



County of San Mateo

Planning & Building Department

455 County Center, 2nd Floor
Redwood City, California 94063
650/363-4161 Fax: 650/363-4849

Mail Drop PLN122
plngbldg@cosanmateo.ca.us
www.cosanmateo.ca.us/planning

PLANNING PERMIT APPLICATION REFERRAL

Page: 1

Date: 9/12/2012

TO:

- SMCo Public Works
- SMCo Geotechnical
- SMCo Environmental Health
- SMCo Building Inspection
- SMCo Parks & Recreation
- Fire Marshal/Fire District: CDP
- CA Coastal Commission
- Water & Sanitary District: MWSD
- Sonoma State University
- SMCo County Housing

- Ping. Dir., City of Half Moon Bay
- MidCoast Community Council (Save for 15/ND period)
- Pescadero Municipal Advisory Commit
- North Fair Oaks Community Council
- Homeowners Association
- Regional Water Quality Control Board
- MidPeninsula Regional Open Space Distr
- California Department of Fish and Game
- San Francisco Creek JPA
- Other: Committee for Green Foothills (15/ND period)
- Caltrans
- CA State Parks

FROM: C. LEUNG, Project Planner

INSTRUCTIONS:

Please review this form and the attached planning permit application materials with regard to your area of responsibility. For additional information, or to discuss the project, please feel free to contact me at 363-4161. Please notify me immediately if you will require additional plans, specifications, reports or other application materials. Then complete your review and return this form only by 9/28/12 to avoid delay in permit processing. Thank you for your cooperation.

APPLICATION INFORMATION:

Planning Case Number

PLN2006-00494

Property Owner

A & G LLC
370 CONVENTION WAY
REDWOOD CITY, CA 94063

Project Applicant

FARHAD MORTAZAVI
3094 GARDEN BAR RD
LINCOLN, CA 95648

Assessor's Parcel Number(s)

036046050
036046400

Phone:

Phone: (916) 834-0791

PROJECT LOCATION: 8150 CARRILLO HWY

PROJECT DESCRIPTION: (next page)



PLANNING PERMIT APPLICATION REFERRAL

Page: 2

Date: 9/17/2012

Use Permit Amendment to:

a) Expand the hours of operation from "5pm to closing time" (dinner service only) to 10 AM to 2 AM (brunch, lunch and dinner service)

b) Legalize improvements to the property that were not authorized by the previous Use Permit, including:

- i. Lighting added to the building,
- ii. tiles and railings added to outdoor patios

2. An Off-Site Parking Agreement: The original UP requires 53 spaces in Lots A (33 spaces) & Lot C (20 spaces), to be made available to beach users prior to 5pm each day, but only 52 spaces are currently provided. While the applicant's proposal for daytime dining will require 31 spaces in the daytime, the applicant proposes to dedicate Lot C for parking for lunch customers (20 spaces) and provide an additional 11 spaces within access areas of the parking lot (all lunchtime parking will be valet service only). The applicant proposes to provide 54 daytime parking spaces available for beach users, by creating 21 parking spaces in an adjoining parcel used informally by beach visitors for parking (Lot B) and retaining beach user parking in Lot A (33 spaces). The State of California Department of Parks and Recreation owns the adjoining parcel and has authorized by the State under a signed Letter of Intent.

The applicant has applied for a CDP from the CA Coastal Commission for all aspects of the project. Coastal Commission has jurisdiction over all CDPs associated with this project. Approval of the Use Permit amendment is NOT appealable to the Coastal Commission.

Attached:

1. Grading + Drainage Plans
2. Parking Plan
3. Seating Plan (Lunch: Main Floor only; dinner: all floors)
4. Lighting Plan
5. Vegetation Map by TRA
6. Landscape Plan
7. Geo Technical Engineering Consultation*
(2 reports; ~~printed~~ selectively)
8. Letter of Intent
9. Removal of Xmas lights + Flame heaters
10. Comments from Caltrans, and State Parks.

} attached to
this referral
sheet.

RECEIVED

MAR 02 2012

San Mateo County
Planning and Building Department

LETTER OF INTENT
("LOI")

This Letter of Intent, entered into this 3rd day of November, 2011, by and between the State of California Department of Parks and Recreation ("State") and A&G, LLC ("A&G"), sets forth the preliminary terms and conditions under which A&G will improve certain real property owned by State within the land use jurisdiction of the County of San Mateo ("County").

RECITALS

A. A&G owns and through its subsidiary La Costanera, LLC operates a Restaurant on the County Coastside in Menara, California, known as "La Costanera" ("Restaurant" or "Restaurant Property"). The Restaurant, originally approved by the California Coastal Commission in 1977 pursuant to Coastal Development Permit ("CDP") No. P-77-579, under a then different name (the "Charthouse"), is one of a very few coastal restaurants located on the ocean serving also as an enclosed ocean viewing venue, thus serving a broader public purpose than mere dining.

B. A&G serves a local, county wide, and regional wide need for high quality, multi-seating, visitor-serving coastal eating establishments. In providing this amenity, A&G also provides much needed seasonal and permanent employment (especially important in the current down economy cycle).

C. A&G is currently in the process of seeking approval from the County and the California Coastal Commission ("Commission") to amend its existing Coastal Development Permit ("CDP") No. PLN2006-00494 to allow expanded hours of operation for lunchtime use of the Restaurant.

D. State owns unimproved real property adjacent to and immediately to the north of the Restaurant Property parking lot, a portion of which (the portion abutting the Restaurant Property parking lot) has been used by the public historically, but without express State permission, for beach parking and beach access purposes. This portion has never been designed and/or improved for public parking lot purposes, and is, therefore, presumably not compliant with County and State fire, safety, health and land use and parking codes. ("the State Undesignated Parking Area").

E. It is in the Parties' best-interests, and the Parties so desire, that the State Undesignated Parking Area be improved for legal and safe parking for the exclusive use of coastal and beach visitors, and to do so in such a manner that it complies with all governing fire, safety, health, planning and parking codes.

F. Because State is not currently financially able to fund such parking improvements now or in the foreseeable future, A&G is prepared to do so, subject to the terms and conditions outlined below in paragraph 3.

NOW, THEREFORE, the Parties agree:

PW2006-00494

AGREEMENT

1. THE PROPERTY.

The Restaurant Property which is the subject of this LOI is located in the unincorporated area of County known generally as Monterey, California.

2. THE PARTIES.

a. The State of California Department of Parks and Recreation; the owner of the State Undesignated Parking Area.

b. A&G, LLC, a California Limited Liability Company; the owner and, through its subsidiary La Costanera, LLC, the operator of a restaurant, known as "La Costanera" ("the Restaurant"), located immediately to the south of the State Undesignated Public Parking Area.

3. TERMS AND CONDITIONS.

a. A&G shall bear all costs for designing and improving the State Undesignated Parking Area to meet all governing land use, fire, safety, health and parking codes. (Hereinafter, the subject parking improvements shall be referred to as the "New State Parking Area") State shall take such steps necessary to authorize A&G authority to enter upon and construct the parking improvements on the State Undesignated Parking Area.

b. The New State Parking Area shall be devoted exclusively to public use, and shall not serve as overflow private parking for the Restaurant.

c. The number, location and alignment of parking spaces to be added in the New State Parking Area by A&G, and the ingress and egress, are as shown on the accompanying plat map prepared by A&G, and reviewed by County and State (Exhibit "A" hereto). When the new public parking spaces are added to the existing Restaurant parking spaces dedicated to the public, the total shall either equal or may exceed the number of public parking spaces authorized by the Commission in 1977 under Permit No. P-77-579.

d. A&G shall take all steps reasonably necessary, including the posting of signage and assigning a restaurant employee to monitor usage by restaurant patrons, to assure that the New State Parking Area shall be used exclusively for public parking purposes, and not by patrons or employees of the Restaurant.

e. The New State Parking Area shall be designed not to impede public access, via State and County approved beach access trails, to the public beaches adjoining the Restaurant.

f. As part of its New State Parking Area improvement duties hereunder, A&G shall design

and erect signage as reasonably required by County, State and Commission, meeting all County, State, and Commission requirements.

g. In consideration of A&G's financial and parking improvement commitments as outlined above, State shall take all necessary steps, including the timely issuance of permits, to enable A&G to operate the Restaurant during lunch hours. (In so agreeing, the Parties acknowledge that the ultimate approval authority rests with the Commission. State hereby commits to use its best efforts to assist A&G in securing such approval(s).)


4. NON BINDING EFFECT.

The Parties understand and agree that this LOI is tentative only, and shall in no manner bind the Parties or any one of them to formally or officially authorize or approve anything, while negotiations are taking place between and among the Parties, and formal approvals are being sought from the governmental entities involved with and/or affected by this LOI.

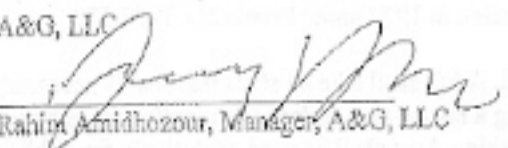
The performance by any Party of any aspect of this Agreement shall in no manner bind that Party to do or approve anything subsequent.

5. COVENANT OF GOOD FAITH AND FAIR DEALING. Notwithstanding their acknowledgment in paragraph 4 above that this LOI is non-binding, the Parties, and in particular A&G, are proceeding forward, and expending considerable time, money and resources, upon the reasonable belief and expectation that the governmental entities whose approvals are required for A&G's expanded hours of operation will in fact timely issue such approvals. A&G further reasonably expects that State will fully support its efforts at the County and Commission levels to secure the requisite approvals.

Dated: 12/9/11

State of California Department of Parks and Recreation
By: 
Name, Title State Park Superintendent

Dated: 11/3/2011

A&G, LLC
By: 
Rahim Amidhazour, Manager, A&G, LLC

February 9, 2010
BAGG Job No. AGLLC-01-00

A & G, LLC
c/o La Costanera Restaurant
8150 Cabrillo Hwy
Montara, CA 94037

Attention: Mr. Hamid Rafiei

**GEOTECHNICAL ENGINEERING
CONSULTATION**

Poor Drainage and Rip Rap Erosion
La Costanera Restaurant
8150 Cabrillo Highway
Montara, California

Dear Mr. Rafiei:

This report describes the site conditions observed during our recent visit in February 2010 to the captioned site in Montara, California, and presents recommendations for engineering measures which should be installed to minimize undermining of the rip rap placed to protect the subject property against wave erosion. Plate 1, Site Vicinity Map, shows the approximate location of the site, and Plate 2, Site Plan, shows the site features including the location of the restaurant building, the rip rap wall, the parking lots, and the general location of the site relative to the shoreline. Our services were provided in general accordance with the scope of work outlined in our proposal (10-116), dated January 25, 2010.

► www.baggengineers.com

► phone: 650.852.9133 ► fax: 650.852.9138 ► info@baggengineers.com
847 West Maude Avenue, Sunnyvale, California 94085-2911

SITE AND PROJECT DESCRIPTION

The subject 8150 Cabrillo Highway property is located adjacent to and on the west side of Cabrillo Highway across from 2nd Street in Montara, California. The subject property is situated above the Pacific Ocean bluffs and contains a restaurant building (La Costanera Restaurant) in the middle, a paved parking lot to the north of the building, and another parking lot to the south of the building. A roughly 20-foot high cliff on the west side of the property separates the restaurant building and the parking areas from the sandy beach and Pacific Ocean. The cliff is lined with rip rap possibly to protect the developed areas against wave erosion. It appears that the rip rap has not been keyed into the firm ground underlying the sand, and the bottom 6-feet of the rip rap has been grouted with cement.

The ground surface within each parking lot slopes down towards drop inlets located on the western side of the lots. The outlet pipes from both drop inlets discharge their content behind (east of) the rip rap seawall, thus causing some undermining of the rip rap. This condition is exacerbated by the wave action.

APPROACH, PURPOSE AND SCOPE OF SERVICES:

Based on the conditions observed during the site visit, it was our opinion that the undermining of the existing rip rap was primarily caused by the improper discharge of the surface runoff from the two paved parking lots. Therefore, we did not perform any subsurface exploration, and concentrated our efforts on developing recommendation related to the discharge of surface water runoff from the paved parking lots. Please note that our recommendations are based on engineering judgment and the current condition of the site; however, the California Coastal Commission might impose restrictions on the specific type of the mitigation measures that may be employed on this site.

RECOMMENDATIONS

The intent of the engineering measures recommended in this report is to collect the surface runoff from the site and drain it toward the lower beach area in such a way that it does not cause any erosion. The recommended engineering measures should include the following:

- Remove rip rap from the area above the two drainage outlet pipes.
- Expose the discharge end of the drainage pipes, and check the integrity of the drainage lines for any leaks or ruptures. Repair or replace the drainage lines, if found to be damaged.
- Extend the drainage pipes to the top of the grouted portion of the rip rap.
- Install a T-joint at the end of the drainage line and connect a 10-foot long portion of a slotted PVC pipe on either side of the T-joint. The T-joint and the connected pipelines should be kept level and placed parallel to the slope within the replaced section of the riprap. Details of the recommended repair scheme are shown on Plate 3.
- Place cement grout in the cavities where the rip rap has been undermined.
- Prior to performing any remediation work, necessary construction permits should be obtained from the local government agencies and the California Coastal Commission.
- All aspects of the site work should be observed by the Project Geotechnical Engineer or his authorized representatives.

Please do not hesitate to contact us if you have questions or comments regarding the contents of this letter.

Very truly yours,
BAGG Engineers


FOR

Ajay Singh
Senior Engineer

AS/BG/sd

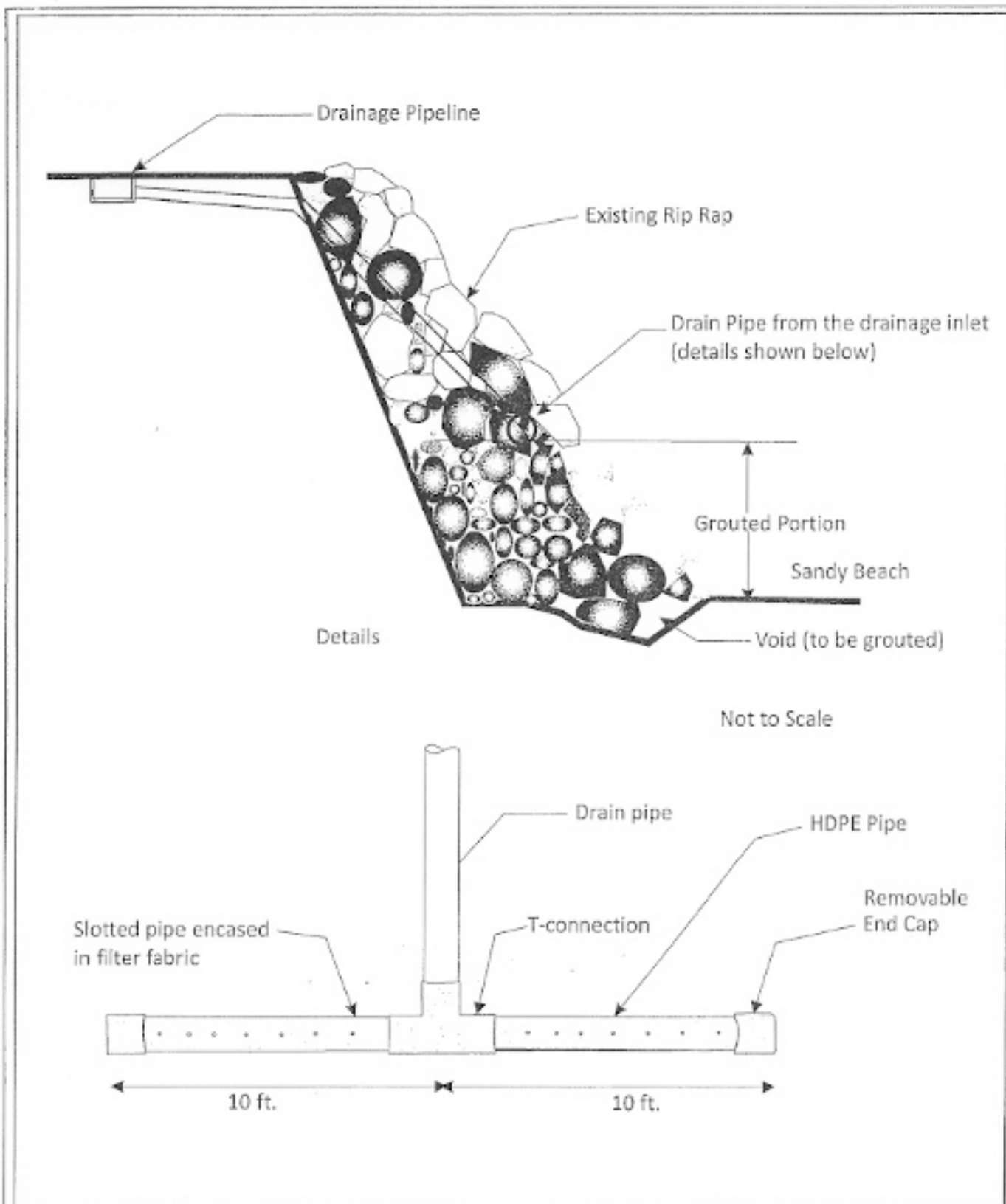

[Handwritten signature of Bruce Gaviglio]

Bruce Gaviglio
Senior Geotechnical Engineer

The following plate is attached and completes this report:

- Plate 1 – Vicinity Map
- Plate 2 – Site Plan
- Plate 3 – Details of the Repair Scheme

Distribution: 6 copies to addressee



LA CASTANERA RESTAURANT
8150 CABRILLO HIGHWAY
MONTARA, CALIFORNIA

DETAILS OF THE REPAIR SCHEME

DATE:
Feb. 2010

JOB NUMBER:
AGLLC-01-00

PLATE
3

October 27, 2011
BAGG Job No. AGLLC-01-00

A & G, LLC
c/o La Costanera Restaurant
8150 Cabrillo Hwy
Montara, CA 94037

Attention: Mr. Hamid Rafiei

**GEOTECHNICAL ENGINEERING
CONSULTATION**

Unpaved Parking Lot
La Costanera Restaurant
8150 Cabrillo Highway
Montara, California

Dear Mr. Rafiei:

This report describes the site conditions observed during our recent visit in August 2011 to the captioned site in Montara, California, and presents recommendations for slope setbacks in an effort to minimize the impact of erosion on the parking lot. Plate 1, Site Vicinity Map, shows the general location of the site, and Plate 2, Site Plan, depicts the site features, including the location of the restaurant building, the rip-rap wall, limits of the paved and unpaved parking lots, and the general location of the site relative to the shoreline.

SITE AND PROJECT DESCRIPTION

The subject restaurant property is located adjacent to and on the west side of Cabrillo Highway across from 2nd Street in Montara, California. The property lies above the Pacific Ocean bluffs and contains a restaurant building (La Costanera Restaurant) in the middle, a paved parking lot to the north of the building, and another paved parking lot south of the building. A soil-covered

parking lot is located north of the paved parking lot on the north; we understand the unpaved parking lot land is owned by the park district. A roughly 20-foot-high cliff on the west side of the property separates the restaurant building and the parking areas from the sandy beach of the Pacific Ocean. The cliff is lined with rip-rap with an approximate gradient of 2:1 (horizontal to vertical) to protect the developed areas (the restaurant building and parking lots) from wave erosion. It appears that the rip-rap has not been properly keyed into the firm ground underlying the beach sand, although the bottom 6 feet of the rip-rap has been grouted with cement.

The ground surface in the paved parking lot areas slopes down towards drop inlets located on the western side of the lots. The outlet pipes from both drop inlets discharge their content behind (east of) the rip-rap seawall, thus causing some undermining of the rip-rap. This condition is exacerbated by the wave action.

The northern unpaved parking lot does not have any drainage control measures. The ground surface steps down approximately 3-feet to a flat area located adjacent to the top of the rip-rap. At this location, the rip-rap has a gradient of approximately 1:1 (horizontal to vertical).

APPROACH, PURPOSE AND SCOPE OF SERVICES

We previously prepared a Geotechnical Engineering Consultation letter titled "Poor Drainage and Rip-Rap Erosion, La Costanera Restaurant, 8150 Cabrillo Highway, Montara, California" which was issued on February 22, 2010. That letter addressed the drainage emanating from the develop areas onto the slope below the two paved parking lots.

It is our understanding that the northern unpaved parking lot will be improved. The main geotechnical constraint in the unpaved parking area is the stability of the steep 1:1 gradient rip-rap placed against the bluffs. Should the rip-rap and/or the bluffs fail, it would most likely damage a portion of the unpaved parking lot. To protect the parked cars in this lot, we suggested to the project civil engineer that the western edge of the parking lot should be

setback from the top of the rip rap slope. While we have not performed a site-specific investigation to address the stability of the over-steepened rip-rap against the unpaved parking lot bluff; it is likely that the slope will fail due to continued erosion. Please note that our opinions and recommendations are based on engineering judgment and the current condition of the site; the California Coastal Commission might impose restrictions on the specific type of the mitigation measures that may be employed on this site.

RECOMMENDATIONS

It is our opinion that the simplest and the most cost effective method for improving the unpaved parking lot and protecting the customer automobiles is to establish a setback for automobile parking from the edge of the bluff. The suggested setback line is shown on the attached Plate 2, Site Plan, which has been established, based on an imaginary 2:1 slope gradient extending from the setback line to the toe of the existing rip-rap, should slope failure occur. This approach would also have a higher probability of approval from the California Coastal Commission.

The surface of the unpaved parking lot may be improved using one, or a combination of, or all of the improvement measures recommended below. Please note however, that the cheaper the improvement option chosen will likely lead to higher long-term maintenance expenses.

- Scarify and re-compact the surface 6-inches of the parking lot soil to at least 95 percent relative compaction;
- Place a 6- inch-thick layer of CalTrans Class 2 Aggregate Base on the existing or re-compact parking lot surface; the aggregate base must be compacted to a minimum of 95 percent of the maximum dry density;
- Place a layer of Tensar TriAx geogrid (such as TX140 or equivalent) between the subgrade and the aggregate base material; the intent is to improve the load carrying capacity of the parking lot surface under the moving loads.

The type of surfacing to be selected will likely depend on the ascetics and the projected future maintenance costs.

Thank you for the opportunity to provide geotechnical consultation on this project. Please do not hesitate to contact us if you have questions or comments regarding the contents of this letter. The following plate is attached and completes this report:

Plate 1 – Vicinity Map

Plate 2 – Site Plan

Very truly yours,

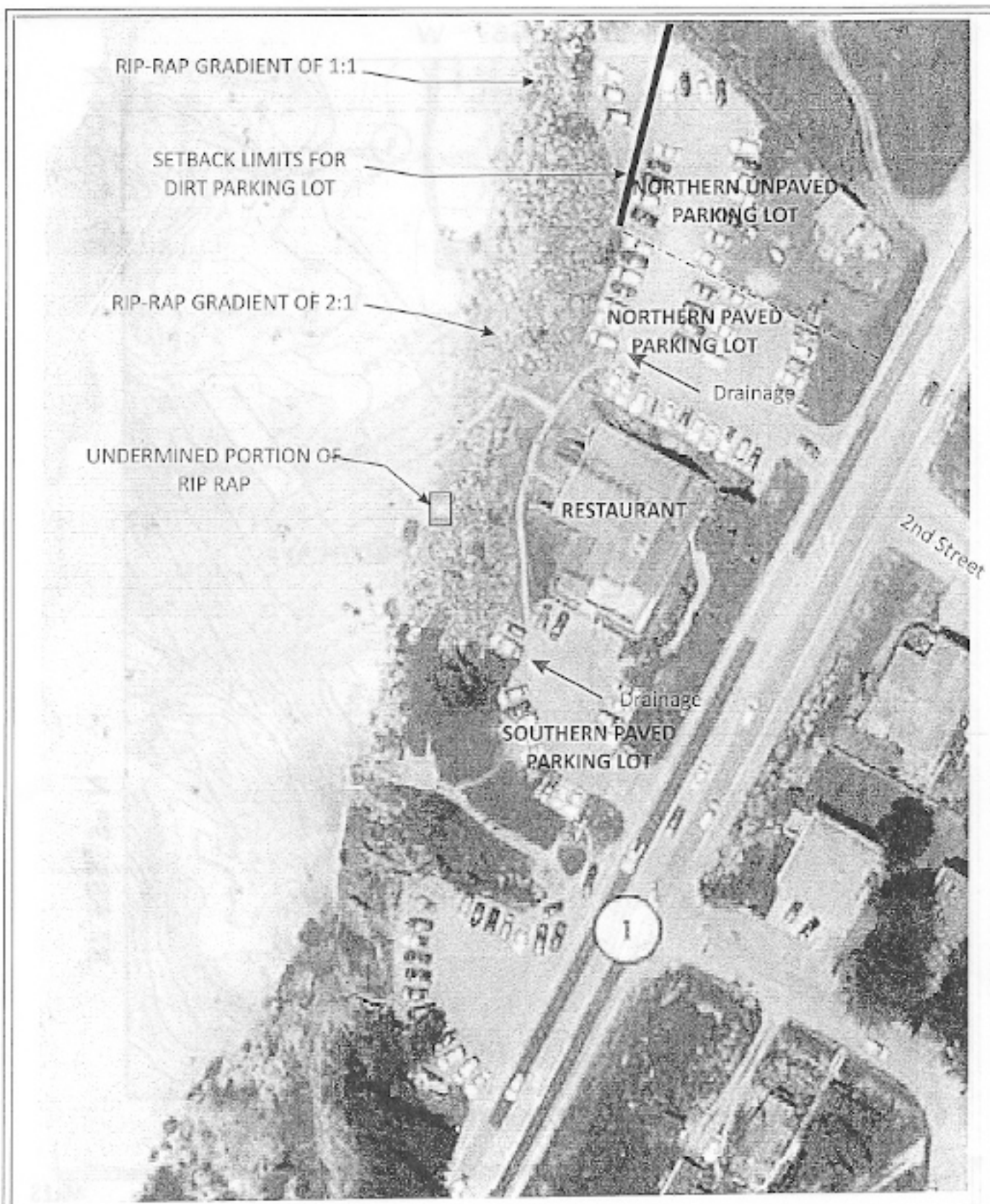
BAGG Engineers




Bruce Gaviglio
Senior Geotechnical Engineer

BG/sd

Distribution: 3 copies addressee



GEOTECHNICAL CONSULTATION UNPAVED
 PARKING LOT
 LA COSTANERA RESTAURANT
 8150 CABRILLO HIGHWAY

SITE PLAN

DATE:
 October 2011

JOB NUMBER:
 AGLLC-01-00

PLATE
 2

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



*Use your power!
Be energy efficient!*

April 6, 2010

SM001385
SM-001-36.58

Ms. Camille Leung
Planning Division
County of San Mateo
Mail Drop PLN122
Redwood City, CA 94063

Dear Ms. Leung:

La Costanara Restaurant – Use Permit Amendment and Coastal Development Permit Application

Thank you for including the California Department of Transportation (Department) in the environmental review process for the La Costanara Restaurant project. The following comments are based on the Use Permit Amendment and Coastal Development Permit application. As the lead agency, the County of San Mateo is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and the Department to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Study (TIS)

Please evaluate the proposed project's impacts on state transportation facilities, specifically to State Route (SR) 1. The following criteria should be used in determining if a traffic analysis for these facilities is warranted:

1. The project would generate over 100 peak hour trips assigned to a state highway facility.

Ms. Camille Leung

April 6, 2010

Page 2

2. The project would generate 50 to 100 peak hour trips assigned to a state highway facility, and the affected highway facilities are experiencing noticeable delay; approaching unstable traffic flow (level of service (LOS) "C" or "D") conditions.
3. The project would generate 1 to 49 peak hour trips assigned to a State highway facility, and the affected highway facilities are experiencing significant delay; unstable or forced traffic flow (LOS "E" or "F") conditions.

We recommend using the Department's "Guide for the Preparation of Traffic Impact Studies" for determining which scenarios and methodologies to use in the analysis. The guide can be accessed from the following webpage:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

If the proposed project will not generate the amount of trips needed to meet the Department's trip generation thresholds, an explanation of how this conclusion was reached must be provided.

We look forward to reviewing the environmental document for this project. Please send at least one hard copy and one CD including a full set of plans to:

Sandra Finegan

Office of Transit and Community Planning

Department of Transportation, District 4

P.O. Box 23660

Oakland, CA 94623-0660

Cultural Resources

The project environmental document must include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within state ROW. Current record searches must be no more than five years old. The Department requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 of the California Public Resources Code and Volume 2 of the Department's Standard Environmental Reference (<http://ser.dot.ca.gov>). These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in state ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to state ROW.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state right-of-way (ROW) requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Permits Office, California DOT,

Ms. Camille Leung

April 6, 2010

Page 3

District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711



Flex your power!
Be energy efficient!

October 11, 2012

SM001385
SM-001-36.58

Ms. Camille Leung
Planning Division
County of San Mateo
Mail Drop PLN122
Redwood City, CA 94063

Dear Ms. Leung:

La Costanara Restaurant – Use Permit Amendment

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the La Costanara Restaurant project. The following comments are based on the Use Permit Amendment for expanded hours of operation, legalizing previous improvements, and expansion of parking for restaurant and beach goers.

Landscape Architecture: Please replace *Echium fastuosum* (Pride-of-Madeira) with a non-invasive plant species. According to the California Invasive Plant Council, "Pride-of-Madeira is a common landscape ornamental requiring a summer source of moisture in inland areas but can escape cultivation in coastal regions. Little is known about the biology or invasiveness of Pride-of-Madeira, but it appears to spread slowly into established native plant communities."

Please forward at least one hard copy and one CD of the environmental document, along with the traffic study, including technical appendices, a cultural resources report, and complete plan set as soon as they are available.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review



DEPARTMENT OF PARKS AND RECREATION
San Mateo Coast Sector
95 Kelly Ave.
Half Moon Bay, CA 94019

Janelle R. Beland, Acting Director

October 22, 2012

County of San Mateo
Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063
Attn: C. Leung, Project Planner

Subject: PLN2006-00494

Thank you for the opportunity to review the planning permit application materials for this project. We have the following comments.

1. The Grading and Drainage plans appear to show a new drainage inlet and outlet to be constructed at least partially on State Park property. This structure would accommodate drainage from the new parking lot proposed for State Park property. We request that the applicant accept responsibility for the continued maintenance and operation of this new drainage structure.
2. The Landscaping Plan appears to include new landscaping with a variety of non-native species on State Park property. The General Plan for Montara State Beach provides that native species will be used for landscaping. We request that the applicant consult with State Parks on appropriate native species to use in these areas.
3. The Plant List provided in the Landscaping Plan contains species that have been shown to be invasive, including ruby grass (*Melinis* sp.) and Pride of Madeira (*Echium* sp.) We request that these species not be used adjacent to State Park property, and that any species added to this list are reviewed for their potential to spread to wild land areas. We request that the applicant consult with State Parks to develop a final plant list for the areas adjacent to State Park property.

Sincerely,

Paul Keel
Sector Superintendent

PLANT LIST

#	QTY	SIZE	SCIENTIFIC NAME	COMMON NAME
1	1	8-10	LIPIUM PALMULIFERA	MONTEREY CYPRESS
2	1	3-4	DOERFENIA FLOIDA	HOPSEED BUSH
3	10	3-4	PHAROSIS TENAX NARVALI	BRONZE LARIX NEW ZEALAND FLAX
4	10	3-4	CESTIS FLOIDA	WHITE ROCKROSE
5	10	3-4	LEUCOPHYA FRANKSII	WILDFLOWER LILAC
6	10	3-4	HELIOPSIS SCUTELLARIIFOLIA	RUBY GRASS
7	10	3-4	BOERHAVIA FRUTICOSA	PRIDE OF MADIERA
8	10	PLANT	LEUCOPHYA FRANKSII	LAVENDER COTTON PLANT (2' x 2')

NOTE: VERIFY PLANT QUANTITIES PRIOR TO ORDER



#1 MONTEREY CYPRESS



#2 HOP SEED BUSH



#3 NEW ZEALAND FLAX



#4 ROCKROSE



#5 CALIF. LILAC



#6 RUBY GRASS



#7 PRIDE OF MADIERA



#8 LAVENDER COTTON



RECEIVED

JUN 28 2012

San Mateo County
Planning and Building Department

PUN 2006-494

NO.	DATE	REVISION



8510 CABRILLO HIGHWAY
MONTARA, CA 94038
LANDSCAPE PLAN

NO.	DATE	REVISION



L-1

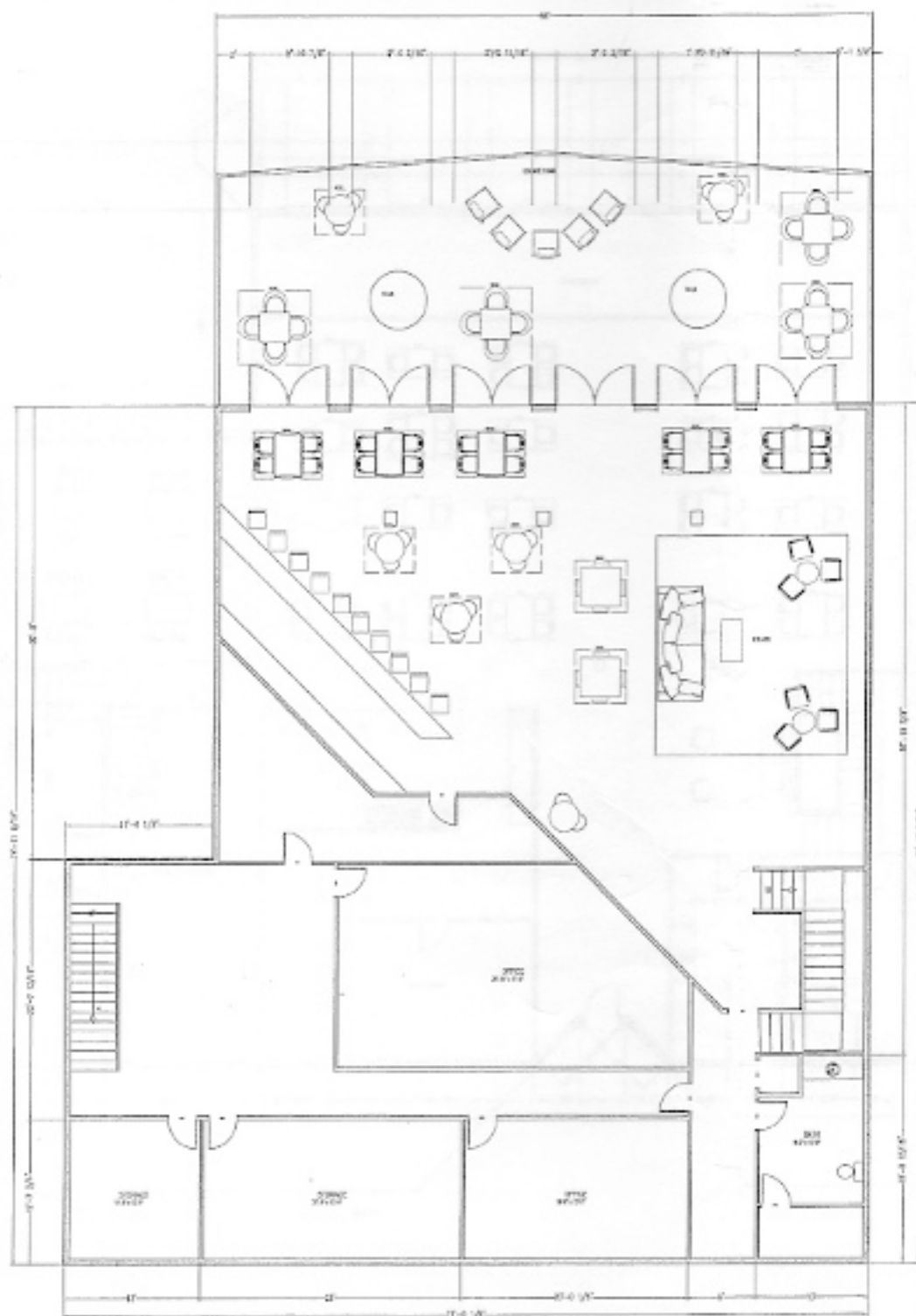


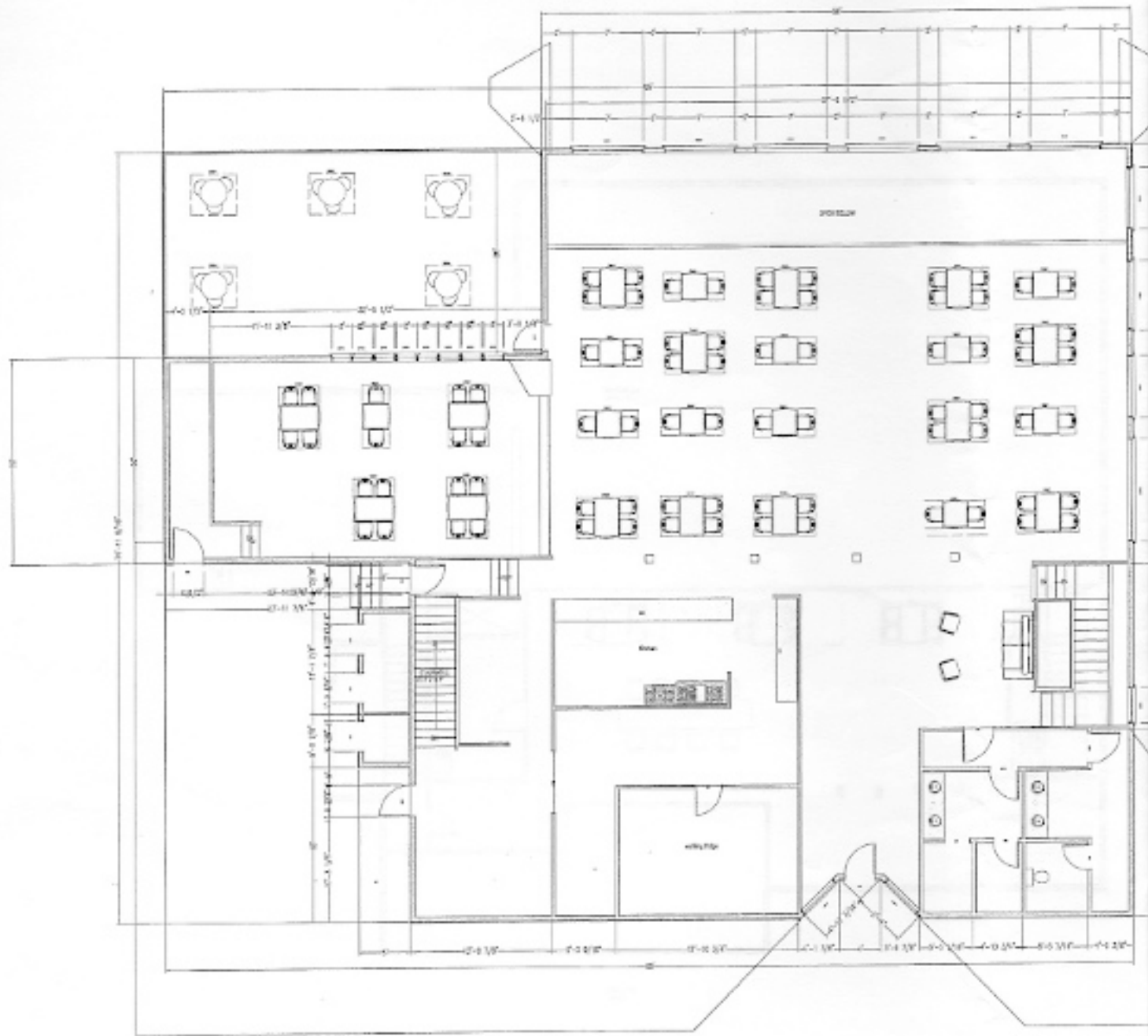
Source: TRM Environmental Services Field Survey (August 2012)

- Mean High Tide
- ▨ *Carpobrotus edulis*, "Other Ice Plants Semi-Natural Herbaceous Stands, Ice Plant Mats" (Manual of California Vegetation)

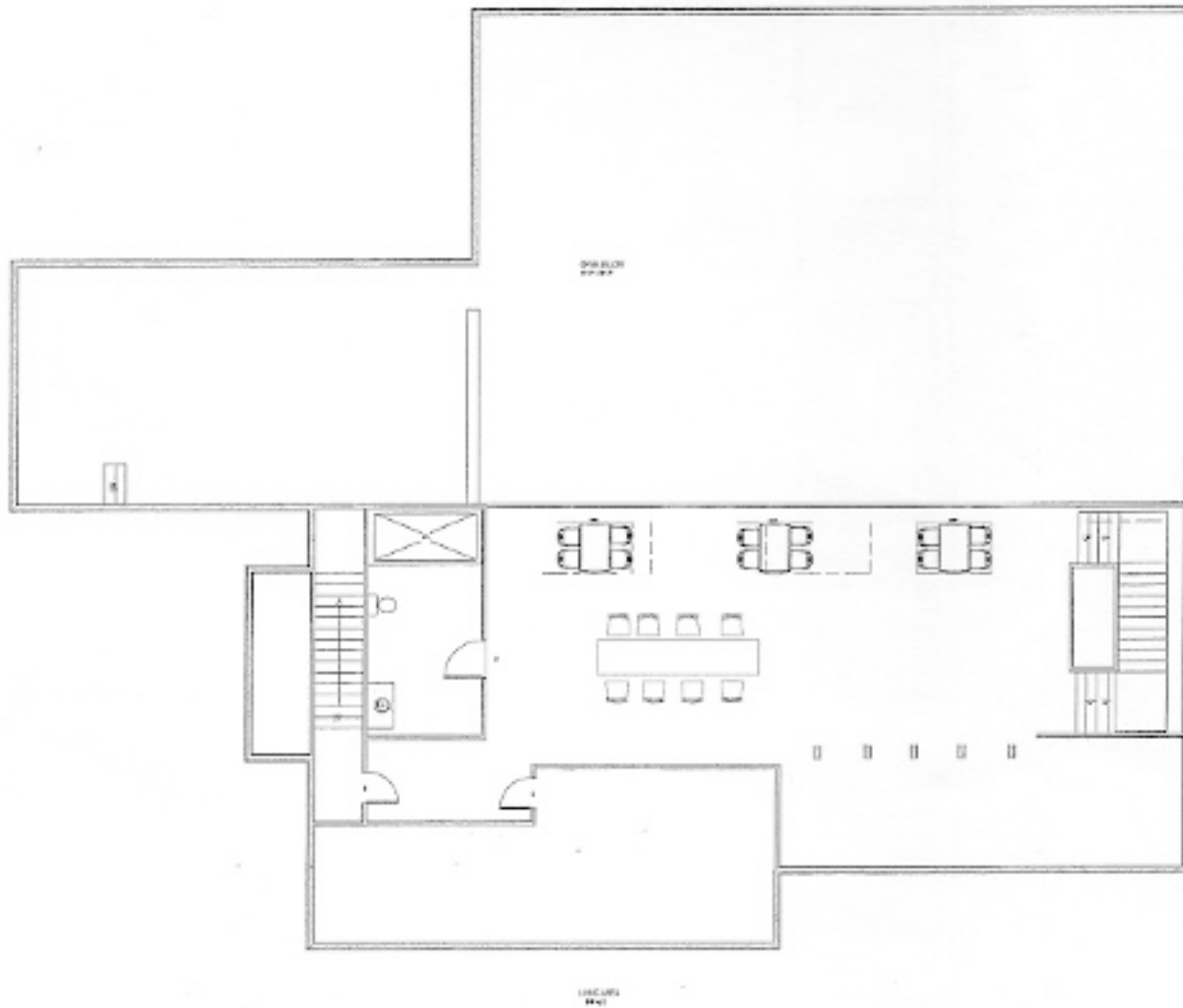
Notes: Habitat for special status species was not found during TRA's August 2012 site visit. The mean high tide level was identified using field indicators and measured as 5.9 feet above mean sea level. The bluff was measured at 14.9 feet above mean sea level.

INDOOR SEATING : 49
OUTDOOR SEATING : 27
TOTAL SEATING : 76
TOTAL NUMBER OF SEATING 189





INDOOR SEATING : 78
 OUTDOOR SEATING : 15
 TOTAL SEATING : 93
 TOTAL NUMBER OF SEATING 189

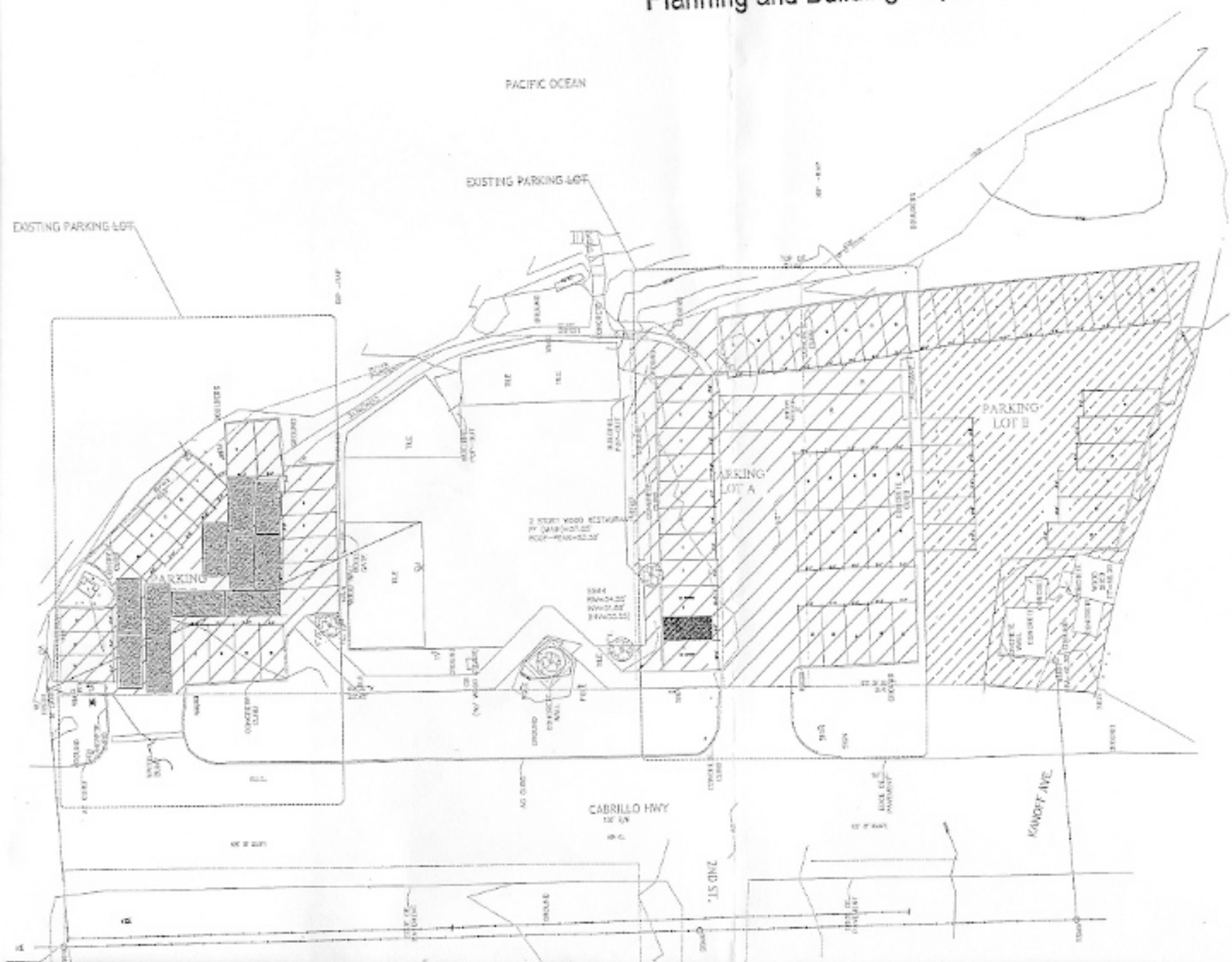


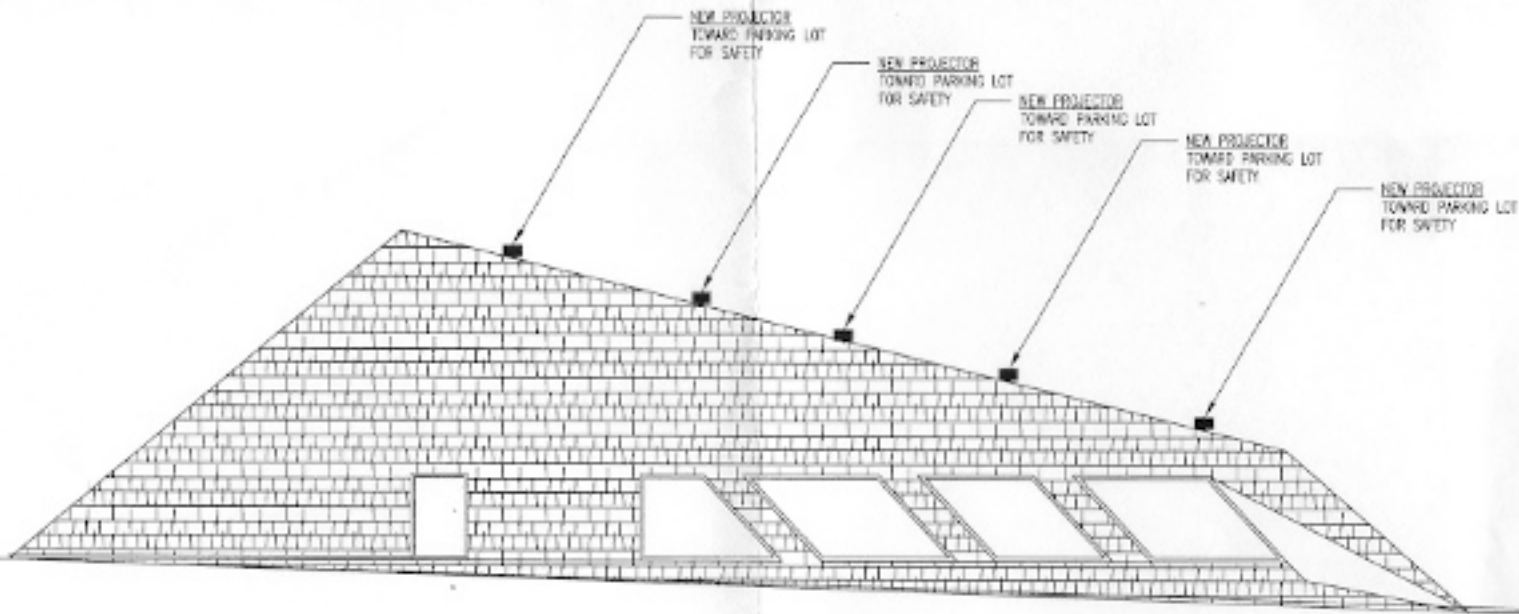
TOTAL SEATING : 20

TOTAL NUMBER OF SEATING 189

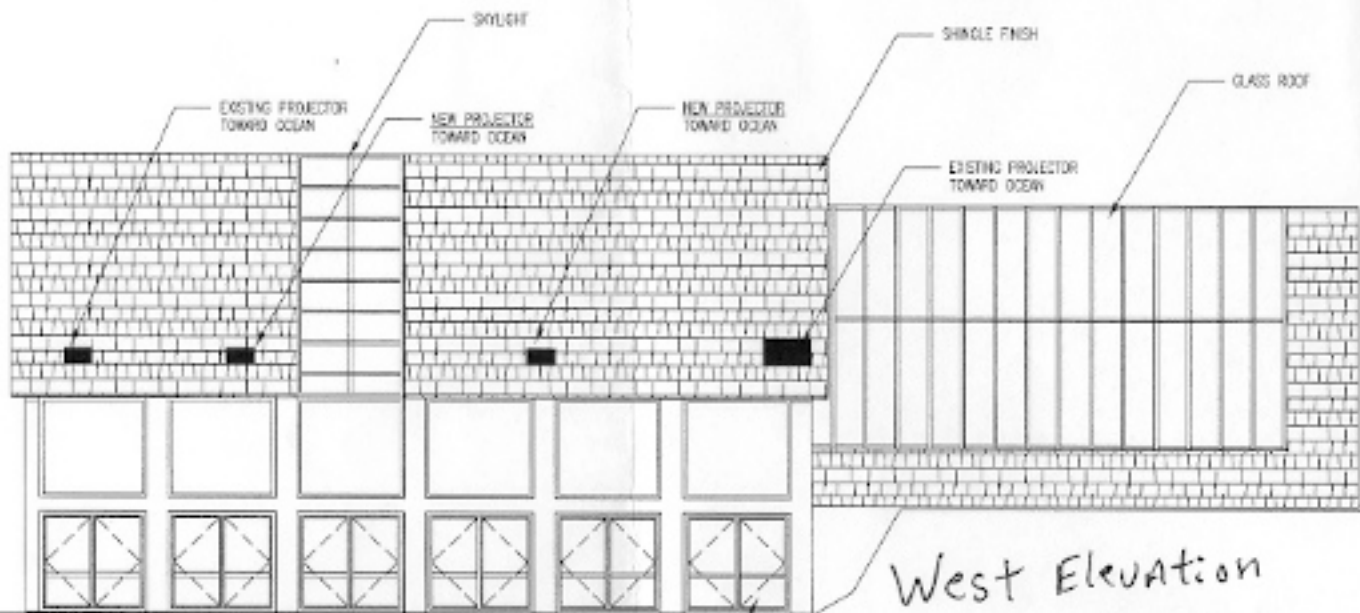
San Mateo County Planning and Building Department

- VALD CAR
- EXISTING PARKING LOTS
- NEW ADDITIONAL PARKING LOTS
- 1. PARKING LOT A OCCUPYING
- 2. PARKING LOT B OCCUPYING
- 3. PARKING LOT C OCCUPYING
- 4. PARKING LOT A & B WILL BE USED AS OVERSEAS
- 5. PARKING LOT C WILL BE USED AS OVERSEAS
- 6. LOTS A & B WILL BE USED AS OVERSEAS
- 7. LOTS A & B WILL BE USED AS OVERSEAS





NORTH ELEVATION



West Elevation

Lighting Elevation

OWNER:
A&G LLC
8100 CABRILLO HWY
MONTARA, CA
94038

A&G LLC
8510 CABRILLO HWY
MONTARA, CALIFORNIA 94038

SHEET TITLE :
LIGHTING ELEVATION

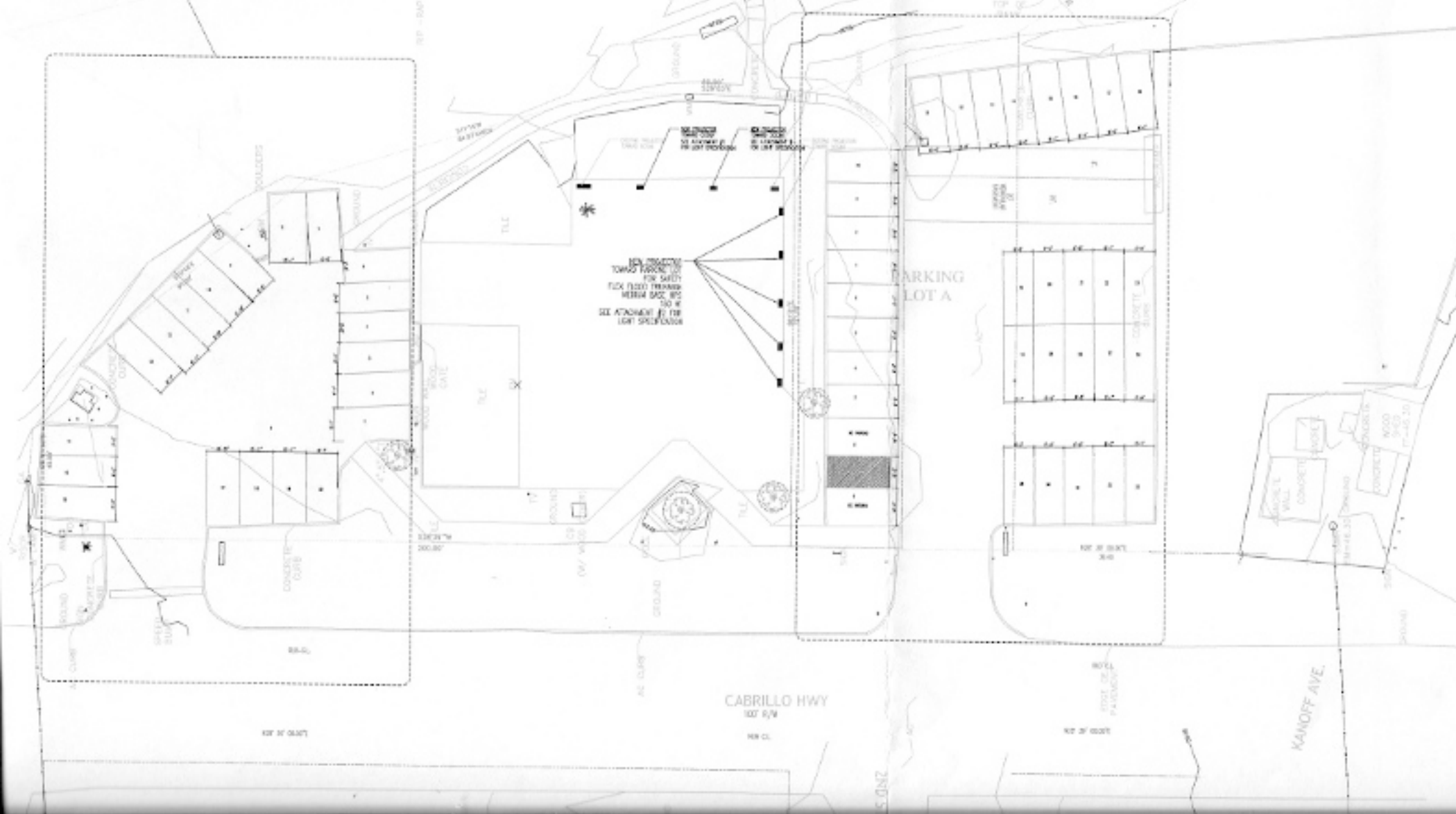
DRAWN BY
DATE OCT - 2011
SCALE

* (B) 1000 WATS TO BE REPLACED W/A 400 WATS, PER ATTACHMENT 1.

PACIFIC OCEAN

EXISTING PARKING LOT

EXISTING PARKING LOT



CABRILLO HWY

KANOFF AVE.

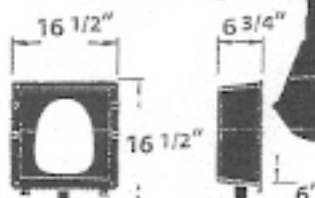
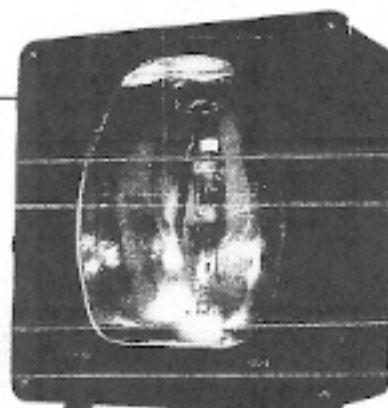
SPOT HID LIGHTS

DF7125

LARGE SPOT, WALL AND POST FIXTURE
 MATERIAL: POWDER COATED CAST ALUMINUM
 LENS: HEAT RESISTANT, TEMPERED GLASS
 SOCKET: MOGUL BASE
 ADJUSTABLE BRACKET
 ETL APPROVED FOR WET LOCATION

AVAILABLE FINISH: BRONZE

SLIPFIT SLIP FITTER SOLD SEPARATELY



DF7125-MT	250 HPS	MULTI-TAP	250W	LAMP INCLUDED
DF7130-MT	400 HPS	MULTI-TAP	400W	LAMP INCLUDED
DF7135-MT	250 MH	MULTI-TAP	250W	LAMP INCLUDED
DF7140-MT	400MH	MULTI-TAP	400W	LAMP INCLUDED

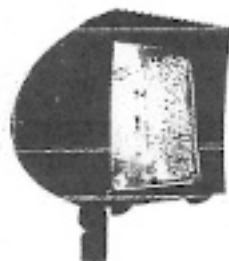
ALUMINUM
FIXTURES

900 W

FlexFlood Swivel

Medium base HPS, MH or CFL specification grade flood with Integra Hood glare shield and 1/2" heavy duty swivel arm. Lamp supplied.

Finish: ● Bronze
○ White



FlexFlood Wall Mount

Medium base HPS, MH or CFL specification grade flood with Integra Hood glare shield and fixed wall mounting bracket. Bracket provides 2 different Full Cutoff Mounting angles. Can be mounted as uplight. Lamp supplied.

Finish: ● Bronze
○ White



Wall Mount only

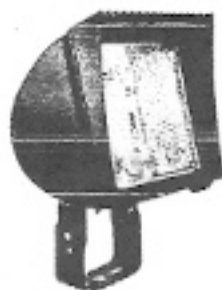
Bronze White
 FXW FXW

ATTACHMENT 2

FlexFlood Trunnion

Medium base HPS, MH or CFL specification grade flood with Integra Hood glare shield and Trunnion mounting bracket. Lamp supplied.

Finish: ● Bronze
○ White



Trunnion only

Bronze White
 FXT FXT

FlexFlood Slipfitter

Medium base HPS, MH or CFL specification grade flood with Integra Hood glare shield and slipfitter mount for 2 3/8" diameter tenons. Lamp supplied.

Finish: ● Bronze
○ White



Slipfitter only

Bronze White
 FXSF FXSF

Catalog Numbers

Bronze	White
FX70	FX70W
FX70QT	FX70QTW
FX100	FX100W
FX100QT	FX100QTW
FX150	FX150W
FX150QT	FX150QTW
FXH50QT	FXH50QTW
FXH70QT	FXH70QTW
FXH100QT	FXH100QTW
FXH125PSQ	FXH125PSQW
FXH150PSQ	FXH150PSQW
FXH150QT	FXH150QTW
FXH175QT	FXH175QTW
FXF42QT	FXF42QTW

Bronze	White
FX70X	FX70XW
FX70XQT	FX70XQTW
FX100X	FX100XW
FX100XQT	FX100XQTW
FX150X	FX150XW
FX150XQT	FX150XQTW
FXH50XQT	FXH50XQTW
FXH70XQT	FXH70XQTW
FXH100XQT	FXH100XQTW
FXH125XPSQ	FXH125XPSQW
FXH150XPSQ	FXH150XPSQW
FXH150XQT	FXH150XQTW
FXH175XQT	FXH175XQTW
FXF42XQT	FXF42XQTW

Bronze	White
FX70T	FX70TW
FX70TQT	FX70TQTW
FX100T	FX100TW
FX100TQT	FX100TQTW
FX150T	FX150TW
FX150TQT	FX150TQTW
FXH50TQT	FXH50TQTW
FXH70TQT	FXH70TQTW
FXH100TQT	FXH100TQTW
FXH125TPSQ	FXH125TPSQW
FXH150TPSQ	FXH150TPSQW
FXH150TQT	FXH150TQTW
FXH175TQT	FXH175TQTW
FXF42TQT	FXF42TQTW

Bronze	White
FX70SF	FX70SFW
FX70SFQT	FX70SFQTW
FX100SF	FX100SFW
FX100SFQT	FX100SFQTW
FX150SF	FX150SFW
FX150SFQT	FX150SFQTW
FXH50SFQT	FXH50SFQTW
FXH70SFQT	FXH70SFQTW
FXH100SFQT	FXH100SFQTW
FXH125SFP SQ	FXH125SFP SQW
FXH150SFP SQ	FXH150SFP SQW
FXH150SFQT	FXH150SFQTW
FXH175SFQT	FXH175SFQTW
FXF42SFQT	FXF42SFQTW

HID FLOODS