

CALIFORNIA COASTAL COMMISSION

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F13b

A-2-HMB-20-0048 (POPLAR PARKING FEES)

OCTOBER 9, 2020

EXHIBITS

Table of Contents

EXHIBITS

Exhibit 1 – Location Map

Exhibit 2 – City’s Notice of Final CDP Action

Exhibit 3 – Appeal Document

Exhibit 4 – Applicable LCP & Coastal Act Policies

Exhibit 5 – City memo to Planning Commission, dated July 14, 2020

100 POPLAR STREET – PROJECT LOCATION
City of Half Moon Bay, San Mateo County







CITY OF HALF MOON BAY

City Hall • 501 Main Street • Half Moon Bay • 94019

July 30, 2020

*rec'd
8/12/2020*

California Coastal Commission
Attn: Julia Koppman Norton
455 Market Street, Suite 228
San Francisco, CA 94105

Subject: Notice of Final Action: PDP-20-040 – Coastal Development Permit to align daily user fees with State Parks and to restructure annual parking permits to improve visitor access opportunities at the City's Poplar Beach public parking lot in the Open Space – Passive Zoning District and the Regional Public Recreation Land Use Plan designation (APN 064-151-080)

Dear Ms. Koppman Norton:

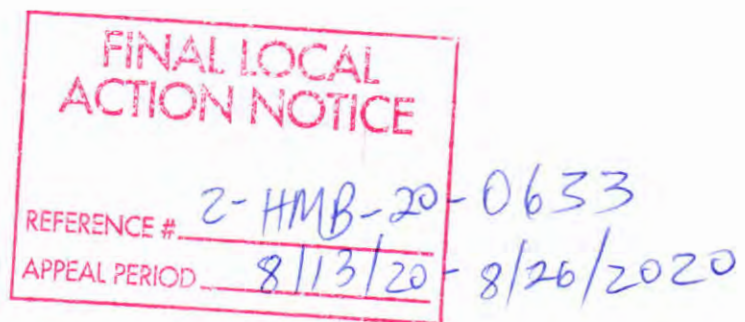
Attached is the Notice of Final Action for a Coastal Development Permit for the above project, which was approved by the Half Moon Bay Planning Commission on July 14, 2020. This approval was not appealed to the City Council during the ten-day appeal period which ended at 5:00 p.m. on July 28, 2020. Planning Commission Resolution P-20-08 with findings (Exhibit A) and conditions (Exhibit B) is enclosed.

Should you have questions regarding the Notice of Final Action and supporting material, please contact me at bcozzolino@hmbcity.com.

Sincerely,

Brittney Cozzolino

Brittney Cozzolino
Associate Planner





NOTICE OF FINAL LOCAL ACTION

Coastal Development Permit

City of Half Moon Bay Planning Division
501 Main Street, Half Moon Bay, CA 94019
(650) 726-8250 FAX (650) 726-8261

Date: July 30, 2020 File: PDP-20-040

Applicant: City of Half Moon Bay
501 Main Street
Half Moon Bay, CA 94019

Planner: Brittney Cozzolino, Associate Planner

This notice is being distributed to the Coastal Commission and to those who requested notice. The following project is located within the appealable area of the Coastal Zone. The Half Moon Bay Planning Commission approved the Coastal Development Permit on July 14, 2020, by Resolution No. P-20-08. The Commission's decision was not appealed to the City of Half Moon Bay City Council within the ten-day appeal period.

Project Description: PDP-20-040 – Coastal Development Permit to align daily user fees with State Parks and to restructure annual parking permits to improve visitor access opportunities at the City's Poplar Beach public parking lot.

Project Location: Poplar Beach public parking lot, western terminus of Poplar Street

APN: 064-151-080

Term of Permit: This permit shall expire one year from the date the appeal period ends if development authorized by the permit has not commenced.

Final Action: Approved by the Half Moon Bay Planning Commission on July 14, 2020 based upon findings and conditions contained in Resolution P-20-08.

This project is located within the Appeals Jurisdiction of the California Coastal Commission. The City's action on this Coastal Development Permit Application is appealable to the Coastal Commission.

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

AGENDA REPORT

For meeting of: July 14, 2020

TO: Honorable Chair and Planning Commissioners

FROM: Jill Ekas, Community Development Director
John Doughty, Public Works Director

TITLE: Coastal Development Permit, File No. PDP-20-040 for Poplar Beach Parking Lot Fee Changes

RECOMMENDATION

Adopt a resolution approving PDP-20-040, an application for a Coastal Development Permit to align daily user fees with State Parks and to restructure annual permits to improve visitor access opportunities at the City's Poplar Beach public parking lot located at 100 Poplar Street, based upon the Findings and Evidence contained in Exhibit A of the Draft Resolution, and subject to the Conditions of Approval in Exhibit B.

Summary of Project	
File Number	PDP-20-040
Requested Permits/Approvals	Coastal Development Permit
Site Location	Poplar Beach Public Parking Lot/APN 064-151-080
Applicant/Property Owner	City of Half Moon Bay
Project Planner	Jill Ekas, (650) 726-8270, jekas@hmbcity.com
Zoning District	OS – P Open Space – Passive
LCP Land Use Plan Designation	Regional Public Recreation
Water Service	Not applicable to project
Sewer Service (Sewer Authority Mid-Coast)	Not applicable to project
Environmental Determination	Categorically Exempt pursuant to CEQA Guidelines, Section 15301 Minor Alteration to Existing Facilities
Story Poles	Not applicable to project
Heritage Trees	Not applicable to project
Right of Appeal	Any aggrieved person may appeal the Planning Commission's decision to the City Council within ten (10) working days of the decision.

	The project is located within the Coastal Commission Appeals Jurisdiction; therefore, final City action is appealable to the Coastal Commission.
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Figure 1. Site Location

BACKGROUND

The proposed project involves restructuring user fees for the City-owned Poplar Beach public parking lot to be consistent with State Parks fees. The changes generally include the following:

- 1) Transition from hourly to flat fees consistent with State Parks beach parking lots located within the city limits and the San Mateo County midcoast;
- 2) Creation of a new nine-month local parking pass (and related fee) to increase visitor parking access during peak summer months of June, July and August;
- 3) Retention of an annual local parking pass and related fee; and
- 4) Acceptance of the State of California "Golden Bear Pass" for lower income individuals at the parking lot.

The impetus for the proposed changes is to address the heavy use of the Poplar Beach area which is overwhelming coastal resources and the neighborhood area especially during summer months. The rate adjustment seeks to align day use rates with the Half Moon Bay State Beach parking lots which are essentially part of the same "parking shed," in an effort to encourage the distribution of visitors to the coastside to other public parking lots and beaches, consistent with the California Coastal Act and the City's certified Local Coastal Program. Given the COVID-19 situation, the need for distribution is even more pronounced.

Site and Surrounding Properties

The project site is located at the City-owned public beach parking lot at the western terminus of Poplar Street. The project site is surrounded by the Poplar Beach Blufftop Park and adjacent to the California Coastal Trail and the City-owned Poplar Beach. The site is zoned Open Space – Passive (OS – P), a zoning designation that allows for public parking lots to support access to the trail system. The proposed changes to the user fees for the existing public parking lot are consistent with principally permitted uses in this zone. Land use and zoning for properties surrounding the subject site are as follows:

North	Poplar Beach Blufftop Park	OS – P Open Space Passive
South	County-owned open space (closed County landfill)	OS-P Open Space Passive/ PUD Planned Unit Development
East	West of Railroad PUD	PUD Planned Unit Development
West	Poplar Beach and Pacific Ocean	OS – P Open Space Passive

The Poplar Beach area of the City is heavily used by pedestrians, equestrians, bicyclists, and beachgoers with its accessibility to the Coastal Trail and Poplar Beach/Pacific Ocean. The subject site has historically been used for public beach access, coastal trail access and parking.

As the Planning Commission is aware, the Poplar Beach parking lot is an important coastal access point for visitors and locals alike. Poplar is one of several locations in Half Moon Bay that provides direct access to the California Coastal Trail and beaches; others include the City's Miramontes Point Drive trailhead, the parking lot at the City's Smith Field park, and several State Park access locations (extending from Francis State Beach north to Mirada Road). All but the City's facilities at Miramontes Point Road and Smith Field charge for daytime parking. State Parks has established day time rates at a flat fee of \$10.00. Staff is aware that this rate has been in place for some time, but as of the writing of the report has not been able to ascertain the exact date of their adoption by the State or CDP issuance date.

The City established day use parking fees in 2009 following approval of a Coastal Development Permit (CDP) for parking lot improvements at Poplar Beach. The City completed improvements to the parking lot in 2010. In 2011, the City installed its first parking pay station establishing a mechanism for fee collection established by City Council in 2009. Improvements to the parking lot included paving an automobile parking area, re-graveling of the equestrian parking area, creation of accessible parking spaces, and striping of standard parking spaces, construction of dumpster enclosure and creation of pad area for portable toilets. In the subsequent years, the City has made additional improvements to address disabled access to the Coastal Trail and improve waste collection in and around the parking lot. In addition to regular City maintenance activities, the City has contracted with Abundant Grace, a local non-profit for cleaning of litter in and around Poplar Parking Lot (\$80,000 each in FY 2019-20 and FY 2020-21). Presently, the City is in the process of upgrading the pay station to provide touchless payment option through an

app. The City has and will continue to make significant investments in the maintenance and operation of the parking lot to meet coastal access needs.

The 2009 CDP did not specifically include installation of a parking pay station, but it was clearly intended given the improvements and City Council adoption of a resolution establishing parking fees for Poplar Beach parking lot. Currently, the City charges on an hourly basis to a maximum of \$10.00 or \$15.00 (depending on type of vehicle). The currently adopted fees are as follows: \$2.00 per hour (\$10.00 maximum per day) for automobiles; \$3.00 per hour (\$15 maximum per day) for horse trailers and vehicles over 20-feet in length. In addition to day use rates, the City Council established an annual pass option for Half Moon Bay residents.

DISCUSSION

As guidance for bringing forward restructured parking fees for the Poplar Beach parking lot, staff researched other coastal communities throughout the State. Staff also specifically studied how State Parks is operating and charging for parking locally at Francis, Venice, and Dunes beaches. These locations contribute to a suite of coastal access parking locations in the heart of Half Moon Bay, and thereby constitute the pay beach parking lot supply within the City along with the City-owned and operated Poplar Beach parking lot. From the research, staff concluded that there is significant variance in the approaches to parking lot fee structures and fee rates for local agencies along the California coast. We can confirm that the day use fees for the State Parks along the San Mateo County coast is a flat fee of \$10.00 per day per automobile.

The recommended fee structure and rates for the Poplar parking lot would conform the City's fee structure to the local State Parks fees while also supporting special uses, including equestrian access, as follows:

- Vehicles less than 20 feet in length: Flat rate - \$10 per 12 hours (no overnight parking—Midnight to 5:00 AM) (changed from \$2 per hour, maximum \$10 per day)
- Horse Trailers and vehicles longer than 20 feet: Flat rate - \$15 per 12 hours (no overnight parking—Midnight to 5:00 AM) (changed from \$3 per hour, maximum \$15 per day)
- Annual (12-month) Local Permit: \$165 per year, January through December (an increase from \$103), available to Half Moon Bay residents
- 9-month Local Permit (new provision): \$90 per year, September through May, specifically excluding peak summer months, available to HMB residents
- "Golden Bear Pass" (new provision): The City will accept the State of California passes for lower income residents at the Poplar Beach Parking Lot.

Leading up to the Planning Commission meeting, Coastal Commission staff shared their concerns with City staff about the rate structure (current and proposed), especially that it does not provide adequate access for lower income users. Staff notes that in consideration of the extensive use

of all of the beach parking lots in Half Moon Bay, fees appear to be well-accepted, and when combined with free on-street parking in many of the beach-adjacent neighborhoods, access to coastal recreation areas is available to all visitors to Half Moon Bay. It is also of note that individuals with placards for accessible parking are not required to pay for parking per State law. Free bicycle parking and a bicycle repair/fix-it station is also available in the vicinity of the parking lot. Despite these other options, City staff is aligned with Coastal Commission staff when it comes to supporting coastal access for all and we would like to establish a pass program for low income households; however, we are also concerned about the cost and logistics of administering a permit program requiring income verification. In our research we discovered and are impressed with the State of California's Golden Bear Pass (Attachment 2). This is a \$5.00 annual pass and available to lower income individuals throughout the State. As such, staff recommends accepting the Golden Bear Pass for day use parking fees at Poplar Beach and a draft condition of approval (Condition No. 5) is included for the Planning Commission's consideration. Acceptance of this pass means that the City will not receive any parking fees from users with valid Golden Bear Passes. An additional draft condition of approval (Condition No. 4) requires annual monitoring and reporting (concurrent with annual budget).

Moreover, the City expends significantly more money each year maintaining the Poplar Beach parking lot and the Poplar Blufftop Park area than revenues brought in from parking fees. Examples of annual operational costs include, but are not limited to the following:

- \$80,000 for the "Clean Team" (workforce development program supporting homeless individuals managed by Abundant Grace) to remove trash on the beach and blufftop;
- \$10,000 for trash, recycling and port-a-potty servicing; and
- \$80,000 for basic maintenance services and management of the parking lot and trails surfaces, parking pay station equipment, signage and lot striping.

The above summary of expenses does not include the annual cost to the City for law enforcement provided by the San Mateo County Sheriff through contract with the City of Half Moon Bay, additional contract security services that have been utilized in recent years, and the unfortunately frequent need to repair and replace damaged facilities in and around the parking lot due to vandalism. In recent years, Poplar Beach Parking lot revenues averaged around \$75,000.

The City also continues to upgrade the facility as needed having recently completed installation of improved vertical access and drainage at Poplar (PDP 19-035) at a planning and implementation cost of \$160,000. This project was fully covered by the City's general fund. In addition to ongoing operational costs and short-term infrastructure improvements, the City has also expended several hundred thousand dollars to study and plan for long-term management and retreat of the blufftop. Engineering erosion studies (complete), the Poplar Gateways Master Plan (draft complete), and future environmental review will total on the order of \$500,000. Clearly, implementation of these measures will cost considerably more than the planning and engineering design work that goes into them, and they will need to be phased over time.

Even with updated fees, which may or may not result in a modest revenue increase, the Poplar Beach parking lot will continue to be the City's most expensive land to maintain for public use and the City has gone out of its way to tend to this area through thoughtful, forward-looking stewardship. Fee revenue from the Poplar Beach parking lot is clearly not intended to significantly offset the expense of maintaining and improving it. Instead, these changes are needed to align the rates within the previously referenced "parking shed" dominated by State Parks provisions and long-standing rates as a means to better distribute visitors and help Poplar Beach and Blufftop Park experience less extensive overuse.

ANALYSIS

The key issues for this project are conformance with the General Plan/Local Coastal Land Use Plan, conformance with the Zoning Code/LCP Implementation Plan,¹ and compliance with CEQA.

Table 1 below identifies key Zoning Code/LCP Implementation Plan issues and their applicability to the subject site. As indicated in the table and described further below, several coastal resource policies apply to the site. However, with the exception of public access, these factors are not applicable to the proposed development as the project scope is limited to a change in the parking lot user fees. No physical development is proposed.

Table 2. Key Zoning Code/LCP Implementation Plan Topics

Topic	Applicability/Explanation	
Environmentally Sensitive Habitat Area	Yes	The project site is located in proximity to the coastal bluff, coastal terrace prairie habitat and the marine environment.
Visual Resource Area	No	The project site is not located in a visual resource area as defined by Section 18.37.020 of the Zoning Code.
Public Access Area	Yes	The project site provides public parking for beach and Coastal Trail access.
Coastal Hazard Area	Yes	The project site is located approximately 150 feet inland of a sea cliff that is subject to potential shoreline erosion and wave action.
Archaeological Resource Area	No	Not in area of mapped or known resources.
Historic Resources	No	No historic resources exist on the site.

¹ The Zoning Code is part of the LCP Implementation Plan.

Conformance with the Coastal Act and Certified Local Coastal Program

The proposed development is consistent with the Regional Public Recreation General Plan/Local Coastal Land Use Plan designation. The existing parking lot provides regional public access and recreation opportunities, and the proposed development will maintain these opportunities in a manner consistent with the coastal resource protection requirements of the Local Coastal Program. The proposed CDP does not change the underlying use or coastal access. The Open Space – Passive Land Use zoning district regulations in Chapter 18.12 of the Municipal Code (Zoning Ordinance) contain limited specific development standards that apply to this scope of work. The project proposes changes to the user fee structure for the existing public parking lot. No new structures or physical development are proposed.

Zoning District Consistency

Municipal Code Section 18.12.010(B)(2) states that the intent of the Open Space – Passive District is to “[e]stablish areas for public hiking, biking, and equestrian trails, and public parking lots to support access to the trail system.” Municipal Code Section 18.12.030 also generally applies, and states:

“All development occurring in or adjacent to coastal resource areas and environmentally sensitive habitat areas as defined in this title, the local coastal plan, and the general plan shall adhere to the applicable standards set forth therein. Where a conflict occurs between the standards of this chapter and those applicable to coastal resources and environmentally sensitive habitat areas, the more restrictive shall apply.”

As discussed earlier, the Poplar Beach area is a heavily used beach and trail access point for residents and visitors alike. The Half Moon Bay coast has become one of the favored locations for access. Unfortunately, the popularity and heavy use is leading to deleterious impacts to the bluff and the environment. One consultant stated that the Poplar Beach Blufftop Park is being “loved to death.” One of the purposes of the proposed rate structure adjustment is to encourage dispersal of beach parking (and human activity) to other areas of the City and coastal resources including Poplar State Beach. It is our belief that aligning parking rates with nearby State Parks some of the adverse impacts on coastal resources at Poplar Beach and the blufftop will be lessened. As indicated, the proposed fees are comparable to those charged at Half Moon State Beach and their day use parking lots located at Francis Beach (accessed from Kelly Avenue), Venice Beach (accessed from Venice Boulevard), and Dunes Beach (accessed from Young Avenue). When compared to virtually any other recreational use in the coastal zone and greater Bay Area, the fee structure continues to provide low-cost public access opportunities to the beach and Coastal Trail.

Environmentally Sensitive Habitat

The following LCP policies and ordinances are applicable to this project as it relates to environmentally sensitive habitat areas:

LUP Policy 3-3, Protection of Sensitive Habitats:

- (a) Prohibit any land use and/or development which would have significant adverse impacts on sensitive habitat areas.
- (b) Development in areas adjacent to sensitive habitats shall be sited and designed to prevent impacts that could significantly degrade the environmentally sensitive habitats. All uses shall be compatible with the maintenance of biological productivity of such areas.

Municipal Code Section 18.38.065, Bluffs and Sea Cliffs:

The following regulations are applicable to the coastal resource areas defined in this title and designated on this city's coastal resource map:

C. Permitted Priority Uses, Bluffs.

- 1. Priority shall be given to coastal dependent and related recreational activities and support facilities, except that camping facilities shall be set back one hundred feet from the beach and bluffs and near-shore areas reserved for day use activities.
- 2. Priority shall be given to recreational uses that do not require extensive alteration of the natural environment, as both public and private development.

The project proposes changes to the user fee structure for the existing public parking lot. No new structures or physical development is proposed. Existing improvements will remain.

The larger project area, referred to as the Poplar Beach Blufftop Park, has been preliminarily studied for the Poplar Beach Gateways Plan capital improvement project. The preliminary biological evaluation identified the larger Blufftop Park as containing coastal terrace prairie habitat, potential wetlands, and suitable habitat for several special status species and winter foraging birds. However, the proposed development does not involve any construction or changes to the footprint of the existing parking lot or other public access facilities. The proposed public parking fee changes are part of the permitted priority use and are compatible with the protection and maintenance of the biological productivity of the surrounding natural areas.

Visual Resources

The City's Zoning Code defines visual resource areas as those within 200 yards of Highway 1, those providing broad ocean views from Highway 1 in specific locations, and those along specific scenic coastal access routes. Although the subject site is not specifically named in the "Broad Ocean Views" or "Scenic Coastal Access Routes" categories, it does fit the intent of these categories for visual resource protection. In any case, the proposed development does not involve any physical structures or other above-grade improvements and will have no impacts on visual resources.

Public Access

The following Coastal Act and LCP policies are applicable to this project as it relates to public coastal access:

Coastal Act Section 30210:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Coastal Act Section 30212.5:

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

LUP Policy 2-4:

Any public agency holding beach lands may review all accessway plans on property abutting the State Beach and County Acquisition area to ensure they are consistent with the adopted State Park General Plan or Land Use Plan in other areas.

LUP Policy 2-6:

All vertical and lateral public accessways shall have clearly posted signs specifying the public's right to use these areas; signs shall also contain any limitations on the public's right of access and specific uses.

The subject site provides public parking for coastal access to City-owned Poplar Beach and the California Coastal Trail. The site has historically been used for public coastal access and recreation. The proposed CDP involves no physical changes to the site. The CDP covers a change in user fees at the existing public parking lot where similar fees and permits have been in place and enforced for the last ten (10) years. The proposed day use structure is consistent with those charged at the Half Moon Bay State Beach including the adjacent Francis State Campground day use parking lot. The rate structure is proposed to help distribute public parking throughout the City rather than unduly impacting the coastal resources which are heavily impacted to the point of overuse, especially in the peak summer months in the Poplar Beach area. This is consistent with Coastal Act and LUP policies.

The CDP will maintain and enhance public coastal access and recreation opportunities by encouraging distributed coastal access parking for visitors and providing additional local parking pass options for residents. Upon approval, the City will be updating the parking fee station, posting new signage and providing information on parking wherever we can, including on the City website.

Coastal Hazards

The following LCP policies and ordinances are applicable to this project as it relates to coastal hazard areas:

LUP Policy 4-3(B):

Permit bluff and cliff top development only if design and setback provisions are adequate to assure stability and structural integrity for the expected economic life span of the

development of fifty years plus an additional fifty feet of setback, and if the development, including storm runoff, foot traffic, grading, irrigation, and septic tanks if required, will neither create nor contribute significantly to erosion problems or geologic instability of the site or surrounding area. Prohibit development on bluff faces except for stairways for public access to the beach. *(Also see Municipal Code Section 18.38.065(F)(3))*

Development on or near bluffs is inherently hazardous due to natural erosion processes and susceptibility to wave run-up, urban runoff, and storm surges. However, limited development in these areas is necessary to provide public beach access. The proposed development involves changes to the user fees for the existing public beach parking lot that is located approximately 150 feet inland of the bluff edge. No physical structures, expansion of the parking lot footprint, or other development is proposed. In the larger project area, the forthcoming Poplar Beach Gateways Plan will address localized erosion and concentrated urban runoff with more permanent and upland solutions including managed retreat of the trail and regrading and revegetation of the bluff top.

Environmental Review

The proposed changes to the public parking lot user fees are categorically exempt from CEQA pursuant to Section 15301, which exempts minor alteration to existing public facilities that involve negligible or no expansion of the existing use.

Conclusion

The City Council considered and approved the recommended Poplar Parking adjustments at a public hearing on June 16, 2020. This action was part of an annual adjustment to City user fees in conjunction with City budget adoption. Per City Council resolution, the fee adjustments are not effective for a period of 60-days from adoption (effective August 15). Fee changes for the Poplar Beach parking lot will also not be implemented until the Planning Commission has taken action on the coastal development permit (CDP). The Planning Commission, as part of this CDP review, may make recommendations to the City Council on how the fee structure could change in the future using City Council action for reference. Staff is recommending the Planning Commission affirm the City Council approved adjustments with Condition No. 4 requiring annual monitoring and Condition No. 5 requiring the City to accept the State of California "Golden Bear Pass" at the Poplar Beach Parking Lot to improve coastal access to lower income individuals.

Public Works staff are currently procuring a touchless pay station for the Poplar Beach parking lot. This new equipment will be user-friendly, weatherproof for long-term use, and COVID resilient in the short-term. Installation is targeted for September 2020; at which time the new rates will be implemented. This will allow adequate time to further notify the public of these changes through signage at the lot, information on the City's website and ENews updates. The City website will include a link to the State Golden Bear Pass application.

Based on the above analysis, staff concludes that the proposed CDP is consistent with the General Plan/Local Coastal Land Use Plan and the Zoning Code/LCP Implementation Plan; is compatible with surrounding development; and conforms to the requirements of the California

Environmental Quality Act. Staff recommends approval of the project based on the findings and conditions of approval (Exhibits A and B of the attached Draft Resolution).

ATTACHMENTS

1. Draft Resolution with Findings and Evidence, Exhibit A and Conditions of Approval, Exhibit B.
2. California State Parks Golden Bear Pass

**PLANNING COMMISSION RESOLUTION P-20-08
RESOLUTION FOR APPROVAL
PDP-20-040**

COASTAL DEVELOPMENT PERMIT TO ALIGN DAILY USER FEES WITH STATE PARKS AND TO RESTRUCTURE ANNUAL PERMITS TO IMPROVE VISITOR ACCESS OPPORTUNITIES AT THE CITY'S POPLAR BEACH PUBLIC PARKING LOT IN THE OPEN SPACE – PASSIVE ZONING DISTRICT AND THE REGIONAL PUBLIC RECREATION LAND USE PLAN DESIGNATION (APN 064-151-080)

WHEREAS, the City of Half Moon Bay owns and manages a public parking lot with a previously approved Coastal development Permit and fee structure; and

WHEREAS, the City Council of the City of Half Moon Bay seeks to amend parking lot fee structure and rates for the City-owned and operated Poplar Beach parking lot and approved the new fees at a duly noticed public hearing on June 16, 2020; and

WHEREAS, the Poplar Beach parking lot provides coastal access, and changes to coastal access provisions, including fees for parking, require Coastal Development Permits; and

WHEREAS, the City filed an application requesting approval of a Coastal Development Permit to allow a change in daily use fees and resident permits at the Poplar Beach public parking lot in the Open Space – Passive Zoning District and the Regional Public Recreation Land Use Plan designation (APN 064-151-080); and

WHEREAS, the intended fee structure and rates conform to those charged at the adjacent State Parks beach parking lots and also incorporate an annual permit for low income households by honoring the State Parks Golden Bear Pass; and

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

WHEREAS, the Planning Commission conducted a duly noticed public hearing for PDP-20-040 on July 14, 2020, at which time all those desiring to be heard on the matter were given an opportunity to be heard; and

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

WHEREAS, the Planning Commission has determined that the requested Coastal Development Permit for the change in user fees at an existing public access facility is exempt from CEQA pursuant to California Administrative Code Section 15301; and

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

NOW, THEREFORE, BE IT RESOLVED that, based upon the Findings in Exhibit A and subject to the Conditions of Approval contained in Exhibit B, the Planning Commission approves this application (PDP-20-040).

PASSED AND ADOPTED by the City of Half Moon Bay Planning Commission at a duly noticed public hearing held July 14, 2020.

AYES, Ruddock, Holt, Polgar, Benjamin

NOES,

ABSENT, Hernandez

ABSTAIN,

APPROVED:

James Benjamin
James Benjamin, Chair

Jill Ekas
Jill Ekas, Community Development Director

EXHIBIT A
FINDINGS AND EVIDENCE
Planning Commission Resolution P-20-08
PDP-20-040

Coastal development permit to align daily user fees with Half Moon State Beach and to restructure annual permits to improve visitor access opportunities at the City's Poplar Beach public parking lot in the open space – passive zoning district and the regional public recreation land use plan designation (APN 064-151-080)

Coastal Development Permit – Findings for Approval

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

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

Evidence: The project consists of changes to the user parking fees for the Poplar Beach public parking lot. The proposed development provides and enhances coastal access and recreation opportunities, conforms to all City requirements, will not impact coastal resources and is consistent with the policies of the City's Land Use Plan (LUP).

Coastal Act Section 30210: *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Compliance: The proposed development will enhance and preserve public coastal access and recreation by establishing public parking fees consistent with those of the Half Moon Bay State Beach, providing additional local parking pass options for residents, and encouraging dispersal of beach parking to other areas of the city in order to avoid overuse of the natural resources areas at Poplar Beach and the surrounding blufftop park area.

Policy 2-4: *Any public agency holding beach lands may review all accessway plans on property abutting the State Beach and County Acquisition area to ensure they are consistent with the adopted State Park General Plan or Land Use Plan in other areas.*

Compliance: The City of Half Moon Bay owns and operates the lands at Poplar Beach and the surrounding blufftop park area, including the existing public parking facilities. The proposed fee adjustments are consistent with the daily parking fees charged by State Parks at the

adjacent Half Moon Bay State Beach public parking facilities in City limits and with the policies of the certified Land Use Plan.

Policy 2-6: *All vertical and lateral public accessways shall have clearly posted signs specifying the public's right to use these areas; signs shall also contain any limitations on the public's right of access and specific uses.*

Compliance: Existing parking fee signs/kiosks will be updated with the new parking fee information.

Coastal Act 30240 and Policy 3-3: *Prohibit any land use and/or development which would have significant adverse impacts on sensitive habitat areas. Development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.*

Compliance: The project only proposes changes to the user fee structure for the existing public parking lot. No new structures or physical development is proposed. The larger project area, referred to as the Poplar Beach Blufftop Park, has been preliminarily studied for the Poplar Beach Gateways Plan capital improvement project. The preliminary biological evaluation identified the larger Blufftop Park as containing coastal terrace prairie habitat, potential wetlands, and suitable habitat for several special status species and winter foraging birds. However, the proposed development does not involve any construction or changes to the footprint of the existing parking lot or other public access facilities. The proposed public parking fee changes are part of the permitted priority use and are compatible with the protection and maintenance of the biological productivity of the surrounding natural areas.

Policy 4-3(B): *Permit bluff and cliff top development only if design and setback provisions are adequate to assure stability and structural integrity for the expected economic life span of the development of fifty years plus an additional fifty feet of setback, and if the development, including storm runoff, foot traffic, grading, irrigation, and septic tanks if required, will neither create nor contribute significantly to erosion problems or geologic instability of the site or surrounding area. Prohibit development on bluff faces except for stairways for public access to the beach.*

Compliance: The proposed development involves changes to the user fees for the existing public beach parking lot that is located approximately 150 feet inland of the bluff edge. No physical structures, expansion of the parking lot footprint, or other development is proposed. In the larger project area, the forthcoming Poplar Beach Gateways Plan will address localized erosion and concentrated urban runoff with more permanent and upland solutions including managed retreat of the trail and regrading and revegetation of the bluff top.

Policy 7-11: *New development along primary access routes from Highway 1 to the beach, as designated on the Land Use Map, shall be designed and sited so as to maintain and enhance*

the scenic quality of such routes, including building setbacks, maintenance of low height of structures, and landscaping which establishes a scenic gateway and corridor.

Compliance: The subject site is accessible from Highway 1 and is primarily used for coastal access and recreation opportunities. Poplar Street is not specified as a primary access route in the City's LCP. However, the proposed development does not involve any physical structures or other above-grade improvements and will have no impacts on visual resources.

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

Compliance: The proposed development is not located at or near identified archaeological or paleontological resources. The proposed development does not involve any physical construction or improvements that would adversely impact archaeological or paleontological resources.

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

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

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

Evidence: The proposed development conforms to the requirements of the Open Space – Passive Zoning District, which allows for public trail uses. The Open Space – Passive Land Use regulations in Chapter 18.12 of the Municipal Code contain limited specific development standards that apply to the scope of work as the project proposes changes to the user fee structure for the existing public parking lot. No new structures or physical development is proposed. The proposed development is consistent with the stated intent of the Open Space – Passive District pursuant to Municipal Code Section 18.12.010(B)(2), which is to "[e]stablish areas for public hiking, biking, and equestrian trails, and public parking lots to support access to the trail system."

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

Evidence: The project consists solely of changes to existing public parking fees and permits and does not require any additional municipal services or infrastructure.

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

Evidence: The subject site is located between the sea and the first public road parallel to the sea. The project conforms to the public access and recreation policies of the Coastal Act as it preserves and enhances public coastal access and recreation opportunities by establishing public parking fees consistent with those of the Half Moon Bay State Beach, provides additional local parking pass options for residents, and encourages dispersal of beach parking to other areas of the city in order to avoid overuse of the natural resources areas at Poplar Beach and the surrounding blufftop park area pursuant to Coastal Act Section 30210 and 30212.5.

Environmental Review – Finding

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

Evidence: The proposed changes to the public parking lot user fees are categorically exempt from CEQA pursuant to Section 15301, which exempts minor alteration to existing public facilities that involve negligible or no expansion of the existing use.

EXHIBIT B
CONDITIONS OF APPROVAL
Planning Commission Resolution P-20-08
PDP-20-040

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

1. CONFORMANCE WITH APPROVED SCOPE. The Community Development Director shall review and may approve any deviation from the approval that is determined minor in nature. Any other change shall require approval of a major modification per Title 18. (Planning)
2. CONFORMANCE WITH CONDITIONS OF APPROVAL. The permittee shall implement this Project in full conformance with these Conditions of Approval. The Community Development Director shall review and may approve any deviation from the Conditions of Approval that is determined minor in nature. Any other change shall require approval of a major modification per Title 18. (Planning)
3. CONFORMANCE WITH THE MUNICIPAL CODE. No part of this approval shall be construed to permit a violation of any part of the Half Moon Bay Municipal Code. (Planning)
4. ANNUAL MONITORING. The permittee (City) shall, in conjunction with the annual adoption of the City user fees shall prepare an annual report on the Poplar Beach public parking lot, including collecting information on facility usage, parking fee revenues, and resident parking pass applications. The permittee (City) shall use this information to annually assess the need for any changes in the fee structure, parking pass options, or other related programs to maintain and enhance coastal access. (Public Works)
5. FEES. The fees and permits for Poplar Beach Parking Lot shall be consistent with those adopted by resolution by the City Council on June 16, 2020. In addition, the City agrees to accept the State of California "Golden Bear Pass" within the Poplar Parking Lot as evidence of payment for day use activities. (Public Works, Finance, Police)

B. Validity and Expiration of Permits

1. SIGNED CONDITIONS OF APPROVAL. The Public Works Director shall sign the conditions of approval and ensure their implementation. (Planning)
2. EFFECTIVE DATE. This site is located within the Coastal Appeal Zone. This permit shall take effect after expiration of the Coastal Commission appeal period, or if the permit is appealed to the Coastal Commission during the appeal period, it shall take effect after final Coastal Commission action. (Planning)
3. ACCURACY OF APPLICATION MATERIALS. The permittee(s) shall be responsible for the completeness and accuracy of all forms and material submitted for this application. Any errors or discrepancies found therein may be grounds for the revocation or modification of this permit and/or any other City approvals. (Planning)

4. PERMIT EXPIRATION. The Coastal Development Permit (CDP) shall expire one year from its date of final approval if the approved fee changes have not been implemented. Once the fee changes are implemented, the CDP shall be deemed in effect. (Planning)
5. PERMIT EXTENSION. The Community Development Director may, at the Director's discretion, approve a single one-year extension of this permit based on a written request and fee submitted to the Director prior to expiration of the permit. Any other extension shall require approval of a Permit Amendment prior to expiration of the permit. Any Amendment Application to extend the permit shall be filed a minimum of ninety (90) days prior to permit expiration to ensure adequate processing time. (Planning)
6. PERMIT RUNS WITH THE LAND. The approval runs with the land and the rights and obligations thereunder, including the responsibility to comply with conditions of approval, shall be binding upon successors in interest in the real property unless or until such permits are expressly abandoned or revoked. (Planning)

PERMITTEE'S CERTIFICATION:

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

APPLICANT:

Bob Mshet

(Signature)

7/30/2020

(Date)

From: [KoppmanNorton, Julia@Coastal](mailto:KoppmanNorton.Julia@Coastal)
To: [Jill Ekas](#)
Cc: [Brittney Cozzolino](#); Rexing, Stephanie@Coastal
Subject: Poplar Beach Parking Fee Increase
Date: Monday, July 13, 2020 11:20:50 PM
Attachments: [image001.png](#)

Hi Jill,

Thanks for the call earlier today, and again, thank you for working with us on our concerns with regards to the Poplar Beach Parking fee increase. As always, we really appreciate your attentiveness to these concerns. Specifically, as we mentioned a couple weeks ago, we had concerns regarding low-income parking pass options, and we appreciate that you've added State Parks' "Golden Bear" pass as an option at the Poplar Beach Parking Lot. Below are points that we discussed on the phone today, and we look forward to continuing to coordinate with the City on these points.

- **2009 CDP for Initial Parking Fees for Poplar Beach Parking Lot**

- The staff report indicates that this CDP included a mechanism for fee collection, but goes on to say that it didn't specifically include installation of a parking pay station, and that this installation was "intended" given City Council's earlier adoption of the fees. As we discussed, we would like to take a look at that CDP to better understand what was approved and what analysis was conducted at that point, whenever you have a chance to send that over.

- **Signage**

- Signage should provide information about the Golden Bear passes: how to get the pass, who qualifies, who to contact, and the process, and all information on signage should be in Spanish in addition to English.

- **Analysis of change/intensity of use and affordability of parking options**

- As discussed, the below questions outline the type of analysis that we would expect from the City on the change/intensity of use and affordability of parking options. My understanding is that you feel some of this analysis is included in the staff report, but we look forward to discussing further.
 - There are now annual pass options for residents and annual pass options for low-income residents through State Parks' Golden Bear program. However, there are likely many people that may not fall into either of these categories. For example, families that don't meet the parameters to qualify for the Golden Bear program, but may not have the funds for the annual resident pass or to pay daily flat fees. What are all the groups of people who this may impact, and how? What is the user base? How will the change from hourly to daily flat rate fees impact lower income users?
 - Are there comparable annual resident parking passes at the other beach parking lots in the City?
 - Will this increase in cost of annual resident parking passes, introduction of the Golden Bear pass, and change from hourly to daily flat rate fees impact other

beach parking lots and how?

- How many nearby street parking spaces are there? Other parking?
- How will a daily flat rate fee impact parking lot use, when compared to hourly fees?

Have a great rest of the day!

Best,
Julia

Julia Koppman Norton
Coastal Planner
North Central Coast District
California Coastal Commission
(415) 904-5292



Resolution No. C- 72 - 09

**A RESOLUTION OF THE CITY OF HALF MOON BAY ESTABLISHING PARKING
FEES FOR THE POPLAR BEACH PARKING LOT**

WHEREAS, the City of Half Moon Bay owns the property at Poplar Beach that is currently being used for parking by passenger vehicles and horse trailers; and

WHEREAS, The City desires to improve the parking lot and surrounding area for the public's use and enhance public safety; and

WHEREAS, a user fee is necessary to fund the ongoing maintenance of the parking lot and surrounding area; and

NOW, THEREFORE, BE IT RESOLVED THAT

The City Council of the City of Half Moon Bay hereby establishes a user fee for parking at Poplar Beach: passenger vehicles \$10.00 per day, horse trailers \$15.00 per day, and yearly passes for Half Moon Bay residents at \$50.00 per year, per vehicle.

* * * * *

I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted on the 4th day of August, 2009 by the City Council of Half Moon Bay by the following vote:


AYES, Councilmembers: Fraser, McClung, Patridge & Mayor Muller

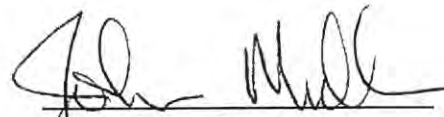
NOES, Councilmembers: _____

ABSENT, Councilmembers: Grady

ABSTAIN, Councilmembers: _____

ATTEST:


Siobhan Smith, City Clerk


John Muller, Mayor

APPROVED AS TO FORM:


Anthony P. Condotti, City Attorney

Resolution No. C-26-11

**A RESOLUTION OF THE CITY OF HALF MOON BAY
AMENDING VEHICLE PARKING FEES FOR POPLAR BEACH PARKING LOT
ESTABLISHED BY RESOLUTION C-10-11 AND C-72-09**

WHEREAS, City Council Resolution No. C-10-11 adopted on March 1, 2011 amended vehicle parking fees established by Resolution C-72-09, adopted on August 4, 2009 for Poplar Beach Parking Lot located on the City of Half Moon Bay property in the vicinity of Poplar Beach, and

WHEREAS, the City has staff recommended amendments to the vehicle parking fees for the aforementioned parking lot allowing pro-rata annual fees for vehicles registered to an address within Half Moon Bay City limits.

NOW, THEREFORE, BE IT RESOLVED THAT

The City Council of the City of Half Moon Bay hereby amends vehicle parking fees established by Resolution No. C-10-11 for the City Parking Lot at Poplar Beach as follows:

- | | |
|--|---|
| • Vehicle not longer than 20 feet: | \$2.00 per hour or \$10.00/day |
| • Horse trailer or vehicle longer than 20 feet: | \$3.00 per hour or \$15.00/day |
| • Resident parking permit for a passenger
Vehicle/pick-up truck registered to an
address within Half Moon Bay City limits: | \$50.00 per year pro-rated
quarterly |

The vehicle parking fees will become effective on June 1, 2011 upon installation of "pay station" and posting of signs at the parking lot providing notice of fees.

* * * *

I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted by the City Council of the City of Half Moon Bay, San Mateo County, California, at a meeting held on the 17th day of May 2011, by the following vote of members thereof:

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


Noes, Councilmembers: _____

Absent, Councilmembers: _____

Abstain, Councilmembers: _____

ATTEST:


Siobhan Smith, City Clerk


Naomi Patridge, Mayor

BUSINESS OF THE CITY OF HALF MOON BAY PLANNING DIRECTOR

AGENDA REPORT

For meeting of: March 31, 2011

TO: Steve Flint, Planning Director

TITLE: **CDP 007-11** - Coastal Development Permit to Allow the Installation and Operation of a Parking Pay Station at the Poplar Beach Parking Lot (APN 064-151-080)

RECOMMENDATION

Approve a Coastal Development Permit and file a Notice of Exemption as adequate environmental documentation for the project.

SUMMARY

This Coastal Development Permit (CDP) will allow the installation of a Parking Pay Station at the City's Poplar Beach Parking Lot at the west end of Poplar Street. The CDP is required in accordance with section 18.20.025 because the installation is considered development as defined in the Zoning Code.

BACKGROUND

On June 25, 1998, the Planning Commission approved PDP 25-98, a Coastal Development Permit for the construction of a public parking lot at the westerly terminus of Poplar Street.

On March 1, 2011, the City Council adopted a resolution amending vehicle parking fees that had been established for the Poplar Beach Parking Lot in August 2009. At that time, the fees were as follows:

- Passenger Vehicles: \$10.00 per day
- Horse Trailers: \$15.00 per day
- Resident Parking: \$50.00 per year per vehicle

The vehicle parking fees for each vehicle were amended as follows:

- Passenger vehicle (<20 feet in length): \$2.00 per hour or \$10.00 per day
- Horse trailer and longer vehicle (>20 feet): \$3.00 per hour or \$15.00 per day
- Resident Parking (Passenger vehicle with Half Moon Bay registration): \$50.00 per year

The vehicle parking fees will become effective upon posting of signs at the parking lot providing notice of fees.

ANALYSIS

According to section 18.20.020 definitions, "Development" means, on land, in or under water, the placement or erection of any solid material or structure; therefore, the installation of the pay station constitutes development, which requires a CDP.

ENVIRONMENTAL REVIEW (CEQA)

As required by the California Environmental Quality Act (CEQA), staff has determined that the proposed installation of a pay station is a "project" as defined under CEQA, but is exempt from further environmental review pursuant to sections 15301 and 15305 of the CEQA Guidelines.

Section 15301 of the CEQA guidelines exempts from further review projects that have negligible or no expansion of an existing use. Section 15305 further exempts projects involving minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density. The project will not result in any appreciable change in land use or development density because the existing parking facility will not be expanded.

CONCLUSION

The approval of the CDP is appropriate to allow the installation of the pay station as a structure that is accessory to the existing parking lot. A Notice of Exemption will be filed in accordance with CEQA Guidelines.

ATTACHMENT

Parking Lot Site Plan

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
(415) 904-5260 FAX (415) 904-5400
www.coastal.ca.gov

**NOTIFICATION OF APPEAL PERIOD**

DATE: April 26, 2011
TO: Steve Flint, Planning Director
City of Half Moon Bay, Planning Department
501 Main Street
Half Moon Bay, CA 94019
FROM: Renée T. Ananda, Coastal Program Analyst *RNA*
RE: **Application No. 2-HMB-11-039**

Please be advised that on April 25, 2011 our office received notice of local action on the coastal development permit described below:

Local Permit #: PDP-007-11

Applicant(s): City Of Half Moon Bay, Attn: Steve Flint

Description: Installation of a Parking Pay Station at the City's Poplar Beach Parking Lot

Location: West end of Poplar Street, Half Moon Bay (San Mateo County) (APN(s) 056-182-40)

Unless an appeal is filed with the Coastal Commission, the action will become final at the end of the Commission appeal period. The appeal period will end at 5:00 PM on May 9, 2011.

Our office will notify you if an appeal is filed.

If you have any questions, please contact me at the address and telephone number shown above.

cc: City Of Half Moon Bay, Attn: Steve Flint

California State Parks Golden Bear Pass



Terms and Conditions

California's State Park System is the largest in the country, offering some of the world's most varied natural wonders. No matter where you are headed, there are exciting activities to choose from. We hope you enjoy your upcoming visits and that your adventures help you "Discover the many states of California."™

California State Parks has rules and regulations to protect park areas for the enjoyment of future generations as well as for the convenience and safety of the park visitors. To ensure your visit is a pleasant one, please observe the terms and conditions listed below that apply to this pass and its use. Violation of the terms and conditions could result in pass revocation.

- ❖ The pass must be renewed each calendar year and is valid for the use of the pass holder and spouse or registered domestic partner only. Once pass is received, you may use passcard for applicable benefits; requests for retroactive refunds will not be honored.
- ❖ Pass is issued as a personal benefit to the pass holder and spouse or registered domestic partner only (applicable only if spouse or registered domestic partner is named on passcard). Pass owner may only hold one "calendar year" discount pass issued by California State Parks. The pass holder may not lend, loan, reassign, or resell their pass or the privileges allowed by this pass to anyone else, including family members.
- ❖ Pass holder and spouse or registered domestic partner (if applicable) must abide by any rules and regulations applicable to California State Parks or to the use of this pass, as amended from time to time.
- ❖ The pass is valid for vehicle day use at most units of the California State Park System operated by the California Department of Parks and Recreation. It is not valid at units operated by federal or local government, private agencies or concessionaires. You may use the pass any day of the week, including holidays, if space is available. No priority will be given to you as a pass holder. You are not assured of space – use of facilities is on a "first-come, first-served" basis when space is available.
- ❖ Pass is not valid for per-person entry or tour fees (such as museums), boat use, camping, group use or sites, special events, additional/extra vehicle fees, sanitation disposal use or for supplemental fees.
- ❖ Pass is not valid for resale or commercial use, industrial or business operations, including, but not limited to, fleet use or pooling. Pass shall not be assigned for profit and is void if misused.
- ❖ Pass is valid unless revoked. This pass cannot be used in conjunction with any other pass and/or discount, nor can it be copied or altered in any way. Pass will be cancelled if the pass holder is found not to meet the pass qualifications. All sales are final. No refunds, replacement or exchanges will be made for any reason including, but not limited to: loss, theft, park closures or environmental conditions such as low water levels, fire, or inclement weather.

Required Identification

- ❖ The pass holder is required to present the Golden Bear Pass (photocopies not accepted) and your valid state-issued driver license or other suitable photo identification (interim/temporary not accepted), and pay any supplemental fees upon entrance to the park unit.

Day Use

- ❖ The pass may be used for one passenger vehicle or highway licensed motorcycle with a capacity of nine persons or less where a vehicle day use fee is collected. Oversized Vehicle fees will not be assessed; however, not all parks can accommodate oversized vehicles. To receive pass benefits at self-pay locations, clearly display the pass and self-payment receipt on your vehicle's dashboard where it is visible through the windshield.

Replacement of Lost or Damaged Pass

- ❖ Upon suitable proof, a lost or damaged pass may be replaced through reapplication and payment of \$5.00 fee.

If you have any questions about the Golden Pass Program, please contact the California State Parks Pass Sales Office at (800) 777-0369 ext. 2 or (916) 653-8280.

Our Mission

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.



MINUTES
CITY OF HALF MOON BAY PLANNING COMMISSION
TUESDAY, JULY 14, 2020
ALL REMOTE/VIRTUAL WEBINAR VIA ZOOM

Chair Benjamin called the meeting to order at 7:03 PM

PRESENT: Chair Benjamin, Commissioners Ruddock, Polgar, and Holt

ABSENT: Commissioner Hernandez

PLEDGE OF ALLEGIANCE AND ROLL CALL

Chair Benjamin led the Pledge of Allegiance.

APPROVAL OF MINUTES

Minutes: June 23, 2020

M/S: Ruddock/Polgar

Approved: 3-0-1 (Holt abstained, he was absent 06.23.2020)

PUBLIC COMMENT

None

PLANNING COMMISSION HEARING

ITEM 1.A – General Plan Conformance Determination for City of Half Moon Bay Property Acquisition

SITE LOCATION: 880 Stone Pine Road / APN: 056-260-180

APPLICANT/OWNER: City of Half Moon Bay/ Peninsula Open Space Trust (POST)

PROJECT(S) PLANNER: Jill Ekas, Community Development Director

Matthew Chidester, Deputy City Manager, presented project to the Planning Commission.

Planning Commission Clarifying Questions

None

Planning Commission Discussion

- The Commissioners acknowledged the positive long-term relationship with POST; support the purchase for the intended use; expressed regret about past history of the property disposition and how this action will support going forward

M/S: Ruddock/Polgar

Roll Call Vote: 4-0 (yes: Benjamin, Ruddock, Polgar, and Holt)

ITEM 2.A– PROJECT: Continued item from June 23, 2020 Planning Commission to a date certain of July 14, 2020. A Coastal Development Permit and Mitigated Negative Declaration for the PG&E Community Pipeline Safety Initiative, Highway 92 Vegetation Maintenance Project. Staff recommends that the Planning Commission review the project, accept public comments, provide feedback to staff and the applicant.

FILE NO.: PDP 17-060

SITE LOCATION: HIGHWAY 92 - The Southwest Work Area is located on the south side of Highway 92, from approximately the northeastern corner of the Hilltop Mobile Home Park eastward to the northwest corner of the Spanishtown shops property. The Northeast work Area is also located on the south side of the highway and extends approximately 1,400 feet from just east of the Spanishtown shops and the firewood business eastward to an unpaved private road near the City border

APPLICANT/OWNER: Half Moon Bay Right-of-Way

PROJECT(S) PLANNER: Doug Garrison, dgarrison@hmbcity.com

Doug Garrison, Senior Planner, presented to the Planning Commission.

The presentation is an update since the previous meeting on 6/23. Extension comments were received at previous meeting and also communications were received. Staff needs time to carefully go through all of them.

Planning Commission Clarifying Questions

Commissioner Holt – disclosed that he works for East Bay Regional Park District and a Park he works on a park that was sued by Save Lafayette Trees, although he did not work on that directly.

Q: Would like staff to response to the Save Lafayette Trees input.

A: The Lafayette project was different in important ways. In addition to tree removals, it involved pipeline replacement and expansion. The City of Lafayette determined that the California Public Utilities Commission had permitting authority over the project. The City also determined that the project was exempt from CEQA review. The Half Moon Bay project does not include pipeline construction activities. The HMB project is under the jurisdiction of two State Commissions: the Coastal Commission and the CUPC. Under Coastal Commission regulations, the tree removal is subject to approval of a Coastal Development Permit (CDP) because it includes the removal of mature trees. The purpose of the CDPO is to ensure

protection of coastal resources. In processing the CDP, it is not the role of the City to determine the adequacy of specific PG&E safety protocols. This is the job of the CPUC.

Chair Benjamin summarized the staff response by noting that the scope of City review was limited to conformance with the Land Use Plan and CEQA.

The Deputy City Attorney concurred with staff and the Chair.

Q: Would PG&E take the opportunity to raise our level of education about trees and pipeline safety?

A: Agreed that next meeting would be appropriate.

PUBLIC COMMENT

- 1) **Denna Dawson, Associated with Save Lafayette Trees** - Commends the Commission on great work on mitigation plan with PG&E. Clarifies that in Lafayette it is a different plan. It isn't about the trees; it is about the safety issue. Formed a gas safety task force and three years later still working on answers to those questions. Suggests that the Commission inquire more about safety of the proposal, e.g. cutting trees down and leaving roots in place. Also working with PUC on their project.
 - Noted that the IS/MND has a section with respect to public safety.

Motion: PDP-17-060 to be continued to a date certain of the August 11, 2020 Planning Commission Meeting.

M/S: Polgar/Ruddock

Roll Call Vote: 4-0 (yes: Benjamin, Ruddock, Polgar, and Holt)

ITEM 3.A– PROJECT: An application for a Coastal Development Permit to align daily user fees with State Parks and to restructure annual permits to improve visitor access opportunities at the City's Poplar Beach public parking lot

FILE NO.: PDP-20-040

SITE LOCATION: 100 Poplar / APN 064-151-080

APPLICANT/OWNER: City of Half Moon Bay

PROJECT PLANNER: Jill Ekas, Community Development Director

John Doughty, Public Works Director, presented to the Planning Commission.

Planning Commission Clarifying Questions

Q: Are the parking lot revenues earmarked for parks or any other fund?

A: No, they go to General Fund; however, City spends much more on Poplar than parking fee revenues received.

Q: What about a smart parking system with State Parks?

A: This is an aspirational goal. Idea is to help visitors make good choices and avoid entering neighborhoods when parking lot is full.

PUBLIC COMMENTS

None

Planning Commission Discussion

Activity Level as Poplar:

- Important to not exaggerate the level of activity at Poplar; there are busy times, but it is in generally reasonable.
- City also has done a very good job with managing the beach; e.g. the recent July 4th closure due to the extreme current COVID situation.
- Demand for parking exceeds supply; and we do not expect the fee change to affect the demand and may provide modest improvement to City revenues.

Fee Level:

- Would not be in favor if saw fees rising. However, this is reasonable. Surveys of CA voters not visiting the beach, a top cause is cost of parking. However, this is not an increase for a day-long visit. Does not see it as a fee increase.
- For a family, \$10 is a deal when compared with many other recreation options; and with the COVID situation, the parks and open spaces are even more important. Access to open space and ensuring that it is available to all is very important.
- Fee structure is very logical and makes a good balance. In the long run will serve as a good foundation for a pleasant visitor experience.

Smart Parking:

- Likes the smart parking ideas.
- New technology is encouraged.
- Staff note: Some challenges with smart parking is that it often relies on license plate readers.

Coastal Access:

- Appreciated the staff response to the Coastal Commission.
- City LCP looks at importance of avoiding conflicts between visitors and neighborhoods. Specifically, 30210 states that recreation will be provided to all people – but safety and resources must be carefully managed.
- Nighttime parking permit program approved by CCC for Arleta Park, Alsace, etc. and the City staff suggested that Pilarcitos Avenue be a place for parking.
- Wishes access at Venice would be addressed (staff notes that it this is a State facility).

- Doing a good job of addressing the public's right to access.

Motion: Approve Coastal Development Permit which conditions of approval as presented in the resolution presented to the Planning Commission.

M/S: Ruddock/Holt

Roll Call Vote: 4-0 (yes: Benjamin, Ruddock, Polgar, and Holt)

ITEM 4.A– PROJECT: This Study Session is an opportunity for the Planning Commission to receive an overview of land use and site design of a mixed-use development proposed for Downtown focusing on proposed parking provisions. The Commission's direction will inform the Architectural Advisory Committee (AAC), applicant, and staff in advance of more developed project review. Public comment will be accepted during the Study Session. No formal action is requested.

FILE NO.: PDP-20-023

SITE LOCATION: 415 Purissima / 650 Mill Street **APN:** 056-164-050

APPLICANT/OWNER: Professional Peninsula Properties

PROJECT PLANNER: Scott Phillips, Associate Planner, sphillips@hmbcity.com

Scott Phillips, Associate Planner, presented to the Planning Commission.
Specifically described special notice give for the study session as a courtesy.

Jill Ekas, Community Development Director also provide background context on the new code

Brian McNamera, Applicant's Representative spoke to the Planning Commission

Planning Commission Clarifying Questions

Q: Point out the DeBenedetti building?

A: Staff reviewed the location.

Q: How far is the location of Giorgetti Building?

A: 2 blocks away.

Q: What about looking at other parking near the project site?

A: Parking Occupancy Survey was prepared in 2019. Staff described the results and that this is a parking sensitive part of Downtown.

PUBLIC COMMENTS

- 1) **Brian McNamara General Manager of Professional Peninsula Properties,** owned by Joe Cotchett. Introduced architect and contractor. Professional Peninsula Properties owns numerous buildings in Half Moon Bay including the various buildings being discussed and also recently developed 719 Main Street. His office is in the DeBenedetti building. Wanted to make apartments smaller and more accessible. Building 5 units, to address local parking needs. Staff suggested finding more parking.

Described the Giorgetti building and its available spaces. Also noted that the proposed project DeBenedetti might want to use the Giorgetti Building's extra parking spaces.

- 2) **Hermann Deiterich, Project Architect** – With this design, the approach is to try to not have parking dictate the building design. Would like to see HMB have parking more in the outskirts like Palo Alto, etc. Which would improve character.

Planning Commission Discussion

Parking:

- Liked the idea of pulling the parking away from Main Street; however, with five units and only 4 spaces plus one ADA space; suggest increasing one or two spaces on site.
- Recalling the concerns that neighbors had for the project that the Planning Commission recently approved and wants to be careful about that.
- Relatively comfortable with considering readily available parking in the vicinity that can be assigned.
- Georgetti Building is too far from the subject property for providing off-street parking.
- Applicant owns the other building that with time creative approaches could be found.
- HMB residents and visitors will need to be flexible with their demands for parking.
- Supports making HMB a walking community with car sharing which would make parking issues less relevant.
- COVID trend is affecting how people stay home more; therefore, peaking of parking demand may not be offset with commercial uses if more people stay home.

Use:

- Likes the use
- Happy to see a project on this important corner
- Likes recently completed 719 Main Street project
- The trade-offs would make best use of the corner
- Use is exactly what we need in Downtown
- If HMB is going to grow in a healthy way and preserve open space; will need to be aggressive with downtown projects like this.

Design:

- Likes the design
- Likes the design approach going forward
- Intent to harken back to heritage HMB is favorable

Mr. McNamara:

- Applicant clarified that sharing parking with more than one property would require a reciprocal parking agreement in perpetuity.
- The second story of the DeBenedetti is mostly unoccupied offices because folks are staying home. Therefore, offices are being used more for virtual meetings because everyone is working from home.
- Could require employees who work in the new building to park at the Giorgetti Building through the lease agreement.

DIRECTOR REPORT

PLANNING COMMISSION COMMUNICATIONS

ADJOURNMENT

M/S: Polgar/Ruddock

Vote: unanimous

Meeting adjourned at 9:54 pm

Respectfully Submitted:

Approved:

Bridget Jett, Planning Analyst

James Benjamin, Chair

CALIFORNIA COASTAL COMMISSION

455 MARKET STREET, SUITE 228
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5200
FAX: (415) 904-5400
WEB: WWW.COASTAL.CA.GOV



CDP Appeal

Appeal to the California Coastal Commission of a local CDP decision

1. Filing information

Appeal number: A-2-HMB-20-0048
District: North Central Coast District Office
Date appeal filed: 08/12/2020

2. Commissioner appellant information

Appellants: Commissioners Linda Escalante & Caryl Hart

3. Local CDP decision being appealed

Local government name: City of Half Moon Bay
Local government approval body: Planning Commission
Local government CDP application number: PDP-20-040
Local government CDP decision: Approval with conditions
Date of local government CDP decision: 07/14/2020

Location and description of the development that was approved or denied by the local government.

Coastal development permit to restructure daily parking fees and resident-only parking passes and accept the State Parks Golden Bear pass at the Poplar Beach Parking Lot, located at the western terminus of Poplar Street, City of Half Moon Bay (APN 064-151-080).

Appeal of local CDP decision

Page 2


4. Grounds for this appeal

See attached.

5. Commissioner Escalante certification

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Commissioner signature:

DocuSigned by:

CE7DAD569086480...

Date signed:

08/24/2020

Appeal of local CDP decision

Page 2

4. Grounds for this appeal

See attached.

5. Commissioner Hart certification

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Commissioner signature:

DocuSigned by:
Caryl Hart
1EE2DCAAA0854D7...

Date signed:

08/24/2020

Appeal Reasons – City of Half Moon Bay CDP Application PDP-20-040

The City of Half Moon Bay approved a coastal development permit (CDP) to charge/restructure daily parking fees at the Poplar Beach parking lot at the western terminus of Poplar Street in the City of Half Moon Bay in San Mateo County. Currently, the City charges an hourly rate of \$2 per hour for all users and allows residents to purchase a yearly parking pass specific to this lot for \$103. The City-approved CDP would charge/increase daily fees of/to \$10 per day (for vehicles shorter than 20-feet in length) and \$15 per day (for horse trailers or vehicles longer than 20-feet), charge/increase the cost of annual resident-only parking passes to \$165, add a new 9-month off-peak resident-only annual parking pass for \$90, and accept the State Parks low-income “Golden Bear” pass. The City’s approval raises questions regarding its consistency with Coastal Act and LCP provisions related to public recreational access, including with respect to the requirement that such access opportunities be protected and maximized, particularly in relation to lower cost opportunities.

First, while the City has characterized its action as modifying existing parking fees, it is not clear that the parking fees currently being charged at the Poplar Beach parking lot have ever been recognized by a valid CDP. In fact, the available evidence appears to indicate that while the City took various non-CDP actions in initiating parking fees in 2009 and 2011, the fees themselves were not authorized by a CDP. If so, it is inaccurate to identify the project as modifying fees, and rather it needs to be evaluated in terms of a proposal to charge fees for the first time at a site where parking is free (i.e., because the baseline for CDP review is the legally-established baseline, including in terms of required CDPs).

Second, both the Coastal Act and the LCP require that public recreational opportunities be protected and maximized, particularly in relation to lower cost opportunities, and that parking areas be distributed in such a way as to appropriately distribute users (including Coastal Act Sections 30210, 30212.5 and 30213, which are directly incorporated into the LCP, and LCP Policy 2.2). However, parking fees can have a significant adverse impact on public recreational access users, especially those least able to afford such fees. The City’s action did not analyze this potential impact, and although the fees are framed as a tool to help distribute visitors to other public parking lots and beaches, the actual effect of such fees in that regard, including off-site effects from users seeking free parking options elsewhere, is not clear from the City’s analysis. Further, the City’s action does not treat all users equally, and in fact provides a series of resident-only access benefits, which raises questions not only of fairness, but also the way it disproportionately penalizes visitors, even moreso for those least able to afford such fees.

In summary, the City-approved project raises questions regarding its consistency with LCP provisions related to public recreational access, and it warrants further Commission review and deliberations regarding these issues.

APPLICABLE HALF MOON BAY LCP & COASTAL ACT POLICIES

LUP Policy 1-1

“The City shall adopt those policies of the Coastal Act (Coastal Act Sections 30210 through 30264) cited herein, as the guiding policies of the Land Use Plan.”

LUP Policy 2.2(c)

“Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.”

Coastal Act Section 30210

“In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.”

Coastal Act Section 30212.5

“Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.”

Coastal Act Section 30213

“Lower cost visitor and recreational facilities and housing opportunities for persons and families of low to moderate income, as defined by Section 50093 of the Health and Safety Code, shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the Coastal Zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.”

Date: July 14, 2020
To: Honorable Chair and Planning Commissioners
From: Jill Ekas, Community Development Director
Subject: Poplar Beach Parking Lot Fee Structure and Rates Coastal Development Permit – Responses to Comments

California Coastal Commission staff and City staff have been discussing the proposed Coastal Development Permit for updating the fee structure and rates for the Poplar Beach parking lot. Coastal Commission staff submitted comments via email in the afternoon of July 13, 2020; however, due to temporary problems with the City's Outlook email, delivery was delayed until very late Monday night. City staff sent a response today. Coastal Commission staff indicated that they are considering City staff input and will have no more written comments before the Planning Commission hearing this evening, July 14, 2020. The communication involved an email exchange, excerpted below which includes all of the California Coastal Commission (CCC) staff comments and City staff responses. The Coastal Commission staff email is attached to this memo along with several other supporting documents.

CCC Question/Comment. *2009 CDP for Initial Parking Fees for Poplar Beach Parking Lot: The staff report indicates that this CDP included a mechanism for fee collection, but goes on to say that it didn't specifically include installation of a parking pay station, and that this installation was "intended" given City Council's earlier adoption of the fees. As we discussed, we would like to take a look at that CDP to better understand what was approved and what analysis was conducted at that point, whenever you have a chance to send that over.*

City Response: The following documents were provided to Coastal Commission staff and are attached to this memo:

- 2009 City Council fee adoption
- 2011 City Council fee amendment
- 2011 CDP report for installation of pay parking station
- Coastal Commission letter acknowledging the City's 2011 CDP

CCC Question/Comment. *Signage:*

Signage should provide information about the Golden Bear passes: how to get the pass, who qualifies, who to contact, and the process, and all information on signage should be in Spanish in addition to English.

City Response: In telephone conversation, City staff previously confirmed that the City's standard for City park signage is bilingual English/Spanish. City staff further notes that the City of Half Moon Bay employs staff to review all Spanish communications and help make sure information is well broadcast.

CCC Comment. Analysis of change/intensity of use and affordability of parking options
As discussed, the below questions outline the type of analysis that we would expect from the City on the change/intensity of use and affordability of parking options. My understanding is that you feel some of this analysis is included in the staff report, but we look forward to discussing further.

CCC Question/Comment. *There are now annual pass options for residents and annual pass options for low-income residents through State Parks' Golden Bear program. However, there are likely many people that may not fall into either of these categories. For example, families that don't meet the parameters to qualify for the Golden Bear program, but may not have the funds for the annual resident pass or to pay daily flat fees. What are all the groups of people who this may impact, and how? What is the user base? How will the change from hourly to daily flat rate fees impact lower income users?*

City Response: Responses follow and cover the subject of annual passes for both local and non-local beach visitors.

- Locals: We believe that this is well covered by the new two-tier annual pass provisions for locals.
 - Current Annual Parking Pass: The Poplar Beach parking pass offered to residents is currently annual and costs \$103. In recent year, pass sales have been modest:
 - 2019—35 passes
 - 2018—41 passes
 - 2017—51 passes
 - Half Moon Bay Residential Income Demographics: Local demographics indicate very low-income residents who would qualify for the Golden Bear pass as well as higher income households who can readily purchase passes. Median household income in San Mateo County is \$114,000. City staff have also conducted community engagement at Poplar Beach and in our multi-family residential neighborhoods where incomes are lower to moderate. We know that our residents love Poplar Beach. Many of them walk and ride their bikes, so they never pay for parking. We try to support multi-modal beach access with bike parking, bike repair stations, and other amenities. The Coastal Trail, neighborhood streets, and highway crossings provide ample non-vehicular connectivity to Poplar Beach.
 - 9-month Annual Pass: This new pass is only \$90. In setting this up, it was the City's intent to address the population that you identify as perhaps being overlooked as

well as to address the need for distributing public access opportunities to mitigate against impacts of overcrowding per Coastal Act Section 30212.5. Relative to the past \$2/hour rate, this is equivalent to 45 hours of parking. For locals who park at Poplar Beach parking lot for 2-3 hours, this covers 15-22 visits to the beach, or less than one visit every two weeks or so. Locals will save a lot of money with the 9-month pass if they are more frequent visitors, which many pass-holders are. For example, locals who park for 2 hours at Poplar Beach parking lot twice a week over the 9 month period would have to pay about \$312 via the existing rates if they don't have a pass. The current annual pass rate is \$103.

- 12-month Annual Pass: At \$165, this pass is also a far less expensive option than the current \$2/hour rates for the same scenario: twice weekly visits, two hours per visit, for 12 months. With the current rates, that would cost \$416.
- Non-Locals: We have tried to do similar research of regional user demographics and income levels for grant applications in the past, but it is very difficult to parse this out. Here are some framing concepts for you to consider. Coming to the beach in Half Moon Bay is one of the most affordable recreational options in the region. Non-locals tend to come for the day, especially families on weekends. For this vast majority of non-local visitors, the cost of parking at the Poplar Beach parking lot would be the same as it is now (5 hours at \$2/hour = \$10). If their stay happens to be shorter by an hour or so, they might pay \$2-4 dollars more for parking, e.g. the cost of a fast food lunch or a nice cup of coffee.

CCC Question/Comment. Are there comparable annual resident parking passes at the other beach parking lots in the City?

City Response: No, there are not. The City is the only provider of free beach parking in Half Moon Bay: Miramontes Point Road parking lot, Smith Field parking lot, and public streets throughout the western neighbors are all well used by locals; and as noted above, many locals prefer to access the beach on foot or by bike. Also, remember that State Parks operates the majority of formal beach parking areas in the city and charges a \$10 flat rate, and does not open all of their lots unless they anticipate especially high volumes of weekend beach visitation. This operational choice forces concentration of use to Francis and Poplar and reduces options for both visitors and locals. Again, the two-tier local pass option and honoring of the Golden Bear pass is intended to help with distribution to avoid overuse.

CCC Question/Comment. Will this increase in cost of annual resident parking passes, introduction of the Golden Bear pass, and change from hourly to daily flat rate fees impact other beach parking lots and how?

City Response: This remains to be seen but is not anticipated. We have evidence that \$10-15/day is well-accepted by many coastal visitors as we have observed heavy use of the Francis

Beach parking lots as well as the private pop-up lots on Kelly Avenue. As you noticed in the staff report, the City intends to impose a condition of approval upon ourselves to monitor and adjust rates if found necessary over time.

CCC Question/Comment. *How many nearby street parking spaces are there? Other parking?*

City Response: As we discussed in our call, it is very difficult to count neighborhood parking spaces. The proximate neighborhoods (Arleta Park and Alsace Loraine) primarily lack street frontage improvements (sidewalk, curb and gutter) and parking configuration varies a lot. The City reviewed the extent to which coastal visitors park on these neighborhood side street parking spaces when we updated the 2018 ADU ordinance. Our understanding of the parking patterns in these areas was based on field study by staff (again, including me) over a multi-month period. This is mapped in the ADU Ordinance and is a helpful baseline for future comparison. Other parking areas, as listed in the staff report, include the State Beach fee parking lots and the City's free Miramontes Point Road and Smith Field parking lots. Also of note, some coastal visitors park Downtown and walk or bike to the beach. Bike rentals are available Downtown. And finally, there are a number of pop-up parking lots, as already mentioned. This of course does not touch upon the comprehensive approach to providing parking for large events such as the Pumpkin Festival which goes far beyond the scope of Poplar Beach parking lot.

CCC Question/Comment. *How will a daily flat rate fee impact parking lot use, when compared to hourly fees?*

City Response: We don't anticipate any change on the weekend. We are confident that it will continue to be full. For weekdays, where more visitors are local, we anticipate that there will be more interest in the two-tier annual parking passes. Also, as a practical note, we recognize that locals have already figured out how to avoid paying by parking on public streets, or walking/biking to the beach.

Attachments:

- Coastal Commission Staff email regarding Poplar Beach Parking Lot, July 13, 2020
- City of Half Moon Bay Poplar Beach Parking Lot Fee and Coastal Development Permit Documentation

From: KoppmanNorton, Julia@Coastal
To: [Jill Ekas](#)
Cc: [Brittney Cozzolino](#); [Rexing, Stephanie@Coastal](#)
Subject: Poplar Beach Parking Fee Increase
Date: Monday, July 13, 2020 11:20:50 PM
Attachments: [image001.png](#)

Hi Jill,

Thanks for the call earlier today, and again, thank you for working with us on our concerns with regards to the Poplar Beach Parking fee increase. As always, we really appreciate your attentiveness to these concerns. Specifically, as we mentioned a couple weeks ago, we had concerns regarding low-income parking pass options, and we appreciate that you've added State Parks' "Golden Bear" pass as an option at the Poplar Beach Parking Lot. Below are points that we discussed on the phone today, and we look forward to continuing to coordinate with the City on these points.

- **2009 CDP for Initial Parking Fees for Poplar Beach Parking Lot**

- The staff report indicates that this CDP included a mechanism for fee collection, but goes on to say that it didn't specifically include installation of a parking pay station, and that this installation was "intended" given City Council's earlier adoption of the fees. As we discussed, we would like to take a look at that CDP to better understand what was approved and what analysis was conducted at that point, whenever you have a chance to send that over.

- **Signage**

- Signage should provide information about the Golden Bear passes: how to get the pass, who qualifies, who to contact, and the process, and all information on signage should be in Spanish in addition to English.

- **Analysis of change/intensity of use and affordability of parking options**

- As discussed, the below questions outline the type of analysis that we would expect from the City on the change/intensity of use and affordability of parking options. My understanding is that you feel some of this analysis is included in the staff report, but we look forward to discussing further.
 - There are now annual pass options for residents and annual pass options for low-income residents through State Parks' Golden Bear program. However, there are likely many people that may not fall into either of these categories. For example, families that don't meet the parameters to qualify for the Golden Bear program, but may not have the funds for the annual resident pass or to pay daily flat fees. What are all the groups of people who this may impact, and how? What is the user base? How will the change from hourly to daily flat rate fees impact lower income users?
 - Are there comparable annual resident parking passes at the other beach parking lots in the City?
 - Will this increase in cost of annual resident parking passes, introduction of the Golden Bear pass, and change from hourly to daily flat rate fees impact other

beach parking lots and how?

- How many nearby street parking spaces are there? Other parking?
- How will a daily flat rate fee impact parking lot use, when compared to hourly fees?

Have a great rest of the day!

Best,
Julia

Julia Koppman Norton
Coastal Planner
North Central Coast District
California Coastal Commission
(415) 904-5292



Resolution No. C- 72 - 09

**A RESOLUTION OF THE CITY OF HALF MOON BAY ESTABLISHING PARKING
FEES FOR THE POPLAR BEACH PARKING LOT**

WHEREAS, the City of Half Moon Bay owns the property at Poplar Beach that is currently being used for parking by passenger vehicles and horse trailers; and

WHEREAS, The City desires to improve the parking lot and surrounding area for the public's use and enhance public safety; and

WHEREAS, a user fee is necessary to fund the ongoing maintenance of the parking lot and surrounding area; and

NOW, THEREFORE, BE IT RESOLVED THAT

The City Council of the City of Half Moon Bay hereby establishes a user fee for parking at Poplar Beach: passenger vehicles \$10.00 per day, horse trailers \$15.00 per day, and yearly passes for Half Moon Bay residents at \$50.00 per year, per vehicle.

* * * * *

I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted on the 4th day of August, 2009 by the City Council of Half Moon Bay by the following vote:


AYES, Councilmembers: Fraser, McClung, Patridge & Mayor Muller

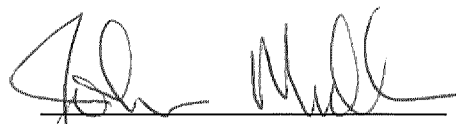
NOES, Councilmembers: _____

ABSENT, Councilmembers: Grady

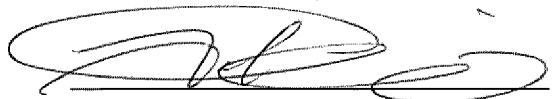
ABSTAIN, Councilmembers: _____

ATTEST:


Siobhan Smith, City Clerk


John Muller, Mayor

APPROVED AS TO FORM:


Anthony P. Condotti, City Attorney

Resolution No. C-26-11

**A RESOLUTION OF THE CITY OF HALF MOON BAY
AMENDING VEHICLE PARKING FEES FOR POPLAR BEACH PARKING LOT
ESTABLISHED BY RESOLUTION C-10-11 AND C-72-09**

WHEREAS, City Council Resolution No. C-10-11 adopted on March 1, 2011 amended vehicle parking fees established by Resolution C-72-09, adopted on August 4, 2009 for Poplar Beach Parking Lot located on the City of Half Moon Bay property in the vicinity of Poplar Beach, and

WHEREAS, the City has staff recommended amendments to the vehicle parking fees for the aforementioned parking lot allowing pro-rata annual fees for vehicles registered to an address within Half Moon Bay City limits.

NOW, THEREFORE, BE IT RESOLVED THAT

The City Council of the City of Half Moon Bay hereby amends vehicle parking fees established by Resolution No. C-10-11 for the City Parking Lot at Poplar Beach as follows:

- Vehicle not longer than 20 feet: \$2.00 per hour or \$10.00/day
- Horse trailer or vehicle longer than 20 feet: \$3.00 per hour or \$15.00/day
- Resident parking permit for a passenger Vehicle/pick-up truck registered to an address within Half Moon Bay City limits: \$50.00 per year pro-rated quarterly

The vehicle parking fees will become effective on June 1, 2011 upon installation of "pay station" and posting of signs at the parking lot providing notice of fees.

*

*

*

*

I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted by the City Council of the City of Half Moon Bay, San Mateo County, California, at a meeting held on the 17th day of May 2011, by the following vote of members thereof:


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

Noes, Councilmembers: _____

Absent, Councilmembers: _____

Abstain, Councilmembers: _____

ATTEST:


Siobhan Smith, City Clerk


Naomi Patridge, Mayor

BUSINESS OF THE CITY OF HALF MOON BAY PLANNING DIRECTOR

AGENDA REPORT

For meeting of: March 31, 2011

TO: Steve Flint, Planning Director

TITLE: **CDP 007-11** - Coastal Development Permit to Allow the Installation and Operation of a Parking Pay Station at the Poplar Beach Parking Lot (APN 064-151-080)

RECOMMENDATION

Approve a Coastal Development Permit and file a Notice of Exemption as adequate environmental documentation for the project.

SUMMARY

This Coastal Development Permit (CDP) will allow the installation of a Parking Pay Station at the City's Poplar Beach Parking Lot at the west end of Poplar Street. The CDP is required in accordance with section 18.20.025 because the installation is considered development as defined in the Zoning Code.

BACKGROUND

On June 25, 1998, the Planning Commission approved PDP 25-98, a Coastal Development Permit for the construction of a public parking lot at the westerly terminus of Poplar Street.

On March 1, 2011, the City Council adopted a resolution amending vehicle parking fees that had been established for the Poplar Beach Parking Lot in August 2009. At that time, the fees were as follows:

- Passenger Vehicles: \$10.00 per day
- Horse Trailers: \$15.00 per day
- Resident Parking: \$50.00 per year per vehicle

The vehicle parking fees for each vehicle were amended as follows:

- Passenger vehicle (<20 feet in length): \$2.00 per hour or \$10.00 per day
- Horse trailer and longer vehicle (>20 feet): \$3.00 per hour or \$15.00 per day
- Resident Parking (Passenger vehicle with Half Moon Bay registration): \$50.00 per year

The vehicle parking fees will become effective upon posting of signs at the parking lot providing notice of fees.

ANALYSIS

According to section 18.20.020 definitions, "Development" means, on land, in or under water, the placement or erection of any solid material or structure; therefore, the installation of the pay station constitutes development, which requires a CDP.

ENVIRONMENTAL REVIEW (CEQA)

As required by the California Environmental Quality Act (CEQA), staff has determined that the proposed installation of a pay station is a “project” as defined under CEQA, but is exempt from further environmental review pursuant to sections 15301 and 15305 of the CEQA Guidelines.

Section 15301 of the CEQA guidelines exempts from further review projects that have negligible or no expansion of an existing use. Section 15305 further exempts projects involving minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density. The project will not result in any appreciable change in land use or development density because the existing parking facility will not be expanded.

CONCLUSION

The approval of the CDP is appropriate to allow the installation of the pay station as a structure that is accessory to the existing parking lot. A Notice of Exemption will be filed in accordance with CEQA Guidelines.

ATTACHMENT

Parking Lot Site Plan

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
(415) 904-5260 FAX (415) 904-5400
www.coastal.ca.gov

**NOTIFICATION OF APPEAL PERIOD**

DATE: April 26, 2011
TO: Steve Flint, Planning Director
City of Half Moon Bay, Planning Department
501 Main Street
Half Moon Bay, CA 94019
FROM: Renée T. Ananda, Coastal Program Analyst *RTA*
RE: **Application No. 2-HMB-11-039**

Please be advised that on April 25, 2011 our office received notice of local action on the coastal development permit described below:

Local Permit #: PDP-007-11

Applicant(s): City Of Half Moon Bay, Attn: Steve Flint

Description: Installation of a Parking Pay Station at the City's Poplar Beach Parking Lot

Location: West end of Poplar Street, Half Moon Bay (San Mateo County) (APN(s) 056-182-40)

Unless an appeal is filed with the Coastal Commission, the action will become final at the end of the Commission appeal period. The appeal period will end at 5:00 PM on May 9, 2011.

Our office will notify you if an appeal is filed.

If you have any questions, please contact me at the address and telephone number shown above.

cc: City Of Half Moon Bay, Attn: Steve Flint