

4.14 PUBLIC SERVICES AND RECREATION

4.14.1 INTRODUCTION

This section describes and evaluates the public services and recreation impacts related to development of the Hyatt Place project (project). Information regarding public services and recreation was obtained from the following sources:

- City of Half Moon Bay Local Coastal Program & Land Use Plan, 2021
- City of Half Moon Bay General Plan Park and Recreation Element, 1995
- City of Half Moon Bay General Plan Safety Element, 1991
- City of Half Moon Bay Parks Master Plan, 2019
- City of Half Moon Bay Bicycle and Pedestrian Master Plan, 2019
- Draft Traffic Impact Study for the Hyatt Place Hotel, July 2019

Project consistency with the 2021 Local Coastal Land Use Plan (LCLUP) is analyzed and included below. The LCLUP was updated and adopted by City Council in October 2020 and certified by the California Coastal Commission (CCC) in April 2021. The updated LCLUP comprises the City's reexamined and updated policy approach for carrying out the Coastal Act in a manner that addresses changed conditions since certification of the 1996 LCLUP.

All documents referenced in the draft EIR are available via CD or weblink upon request. The location of the other reference materials is cited at the end of this section. Hard copies of the draft EIR are located at the City of Half Moon Bay, Planning Division, 501 Main St, Half Moon Bay, CA 94019.

No comments were received regarding public services and recreation in response to the Notice of Preparation for this draft EIR.

4.14.2 EXISTING CONDITIONS

Police Protection Services

Police services in the project vicinity are provided by the San Mateo County Sheriff's Office and the Coastside Patrol Bureau. The main offices of the San Mateo County Sheriff is located at 400 County Center, Redwood City, CA 94063. The Coastside Patrol Bureau maintains a City substation at 537 Kelly

Avenue. A second substation is located in Moss Beach. These facilities provide law enforcement services for over 60 percent of San Mateo County, including the City of Half Moon Bay.

The Sheriff's current contract with Half Moon Bay is for 8 full time deputies, who rotate a 12-hour shift, 365 days a year. Four Sergeants are assigned to the Coastside Patrol Bureau. Their main focus is providing services to schools in Half Moon Bay and 13 unincorporated coastal communities in western San Mateo County. Per the Sheriff Office's contract with the City, the average response time to priority one and two calls is approximately 4 minutes, within the limits of Half Moon Bay.¹

Fire Protection Services

The Coastside Fire Protection District (CFPD), located in the San Mateo County coastal area of California, serves the City of Half Moon Bay, the unincorporated areas of Half Moon Bay and other unincorporated communities in the surrounding area. The CFPD Headquarters are located adjacent to the project site on Higgins Canyon Road. Fire protection to the project site would be provided by Fire Station 40, which is part of the CFPD Headquarters. Fire Station 40 is located less than 100 feet east from the project site.²

The CFPD has seven volunteer firefighter positions along with thirty-two paid positions that includes: 1 Assistant Fire Chief, 1 Fire Marshal, 1 Deputy Fire Marshal, 4 Battalion Chiefs, 2 Administrative Support Positions. All stations are staffed with 1 Fire Captain and 2 Fire Apparatus Engineers; one of which is a paramedic to provide advance life support service. Shift personnel are scheduled for a 3 day/72-hour work week. In addition to traditional fire service, the District provides: Advance Life Support, Cliff Rescue, Water Rescue, Confined Space Rescue, Vehicle and Residential Lock-Out. The Coastside Fire Protection District responds to approximately 2,200 calls for service each year.

Schools

The Cabrillo Unified School District (CUSD) operates a total of eight schools along the San Mateo County coastline: four elementary schools, one intermediate school, one high school, a continuation school, and an adult

¹ Lopez, Captain Saul, San Mateo County Sheriff's Office. Personal Communication. July 2019.

² Riddell, John, Deputy Fire Marshall. Coastside Fire Protection District. Personal Communication. July 2019.

education program. Students living within the neighborhoods north of the project site typically attend El Granada Elementary School, while those to the west attend Alvin S. Hatch Elementary School. The total CUSD enrollment during the 2018-19 school year was 3,235 students.³ CUSD continues to evaluate and adjust the attendance boundaries as part of their ongoing efforts to serve the needs of the community.

Libraries

The City has one library, the Half Moon Bay Library, located approximately 0.5 mile north of the project site. The Half Moon Bay Library is part of the San Mateo County Library System, which provides library services across San Mateo County.

Parks & Recreation

The Half Moon Bay Parks Master Plan outlines goals and guidelines for the improvement of existing and future parks. The City currently provides approximately 5 acres of developed parks per 1,000 residents. This includes pocket and neighborhood parks, and community and special parks. It does not include trails, natural open spaces or beaches. This is the recommended standard and is consistent with other policy documents. This service level is supplemented by substantial non-City owned natural and open space resources and indicates a relatively robust amount of developed park land. Parks that occur within two miles of the project site are listed below in **Table 4.14-1**. The Parks Master Plan evaluates the potential of each park in Half Moon Bay in order to assess whether a City-owned site is below potential, meets potential with needs, or exceeds expectations. By assessing the potential of each park, Half Moon Bay is able to identify opportunities to improve parks.

Additionally, the Parks Master Plan assess general park needs such as park assessment and inventory, demographics and trends, analysis, and City input.

There are also several trails throughout Half Moon Bay that create a network of pedestrian, bicycle, and equestrian trails to link individual components of the park system. Half Moon Bay seeks to link local trails with planned trails in order to create an interconnected system for non-motorized accessibility. As featured in Figure 3-8 of the City of Half Moon Bay Bicycle and Pedestrian Master Plan, (shown in **Figure 4.14-1**) the City has recommended

³ Guerra, Hale', Cabrillo Unified School District. Personal Communication. July 2019.

implementation of a Class I Shared Use Path along SR-1 from the SR-1/Seymour Street intersection to the south, referred to as the Eastside Parallel Trail. This trail would connect to the existing Class I Multi Use Path northeast of the project site, which extends from Kehoe Avenue to the junction of SR-1 and Seymour Street. The City is currently constructing a new traffic signal and intersection at Higgins Canyon Road/Main Street/SR-1 which will provide signalized east-west access from the project site to the Naomi Patridge Trail on the west side of SR-1.

Currently, the City's Capital Improvement Program has funding for numerous park improvements and planning for both John L. Carter Memorial Park and Poplar Blufftop Park are well underway with environmental review pending for both parks in 2020.

Table 4.14-1 Parks and Resources within the Project Vicinity

Park	Acreage	Potential Assessment	Distance from project site
Plaza/Pocket Park			
Kitty Fernandez Park	0.4	Below Potential	0.3 miles
Half Moon Bay Gateway Park	0.42	Below Potential	<0 miles
Mac Dutra Park	0.09	Meets Potential	< 0 miles
Neighborhood Park			
John L. Carter Memorial Park (Under building permit review)	0.96	Below Potential	0.8 miles
Magnolia Park (Proposed)	1.28	Below Potential	0.2 miles
Community Park			
Smith Field Park	13.2	Meets Potential with Needs	<0 miles
Special Use Park			
Johnston House Park	19.52	Below Potential	<0 miles
Poplar Blufftop Park (Under environmental review)	19.75	Below Potential	<0 miles
Linear Resources (Trails) and Open Space			
Naomi Patridge Trail	N/A	N/A	<0 miles

Park	Acreage	Potential Assessment	Distance from project site
California Coastal Trail	N/A	N/A	<0 miles
Pilarcitos Creek Trail	N/A	N/A	<0 miles
Eastside Parallel Trail	N/A	N/A	<0 miles
Redondo Beach/ Wavecrest Open Space	N/A	N/A	<0 miles

Source: City of Half Moon Bay General Plan, 1995. Park and Recreation Element. City of Half Moon Bay, Parks Master Plan, 2019, and City of Half Moon Bay Bicycle and Pedestrian Master Plan, 2019

Note: Park and Resources located less than 0.5 mile away from project site, are designated with the classification <0-miles. Typically, these resources are adjacent or in close proximity to the project site.

Hyatt Place Half Moon Bay Project

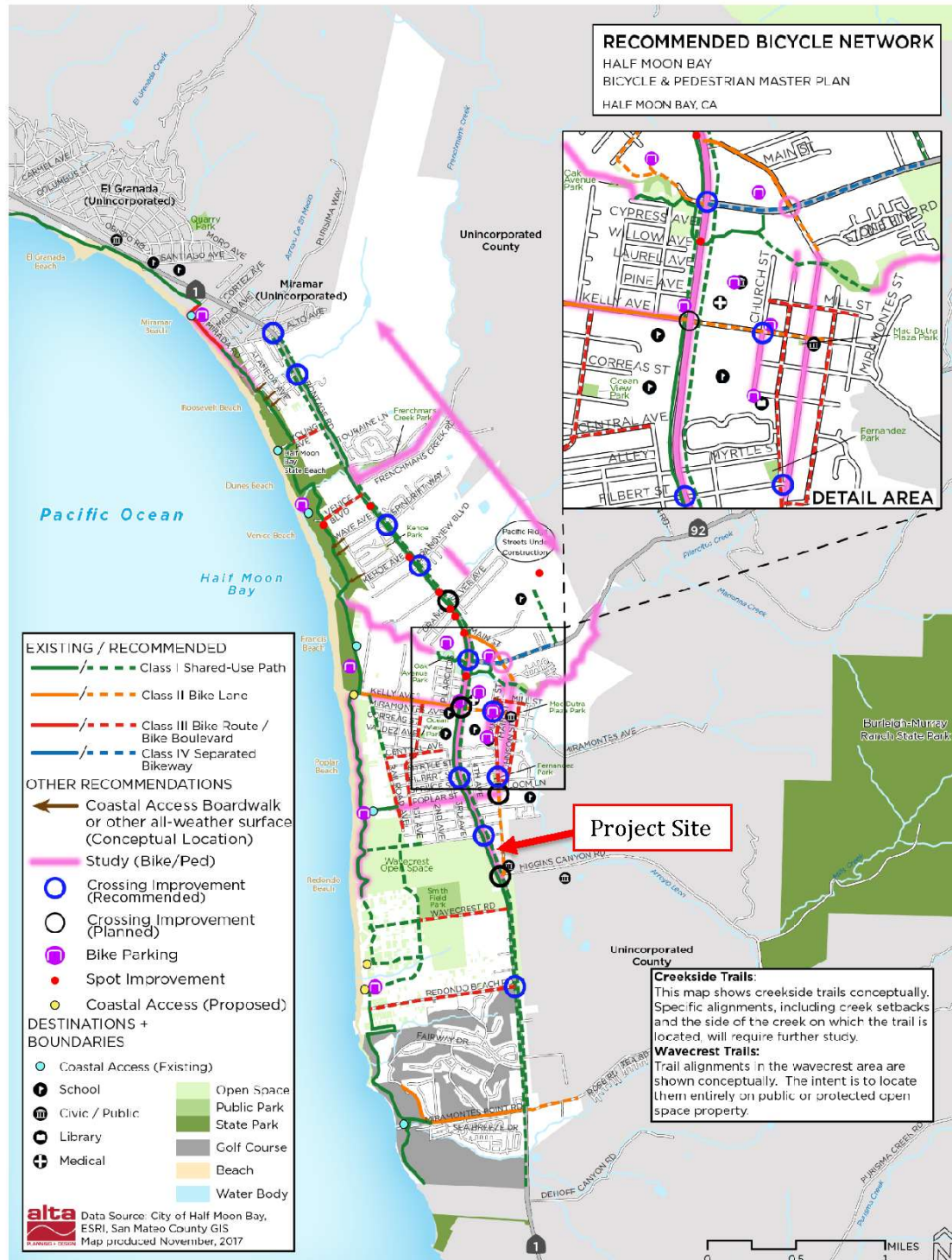


Figure 3-8: Recommended Bikeway Network

Recommended Bikeway Network

Figure

4.14-1

Source: City of Half Moon Bay Bicycle and Pedestrian Master Plan, 2019.

4.14.3 REGULATORY SETTING

Federal

There are no applicable federal regulations.

State

Police Services

All law enforcement agencies within California are organized and operate in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for police officers including the California Highway Patrol which serves the Coastsides.

Project Consistency

Implementation of the project would not interfere with applicable provisions of the California Penal code. Police services provided by the Coastsides Patrol Bureau would meet needs at the project site without necessitating the construction of new or expanded Coastsides Patrol Bureau facilities.

Fire Protection

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270 (Fire Prevention) and 6773 (Fire Protection and Fire Equipment), the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all fire-fighting and emergency medical equipment.

Project Consistency

The project would not interfere with guidelines stipulated by the California Occupational Safety and Health Administration and is therefore consistent.

California Fire Code

The California Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Fire hazards are addressed mainly through the application of the State Fire Code that addresses access, including roads, and vegetation removal in high fire hazard areas, fire hydrants, automatic sprinkler systems, fire alarm systems,

fire and explosion hazards safety, and many other general and specialized fire safety requirements.

Project Consistency

Project design meets regulations stipulated in the California Fire Code. Construction activities would adhere to these regulations and would not interfere with emergency access. Therefore, the project is consistent.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code. This includes regulations for building standards (as also set forth in the 2019 California Building Standards Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building, and fire suppression training.

The Fire Protection District Law of 1987 in Section 13800 of the California Health and Safety Code is the source of statutory authority for many fire protection districts. This law set forth enabling powers for the creation of fire protection districts throughout the state.

Project Consistency

Project design meets regulations stipulated in the California Health and Safety Code. Project buildout would include all necessary fire protection and notification systems and would therefore be consistent with the California Health and Safety Code.

Emergency Response

The State passed legislation authorizing the Office of Emergency Services to prepare a Standard Emergency Management System program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with the State Emergency Management Systems could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Project Consistency

The project would not interfere with State Emergency Management Systems and is therefore consistent.

Senate Bill 50

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. School impact fees are collected at the time when building permits are

issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered “full and complete mitigation” of any school impacts. School impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional school facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts.

Project Consistency

The project does not involve any residential development, and therefore would not apply.

Quimby Act-California Code Sections 66477

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

Project Consistency

As described below, the City has adopted a Parkland Dedication Ordinance (PDO), consistent with the Quimby Act.

Local

City of Half Moon Bay Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan identifies needs and prioritizes improvements to the City of Half Moon Bay’s pedestrian and bicycle facilities and programs. Building off existing infrastructure and current safety issues, the master plan recommends improvements to address current and future demand based on current conditions and anticipated infill development. Included in the Master Plan is a collisions analysis to identify trends and areas or corridors that should be targeted for safety improvements. The analysis found that the majority of collisions occur along SR-1 and Main Street. Based on this finding, the Master Plan identified several paths and crossing improvements that would improve safety along these corridors. As shown in **Figure 4.14-1**, one crossing improvement is recommended at the northeastern edge of the project site, and one crossing improvement is planned at the southern end of the project site.

Project Consistency

Implementation of the project would support recommended safety improvements, such as the Eastside Parallel Trail, a proposed class I multi

use path along SR-1, identified in the Master Plan. The project would help create a safe, interconnected system of pedestrian and bicycle trails in Half Moon Bay.

Half Moon Bay Municipal Code

In accordance with the Quimby Act, Chapter 17.48, Land Dedicated for Park and Recreation Purposes, of the Half Moon Bay Municipal Code establishes a PDO so as to enable to the City to require either the dedication of land, the payment of fees, or a combination of both, for park or recreational purposes as a condition of approval of a subdivision map. Each subdivider who subdivides land shall, at the option of the city, dedicate a portion of such land, pay a fee, or do both, as set forth in this chapter, for the purpose of providing park and recreational facilities to serve residents of the city. Only the payment of fees may be required in subdivisions containing fifty parcels or fewer. (Ord. 3-94 §1(part), 1994).

Project Consistency

The project would not subdivide land, and therefore this does not apply.

Half Moon Bay Parks Master Plan

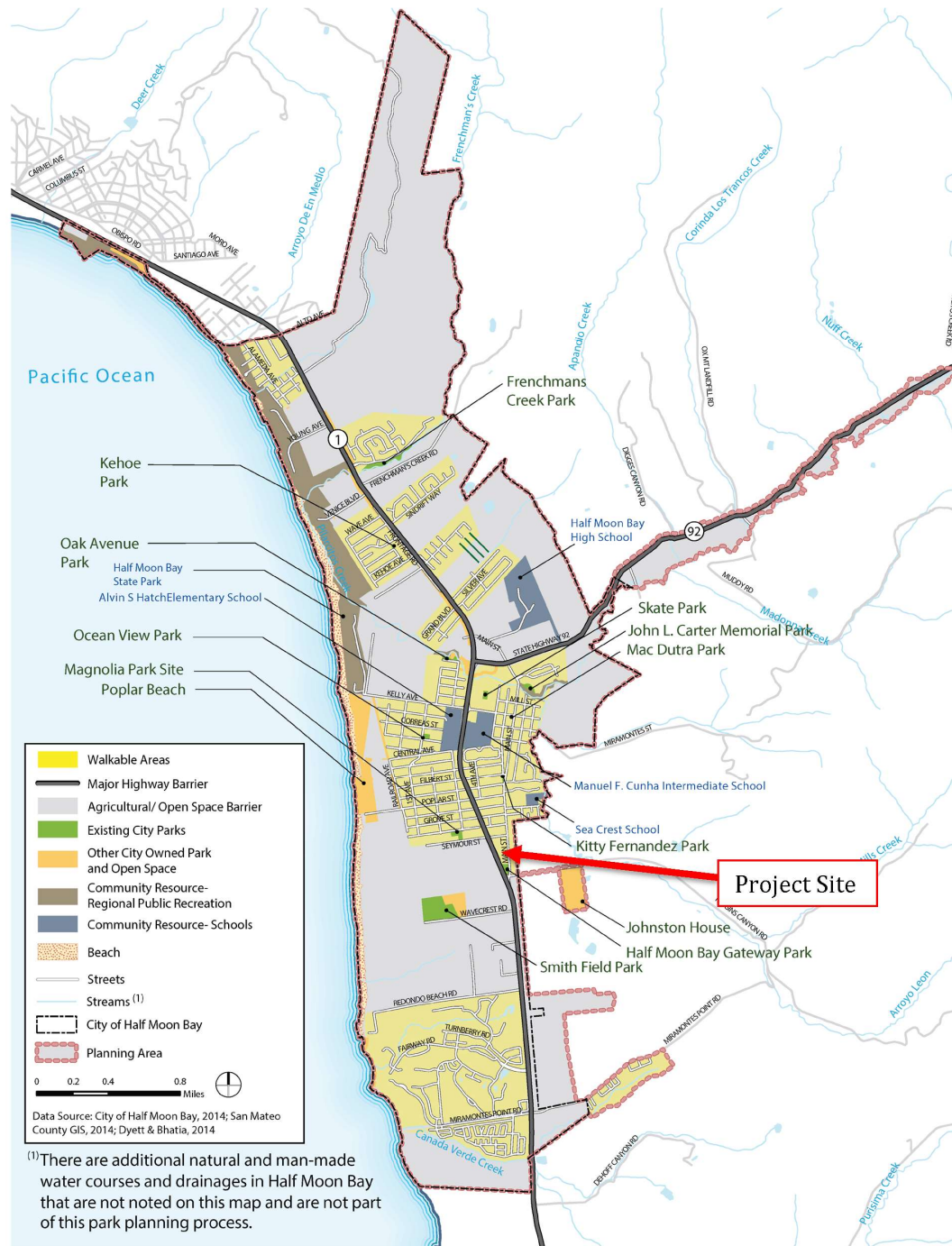
The Half Moon Bay Parks Master Plan was updated in 2019 from the previous Master Plan originally prepared in 1990 as part of the 1993 General Plan. The new plan is built on guiding principles defined by the community for improving existing parks and assessing opportunities for new parks. The Parks Master Plan aligns with goals and requirements outlined in the Half Moon Bay General Plan and LCLUP. As shown in **Table 4.14-1**, several parks in Half Moon Bay have the potential to be improved or are identified as in need of improvement. The Half Moon Bay Gateway Park, located on the southern end of the project site and the Johnston House Park (approximately 1,600 feet east of the project site) (**Figure 4.14-2**), are identified as “Below Potential” which indicates that these parks can accommodate improvements to support higher usage/utility.

Project Consistency

Implementation of the project would fulfill the opportunity to improve the Half Moon Bay Gateway Park and meet several recommended changes outlined in the Parks Master Plan.

Hyatt Place Half Moon Bay Project

Figure 7. Neighborhoods and Walkability Map



Final Plan, January 2019 | Page 3.5

Parks and Community Resources in Half Moon Bay

Figure

4.14-2

Source: City of Half Moon Bay, 2019. Parks Master Plan.

Half Moon Bay LCLUP

The Half Moon Bay LCLUP and the Local Coastal Implementation Plan (IP) together constitute the "Local Coastal Program" (LCP) for the city. The LCLUP, which is the policy component of the LCP, contains policies for public services and recreation. The LCLUP implements many of the public access policies in the CCC. Specifically, public access to beaches and enhance of development projects to support coastal access. However, the project site is not adjacent to the beach front area. Therefore, the applicable recreation policies mostly relate to visitor-serving objectives of the LCLUP. Policy consistency is evaluated in **Table 4.14-2**.

Half Moon Bay General Plan

The Parks and Recreation Element of the General Plan guides the acquisition, development, operation, and maintenance of park systems in Half Moon Bay to adequately serve the needs of residents. The element addresses neighborhood and community parks, active sports facilities, passive recreation areas, trails, bikeways, linear parks, greenbelts, general open space, cultural facilities, and space for recreation programs. **Table 4.14-2** features a list public services and recreation policies from the General Plan that are applicable to the project.

Table 4.14-2 Project Consistency with Relevant General Plan Policies

General Plan Policy Number	General Plan Policy	Project Consistency
30222	The use of private lands for visitor-serving commercial recreational facilities shall have priority over private residential, general industrial or general commercial development, but not over agriculture or coastal-dependent industry.	Consistent. The proposed project would not convert a substantial amount of agricultural lands. Additionally, the site has not been used for agricultural purposes since 2013.
30252.6	The locations and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as highrise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.	Consistent. The proposed project is providing on-site bicycle rental as well as providing local shuttle transportation to local beaches and retail and entertainment areas.
2.1.3	Bicycle trails should provide connections to Main Street, parks, and residential areas.	Consistent. The project would incorporate a bicycle and pedestrian trail along SR-1.
2-29	Generally locate new visitor-serving commercial development facilities that provide lodging, food, and automobile services within the downtown commercial core, within and near Ocean Colony/Half Moon Bay Golf Links, at Pillar Point Harbor (near Dunes Beach), and in the Wavecrest area as designated in the Wavecrest Conservancy Project.	Consistent. The project would be located approximately 0.60 miles on Main Street south of the downtown commercial core and would provide lodging for guests who would be visiting Half Moon Bay and utilizing the city's services.
2-30	Allow for the location of new non-coastal-dependent visitor accommodations such as resort hotels, in areas environmentally suitable for these forms of activities if	Consistent. Build out of the project would provide lodging for visitors interested in exploring the city and the surrounding area, in addition to

General Plan Policy Number	General Plan Policy	Project Consistency
	consistent with land use designations and the LUP Map.	potentially visiting the coast. The site is environmentally suitable in that it is located on major transportation routes as designed and will not adversely affect biological resources or coastal resources.
<i>Parks and Recreation Element</i>		
2.1.3	Bicycle trails should provide connections to Main Street, parks, and residential areas.	Consistent. The project would incorporate a bicycle and pedestrian trail along SR-1.
2.2.1	Utilize and improve existing trail systems, by working cooperatively with other agencies.	Consistent. The project would incorporate a bicycle and pedestrian trail along SR-1. The trail would connect with existing and planned trail infrastructure and improve bicycle and pedestrian mobility.
2.2.3	Link local trails with planned County trails.	Consistent. The project would incorporate a bicycle and pedestrian trail along SR-1. The trail would connect with existing and planned trail infrastructure, including nearby routes and trails in unincorporated San Mateo County, and improve bicycle and pedestrian mobility.
<i>Safety Element</i>		
Fire Policy 1	The City shall continue to require new development to pay a fee and/or participate in an Assessment District for Fire District equipment, facility expansions, additional man power, and other capital improvements when the need arises to accommodate the increased service demand of new development and/or provide for needed capital improvements through future Capital Improvement Programs.	Consistent. The project applicant will be required to participate in the applicable assessment district through payment of fees as levied by conditions of the project and subdivision map.
Fire Policy 5	The Fire District should review all applications for new development in hillside/canyon areas and all new commercial development in the City to assess potential impacts to existing fire protection services	Consistent. The Fire District conducted a preliminary plan check for the project to ensure that it can meet needs and serve the project site efficiently. As project plans are further

General Plan Policy Number	General Plan Policy	Project Consistency
	and the need for additional and expanded services.	developed, the Fire District will be involved in permitting and inspections.
Fire Policy 10	In urban and rural areas, consider land uses to be appropriate if development can be served by the Fire District, adequate access for fire protection vehicles is available, and sufficient water supply and fire flow can be guaranteed.	Consistent. The Fire District has confirmed that the project can be served by existing Fire District facilities.
LCLUP Chapter 5 Coastal Access and Recreation		
5-32: Trail Easements	As part of the development approval process, obtain an irrevocable offer to dedicate or a permanent easement for multi-use trails on privately owned property where trails are proposed as part of the Half Moon Bay trail system. At a minimum, the dedicated easement shall have a width sufficient to allow an adequate multi-use trail, to protect the privacy of any residential structures built near the accessway, and to accommodate landward realignment needed for erosion and sea level rise impacts. For all new private development along the California Coastal Trail alignment, granting of lateral easements to allow for continuous public access along the shoreline shall be mandatory unless publicly owned blufftop land suitable for trail development and long-term maintenance intervenes between the development and the bluff edge.	Consistent. The project includes a trail segment that complies with the requirements of this policy, and the applicant shall provide an offer to dedicate.
LCLUP Chapter 7 Environmental Hazards		
7-72: Impact Fees	Continue to require new development to pay a fee and/or participate in an Assessment District for Coastside Fire Protection District (CFPD) equipment, facility expansions, additional man power, and other capital improvements when the need arises to accommodate the increased service demand of new development and/or provide for needed capital improvements through future Capital Improvement Programs.	Consistent. The project applicant will participate in an assessment district with CFPD.

Source: City of Half Moon Bay General Plan, 1995, City of Half Moon Bay Local Coastal Program, 2021.

4.14.4 IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

The following thresholds of significance for public services and recreation were derived from the Environmental Checklist in the *California Environmental Quality Act (CEQA) Guidelines Appendix G*. These thresholds of significance have been amended or supplemented, as appropriate, to address lead agency requirements and the full range of potential impacts related to this project.

An impact of the project would be considered significant and would require mitigation if it would meet one of the following threshold of significance:

- PS&R a)** Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
- Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities
- PS&R b)** Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- PS&R c)** Include recreational facilities or require the construction or expansion of recreational facilities, which would have an adverse physical effect on the environment.

Methodology

To determine potential impacts, the impact significance criteria identified above were applied to construction and operation of the project. The local and regional planning documents outlined above were used to guide the project's impact analysis, along with independent research on relevant regional parks or recreational facilities.

Discussion of Impacts

PS&R a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less than Significant. The CFPD would provide fire and emergency services to the project site. Fire Station 40, which is part of the CFPD Headquarters would serve the project site. The project would introduce a hotel and associated ancillary features on a parcel currently served by the fire and emergency protection services of the CFPD. The project would not require the construction of additional fire department facilities, as Fire Station 40 has adequate facilities to serve the project site. The project would not interfere with an emergency response plan or evacuation route.⁴ As discussed in **Section 4.17, Other Resource Topics**, the project site is located in an area of Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) (CAL FIRE, 2008). The project site is located approximately 0.5 mile from an area of “Very High” FHSZ of State Responsibility. Therefore, it is possible that there is risk of wildfire in proximity to the project site. However, due to the topography of the immediate area is generally flat and surrounding development to the northeast hinders strong winds, it is unlikely for wildfire to expose people or structures to significant risk of wildfires due to landslides or slope instability. Development of the project would not require the installation or maintenance of infrastructure to reduce fire risk due to the intervening structures and distance from areas at risk to the northeast, due to the lower risk of potential wildfires. Further, due to the flat topography, the project would not exacerbate wildfire risk. This impact would be less than significant.

Police protection?

Less than Significant. The Coastside Patrol Bureau currently serves the project site. Implementation of the project would marginally increase the demand for police services at the site due to the addition of a hotel. As of June 2019, there were no new proposed police stations. According to the Coastside Patrol Bureau, the project would not affect service ratios, response

⁴ Riddell, John, Deputy Fire Marshall. Coastside Fire Protection District. Personal Communication. July, 2019

times, or other performance objectives to such an extent that would necessitate the construction of new or expanded Coastside Patrol Bureau facilities. The Coastside Patrol Bureau does not foresee any interference from the project on emergency response, plans, or evacuation routes as the construction stays within the property lines and does not impede traffic flow onto the public right of way.⁵ This impact would be less than significant.

Schools?

And

Parks?

And

Other public facilities?

Less than Significant. The project would not include any residential or major employment uses and therefore would not directly result in increased demand for schools. However, the project could potentially indirectly induce growth in the area and—if new jobs were to attract new residents—which could create an increased demand on local schools, parks, and other facilities. Local schools include Sea Crest K-8 School approximately 1,050 feet northeast, Cabrillo Adult school approximately 2,750 feet north, Manuel F. Cunha Intermediate School approximately 3,000 feet north, Hatch Elementary School approximately 4,900 feet north, and Half Moon Bay High School approximately 1.7 miles north. However, due to the nature of the development, implementation of the project would generally create impermanent growth, as guests of the hotel would not create permanent residents in need of school facilities. According to CUSD, the greatest concern for school impacts would be the traffic generated from the project. Buses traveling to schools could be affected by traffic along SR-1.⁶ However, as described in the Traffic Impact Analysis (TIA) conducted for the project, SR-1 would operate at a level of service (LOS) acceptable to transportation regulations in Half Moon Bay under Plus Project conditions. Therefore, buses would not be affected by implementation of the project.

There are seven parks within 2 miles of the project site (excluding neighborhood parks outside of Downtown), including the 0.42 Half Moon Bay Gateway Park and the Johnston House Park, the closest two parks as shown

⁵ Lopez, Captain Saul, San Mateo County Sheriff's Office. Personal Communication. July, 2019

⁶ Guerra, Hale', Cabrillo Unified School District. Personal Communication. July, 2019

in **Table 4.14-1**. In addition, there are four trails under a mile away and the Wavecrest Open Space area across SR-1 to the west.

The Half Moon Bay Gateway Park, located on the southern end of the project site (**Table 4.14-1**), is identified as “Below Potential” which indicates that this park is in need of improvements. The Parks Master Plan recommends several improvements to the area, including the development of the adjacent area to allow for improvements to this visually prominent corner and improvements to pedestrian and bicycle connectivity. The project design proposes to implement a deconstructed “Barn” to imitate the farm house design local to the region. Landscaping around the “Barn” softens the modern contours and evokes an old barn settled into its pastoral location, showcasing Half Moon Bay’s agricultural roots at the southern approach to downtown Half Moon Bay. The building façades have been articulated with both recessing and projecting elements, and a variety of materials with both vertical and horizontal details, to create variation and visual interest. Further, development of the project would include a pedestrian and bicycle path on the west end of the project site running through the Gateway Park. These features of project design would enhance the visual character of the Gateway Park and provide connectivity to local pedestrian and bicycle trails.

As described in the TIA prepared for the project (**Appendix H**), pedestrian and bicycle facility connectivity would be improved by the project through provision of sidewalks along the street frontages, a Class II bike lane connecting South Main Street and Seymour Street, secure parking for bikes, and rental bikes available at the hotel for guests to use.

Additionally, the project would dedicate approximately 38.9 percent of the project site to open space. As a result, parkland performance objectives would not be affected by project implementation. Development of the project would also support implementation of the Parks and Recreation Element of the General Plan and the City of Half Moon Bay Parks Master Plan, as it would involve the construction of a Class I bike multi-use path would be accessible from the intersection of Main Street and SR-1, continuing north to Seymour Street. Both the General Plan and the CBPP cite SR-1, on the west side of the project site, as a proposed route for a multi-use trail as a link to existing local trails in order to create an interconnected system for non-motorized accessibility.

The project would not affect the performance objectives of the local library system. The project would not substantially increase the population of the City such that operation of schools, parks or other facilities would be affected. Implementation of the project would not require new or expanded facilities in the immediate future, and this impact would be less than significant.

In addition, development impact fees for new development are imposed on the developer to offset infrastructure and public service costs of new development. The City has an adopted fee schedule⁷ outlining the various fees for new development and how they are applied. The project would be subject to all applicable development fees.

PS&R b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant. As stated above, there are seven local parks within 2 miles of the project site. The larger parks are considered regional parks and are large enough that they can adequately accommodate any growth induced by the project. The parks within the vicinity of the project site may be used more frequently with project implementation. Based on the City's Parks Master Plan, and the Bicycle and Pedestrian Master Plan, the future parks and recreational needs have been planned for and will be accommodated with a combination of new parks and improvements to existing parks and trails. Additionally, the project would consist of approximately 39 percent of the project site to open space. Much of this open space will contribute to circulation linkages for bicycles and pedestrians to access regional and other open spaces areas that are not part of the City's parkland system. These improvements will serve both visitors and residents and thereby further distribute and diversify the demand for park use to ensure that no substantial adverse impacts associated with project buildout would occur. This impact would be less than significant.

PS&R c) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Less than Significant. Physical impacts to parks and recreation facilities are usually associated with population in-migration and growth in an area, which increase the demand parks and recreation services, leading to the need for expanded or new facilities.

Project buildout involves the addition of an indoor swimming pool housed in the main "Greenhouse" and a class I pedestrian/bicycle path on the western edge of the project site. Though the implementation of the project would not induce substantial demand for recreational facilities, it would create some

⁷ Half Moon Bay Master Fee Schedule:
<https://www.half-moon-bay.ca.us/DocumentCenter/View/3195/FY20-21-Master-Fee-Schedule?bidId>

demand through impermanent growth (visitors to the hotel). In the case of the class I path, recreational facilities implemented as part of the project would serve both visitors and residents; while the pool and bike path share services that would serve hotel guests.

As previously discussed, implementation of the project would indirectly support implementation of the General Plan, because the pedestrian/bicycle path would become part of the City of Half Moon Bay's network of trails. This area was identified as a proposed connection to existing trails in both the General Plan and the CBPP. The multi-use path proposed as part of the project is subject to the same environmental review as the rest of the project. Therefore, the recreational facilities proposed as part of the project would not have an adverse physical effect on the environment. This impact would be less than significant.

4.14.5 CUMULATIVE IMPACTS

Cumulative impacts occur when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Other projects in the area include past and planned residential, commercial, and infrastructure development projects in Half Moon Bay and elsewhere around the study area (see **Chapter 4.0, Setting, Impacts, and Mitigation Measures**).

Implementation of the project in combination with other proposed projects, as listed in **Table 4.0-1 (Chapter 4.0, Setting, Impacts, and Mitigation Measures)**, would increase the demand for public and recreational services due to an increase in residents and employees in Half Moon Bay. Public and recreation service demands will exist when jobs are created or through residential development.

Each new development in Half Moon Bay undergoes review with the CFPD and Sheriff's Office to ensure that the development can be serviced by existing facilities. In accordance with Fire Policy 1 of the Safety Element of the General Plan, the project would be required to pay a fee and/or participate in an Assessment District for capital improvements when the need arises to accommodate the increased service demand of new development. The project applicant would ensure consistency with this policy by paying the fee required. Therefore, any growth induced by the project would not exceed the capabilities of existing police and fire facilities without being mitigated.

Future impacts on park facilities would be partially mitigated through the collection of park facilities fees for most new residential development and the provision of parkland as allowed under the Quimby Act and the City's

policies. Similar to the project, each of the proposed residential projects identified in **Chapter 4.0, Setting, Impacts, and Mitigation Measures**, would be individually subject to review by the applicable parks and recreation department, and would be required to provide parkland or pay in-lieu fees. The project would comply with policies of the General Plan intended to improve connections between existing and planned bicycle and pedestrian trails. As described in the TIA prepared for the project (**Appendix H**), pedestrian and bicycle facility connectivity would be improved by the project through provision of sidewalks along the street frontages, a Class II bike lane connecting South Main Street and Seymour Street, secure parking for 30 bikes, and a fleet of bikes owned by the hotel for their guests to use. Similar to the project, other proposed projects in Half Moon Bay would be required to comply with all applicable policies and ordinances of the applicable jurisdiction to offset any impacts the related projects would have on park and recreation services. Therefore, the project in conjunction with past, present, and foreseeable projects, would not result in a cumulative impact.

4.14.6 REFERENCES

- Half Moon Bay LCLUP, 2021. Available: <https://www.planhmb.org/>. Accessed: January 2022.
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- City of Half Moon Bay Bicycle and Pedestrian Master Plan, 2019. Available: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2243> Accessed: January 2022.
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