

**DRAFT**  
**Initial Study and Negative Declaration**  
**Half Moon Bay, California**  
**July 14, 2006**

1. Project Title: Nighttime Residential Permit Parking Program  
(PDP 02-04)

2. Lead Agency: City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019  
650 726-8270

3. Contact Person and Phone Number:  
Debra Auker, City Manager (650 726-8270)  
Jack Liebster, Planning Director (650 726-8250)  
Wendy Lama, Planning Consultant (650 560-0101)

4. Project Location:  
Within the public right of way on the following public streets located within the Miramar/Naples and Alsace Lorraine neighborhoods, west of State Route 1, within the City of Half Moon Bay, County of San Mateo ( Exhibit A and B).

Miramar/Naples Neighborhood

South side of Mirada Road west of Alameda Ave.  
San Andreas Avenue  
Alcatraz Avenue  
Santa Rosa Avenue  
Guerrero Ave. west of Alameda Ave.  
San Pablo Avenue  
Naples Avenue  
Alameda Avenue (both sides)  
Roosevelt Blvd. west of Alameda Ave.  
Washington Blvd west of Alameda Ave.

Alsace Lorraine Neighborhood

Kelly Avenue (both sides) west of Alsace Lorraine Ave. to western terminus  
Balboa Avenue  
Miramontes Avenue west of Alsace Lorraine Ave.  
Correas Avenue (both sides) west of Alsace Lorraine Ave.  
Potter Avenue north of Correas Avenue  
Ocean Avenue north of Correas Avenue  
Alsace Lorraine Ave. (both sides) north of Correas Avenue

5. Project sponsor: City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019  
650 726-8270

6. General Plan designation: Residential Medium Density

7. Existing Zoning: R-1-B-1 and R-1 in the Miramar/Naples neighborhood, and R-1 in the Alsace Lorraine neighborhood (Single Family Residential, 5000-6000 sq ft lot)

8. Description of the Project: Proposed Development

The proposed project is the establishment of a Nighttime Residential Permit Parking Program, including all facilities required for the program, and the amendment of the City's Master Traffic Resolution to authorize the program implementation. The program will limit on-street parking between the hours of 10 PM and 4 AM everyday to those vehicles that display a Residential, Guest, Visitor, or Temporary Parking Permit. Vehicles without a permit will be cited.

The proposed project entails the installation of 18x24" parking signs on streets within the Nighttime Residential Permit Parking Program area. Signs will read: "Residential Permit Parking Only 10 PM to 4 AM Everyday." Signs will be installed on existing and new poles in the public right of way adjacent to the paved street edge, either in dirt or in the concrete sidewalk. Many poles are already in place, remaining from a previous permit parking program.

Visitors and Half Moon Bay residents will qualify to purchase an annual permit for \$20 (per household for HMB residents, per vehicle for visitors) to park in the permit parking area during the restricted nighttime hours.

The CDP for the project will be renewed automatically at the end of five years unless there is objection regarding the program's effect on coastal access. Any substantive change to the Nighttime Residential Permit Parking Area will require an amendment to CDP 02-04, with public review, and would be appealable to the Coastal Commission.

The proposed project constitutes "development" under the City of Half Moon Bay Local Coastal Program (LCP) as a "change in the density or intensity of use" (PRC§30106) adopted by reference in the City of Half Moon Bay LUP and as per 18.40.020 of the Zoning Code. A change in public use of the neighborhood streets for nighttime beach parking is considered a change in intensity of use.

9. Surrounding land uses and setting:

Regional Setting

The City of Half Moon Bay is located on the "Coastside" of San Mateo County, shared by the unincorporated communities of El Granada, Princeton, Moss Beach, and Montara to the north and Pescadero and San Gregorio to the south. The City has a population of approximately 12,000 people. It is largely a residential community, housing commuters working on the Peninsula and in the Greater Bay Area as well as those working locally, with a concentration of commercial development in the downtown area and several small, centralized shopping centers. The Coastside is known for its scenic landscapes, beaches, coastal resource areas, agriculture and public recreational opportunities, with several State Parks beaches and county/regional

parks drawing 2.5 million regional, national and international visitors per year (Half Moon Bay and Coastside Chamber of Commerce and Visitors Bureau, 2005).

#### Site Setting

The project setting runs across the western blocks of two coastal residential neighborhoods, located between the public beaches/State Parks open space lands, and State Highway 1, in the City of Half Moon Bay. These neighborhoods are named: Miramar/Naples (including Mirada Rd.) neighborhood, abutting the northern City limit line, and Alsace Lorraine neighborhood (including Kelly Ave. west of Hwy 1) located just southeast of Francis State Beach. Both neighborhoods are accessible from Hwy 1, via residential streets.

The neighborhoods are almost entirely developed in single-family residences (one and two story), on 5-6000 sq foot lots laid out in the original subdivisions. A few farmhouses and individually built homes lie along Kelly Ave. The neighborhoods are served by public streets, with curbs and gutters in Alsace Lorraine and in parts of Miramar/Naples, and without curbs and gutters throughout much of the Miramar/Naples area. There are on average one to two street lamps per block on some blocks, and none on others.

Approximately 200 homes front on streets within this permit parking area. Most residents park on-site; approximately 30-35% of residents also park on-street.

Streets in the project area vary from substandard, to standard (standard is defined as a permanent asphalt/concrete road constructed to City standards and at least 20 feet wide). All streets in Alsace Lorraine neighborhood (except for Balboa St) are standard; approximately 50% of the affected streets in Miramar/Naples are standard, and 50% are substandard.

Both neighborhoods abut undeveloped open space land owned by California State Parks and Recreation to the west. A paved Coastside Trail runs north-south through these State Parks open space lands parallel to the bluffs and beach, with perpendicular informal access trails connecting the project area neighborhoods to the Coastside Trail, and formal and informal accessways from the Coastside Trail to the sandy beach.

Roosevelt Beach (State Parks) parking lot (a day use facility, closed after sunset) is located close to the Miramar/Naples project area. Francis State Beach, located at the western end of Kelly Ave., provides day use and overnight camping. Both have sanitary facilities, trash receptacles, parking facilities and improved or unimproved access to the beach. Poplar Beach parking lot (managed by the City) is located southwest of Alsace Lorraine neighborhood.

#### 10. Other public agencies whose approval is required:

No other public agency's approval is required. The installation of signs is within the City right of way. No CalTrans encroachment permit is required. The project area is within the Coastal Commission appeal zone.

## EVALUATION OF ENVIRONMENTAL IMPACTS

### I. AESTHETICS:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

**a), b), and d): No Impact:** The placement of parking signs will not affect public views of the coastline, beach, bluffs or coastal hills nor impact scenic vistas or scenic resources from within the neighborhoods or from nearby public viewing spots, including Highway 1. There are no views of natural resources or historic buildings that will be affected by the signs. The project area is not designated as a scenic resource area or within a scenic viewshed in the City's LCP.

As the parking program will be in effect at nighttime (10 PM to 4 AM), no scenic vistas or views will be affected by on-street parking. The amount and frequency of light generated by cars traveling and parking on the streets at night will be reduced by the permit parking program.

**c) Less than Significant Impact:** The placement of signs in the public right of way of two existing residential neighborhoods will have a less than significant impact on the visual quality and character of the surroundings. The neighborhoods have a suburban character, with light posts, paved streets, (some) curb and gutters, and numerous existing parking and traffic signs. The cumulative impact of additional signs will not significantly detract from the neighborhood. There are no unique architectural design standards in effect in the neighborhoods.

Currently both residents and visitors park cars on the project site streets during daytime and nighttime. The permit parking program is likely to result in a net reduction of cars parked on street at night due to the permit requirement and fee structure associated with the permit parking program. Some visitor cars may be displaced to nearby blocks for nighttime beach parking. Enforcement of permit parking regulations by routine police patrol in the project area will deter untoward behavior and disturbances associated with displaced parking on nearby blocks.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Visual Resources overlay, Half Moon Bay LCP, 1993; Field inspection, Project plans

**II. AGRICULTURAL RESOURCES:**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |  |  |   |
|--|--|--|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? |  |  | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   |  |  | X |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  |  |  | X |

**a), b) and c): No Impact:** The proposed project will have no effect on agricultural lands, activities, or productivity. The closest agricultural activities are located across Highway 1 (Nurseryman's Exchange greenhouse flower production), approximately 1000 ft from the affected blocks in the Miramar/Naples area; lands located south of Miramar/Naples are occasionally farmed, and will not be affected by this project.

Agricultural lands and production located north of Kelly Ave. will not be affected by the permit parking program. Currently, visitors park at night on Kelly Ave. and walk to the beach, and generally do not enter nearby farmlands. Some visitors leave trash by the side of the road, which could blow onto farmlands. This project seeks to reduce visitor on-street parking and the associated impacts including litter.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans.

**III. AIR QUALITY:**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |   |
|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | X |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | X |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | X |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | X |
| e) Create objectionable odors affecting a substantial number of people?   | X |

**a) through e): No Impact:** The proposed project will have no impact on air quality, will not violate any air quality standards or contribute substantially to an existing or projected air quality violation, nor interfere with the implementation of any air quality plan.

Currently visitors travel and park along the project area streets to go to the beach at night. The number and frequency of vehicles traveling on and to the affected streets at night will be fewer and less than the status quo, due to the permit parking requirement.

There are no odors or pollutants associated with the installation of signs in the public right of way.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans.

**IV. BIOLOGICAL RESOURCES –**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

**a) through f): No Impact:** The project site is entirely within existing developed residential neighborhoods. There is no evidence that would suggest that any special status species listed by State or Federal agencies exist in the project area, nor that any rare, endangered or protected species that may be found in the Half Moon Bay area would migrate through or live near or in the project site.

Sources available to the City indicate that an Intermittent Stream with Riparian Habitat (City of Half Moon Bay LCP Habitat Areas and Water Resources Overlay, 1993/2005), and Potential Wetland-Related Features (Biological Assessment and Preliminary Wetlands Determination of Proposed Guerrero Ave. Storm Drain, Sycamore Associates, 1998) exist within the project area in the Miramar/Naples neighborhood. A biological resource maps (EMC Planning Group, 2005) recognizes a Willow Scrub – Seasonal Wetland west of Alameda Ave. within the project area, Miramar/Naples neighborhood. Coastal dunes lie west of the State beach parking lot, west of Miramar/Naples, outside the project area (City of Half Moon Bay LCP Habitat Areas and Water Resources Overlay, 2005).

A Catalog of Biological Data (City of Half Moon Bay, 2005) shows scattered Potential Wetland-Related Features on coastal bluffs west of Alsace Lorraine neighborhood, outside the project area. The EMC maps also show a Coastal Prairie community on the bluffs west of Alsace Lorraine neighborhood (adjoining the western terminus of Miramontes and Correas Avenues, outside the project area).

The anticipated reduction in vehicular traffic and pedestrian use of the streets due to the permit parking requirement will reduce litter, physical disturbances and noise associated with nighttime beach access use, and therefore reduce potential impacts on biological resources in the vicinity of the project, including in the dunes and bluffs located between the neighborhoods and nearby public beaches.

The proposed project does not conflict with any local policies or ordinances protecting biological resources, with any tree preservation provisions, or with any habitat conservation plan.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; City of Half Moon Bay LCP Habitat Areas and Water Resources Overlay, 1993/2005; Biological Assessment and Preliminary Wetlands Determination of Proposed Guerrero Ave. Storm Drain, Sycamore Associates, 1998; EMC Planning Group, 2005 Field inspection, Project plans.

#### V. CULTURAL RESOURCES –

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X



**a) through d): No Impact:** There are no known archaeological, historical or cultural resources, or unique geological features, located within or proximate to the project site. Standard conditions attached to the CDP require that if historic or archaeological resources are uncovered during grading activities, all work will stop and the applicant will retain a qualified archaeologist. At the applicant's expense, the qualified archaeologist will perform an archaeological reconnaissance and develop mitigation measures to protect archaeological resources.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans, State of California Historical Resource Inventory.

**VI. GEOLOGY AND SOILS –**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the				X

disposal of waste water?

**a) through e): No Impact:** The project signage and regulation of on-street parking at night will not expose people or structures to potential substantial adverse effects regarding earthquakes, seismic ground shaking, liquefaction, landslides nor will it contribute to erosion, geologic instability, or the functioning of septic systems. Portions of two streets in the Miramar/Naples area (Santa Rosa and Guerrero Avenues) are designated as within a 100 year flood zone in the City's General Plan/Geologic Hazards Map. The project will have no impact on such hazard, nor contribute to increased risk.

The placement of signs in the public right of way, and the parking of permitted cars on neighborhood streets will pose no risk of loss, injury or death.

Sources: City of Half Moon Bay Local Coastal Program (LCP) and Geologic Hazards Map, 1993; Field inspection, Project plans.

**VII. HAZARDS AND HAZARDOUS**

**MATERIALS** Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? X

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? X

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? X

**a) through f) and h): No Impact.** The project will entail the placement of signs on existing sign poles, and the sinking of new poles in sidewalks and on the street edge (in soil) where required, and the regulation of on-street parking. The project will not in any way affect the transport, use, or disposal of hazardous materials.

**g) Less than Significant Impact:** Approximately half of the streets in the entire Miramar/Naples neighborhood are substandard (less than 20 ft. in width and/or with substandard surface treatment), according to the City of Half Moon Bay Fire Department standards. Some of these streets are designated as firelanes and no parking is allowed at any time. Where width is sufficient to accommodate on-street parking without hampering fire safety access or emergency evacuation, substandard streets are included in the permit parking program area. Others that are currently of insufficient width to allow for on-street parking, and are labeled as firelanes and designated as "No Parking Anytime," are included in the permit parking program to allow for any future widening or improvements that would bring them up to standard. As conditioned by the City's standard development conditions: "All requirements of the Half Moon Bay Fire Protection District shall be met as needed."

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans.

**VIII. HYDROLOGY AND WATER QUALITY**

-- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a				X

lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

X

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

X

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

X

f) Otherwise substantially degrade water quality?

X

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

X

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

X

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

X

j) Inundation by seiche, tsunami, or mudflow?

X

**a) through j): No Impact:** The project site is generally flat, sloping slightly toward the west. Streets are paved with impervious surfaces; shoulders are dirt or gravel. Run-off currently drains to gutters and drains (where installed) or to natural swales at the edges or ends of the paved street. The signage and regulation of parking will not contribute to any increase in surface water runoff volume or velocity. Street runoff, pollutants, and litter will be reduced due to the net reduction of cars parking on-street (and human activities associated with beach parking, including litter and dumping). The placement of signs will not substantially alter drainage

patterns. There are no plans to add pavement to the streets that could increase impervious surfaces.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans.

**IX. LAND USE AND PLANNING –**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**a) and c) No Impact:** The proposed permit parking regulation extends only across the western-most blocks of two coastal neighborhoods. Nighttime on-street parking will remain unrestricted outside of the project area. There will be no physical division of the neighborhoods; the permit parking area will be demarcated using signs. There is no habitat conservation or natural community conservation plan associated with the project area.

**b) Less than Significant Impact:**

The City of Half Moon Bay Local Coastal Program (LCP, 1993) features policies, plans and ordinances that establish standards and controls to protect environmentally sensitive habitat areas, marine and water resources (Chapter 3), archaeological and paleontological resources (Chapter 6), agricultural resources (Chapter 8) as well as coastal access and recreation (Chapter 2), visual resources (Chapter 7) and against hazards (Chapter 4); it also governs development and public works services and facilities (Chapters 9 and 10). The proposed development is consistent with all relevant policies and ordinances of the City's certified LCP, which also serves as its General Plan.

Because of historical concerns expressed by the California Coastal Commission over the City's previously proposed permit parking program, additional analysis as to the project's conformity with the coastal access and recreation policies of the City's LCP and with the California Coastal Act has been prepared as part of the City's public hearing documents. This analysis is presented here as demonstration of the project's "less than significant impact" on issues of land use and planning.

Chapter 18.40 of the City's Zoning Code provides guidelines and standards for providing and protecting public access to the coast at all times. Section 18.40.010(D) states, "In achieving these purposes, this Ordinance shall be given the most liberal construction possible so that public access to navigable waters shall always be provided and protected consistent with the goals, objectives, and policies of the California Coastal Act and Article X, Section 4, of the California Constitution." The City's Zoning Code states, under Section 18.40.020(E)(5), that parking facilities provide recreational access to the coast.

The accessibility of the shoreline is affected by the availability of public parking proximate to the beach and the Coastside Trail. The State and City beach parking lots within Half Moon Bay are closed at sunset (though the beaches remain open all night). Visitors who wish to access the beach or Coastside Trail at nighttime therefore park on residential streets as close as possible to their destination. Some nighttime beach-goers park in the Miramar/Naples and Alsace Lorraine areas (including on Kelly Ave.)

The LCP recognizes this situation, stating that:

"Deficits in formal parking are made up by informal parking throughout the City, especially on neighborhood streets near the State Beach and on open fields in the southern part of the City." (pg 27)

The City's LCP also recognizes the conflicts that sometimes arise between public access in close proximity to residential development.

"Existing conflicts resulting from residential development adjacent to and fronting on major access routes must be minimized and avoided in the future, both to protect the right of access to the beach and to ensure desirable residential communities." (pg 25)

The LCP (Chapter 18.40.040 of the Zoning Code) establishes standards for addressing such conflicts wherein controls on time, place and manner of uses may be justified by site characteristics including sensitive habitat values and the need to protect the privacy of residential development.

Furthermore, Section 18.40.040, F 3 states that "Development shall be sited and designed in a manner which does not interfere with or diminish any public right of access which may have been established based on historical public use...Mechanisms for guaranteeing the continued public use of the are or equivalent area shall be required in accordance with Sections 18.40.040, A through 18.40.040, E, above."

As designed – with input from the public and Coastal Commission staff -- the proposed project puts minimal controls on "time, place and manner of uses" related to public access to the coast by minimizing the area where visitors are required to have a nighttime parking permit and limiting such areas to those where the greatest level of parking-related disturbances have occurred. The rest of the neighborhoods remain unrestricted, as do other coastal neighborhoods (including Casa del Mar/Kehoe Estates) where visitors can park without a permit.

The number of nighttime visitor parking spaces that could potentially be displaced by the project in the Miramar/Naples area is a maximum of 130 to 140 spaces (in practice, this number is much less given the reduced availability of on-street parking due to landscaping on street shoulders, and street configurations). Potentially displaced parking spaces would be replaced

within the total 320-330 unoccupied spaces in the nearby unrestricted blocks of Miramar/Naples. Likewise, in Alsace Lorraine/Kelly Ave. neighborhood, a total of 180 to 195 spaces could potentially be displaced due to parking restrictions; this number would be replaced within the total approximately 1300-1400 unoccupied spaces outside the restricted parking area. Police patrol in the project area to enforce permit parking regulations will deter untoward behavior and disturbances that may be relocated to nearby areas.

A second aspect of the project – the provision allowing Half Moon Bay residents and outside visitors to purchase annual nighttime parking permits for restricted areas -- assures that public access to the beaches and Coastside trail at night – including any rights to access based upon historical public use (re: 18.40.040,F, 3) will be provided and protected. As such, the project results in no less available nighttime visitor parking than currently exists.

The hours of the permit parking program (10 PM to 4 AM daily) reflect the hours when most beach parking-related disturbances occur (based upon resident surveys and feedback), while allowing for nighttime and early morning beach use that accommodates most users. Alternative access is available for special interest beach users who wish to park nearer to the beach between the hours of 10 PM and 4 AM: State Parks offers access to its beach parking lot at Francis State Beach to nighttime anglers, early morning surfers, and others who apply for a Special Event permit to accommodate out of the ordinary requests.

Lastly, the project will have an automatic review and opportunity for revision after five years, if any objections are presented regarding its effect on public access.

As such, the proposed project as designed will have less than a significant impact on public access to the beach and Coastside Trail at nighttime, and is in conformity with the City's LCP, which, as certified, is consistent with the coastal access provisions of the California Coastal Act.

Sources: City of Half Moon Bay Local Coastal Program (LCP) Land Use Plan (1993) and Zoning Code (1996); Field inspection, Project plans.

**X. MINERAL RESOURCES –**

Would the project:

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**a) and b): No Impact:** The conditions of the site do not present any evidence that there are mineral resources that would be of value to the region. The LCP does not designate the project area as rich in mineral resources.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans.

**XI. NOISE** Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

**a), b), c), e), and f): No Impact:** Traffic and nighttime beach-related disturbances including noise are anticipated to be less under the permit parking program than under the current situation due to the permit requirement. Though HMB residents and visitors are eligible to purchase a parking permit and park on-street in the neighborhoods at night, many will forego this option and park a few blocks further inland and walk. As such, noise and activity levels from those cars and users that are relocated to nearby blocks may increase slightly in adjoining blocks, but not to levels that exceed standards established by the City's General Plan/LCP and Noise Element. Any increase in noise levels would be minor, periodic, and not permanent.



**d) Less than Significant Impact:** Noise associated with the installation of signs and some drilling for the placement of poles as necessary can be expected as a one-time occurrence.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; City of Half Moon Bay Noise Element, 1990; Field inspection, Project plans.

**XII. POPULATION AND HOUSING –**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**a) through c): No Impact:** The installation of permit parking signs, and the regulation of nighttime parking, will have no effect on population growth, either directly or indirectly, either in the affected neighborhoods nor elsewhere in the City. The project will affect neither the supply of housing, nor the population and its need for housing.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; City of Half Moon Bay Housing Element (1994); Zoning Code (1996); Field inspection, Project plans.

**XIII. PUBLIC SERVICES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	

Fire protection?	X	
Police protection?	X	
Schools?		X
Parks?		X
Other public facilities?		X

**a) Less than Significant Impact (and No Impact):** No substantial adverse physical impacts are expected to occur as a result of this project, either directly or indirectly. The physical impacts of installation of parking signs and poles are minimal and temporary; the physical impacts of a reduced level of parking in the project area would result in less trampling of vegetation, less littering, less dust and noise and less human movement to and from the beach across dunes and bluffs. The physical impacts of potentially displaced parked cars, and of police enforcement of the parking regulations, will not cause significant environmental impacts.

The continued provision for on-street parking in these neighborhoods will not change the existing situation wherein substandard streets do not provide for adequate safety response by emergency vehicles. Should substandard lanes be widened in the future to better accommodate emergency access and on-street parking, any identified impacts would be considered as part of a separate project.

Routine police patrolling in these neighborhoods and throughout Half Moon Bay will not change significantly as a result of this project. On routine patrolling, police officers will enforce the new parking regulations, and will continue to respond to calls for service from residents who report nighttime disturbances associated with beach parking in the neighborhoods. No significant impacts are anticipated as a result of continued police patrolling or enforcement.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Police Department consultations; Half Moon Bay Fire Protection Code; Field inspection, Project plans.

**XIV. RECREATION --**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

**a) and b): No Impact:** The permit parking program would not increase the use of Coastside recreational facilities, including public (State and City) beach parking lots which are all closed at night. The permit parking program allows for a continuation of the current level of use of the Coastside Trail at night and of the public beaches accessible from the neighborhoods by foot. No expansion of recreational or parking facilities is contemplated.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; State Parks and Recreation Superintendent, personal communications; City Police Department; Field inspection, Project plans.

**XV. TRANSPORTATION/TRAFFIC –**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

**a): Less than Significant Impact:** The permit parking program is not expected to increase vehicle trips or congestion, or affect the volume to capacity ratio on neighborhood streets or at

intersections substantially. Initially, perhaps, as nighttime beach visitors become accustomed to the new parking regulations, there may be a slight and temporary increase in traffic levels as beach goers seek out non-restricted parking outside the permit parking area. Eventually the number of visitor cars in the project area will fall below current levels, as not all current visitor users are expected to purchase parking permits.

**b), c), d), e), f) and g): No Impact:** The proposed project will have no effect on air traffic patterns or will it increase hazards due to design features.

As described above (under VII. HAZARDS AND HAZARDOUS MATERIALS), the proposed project is likely to reduce on-street parking due to permit parking requirements and thus will not affect emergency access.

As discussed above (IX. LAND USE PLANNING), the permit parking program may cause some displacement of nighttime beach parking to nearby blocks, but there is sufficient capacity throughout the neighborhood to accommodate any anticipated demand by visitors and residents.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Draft Circulation Element (1999); City Police Department; Field inspection, Project plans.

**XVI. UTILITIES AND SERVICE SYSTEMS**

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
---	--	--	---

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
--	--	--	---

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
---	--	--	---

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
--	--	--	---

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate			X
--	--	--	---

capacity to serve the projects projected demand in addition to the providers existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs? X

g) Comply with federal, state, and local statutes and regulations related to solid waste? X

**a) through g): No Impact:** The project will have no impact on wastewater treatment, storm water runoff, water supplies or other public utility services. The project will not require any of the mentioned services or contribute to any service capacities. No increase in surface runoff is anticipated.

Sources: City of Half Moon Bay Local Coastal Program (LCP), 1993; Field inspection, Project plans.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE --**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

**a) and c): No Impact:** The proposed project has no potential of contributing to the degradation of the environment. Signage, and regulation of nighttime parking, will not affect wildlife or cause any substantial adverse impacts on humans, either directly or indirectly.

**b): Less than Significant Impact:** The establishment of a nighttime permit parking program in a limited area of two coastal neighborhoods may result in some displacement of some visitor parking to nearby neighborhood blocks. If such occurs, and residents of those blocks are aggrieved by related disturbances, the permit parking program could potentially spread to newly affected areas. Any substantial change to the permit parking program would be subject to an amendment to the CDP, with full public review and findings for conformity with the City's LCP. Any expansion of the permit parking program would likely carry with it the opportunity for visitors to purchase a parking permit, thus there would be no cumulative effect on nighttime parking for beach access.

\*\*\*\*\*

## **ATTACHMENTS AND EXHIBITS**

Exhibit A: Map of Project Area, Miramar/Naples Neighborhood

Exhibit B: Map of Project Area, Alsace Lorraine Neighborhood

Attachment 1: Location Map

Attachment 2: Half Moon Bay City Limits and Environs

Attachment 3: City of Half Moon Bay Zoning

Exhibit A: Map of Project Area, Miramar/Naples Neighborhood

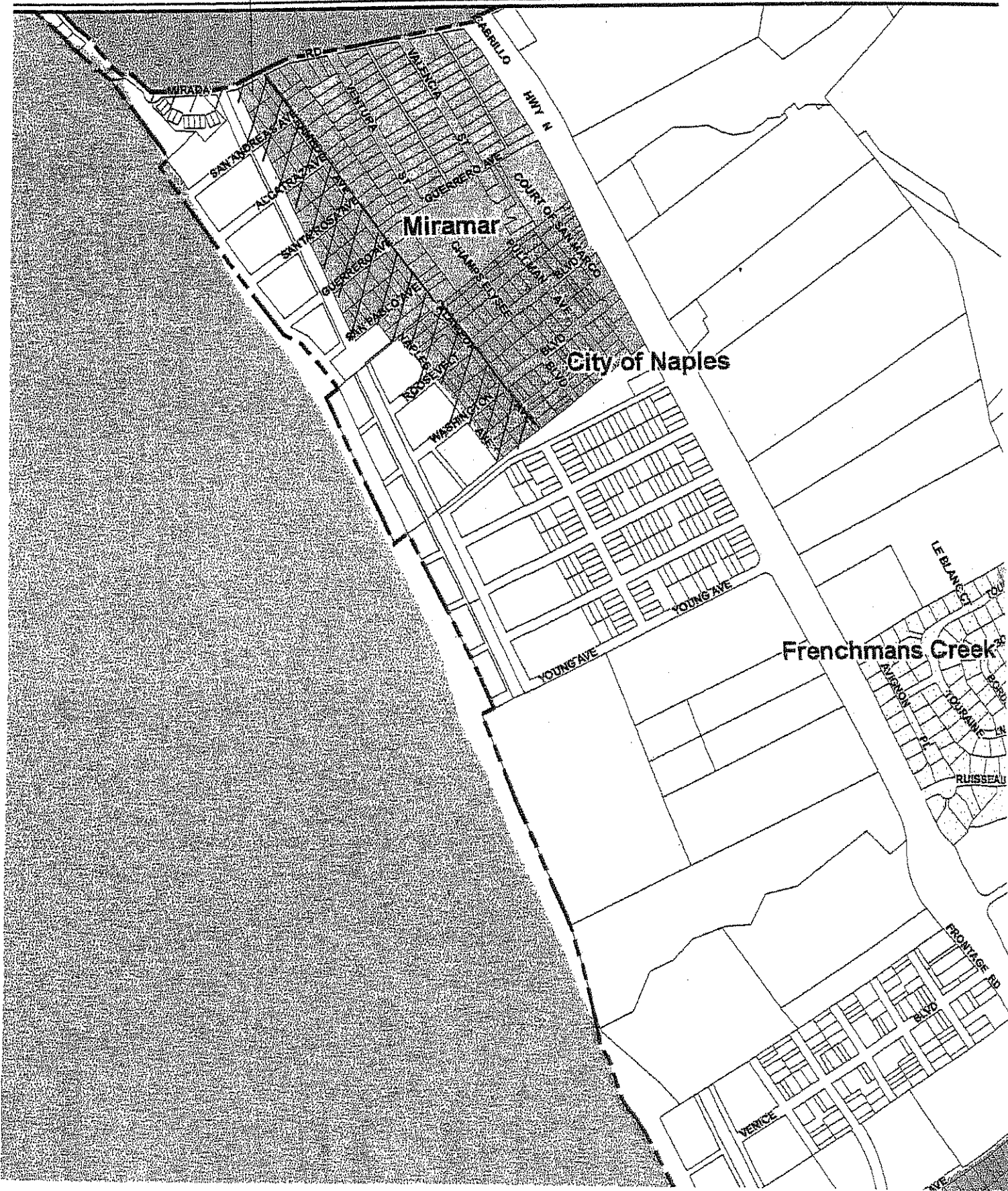
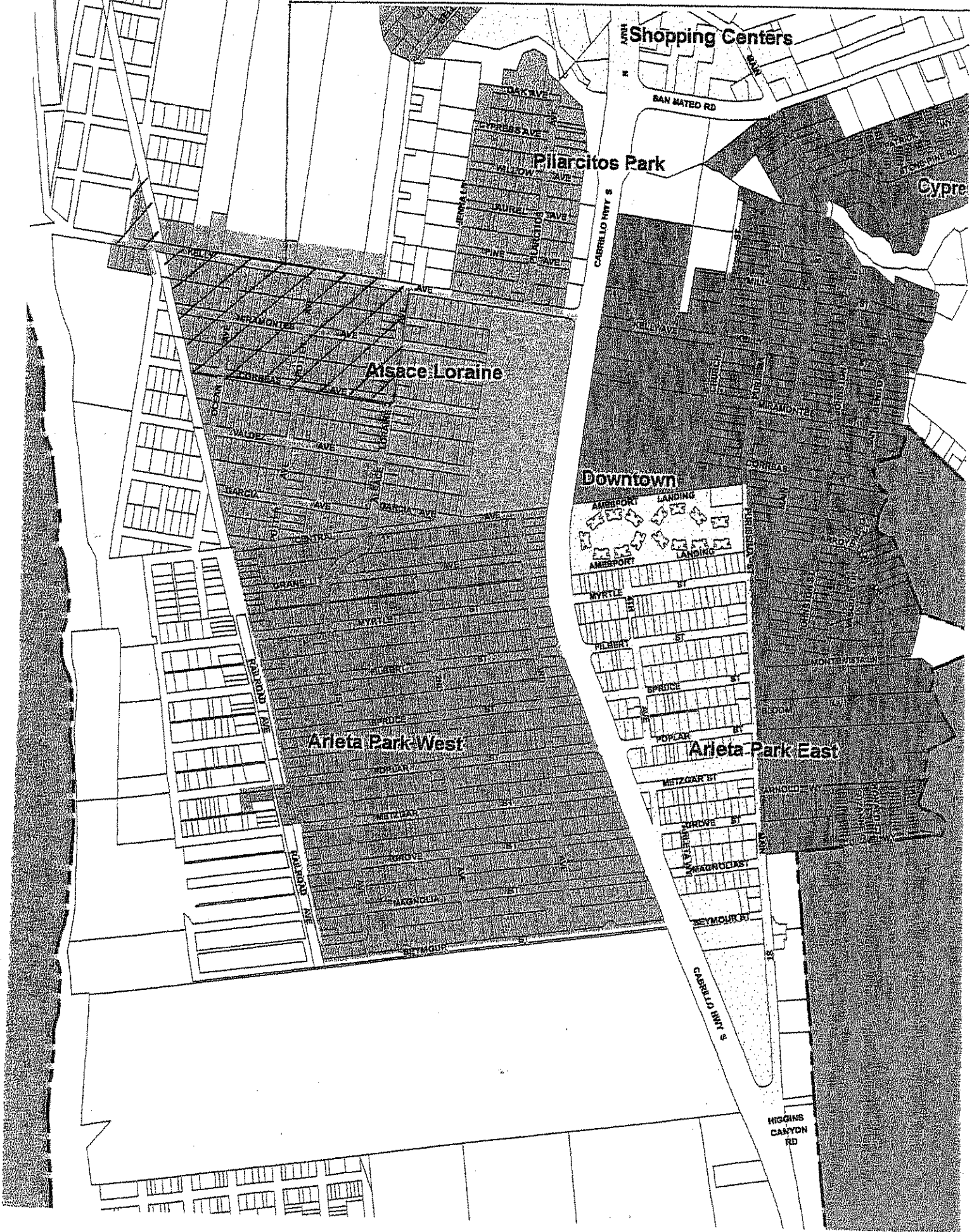
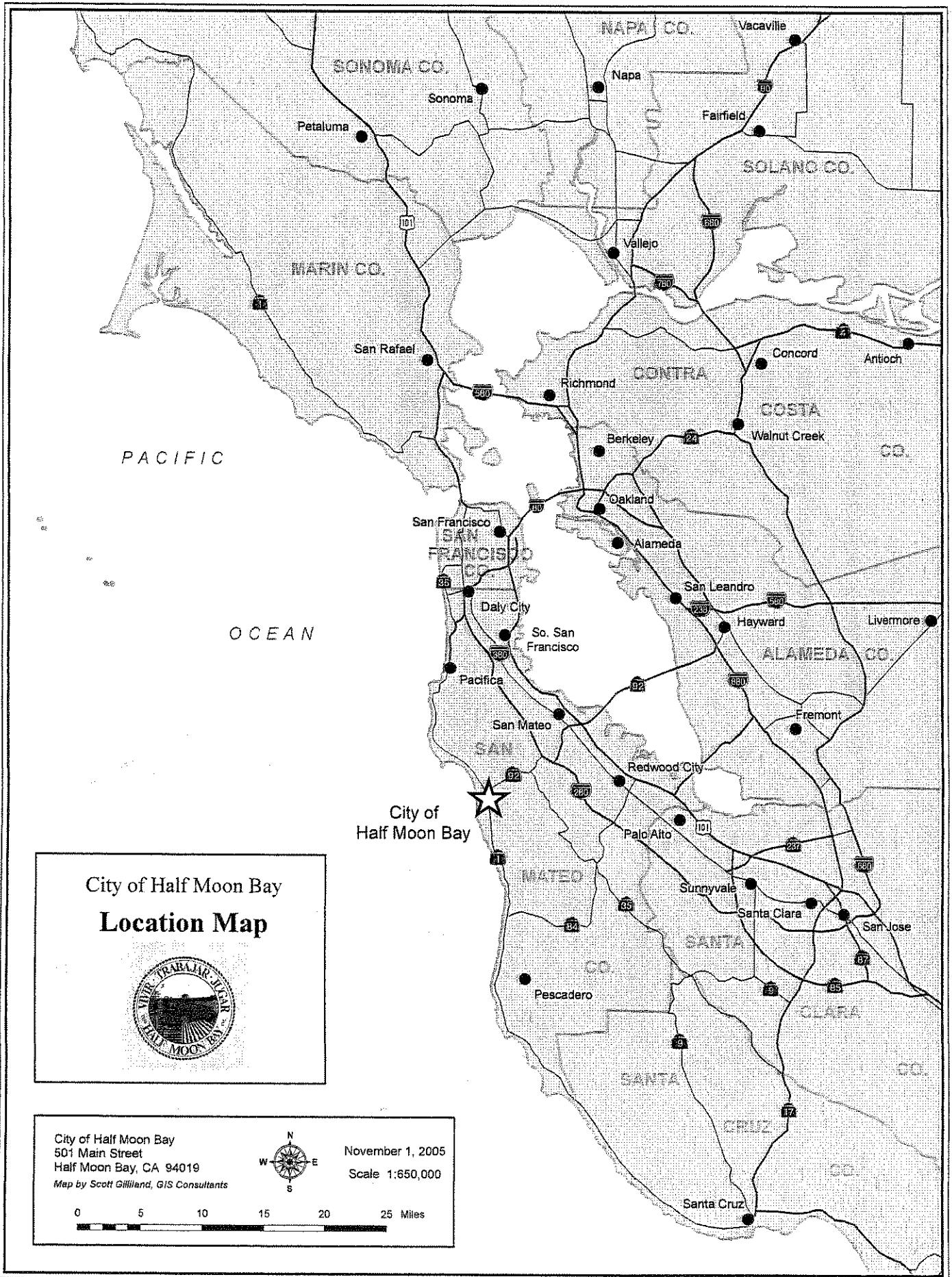
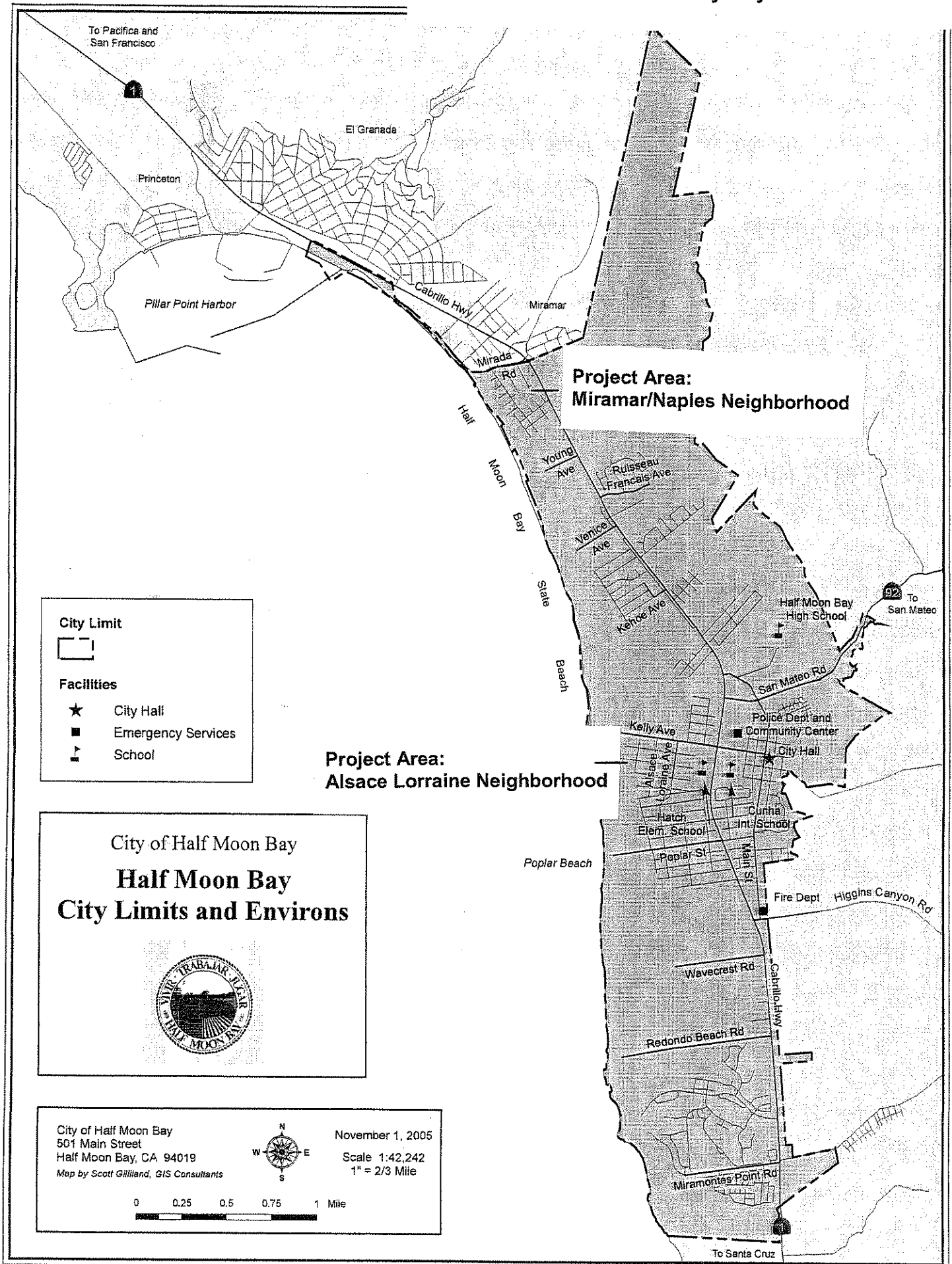




Exhibit B: Map of Project Area, Alsace Lorraine Neighborhood








**City Limit**

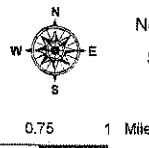
**Facilities**  
 ★ City Hall  
 ■ Emergency Services  
 ▲ School

City of Half Moon Bay  
**Half Moon Bay**  
 City Limits and Environs



City of Half Moon Bay  
 501 Main Street  
 Half Moon Bay, CA 94019  
 Map by Scott Gilliland, GIS Consultants

November 1, 2005  
 Scale 1:42,242  
 1" = 2/3 Mile



**DRAFT**  
November 17, 2005

**Project Area:  
Miramar/Naples Neighborhood**

**Project Area:  
Alsace Lorraine Neighborhood**

For illustrative purposes only.  
Not officially adopted map.

City of Half Moon Bay  
**Zoning**



City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019  
Map by Scott Gilliland, GIS Consultants



November 17, 2005  
Scale 1:42,242  
1" = 2/3 Mile

