
3. One (1) recreational cyclist;
4. One (1) avid cyclist;
5. One (1) at-large community member;
6. One (1) senior representative;
7. One (1) youth representative;
8. One (1) member of the Parks and Recreation Commission chosen by its membership;
9. One (1) member of the Planning Commission chosen by its membership; and
10. One (1) representative of the Cabrillo Unified School District appointed by the District.

On November 15, 2024, Erik Schiller resigned from his position as a representative after moving outside of Half Moon Bay's jurisdiction.

DISCUSSION:

Staff conducted outreach for an unscheduled representative vacancy through Half Moon Bay Community eNews, through the City website and the San Mateo Daily Journal. One individual submitted a “Willing to Serve” Form to the Communications Director / City Clerk (see attached).

James Carniglia is currently a member and cycling advocate for local non-profit “Coastside on Bikes”. Before his time on the coastside, James was a member of the Alternative Transportation group for the City of New York, a bike marshal on various city rides in the City of New York (Five Borough bike tour, New York City Century, etc.). On the first Saturday of every month James serves as the main bike marshal for the Half Moon Bay Family Rides.

ATTACHMENT:

Willing to Serve Form

Print

Willing to Serve - Submission #9005

Date Submitted: 1/10/2025

Thank you for your willingness to participate in making Half Moon Bay a better place! This "Willing to Serve" form can be used to apply to serve on one of the City's Commissions or Committees. Please note that information provided on this form is considered public information and may be made available to other applicants, members of the media, or the general public.

Commission or Committee for which you are applying:*

- ☐ Planning Commission
- ☐ Parks and Recreation Commission
- ☐ Main Street Bridge Advisory Committee
- ☐ General Plan Advisory Committee
- ☒ Bicycle and Pedestrian Advisory Committee
- ☐ Architectural Advisory Committee

Name*

James Carniglia

Address*

[REDACTED]

City*

Half Moon Bay

Zip code*

94019

Phone 1 *

[REDACTED]

Phone 2

Email

james@coastsideonbikes.org

Occupation*

Computer Manager

Current employer

Apple

Employer address

1 Infinite Loop

City

Cupertino

Zip code

95014

How long have you lived in Half Moon Bay?*

I was raised in Montara and have lived in proper Half Moon Bay for about 5 years.

Educational background*

Economics and International Relations and Computer Science

Professional experience*

Computer Science and Project Management. I also worked for city government for 5 years, in a technical project management role.

Civic activities and community involvement*

I have served as the cycling advocate for "Coastside on Bikes" for the past 2 years. I was also a member of the Alternative Transportation group on the City of New York (lived on the east coast briefly), participated as bike marshal on various rides in the city of New York (Five Borough bike tour, New York City Century, etc). I also serve as the main bike marshal for the Half Moon Bay Family rides, which happens every first Saturday of the month.

Please include any present or past membership on county or city boards, commissions, committees, community groups, or other organizations

Are you able to attend:*



Night meetings



Daytime meetings



Either night or daytime meetings

Why are you seeking to be appointed to a City commission or committee?*

I love cycling and walking in Half Moon Bay. I feel I can give a great perspective on cycling and walking on the coast, as I take part in many group rides and I am committed on exploring Half Moon Bay car-free.

Have you attended any meetings of the City Council or other Half Moon Bay commissions or committees?*



Yes



No

How did you become aware of this opportunity to serve?*

The Unified School District safe routes coordinator made me aware of the opening.

Today's date*

01/10/2025

Signature*



Checking this box constitutes your signature and confirms that the information provided is accurate