

June 20, 2017

Edward Love  
720 Mill Street  
Half Moon Bay, CA 94019

Dear Mr. Love:

**SUBJECT:** Summary of County Comments and Comments/Questions Received at a Major Development Pre-Application Project Review Meeting (pursuant to Section 6415 of the County Zoning Regulations) held on May 15, 2017 for a 3-story, 13-room hotel with seven parking spaces. The project will require approximately 700 cubic yards of grading of cut material to be off-hauled from the site for the construction of a basement and crawl space area and for landscaping and drainage improvements. This project would occur on a legal (C-1/S-3/DR/CD zoned), 10,942 sq. ft. developed parcel (APN 047-081-430) at the corner of Highway 1 and 7th Street in Montara.

County File Number: PRE 2017-00002

Thank you for your participation in the public workshop held on May 15, 2017 at the Half Moon Bay Yacht Club. The information and comments exchanged were invaluable in fostering an understanding of the surrounding community's concerns and comments about the project. The purpose of this letter is to summarize the comments received at the workshop and include additional comments received from the County and other reviewing departments and interested parties.

Besides those representing the project, there were about 45 people in attendance at the meeting (36 of which signed the meeting "Sign-In" sheet).

### **SUMMARY OF PUBLIC COMMENTS IN OPPOSITION TO PROJECT**

Although not everyone in attendance at the meeting spoke, there were by far more comments in opposition of the project than comments that were in support of the project. Of those who opposed the project, there was a strong consensus that the project will negatively impact the community and neighborhood by not conforming to the character of the neighborhood and by contributing to existing ongoing issues such as parking and traffic congestion, as supported by the comments listed below:

1. **Location and Existing Commercial Development:** The proposed project is not needed because there is already existing commercial development in the area. Such comments included that a search online found many hotels, bed and breakfasts, and Airbnbs available in the area. Comments suggested that there was no desirability for



this location because of the traffic and noise from Highway 1, the area being only busy on the weekends (e.g., visitors mostly frequenting this area on the weekends), and due to the fact that this property has been in and out of sale for a while.

2. **Visual Impact:** The proposed design of the hotel does not fit in with surrounding development or the neighborhood. Such comments focused primarily on the scale, bulk, and overall visual impact of the proposed hotel. The attractive views from the hotel would only benefit the guests. The main architectural features are also only on the west elevation facing Highway 1. The other three exterior walls facing the residential neighborhoods and the surrounding commercial development are not as appealing with minimal architectural features. The comments also mentioned the proposed landscaping. Since the hotel and parking lot will be built up to the property lines, there is no space for landscaping on the property.
3. **Parking:** The proposed project will contribute to parking problems that the neighborhood is already experiencing. The applicant stated in the meeting that the owners are looking into purchasing nearby properties or leasing parking spaces at nearby properties. These parking lots would be used for employee and valet parking. Employees would not be allowed to park on the property. Such comments included that this is not a long-term solution because leased parking spaces are difficult to legally procure on a long-term basis. There is also no guarantee that these parking spaces will always be available if they are shared with other properties. Comments included that street parking is already very limited and that many tenants and owners do not use their designated off-street parking spaces.

*Staff Input:* While the proposed on-site parking spaces technically comply with the number of parking spaces required for a 13-room hotel pursuant to Section 6119 (Parking Spaces Required) of the County Zoning Regulations, Planning Staff acknowledges that this number does not factor in employee parking or a realistic number of guests per room who will drive to the hotel. Planning Staff will consider the additional parking spaces needed in addition to the parking spaces required in the review for the project. If the applicant wishes to pursue alternative parking such as off-site parking at satellite parking lots, the proposal would be required to comply with Section 6118(c) of the County Zoning Regulations which is required for off-street parking areas in connection with uses permitted in "C" Zones. This section requires parking spaces in off-street parking areas to be located within 1,000 feet of the building that such spaces would serve.

4. **Traffic and Hazards:** The proposed project will create additional traffic and hazards from vehicles entering and leaving the property and from valet drivers who need to go to and from the satellite parking lots (if this parking option is selected) in an area already highly impacted by traffic, especially on the weekends. Additional traffic in this specific area may slow Fire and other emergency response vehicles from reaching specific



destinations in this area and surrounding areas as well as putting pedestrians, including children, at risk while walking in this area.

*Staff Input:* When the proposed project is submitted, it will be reviewed to determine if there will be any significant environmental impacts that may be caused by this project including potential traffic and hazards issues.

5. **Drainage:** There are drainage issues in this area that need to be addressed. Caltrans is currently working on this issue.

*Staff Input:* The project, as proposed, does not comply with the C-1 District Midcoast Impervious Surface Area requirement (12% of impervious surface proposed) which allows a maximum of 10% of the parcel size to be covered by impervious structures less than 18 inches. An exception may be granted by the Community Development Director if off-site project drainage will not exceed that amount equivalent to 10% (parcel size). A drainage plan would be required to be submitted with the application and be approved by the Department of Public Works (DPW). Please see "Comments from Reviewing Agencies" section below which includes preliminary comments from the County Planning Department and DPW regarding drainage.

6. **Water Supply:** Due to the limited water supply in the area, a member of the public inquired if there was adequate water supply to support the proposed project.

*Staff Input:* Pursuant to Policy 2.24.a and Table 2.17 of the Local Coastal Program (LCP), the LCP reserves water supplies for priority land uses such as commercial recreation facilities. The proposed hotel is considered a commercial recreation facility. Considering that the current use on the subject property is a single-family residence, a referral of the planning application (once submitted) will be sent to the Montara Water and Sanitary District (MWSD) to verify if water connection and adequate water supply is available for the proposed use. Planning Staff verified with MWSD that there is water available and potentially adequate water supply for this proposed use. Upon submittal of the application for the proposed project and if determined by the District that there is not adequate water supply at that time, the District has mechanisms in place to obtain the water supply needed for the proposed use. The applicant would be required to obtain a sewer permit through the District and comply with all requirements to verify water connection prior to the issuance of the associated building permit.

7. **Environmental Impact:** The California Environmental Quality Act (CEQA) environmental document for this proposed project and the other hotel proposal to be located across the street on Main Street (Planning Case No. PLN 2016-00328) should have a joint CEQA environmental document to assess the joint environmental impacts of both proposals on the community and neighborhood.

*Staff Input:* The type of CEQA environment document that is required for the proposed project has not been determined. This will not be determined until the application for the proposed project is submitted. At that time, Planning Staff will determine if both hotel proposals will be assessed for environmental impacts through a joint CEQA environmental document or if each hotel proposal will have a separate CEQA environmental document. Even if the latter approach is taken, the CEQA environmental document and process would need to consider the cumulative impacts posed by both hotel proposals (as well as any other nearby, concurrently proposed projects) in regards to traffic, visual impacts, utilities services, etc.

8. **Community Outreach:** A member of the public inquired if the applicant has approached property owners in the area and surrounding area about the proposed project and asked for any input.

*Staff Input:* The applicant responded that the owners and him are currently in the process of contacting property owners to inform them about the proposed project, to request input, and to answer any questions.

9. **Benefit to the Community:** The proposed project will not benefit the community. Such comments included that this project and other similar projects that may be proposed at a future date would be another significant change (affecting all issues cited above) to the neighborhood and surrounding area.

#### **SUMMARY OF PUBLIC COMMENTS IN SUPPORT OF THE PROJECT**

1. **Development and Improvements for the Neighborhood:** There should be more development in this commercial area of Montara. The proposed project may include sidewalks and a traffic light which are needed on Highway 1. There needs to be a safe way for pedestrians to walk across Highway 1 to access the beach.
2. **Current Building:** The building currently on the property is an eye sore. The property is not well maintained and should be taken down.

#### **COMMENTS RECEIVED BEFORE AND AFTER THE MEETING**

Prior to and after the meeting, Planning Staff received a total of four comments from the public all in opposition of the proposed project. The comments were generally similar to those received during the meeting in regards to the design of the proposed hotel, parking and traffic issues, and the benefit of this proposal to the community. The comments are summarized below:

1. **Design:** The design of the proposed hotel does not fit in with the scale of development, "local feel" and historical setting of Montara. The design should be revised to blend in with the neighborhood and environment.



2. **Parking and Traffic:** The proposed project would contribute to the current parking and traffic issues in Montara. There is already a problem with oncoming traffic from Highway 1 where extra precaution must be taken to cross the highway and to go into and out of the neighborhood to avoid traffic collisions. The valet parking proposal would contribute to this problem because valet drivers would constantly be on the roads that are frequently used by pedestrians.
3. **Benefit to the Community:** The proposed project would not benefit the community or neighborhood. The community needs amenities for existing residents such as restaurants, markets, etc. The proposed project would be a poor use of the limited space in this neighborhood.

### **COMMENTS FROM OTHER REVIEWING AGENCIES**

To date, Planning Staff has received tentative comments from the following agencies:

#### **County Planning Department**

##### **Compliance of Project Plans with C-1 (Neighborhood Business) District/S-3 Combining District/Coastal Development/Design Review (C-1/S-3/CD/DR) Regulations:**

1. Planning Staff acknowledges that the proposed project is considered a "Hotel" in the C-1 District. A use permit is required for hotels in the C-1 District.
2. The front property line of the hexagon shaped parcel in which the proposed project will be located was determined to be the side of the parcel facing Highway 1 measuring 76.6 feet and the rear property line was determined to be the side of the parcel facing Main Street measuring 24.95 feet. Upon a preliminary review against the C-1 District Regulations, the project appears to comply with the setbacks required (no minimum setbacks required). However, the project does not comply with the Midcoast Impervious Surface Area requirement (12% of the parcel area covered by impervious structures less than 18 inches where 10% of the parcel size is the maximum allowed). An exception may be granted by the Community Development Director upon finding that off-site project drainage, i.e., runoff, will not exceed that amount equivalent to 10% (parcel size). The runoff equivalent of 10% (parcel size) could be achieved by directing runoff to on-site porous areas through the use of detention basins/bioswales. The applicant would need to submit a professionally prepared site plan showing topography, drainage, and calculations to be included with the application which demonstrates that this finding can be made. This issue was echoed by members of the public at the meeting who believed that the proposed hotel and related impervious coverage would have to be decreased to allow compliant on-site drainage.
3. Upon a preliminary review against the S-3 Combining District Regulations, the project appears to comply with the maximum height permitted (27.8 ft. high measured from

average finished grade to average roofline of the 28 ft. maximum allowed). However, the project does not comply with the lot coverage requirement (51% of the parcel area covered by structures 18 inches or more above ground where 50% of the parcel size is the maximum allowed). The project currently proposes 3,846 sq. ft. of lot coverage. The proposed lot coverage would need to be reduced by 115 sq. ft. to comply with the maximum lot coverage requirement of 3,731 sq. ft. The proposed lot coverage may need to be further reduced to accommodate drainage issues as cited above.

4. Upon a preliminary review against the County Parking Regulations, the project appears to be in compliance with the parking requirements for a hotel (1 parking space for each guest bedroom) with 7 parking spaces. The Building Inspection Section is requiring a minimum of one accessible parking space that must be located nearest to the main entrance (see comments below). The Department of Public Works is also requiring that the proposed driveway be relocated to a point at least 50 feet or from the property line along Highway 1 to ensure vehicles exiting Highway 1 have adequate room to decelerate without impacting traffic on Highway 1 (see comments below). The parking lot layout and number of proposed parking spaces may change to accommodate these changes.
5. The additional application requirements listed below, as well as the project's compliance with all applicable County Zoning Regulations, General Plan policies, and Local Coastal Program (LCP) policies will contribute toward Planning Staff's subsequent recommendation to the Planning Commission regarding the project decision. However, it should be noted that a hotel at this location will be highly contingent upon a subjective issue which is that Planning Staff must find that the hotel complies with the required Use Permit finding "that the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood."
6. Should the applicant move forward with an application for the project as proposed, the required application would include a Use Permit, Grading Permit, Design Review (not to be reviewed by the Coastsides Design Review Committee (CDRC)), and Coastal Development Permit (CDP). The project would not require review from the CDRC because there are no residential units proposed.
7. The application shall include a traffic study, as prepared by a licensed transportation engineer or consultant. The report shall meet the minimum traffic study criteria as dictated by the County Department of Public Works (DPW), who shall review the study for its adequacy and conclusions. The traffic study must also include an assessment of the traffic impacts from other recently completed or pending projects as well. The findings from this study will be used to assess critical questions posed by the CEQA environmental document.



8. There is no proposed landscaping on the property. Based on the Department of Public Work's comments below, the applicant will need to revise the landscape plan by removing landscaping from the public right-of-way and adding landscaping to the property. The applicant will need to submit the square footage of proposed irrigated landscaping. The landscaping plan submitted with the application will be reviewed for compliance with the Water Efficient Landscape Ordinance (WELO).
9. The applicant shall include an erosion and sediment control plan with the application. This plan shall identify the type and location of erosion control devices to be installed upon the commencement of construction in order to maintain the stability of the site and prevent erosion and sedimentation off-site. A separate tree protection plan may also be required as part of the building permit. Species and size of trees shall be indicated on the plan (size shall be measured by diameter at breast height (dbh) or circumference method).
10. The applicant shall submit a lighting plan for the hotel, including the manufacturer's details of all lighting fixtures. The amount and type of lighting shall be minimized for safety and security purposes only, including low-to-the-ground fixtures where possible (for hotel quests) and down-casting in all cases.
11. Should the applicant move forward with an application for the project as proposed, the application and all supporting documents and materials would be subject to review and approval by several agencies, including but not limited to: County Building Inspection Section, County Department of Public Works, County Geotechnical Consultant, Coastsides County Water District, Montara Water and Sanitary District, and Caltrans. Agencies may request additional information if needed. The project will also be reviewed by the Midcoast Community Council in which they may submit comments and provide a recommendation to the Planning Commission.
12. Should the applicant move forward with an application for the project as proposed, the project would be eligible for the Affordable Housing Impact Fee which was adopted by the San Mateo County Board of Supervisors (effective August 8, 2016) to offset the impact of new development on the need for affordable housing in the County. The project would constitute new construction and conversion of a residential use to a non-residential use. As the proposed project is in excess of 3,500 sq. ft. of net new gross non-residential floor area, the Affordable Housing Impact Fee would apply and be determined prior to the issuance of the associated building permit.

**County Building Inspection Section**

13. The proposed project requires a building permit(s) from the County of San Mateo Planning and Building Department.

14. The project shall be designed and constructed based on the applicable code as amended by the County of San Mateo when submitted for building permit(s) to the County of San Mateo. The applicable code as of this review is the 2016 California Code of Regulations, Title 24.
15. A minimum of one accessible parking space shall be provided for the proposed project and shall be located nearest to the main entrance. The required access aisle for the parking space shall not overlap the vehicular way.
16. The type of construction shall be properly identified on the plans. Type "V-N" is no longer an identified type of construction.
17. The occupancy group of the building shall be identified as "R-1/S-2".
18. Windows in exterior walls within 0 to 3 feet of a property line are not permitted.
19. Exterior balcony projections are not permitted within two feet of property lines.

**County Geotechnical Consultant**

20. The proposed project will require a detailed geotechnical report before either grading or building permits can be issued. A general site conditions report will be required at the time of the cited Planning permit application. Further information may be required upon review of the submitted application.

**County Department of Public Works**

21. To ensure vehicles exiting Highway 1 have adequate room to decelerate without impacting traffic on Highway 1, the driveway must be relocated on 7th Avenue to a point 50 feet or more from the property line along Highway 1.
22. Employee parking and guest parking must be identified on project plans.
23. Remove plantings outside the property lines. Relocate street trees to private property. Provide a minimum 5-ft. sidewalk on Main Street and 7th Avenue as shown.
24. Coordinate with the California Department of Transportation (Caltrans) for any encroachments onto their property including access, landscaping, etc.
25. The site requires stormwater measures pursuant to the County Stormwater Regulations. Post-construction runoff may not exceed pre-construction runoff for rate or for velocity of discharge.



**Montara Water and Sanitary District**

26. After preliminary verification from the Montara Water and Sanitary District, there is water available for this property and potentially adequate water supply for the proposed use. Upon submittal of the application, a referral will be sent to the Montara Water and Sanitary District to verify if water is available and if there is adequate water supply for the proposed use. If there is not adequate water supply at that time, the District has mechanisms in place to obtain the water supply needed for the proposed use. The applicant would be required to obtain a sewer permit through the District and comply with all requirements to verify water connection prior to the issuance of the associated building permit.

**Coastside Fire Protection District**

27. **Fire Hydrant:** An approved fire hydrant (Clow 960) must be located a minimum of 250 feet (measured by way of drivable access) from the proposed project. The hydrant must have a minimum flow of 1,500 gallons per minute at 20 pounds per square inch residual pressure for a minimum of 2 hours. A site plan showing all underground piping shall be submitted to the San Mateo County Planning and Building Department for review and approval.
28. **Automatic Fire Sprinkler System:** The proposed project must be equipped with an approved National Fire Protection Association (NFPA) 13 fire sprinkler system throughout the building. You will not be issued a building permit until fire sprinkler plans are received, reviewed, and approved by the Fire District. Project plans that include the location of all required fire sprinkler hardware shall be submitted to the San Mateo County Planning and Building Department. Please be advised that the sprinkler system design shall be based on an at least 13R or higher classification based on stored commodity. Please provide information on the commodity.
29. **Fire Sprinkler Hardware:** Along with the automatic fire sprinkler system, this proposed project is required to install all related fire sprinkler hardware (Post Indicator Valve, Fire Department Connect, and Exterior Bell). You will not be issued a building permit until plans have been submitted, reviewed, and approved by the Fire District. Plans showing the location of all required fire sprinkler hardware shall be submitted to the San Mateo County Planning and Building Department.
30. **Emergency Building Access:** The proposed project will require the installation of "Knox Boxes", emergency key boxes that are required when access to or within a structure or an area is unduly difficult because of secured openings or when immediate access is necessary for life saving or fire-fighting purposes. The Chief will determine the location for the key box and provide an authorized order form to the applicant. All security gate systems controlling vehicular access shall be equipped with a "Knox",

a key operated emergency entry device. The applicant shall contact the Fire Protection Bureau for specifications and approvals prior to installation.

31. **Address Numbers:** Building identification shall be conspicuously posted and visible from the street. The letters/numerals for permanent address numbers shall be of 6-inch height with a minimum 3/4-inch stroke and of a color which is contrasting with the background. Such letters/numerals shall be illuminated and face the direction of access. Temporary address numbers shall be posted prior to combustibles being placed on-site.
32. **Address Number Size:** The address number size is determined based on the distance from the road and must have a corresponding increase in stroke width.

Distance from Road	Minimum Address Number Size
0-50 feet	6 inches
50-100 feet	8 inches
100-150 feet	10 inches
150+ feet	12 inches

33. **Roof Covering:** The roof covering of every new building or structure, and materials applied as part of a roof covering assembly, shall have a minimum fire rating of Class "B" or higher as defined in the current edition of the California Building Code (CBC).
34. **Exit Doors:** Exit doors shall be of the pivoted type or side hinged swinging type. Exit doors shall swing in the direction of exit when serving an occupant load of 50 or more.

Special Doors: Revolving, sliding, and overhead doors shall not be used as required exits. Power operated doors complying with CBC Standard No. 10-1 may be used for exit purposes.

Additional Doors: When additional doors are provided for egress purposes, they shall conform to all the provisions of CBC Chapter 10.

35. **Exit Illumination:**

Illumination: Signs shall be internally or externally illuminated by two electric lamps or shall be of an approved self-luminous type.



Power Supply: Power for one of the lamps of an exit sign shall be provided by the premises wiring system. Power to the other lamp shall be from storage of batteries or an on-site generator set. Exit illumination shall be included in the electrical plans submitted to the San Mateo County Planning and Building Department for review and approval.

36. **Exit Signage:** The following is required when applicable:

When more exits from a story are required by Chapter 10 of the CBC, exit signs shall be installed at stair enclosures, horizontal exits, and other required exits from the story.

When two or more exits are required from a room or area, exit signs shall be installed at the required exits from the room or area and where otherwise necessary to clearly indicate the direction of egress.

Exception: Main exit doors, which obviously are clearly identifiable as exits (glass door). Show exit plans on plans submitted to the San Mateo County Planning and Building Department.

37. **Fire Alarm System:** This project requires the installation of an approved NFPA 72 Fire Alarm System throughout the building. The system is required to monitor any flow through the required automatic fire sprinkler system, any fire sprinkler valve tamper, and all heat and smoke detectors. The system will also include an exterior bell and interior horn/strobes which are required to be wired to the alarm system and the flow switch for the fire sprinkler system. The fire alarm control panel (FACP) shall be protected with a smoke detector pursuant to NFPA 72, Section 1-5.6 and a manual pull station. A wiring inspection is required to be conducted by the Fire District prior to covering walls and ceiling areas. All systems and components must be tested per the manufacturer's specifications and NFPA 72. Battery backup shall meet or exceed requirements for amp-hour rating and must be tested as per the manufacturer's specifications and NFPA 72.
38. **Vegetation Management:** Pursuant to the Coastside Fire District Ordinance 2013-03, the 2013 California Fire Code and the Public Resources Code 4291:
- a. A fuel break of defensible space is required around the perimeter of all structures to a distance of not less than 30 feet and may be required to be a distance of 100 feet or to the property line.
  - b. Trees located within the defensible space shall be pruned to remove dead and dying portions and limbed up 6 to 10 feet above the ground. New trees planted in the defensible space shall be located a minimum of 10 feet from adjacent trees when fully grown or at maturity.

- c. Any portion of an existing tree which extends within 10 feet of the outlet of a chimney or stovepipe or within 5 feet of any structure must be removed.
- 39. **Fire Extinguishers:** There shall be at least one 2A10BC fire extinguisher for every 3,000 square feet with a travel distance not to exceed 75 feet and at least one extinguisher per floor pursuant to Title 19 of the California Code of Regulations.
- 40. **Community Facilities District:** The proposed project will be required to form a Communities Facilities District (CFD). Please be aware that it takes a minimum of 3 months to go through the CFD process. An occupancy permit will not be issued until all project conditions of the CFD are completed. Please contact the Fire District Administration Office with questions or to receive detailed information.
- 41. The building shall meet Section 503.1.1 of the 2016 CFC for building access. Show this on the project plans.
- 42. A Certification of Completion for the Fire Sprinkler System is required at the final building inspection for this project. Add to plans.
- 43. A Certification of Completion for the Fire Alarm is required at the final building inspection for this project. Add to plans.
- 44. A Certificate of Completion for the Underground is required at the final building inspection for this project.
- 45. The elevator shall comply with Chapter 30 of the 2016 CBC.
- 46. All doors in corridors shall have a 3/4 fire rated door and jamb with closer and smoke gasket per 2016 CBC Section 120.
- 47. Provide Penetration protection in all membranes through fire rated assemblies (i.e., dampers, fire caulking).
- 48. Openings between floors shall comply with Section 1009.3 of the 2016 CFC.

#### **California Coastal Commission**

- 49. The project, as proposed, would require a Coastal Development Permit and is appealable to the California Coastal Commission (CCC). A referral for this Major Development Pre-Application was sent to the CCC. Their comments detailed several of the Local Coastal Program (LCP) Policies that this project would need to comply with, such as LCP policies regarding Neighborhood Business Districts (C-1 zoning), the Montara-Moss Beach-El Granada Community Plan, visitor-serving facilities, public access to the Coast, scenic corridors in urban areas, design review (specifically the



Community Design Manual and coastal community guidelines for Montara), road capacity and road access, and parking. The CCC also included the following comments that the applicant shall address upon submittal of the formal application:

- a. The CCC recommends that the applicant develop the proposed hotel as a low-cost facility to be consistent with LCP Policy 11.23 (*Low-Cost Facilities*).
- b. The applicant shall include visual simulations of the proposed hotel, signage, and parking with the formal application to aide in the assessment of the visual effects on views in the area including from Highway 1 from both directions and from public roadways to the east (view of the hotel from a vantage point).
- c. The proposed project could generate additional traffic in the area during- and post-construction. The applicant shall develop and implement a traffic impact analysis and mitigation. The study must identify the project's traffic impacts along Highway 1 during weekday, peak hours, and on the weekends, holidays, and summer season. The study must also consider conflicts with and potential impacts to pedestrian and bicycle uses in the area. The study must include measures to mitigate potential traffic impacts.

The CCC will be notified again in the future when the formal application is submitted. Such noticing will occur upon circulation of the subsequent CEQA environmental document as well as for all public hearing agendas.

### **Midcoast Community Council**

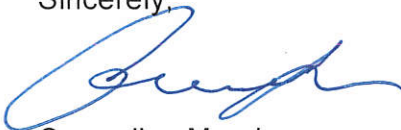
50. A referral for this Major Development Pre-Application was also submitted to the Midcoast Community Council (MCC). The MCC submitted comments that reflected many of the comments and concerns raised by the public in the meeting. The main concerns of the MCC are regarding the visual impact of the project and the potential for the project to worsen the current parking problem in the neighborhood. Their comments are summarized as follows:
  - a. **Existing Development:** The historical Ocean View Inn located at 8425 Cabrillo Highway is the only other building in the neighborhood with similar height and mass. This hotel does not and should not represent the size and scale of the neighborhood. Additionally, the proposed project would be fully visible from Highway 1 and introduce significant light pollution.
  - b. **Landscaping:** The hotel is proposed to be developed up to the property lines leaving no space for landscaping to screen the development or absorb stormwater runoff. The MCC recommends that the proposed shrubs in the public roadway, specifically Highway 1, shown on the submitted landscape plan be replaced with a sidewalk.

- c. **Parking:** Street parking is already an issue in that area. The County parking regulations for hotels are outdated, as this location can only be reached by private vehicles. A visitor-serving use such as this proposal should provide off-street parking for all guests and employees. Alternatively, instead of a proposal contributing to more vehicles parking on the street, the neighborhood needs more space in the public roadway for stormwater runoff and to create bike lanes and sidewalks for bicyclists and pedestrians. The applicant should submit a Traffic Analysis and Mitigation Plan that includes parking impacts including full capacity of the hotel and future development of currently undeveloped nearby parcels.

The MCC will be notified again in the future when the formal application is submitted. Such noticing will occur upon circulation of the subsequent CEQA environmental document as well as for all public hearing agendas.

Before submittal of the formal application, including all plans and materials cited earlier in this letter, please consider the comments discussed above. If you have any questions regarding this summary or need assistance with application requirements, please feel free to contact me at 650/363-1873 or by email at: [cjmorales@smcgov.org](mailto:cjmorales@smcgov.org).

Sincerely,



Carmelisa Morales  
Project Planner

CJM:jlh – CJMBB0319\_WJN.DOCX

cc: Board of Supervisors  
Planning Commission  
Steve Monowitz, Community Development Director  
Lisa Aozasa, Deputy Director  
Planning Director, City of Half Moon Bay  
Midcoast Community Council  
California Coastal Commission  
Coastside County Fire District  
Montara Water and Sanitary District  
County Department of Public Works  
County Building Inspection Section  
County Geotechnical Consultant  
Property Owners within a 500 ft. Radius of the Proposed Project



Meeting Attendees (those who signed the "Sign-In Sheet"):

Patricia Morrissey	Kelsey Guntren	Gary Purdon	Rob Carey
Maren Stauber	Lisa Ketcham	Analise Heid	Joe Guntren
Randy Bowman	Linda Moss	David Beck	Diana Purucker
Sue Hawley	Robin Fain	Harold Herrmann	Kirk Barker
Rusty Rosenberg	Erin Deinzer	Walt Von Hauffe	Sharron Thompson
JoLynn Miller	Jon Deinzer	Koran Wong	Liane Brockhart
Daniel Miller	Ava Morra	David J. McCann	Dave Olson
Chad Elkin	Judy Wilson	Claire Toutant	John Heid
R. Blythe	Brian Dotson	Dan Haggerty	Godfrey D. Watson
Jeanne Watson			

Comments Received Before and After the Meeting:

Steven Groubert  
Paul McGregor  
Cari Barker  
Brendan Franich  
Joel Colletti