

## **Appendix A-2: Scoping Comment Letters**

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**From:** Suzan Suer

**Sent:** Wednesday, March 28, 2018 8:32:52 PM

**To:** Debbie Ruddock; Deborah Penrose; Adam Eisen; Harvey Rarback; Rick Kowalczyk; David Boesch; Jill Ekas; Art Henriques; Scott Phillips; Bridget Jett; clay@hmbreview.com

**Subject:** Please, no more high density development until our infrastructure can handle it

I am writing to encourage you to say no to the currently proposed high density construction projects in Half Moon Bay. Since it is not possible to write to the planning commission directly, please include this note as feedback regarding all of the hotel proposals.

There is a list of major developments circulating that suggest the following projects are under development, many of which are hotels.

Montara:

- Hotel (31 units)

Moss Beach:

- Big Wave - Total of 8 buildings incl a Large Office Park (the 5 office buildings alone equate the size of 1.5 Walmarts) plus housing, boat storage, parking for approx 500 cars
- MidPen – 71 Multi-unit housing development across from the Montara Lighthouse

El Granada:

- Multi unit complex(s) including 3-story “Mavericks” apartment building with 12 units
- RV park - 50 sites (Harbor Village - corner of Capistrano and Hwy 1)

Half Moon Bay:

- Pacific Ridge - Residential development next to HMB High School with 63 homes
- Best Western Hotel – 46 Rooms
- Hyatt Hotel - 141 Rooms with Conference Center and 195 parking spots
- Dunes Beach Hotel / Surf Beach RV Park zoned for up to 150 housing units
- Hundred plus units high density housing

The attached photos were taken on September 2, 2017, about 10 pm on Saturday night of a three-day weekend. The eastbound traffic was backed up the entire way from Highway One to Skylawn Cemetery. And then backed up on Highway One both northbound and southbound. One photo was taken of the long line of cars on Highway 92, the other of the long line of southbound cars on Highway One. This is not unusual for a three day holiday weekend.

I have lived on the coast for 20 years and the traffic on sunny weekends is already unbearable--with sheriffs very seldom in place to direct traffic. It is just about at a crawl heading to work during the commute rush. I am not a NIMBY person--but can't our vacant land be used for lower density uses, maybe for lower income or senior housing--which typically generates lower traffic? Or for commercial office uses that attract local talent or to pull in individuals coming into HMB on a reverse commute?

You may also want to take a look at the feedback on [nextdoor.com](http://nextdoor.com) for Half Moon Bay. There is concern from last night's planning meeting that the planning commissioners seem predisposed to supporting the

'nice guy' developers and thus are not very receptive to local citizen concerns.

Please, no high density hotels or RV parks until the city infrastructure can support them!! I am also happy to be a sounding board to offer a resident's perspective.

Respectfully,

Suzan Suer  
Half Moon Bay resident



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From: Corbett, Jeff  
Sent: Saturday, April 7, 2018 8:05 PM  
To: Art Henriques  
Subject: RE: citizen input regarding Hyatt/Convention Center complex

Dear Art,

Thank you for your prompt reply on a weekend day!  
As you might be probably already aware there is considerable concern about the hotel project, particular in communities south of Highway 92 from Alsace Loraine to Arleta Park , Ocean Colony and Downtown. Many people view the project as a form of 'traffic Armageddon'.  
As a woman who described her commute to Pescadero the other day, most weekends the traffic is already like Pumpkin Festival.  
It's hard to imagine what the situation would be like if Measure E had passed in the late 80's.

Best regards, Jeff

-----Original Message-----

From: Art Henriques [<mailto:AHenriques@hmbcity.com>]  
Sent: Saturday, April 07, 2018 7:33 PM  
To: Corbett, Jeff  
Cc: Jill Ekas  
Subject: RE: citizen input regarding Hyatt/Convention Center complex

Dear Mr. Corbett,

Thank you for your email comments regarding the Hyatt Place Hotel. Your input will be included as part of the record for the Notice of Preparation for the Hyatt Place environmental impact report. Please keep in mind that the City is at a very early stage of review of this project and there will be a significant amount of time for public input as the project review progresses.

We will make sure to add you to the email notification list for the Hyatt Place project, as well as for the Planning Commission agenda packet which may be of interest to you. You can opt out of that at any time.

Best regards,  
Art Henriques

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From: Corbett, Jeff  
Sent: Saturday, April 7, 2018 7:43 AM  
To: Art Henriques  
Subject: citizen input regarding Hyatt/Convention Center complex

Dear Arthur,

My name is Jeff Corbett and I am a home owner in Arleta Park.  
This letter is to register my concern regarding the proposal for a Hyatt/Convention Center complex located at the intersection of Main Street and Highway 1 at the South End of town.

Regarding this project, the extended neighborhood is concerned with the following inevitable impacts:

- 1) increased traffic congestion on Highway 1 and Highway 92
- 2) parking overflow into adjacent neighborhoods
- 3) cut-through traffic into adjacent neighborhoods
- 4) foot traffic through adjacent neighborhoods
- 5) beach overcrowding and infiltration into sensitive Wavecrest wetlands
- 6) increased low-level crime from Convention Center 'partygoers'
- 7) general community safety issues (including fire truck access)
- 8) increased load on Coastside infrastructure
- 9) view corridor blockage and general coastside aesthetics

Thank you for your time and support,

Jeff Corbett  
366 Metzgar Street  
Half Moon Bay  
CA 94019

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**From:** Eda Cook  
**Sent:** Thursday, April 12, 2018 3:16 PM  
**To:** Art Henriques  
**Subject:** City Planning Dept - Hotel

Dear Mr Henriques: We understand you are collecting comments from the community about the planned Hyatt hotel at the southern end of town. Please forward this letter to all city planners and the City Council.

We are very concerned about the location of the planned hotel. The southern entry to downtown is not an appropriate space for a hotel of any size for so many reasons:

- The land is too close to adjacent neighborhoods, the fire station, the fire practice tower, and the entry/ exit lanes off the highway.

- The land is partially wetlands which are protected by law.

- Any construction in that area will further impact traffic on highway 1. Construction trucks will cause major disruptions to both hwy 1 and the neighborhoods.

- We already have a brand new hotel (not even yet opened) at Cameron's on that same stretch of highway.

- There will be a need for more and new infrastructure to accommodate all the proposed 141 rooms. Who will pay for everything? Do we have the capacity in

water, sewer etc?

-As you know from the recent past, there were many concerns about the height and aesthetics of the fire tower. And most importantly the impact on views from the hwy. This proposed 3-story structure is much more intrusive. It will have much more impact on views since it is directly on the hwy.

-Paved parking at the entry to town? Totally unacceptable. Any parking should be underground.

All of these concerns must be considered by the planning department and in an environmental impact report. In our opinion the entire project should not happen at all. But if it is allowed to happen, it must be entirely re-designed to lessen all impacts as stated above. If the out-of-town owner is recalcitrant, maybe the City could trade other land it owns of similar value.

Sincerely,

Robert P Cook

Eda Cook

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From: Alan Heirich  
Sent: Saturday, March 31, 2018 6:44 PM  
To: Art Henriques  
Subject: Comments on proposed development, Dunes and Hyatt

To the City of Half Moon Bay,

I have many concerns about the proposed development of the Dunes Hotel/RV park and the Hyatt hotel.

We have a shortage of water hookups on the coast. Local homeowners cannot get a hookup when their wells run dry. How can we afford the water and sewer usage these projects will require?

The Dunes project is in a PUD that includes a visitor serving requirement. The vast majority of our visitors are day visitors who drive here from over the hill. They need services like restaurants, retail and entertainment. Coincidentally those are services that our community also needs, young people in particular need more activities. But the Dunes project is serving overnight visitors, RV residents and hotel visitors.

I know that at least one of our major hotels has low occupancy most of the year. If this is representative of other hotels then it makes no sense to construct more hotels.

Alan Heirich, resident of Half Moon Bay

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From: Douglas Gardner  
Sent: Friday, March 23, 2018 2:01:23 PM  
To: Art Henriques  
Subject: EIR for proposed hotel

To whom it may concern.

The map included in the report doesn't indicate the existing Ritz hotel, parking structure, Mullins restaurant pool, other hotel rooms near the pool or the golf pro shop.

Please have it amended.

Thank you,

Douglas Gardner  
356 Grove Street  
HMB

Sent from my iPad

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From: Judith Halsey  
Sent: Wednesday, April 11, 2018 4:21 PM  
To: Art Henriques  
Subject: Hotel plans

City Hall: Please, please, please reconsider approval for the complex between Hwy 1 and Main Street. The effect traffic will have on our neighborhood will be overwhelming.

I live on Poplar Street already heavily affected by the installation of the traffic light at Hwy 1. I cannot begin to imagine what we will experience if the proposed project is built.

My concern is only one of many that residents of Half Moon Bay have expressed. Is one developer's ask more important than hundreds of citizens right to peaceful enjoyment of their homes and neighborhood?

Judith Halsey

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**From:** Karin Litcher  
**Sent:** Monday, April 23, 2018 4:18 PM  
**To:** Art Henriques  
**Subject:** Hotel/Conference - Oppose 100%

Hi Art,

The proposed building of the Hyatt Hotel/Conference facility is of great concern to me. I live a stone throw away and did not purchase my home to live near a major hotel with more tourists and business visitors. If that is the kind of environment I choose to live in, I'd have purchased my home in San Francisco.

Traffic is horrendous as it is and this will only add to it. This will also bring more traffic into the Arleta Park neighbor as they make their way to the beach and coastal trail. In addition, it will create more garbage which is already a problem. Our quiet neighborhood has changed drastically in the last 10 years and this will make it even worse. Right now I have a view of the mountains and that will go away. I pay a lot of of property taxes, which has steadily gone up in the last 5 years and you would think that with that, I'd be getting more. Not so, the more I pay, the more I feel like I'm being infringed upon.

We are only supposed to have a 1% growth rate on the coastside. That is certainly NOT what is going on. The Hotels and Motels are not full as it is. There is no need for this and local "tax paying citizens" should be taken into consideration.

I oppose this 100%. And thank you for collecting everyone's viewpoints.

Best regards, Karin

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Karin C. Litcher  
klitcher@sbcglobal.net

"For myself I am an optimist - it does not seem to be much use being anything else" -  
Sir Winston Churchill

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**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
www.dot.ca.gov

**CITY OF HALF MOON BAY**

APR 26 2018

**RECEIVED***Making Conservation  
a California Way of Life.*

April 20, 2018

SCH # 2018032059  
GTS # 04-SM-2016-00166  
GTS ID: 1083  
PM: SM - 1 - 27.75

Mr. Art Henriques  
City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019

**Hyatt Place Hotel – Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR)**

Dear Mr. Henriques:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Hyatt Place Hotel (Project). In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the March 22, 2018 NOP. Additional comments may be forthcoming pending final review.

***Project Understanding***

Project proposes the construction of three-story hotel with related conference and kitchen facilities on a five-acre vacant parcel. There are two variants of the proposed project at this time, a one-building, three-story project variant proposes 141 guest rooms with up to 2,946 square-feet of conference meeting space with 18 percent building coverage and up to 195 parking spaces. A two-building variant proposes less conference meeting space and parking and a similar number of guest rooms. Parking exceeding the City's parking requirement is proposed and would be devoted to coastal visitors.

The project is located on a triangular lot bounded by State Route (SR) 1 and South Main Street. The project has four seasonal wetland features located along the western boundary of the study area as well as ruderal grasslands which potentially could meet the criteria for a California Coastal Commission one-parameter wetland feature. A bicycle/pedestrian path is proposed along

the westerly side of the property, setback from the wetlands area, and includes interpretative signage. Access to the site will be via two driveways located on Main Street.

### ***Multimodal Planning***

The project site is located adjacent to a SamTrans bus stop serving routes 17 and 18. Those routes provide low frequency service, the bus stops are unimproved, and the southbound stop does not have any sidewalk or waiting area. The project should include improvements to these stops including a paved waiting area for passengers and access to the project site. The Lead Agency should work with SamTrans to reduce headways on bus routes serving the project area.

The plans included with NOP show the proposed Class I trail on the west side of the project site with a meandering alignment. If feasible given the presence of wetland features, a more direct path would be preferred. Please also clarify the path of travel for cyclists and pedestrians accessing the coast from the project site. The plans also identify changes to the alignment of the SR 1/Main Street intersection associated with the Highway 1 Safety & Operational Improvement Project. The Lead Agency should ensure that appropriate impact fees and project coordination measures are applied. The project sponsor should also consider contributing to the construction of the Seymore Avenue to Miramontes Point Drive Segment of the Highway 1 Trail.

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches are consistent with MTC's Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

### ***Vehicle Trip Reduction***

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 5a: Rural Towns** where location efficiency factors, such as community design, are moderate to high and regional accessibility is low. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. The measures listed below will promote smart mobility and reduce regional VMT. Caltrans notes this project will include electric vehicle charging stations and excess parking for coastal access and suggests incorporating additional TDM measures.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Shuttles for guests to popular regional destinations and airports;
- Free bicycle rentals for guests;
- Real-time transit information system;
- Transit subsidies for employees on an ongoing basis;
- Charging stations and designated parking spaces for electric vehicles;

- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program for employees;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

### ***Impacts to State Route 1***

The portion of State Route 1 adjacent to the project site is eligible to be listed as a state scenic highway, and immediately south of the project site, SR 1 is officially designated as a state scenic highway. Please include this in your study of aesthetic impacts. For more information, see: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>.

So that Caltrans may determine the impacts to area intersections, please provide the 95<sup>th</sup> percentile queue analysis for existing, existing plus project, and cumulative plus project conditions for all alternatives for the following intersections:

- State Route 1 at:
  - Seymour Street
  - Poplar Street
  - State Route 92
  - Main Street-Higgins Canyon Road
- State Route 92 and Main Street

The project should determine if there is adequate storage capacity available for the turning and through movements at the intersections listed above, to determine if the queues spill back into upstream intersections or spill out of turning lanes into the SR 1 and SR 92 mainline through lanes. In conducting these evaluations, it is necessary to use Demand Volumes rather than output volumes or constrained flow volumes. Please also clarify the estimated percentage of project-generated trips that travel to the SR 1 and Main Street intersections.

There was a 2016 Traffic Impact Study for a previous iteration of a hotel project at this location. Because of changing conditions, traffic studies generally should be redone every two years to more accurately reflect conditions and impacts. The Traffic Impact Study provided to Caltrans in 2016 contained some inconsistencies, where the Study intersection lane configurations and project turn movement volumes figures 1-9 did not correspond to the intersection turn movement volumes. Please provide a current Traffic Impact Analysis and ensure this and other information is clear and correct.

The City has been updating the elements of its *General Plan* and has released the first public draft of the Circulation element, which is available at: <https://www.planhmb.org/reports-and-products.html>. References to and assumptions made about project impacts should be updated with this information, and should conform with the updated *Local Coastal Land Use Plan*.

Because of cumulative impacts to traffic at SR 1 intersections at Poplar Street and Seymour Street, project sponsors should share in the cost of future improvements to the intersections. Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation.

There is currently a SHOPP project known as EA 2K880 near the project location. The project will install six Bluetooth detection systems, five variable message signs (VMS), enable two changeable message signs (CMS), and three maintenance vehicle pullouts on SR 1. Please ensure that any necessary project coordination measures are taken to reduce potential conflicts during construction.

### ***Cultural Resources***

As part of the environmental review for this project, we recommend that the City of Half Moon Bay conduct a cultural resource technical study that at a minimum includes a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS), a field survey of the project area by a qualified archaeologist and a geoarchaeological sensitivity analysis.

Additionally, per the California Environmental Quality Act (CEQA) and Assembly Bill (AB) 52, we recommend that the City of Half Moon Bay conduct Native American consultation with tribes, groups, and individuals who are interested in the project area and may have knowledge of

**Tribal Cultural Resources or other sacred sites.**

If an encroachment permit is needed for work within Caltrans right-of-way, we may require that cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

***Hydraulics***

This new development will alter the paved and unpaved areas adjacent to SR 1 in the City of Half Moon Bay. The development may impact the existing drainage systems at SR 1. During Encroachment Permit review, the project will need to submit plan views, profiles, cross-sections, details of all drainage facilities, and hydrologic calculations showing before/after the development at this location.

***Lead Agency***

As the Lead Agency, the City of Half Moon Bay is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the state 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: Office of Permits, California DOT, 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/>.



Mr. Art Henriques, City of Half Moon Bay  
April 20, 2018  
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

APR 20 2018

April 18, 2018

Attn: Arthur Henriques  
City of Half Moon Bay  
501 Main St., Half Moon Bay, CA 94019

RECEIVED

Re: Proposed Hyatt Hotel on Hwy 1, South Main Street

As a resident of HMB for 18 years, I frequently drive Hwy 1 North and South, often taking the Main Street exit to Hwy 1 or the reverse. The proposed site and plan for the Hyatt Hotel has a number of serious problems for the community, despite the possible added revenue for the City in the form of TOT. Indeed, I have some major objections and one suggestion:

- This is the **southern gateway to HMB** that gradually leads into the residential and then shopping area. The two-story scale and expanse of the proposed hotel will dominate that entrance, blocking the hill view so valued by the community and visitors. The Fire Dept. tower is not a license to copy obstruction of the view; that tower for training could be a life-saver. I recognize the developer's attempts to mitigate the impact on the site and its surroundings. However, I do not understand a spread-out 2-story, 141+ room hotel and conference center with 195 parking spaces. In my view, it is in-your-face-HMB development of a beautiful area that could be put to uses more beneficial to HMB.
- **Vicinity/Neighborhood Degradation. Quality of life** for residents on South Main Street would be substantially degraded due to increased **traffic, air pollution and noise** from autos, trucks using the exit and from cars entering and exiting the hotel (141 cars!). Hotel heating, cooking, maintenance would add to the air pollution. Such pollution would also result from the months/years? of construction.
  - a. **Air pollution, noise, lighting, traffic.** Increased traffic on South Main into town will affect the entire neighborhood at all hours. On weekends, gridlock would be even worse than it is now, on Main St. and on Hwy 1. The merging of traffic from Higgins Canyon Rd (and access to Johnson House), South Main, S and N Hwy1, and parking lot exits should be an important concern for safety.
  - b. **Safety.** Just past the Repertory Theater, and behind, are **small homes, low cost family housing, senior housing and a school**. Please note that the presence of these communities is not completely shown on the published site plan.
  - c. Ocean View Housing for Seniors, Lesley Gardens Senior Housing, Mid-Pen Senior Housing, Senior Coastsiders, and Bloom Lane Senior Housing were erected on South Main for various reasons—little or no traffic was one of them. Quiet and accessibility were additional ones.
  - d. Behind these buildings on Arnold Way is Sea Crest School for K-8 grade children. Children also live and play in the surrounding houses. Seniors walk on Main St. to bus stops, shopping, and exercise. Some use wheelchairs, walkers, canes or crutches; some are not very spry to be able to get out of the way of intoxicated or sleepy travelers heading to/from the hotel and conference site.

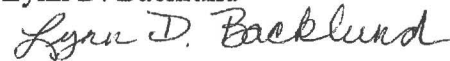
4/12/18

Mr. Henriques

I am writing to voice my concerns over the projected Hyatt hotel at Main and Hwy. 1. If our little town is in such great 'need' of another hotel, why not in the more commercial more populated northern end of town. Where there isn't the possibility of interacting and affecting some of our wetlands. Cameron's Best Western isn't even up and running yet, so we don't know what the occupancy percentage or vacancy quotient will be. And who wants to sleep in front of a firehouse, with engines and sirens going off at all times of day or night. Our southern rural and agricultural area should be maintained in its pristine natural state.

Thank you for listening to my take on this issue,

Lynn D. Backlund



CITY OF HALF MOON BAY  
COMMUNITY DEVELOPMENT DEPT.

APR 20 2018

**RECEIVED**




David Schorr  
423 St. Joseph Avenue  
Half Moon Bay, CA 94019  
650-726-2842

APR 20 2018

RECEIVED

April 20, 2018

Signed:



David Schorr

**Public comment on Notice of Preparation for the Draft Environmental Impact  
Report for project: Hyatt Place Hotel project**

Written comments follow.

Attachments:

1. Abandoned ag pond photos, hardcopy and electronic on thumb drive
2. Photos of inundation of parcel, winter 2016-17, electronic on thumb drive only
3. Coastal Commission letter to HMB City June 9, 2005, hardcopy and electronic on thumb drive

**-- Revised/Reduced Project alternative**

*In performing this investigation, the consultant must consider and present a Revised/Reduced Project alternative, to limit environmental impact, and reduce impact from significant levels. I strongly recommend that the reduced project alternative be proposed to conform to the minimum size, the smallest project which would satisfy concerns of investment backed expectations on the part of the developer. It is not the concern of the consultant or the Planning Commission whether the reduced project option would be what the developer wants, or is one that allows for maximum profit for the developer, or even whether or not a project of that size could or would be profitable – simply that it meet the criteria for allowing a level of development that would prevent a finding of government taking with regard to this parcel. Careful analysis to arrive at the appropriate project size to meet the minimum qualifications for conforming to investment backed expectations must be done, and should become the standard for environmental evaluation of future projects within the City.*

*The reduced project alternative will reduce negative impacts in most categories of concern – aesthetics, visual resources, greenhouse gas emissions, growth inducing impacts, traffic and circulation.*

**-- Project in context of General Plan Update**

The City is currently engaged in a General Plan Update, based upon Guiding Principles formulated by the General Plan Advisory Committee (GPAC). The project applicant is/was a member of GPAC, in clear violation of conflict of interest standards, as he had this proposed project before the Planning Commission while sitting as a member of GPAC. In that capacity, he was able to develop relationships and curry favor with members of the Planning Commission, City Council, and City staff. However, as a member of GPAC, it would be assumed that the project applicant would take to heart the Guiding Principles that he helped draft. It is therefore all the more shocking to see the size, scope, and negative impacts of this proposed project, when taken in the context of the General Plan Update Guiding Principle #1, the primary, most prominent portion of the document. Guiding Principle #1 text is quoted verbatim below, with highlights for emphasis.

***Maintain Half Moon Bay's small-town character and quality of life, and strengthen community connections through activities and improved public gathering places.***

*During community outreach, residents repeatedly mentioned the **small-town feel of Half Moon Bay**, as well as the close-knit, friendly, and engaged community. The small-town feel was discussed in connection to the **physical aspects of the town: Main Street, the small shops and old buildings, and that the town is quaint, rustic, and traditional.** It was also discussed in reference to the Half Moon Bay community; participants mentioned that everyone knows everyone, and that people care about one another and the town itself. Many said they liked the calm and safety of the town, and noted that it is family-friendly and a good place to raise children. Looking ahead, community members desire a path of careful and orderly growth that builds on the unique assets of Half Moon Bay, and **maintains its small-town character and cohesive community feel.** From a physical development perspective this means ensuring that development is appropriately scaled and in harmony with the small-scaled, low-rise, and fine-grained development pattern of the community; maintaining a reasonable pace of growth; and preserving the city's historic building stock, compact urban form, and surrounding farmland. Community connections will be enhanced through more public gathering places, including perhaps a "central" or "great" park for residents and visitors, and amenities and recreation for all, especially families and children; family-friendly activities and more events that connect residents to one another and foster community pride; a larger library; and greater community engagement and involvement in City activities.*

The proposed project is completely out of step with Guiding Principle #1, in its size and scope, and impact on visual resources, aesthetics, and other areas of impact. Although the GPU has not yet been adopted or implemented, and does not have the force of law, it can and should be taken as an indication of the current values and priorities of the local community, and the City government.

Additionally, Guiding Principle #2 summary reads as follows:

**Enhance the city's scenic visual quality and coastal landscape setting**, and ensure protection of environmental and surrounding agricultural resources through conservation and sustainable development.

*It is impossible to see the proposed project conforming to the values of Guiding Principle #2, due to its size, scope, massing, and visual impact.*

#### **WETLANDS ISSUES:**

1. Abandoned ag pond, circa 2006-2007. Photos attached to these comments (electronic photo file and hard copy) document the presence of an abandoned ag pond on the subject parcel which saw development of wetland features due to neglect. Plants, grasses, and trees grew there, apparently for a good number of years – it takes a lot of time for a 40-60 mil plastic pond liner to degrade to the point where it supports a small forest, as shown in the photos (detail shows stumps of removed trees). By anecdotal report, this pond was in the process of being cleared and filled without a permit by a prior owner, when it was brought to the attention of the City. An enforcement action may or may not have been initiated, and/or concluded. Historical research will need to be done on this issue, to see if prior existence of this wetland feature influences or restricts development on this parcel, or if an enforcement action was opened, and not concluded, how that may or may not influence development on this parcel.

2. Need to reevaluate/revisit wetland delineation: The wetland delineation study done, with site visits in mid- and late- June 2017 documented presence of several wetland areas which need protection (see point #3 following).

While that study does document some wetlands, the on site visits were done well after the rains for the season had ceased, and the parcel had substantially dried out.

Personal observation of the site, and photos taken, showed continuous inundation from November 2016 through April 2017 of larger portions of the parcel than documented in the study. I am aware that inundation does not automatically confer wetland status, but standing water for 5 months over large portions of the parcel suggest need for re-evaluation of the site. Inundation occurred as far as approximately 200 feet into the parcel, eastward from Highway 1. Persistent inundation was visible in areas far exceeding wetlands which have been delineated. Photos taken from the public roadway, attached to these comments, were done with a cell phone camera, and could not adequately capture the full extent of standing water visually observed – conditions apparent to the naked eye at the time. For example, to the naked eye, sunlight could be seen reflecting off standing water deep into the parcel (approximately 200'), over a large extent of the parcel (approx 25-30%) over a period of 5 months, continuously. However, that reflection, indicating standing water, could not be captured in the photos taken. Repeat visit and evaluation during the next rainy season would be required to verify and document. Additionally, on several occasions herons were observed hunting for food on the parcel, on one date, two birds at the same time. Herons do not hunt for food in

parking lots, they hunt in habitat that supports their food sources, which this parcel apparently is.

Based on photos taken, I would be happy to try to recreate a map of areas of persistent inundation for the biologist team if that would be of value.

Wetland characteristics were observed even though the property had been disked as ag land for many years. The study states: "Active agricultural practices have not occurred at the site since 2013". However, I do believe that disking (even absent active planting) has occurred since 2013, and the land was undisturbed only for a year prior to the June 2017 site visits. I request that a repeat study be planned and deferred for the next winter season, 2018-2019, to better evaluate wetland and habitat characteristics of this site.

3. Please see attached letter from Coastal Commission to City HMB, dated June 9, 2005, and enter it into the record for this project. This letter states and clarifies Coastal Commission regulations regarding wetlands in Caltrans right of way areas, affirms that single condition wetlands require protection, affirms requirement of a minimum 100 foot buffer around said wetlands, affirms prohibition of construction of bike and pedestrian path that would fill wetlands, states regulations and concerns re: ESHA's, and more. This letter clearly has direct bearing on the current project under consideration, but should also be considered by the City in evaluation of all other potential development projects.

Current plans submitted for this project allow development within the minimum 100 foot buffer on wetlands currently described, which is clearly impermissible. Delineation of further extent of wetlands would change the buffer zones required.

#### **COMMENTS ON SPECIFIC AREAS OF CEQA CHECKLIST:**

I. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista?

*Substantial adverse effect, which cannot be mitigated, in light of the size and massing of the buildings proposed. Blocking views of inland hills from Highway 1, viewed looking east and looking north and south, and blocking views of open fields and ocean looking west from Main Street. These are signature features of Half Moon Bay, and impacting them changes the experience of visiting and living in the town.*

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

*Significant adverse effect, , degrading existing visual character and quality of the site and its surroundings, which cannot be mitigated, in light of the size and massing of the buildings proposed.*

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

*Signage, parking lot lighting, safety lighting, room lighting will all adversely affect nighttime views in the area. Current conditions are pretty dark in that part of town, which is part of the inherent charm of a small town.*

#### IV. BIOLOGICAL RESOURCES:

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

*Unknown, but the EIR must consider these effects carefully, in light of the amount of wildlife which both resides and transits through this area, especially considering the presence of seasonal wetlands on the subject parcel.*

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

*Unknown, but the EIR must consider these effects carefully, in light of the amount of wildlife which both resides and transits through this area, especially considering the presence of seasonal wetlands on the subject parcel.*

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

*Unknown, but the EIR must consider these effects carefully, in light of the amount of wildlife which both resides and transits through this area, especially considering the presence of seasonal wetlands on the subject parcel.*

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

*Unknown, but the EIR must consider these effects carefully, in light of the amount of wildlife which both resides and transits through this area, especially considering the presence of seasonal wetlands on the subject parcel.*

VI. GEOLOGY AND SOILS. Would the project:

b) Result in substantial soil erosion or the loss of topsoil?

*Subject parcel has historically been used as prime agricultural farmland, even though it's zoning has been commercial. San Mateo County has identified farming as an activity of primary importance, to be given precedence and priority in any development consideration (Agricultural Awareness statement), and any loss of farmland and/or soil resources is a significant impact, which could not be mitigated if this project is built as presented.*

VII. GREENHOUSE GAS EMISSIONS.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

*Most certainly, a significant, and non-mitigable impact from the project as proposed. **Direct effects:** Industry statistics for a midsized, full-service hotel in a moderate climate (we satisfy all three criteria) is that a 141 room hotel would have the energy (electricity and natural gas) footprint of approximately the same number, 141, single-family residences. This would be a very dense development on a 5 acre parcel, with significant environmental impacts, and significant greenhouse gas emissions. **Indirect effects:** vehicle trips to and from this project when an operation contribute to greenhouse gas emissions. Growth inducing impacts and spinoff economic activity from operation of this project contribute to increased greenhouse gas emissions. Project analysis must consider the true cumulative impact of additional development in the context of climate change – our community has seen direct impacts of climate change and rising sea levels, increasing storm severity, with concomitant erosional activity, cliff*

*collapse, and loss of infrastructure in roads, bridges, utilities, and commercial establishments. ALL greenhouse gas emissions contribute directly and indirectly to impacts on the environment – that must be recognized, and acknowledged – and this project would have large amounts of greenhouse gas emissions, both directly and indirectly.*

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

*I am not familiar with the specifics of local and regional plans to address greenhouse gas emissions and climate change, but do know that San Mateo County is very progressive and aggressive on this front – again, consider the true nature of cumulative impacts. This topic must be addressed in the study.*

#### IX. HYDROLOGY AND WATER QUALITY.

Would the project:

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

*Converting farmland to commercial activity with 190 paved parking spaces, additional hardscape, and 100,000 ft.<sup>2</sup> of constructed building will substantially alter the existing drainage pattern of the site and area. Development of any size on this parcel, whether as proposed, or reduced as an alternative considered by the study, must be built to the most conservative standards for storm water management, that of allowing **no net off-site flow** of stormwater which would increase erosional patterns in downstream ditches and drainages, where the City already has significant infrastructure loss problems..*

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

*See comment to section IX(c). These impacts be studied and considered.*

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



*See comment to section IX(c). These impacts be studied and considered.*

X. LAND USE AND PLANNING. Would the project:

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

*I am not intimately familiar with the details of planning documents and regimes mentioned above, but it is painfully obvious that the development of this scale, in this location, is in direct conflict with the guiding principles of the General Plan Update (GPU) currently being finalized by the City to guide development over the next 40 years. Additionally, Coastal Commission regulations prohibit development which significantly impairs views of the inland coastal hills, ridgeline, or of the ocean. Depending on the vantage point, this development would negatively impact views (in other words, completely block) of all of those features. These issues must be studied in great detail, with comment as to the impact in light of the above mentioned regulations and jurisdictions.*

XIII. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

*Significant and non-mitigable impact is quite likely from a development of this scope – the project specifically proposes new business activities, seeking to draw additional tourist traffic to this area. Beyond the direct impact attributable to tourist activity on the project site, the additional visits will have impacts on traffic, parking facilities, and housing in that additional employees coming into this area where we already have very limited housing stock will need to find a place to live.*

XIV. PUBLIC SERVICES.

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?

Police protection?

Schools?

Parks?

Other public facilities?

*Likely significant and non-mitigable impacts from the project on this topic. Fire protection needs for a large commercial hotel development with associated conference center is a significant issue. Diverting resources to this project could deprive other areas of the community from protection. Likewise for police activity. Local parks would see additional impacts, with local parks including laptop areas, beaches, parking for same, and trails accessing those areas. Increased traffic resulting from this project's operation would lengthen response times from the fire station to any call they may have to go to, and worsening traffic lengthens response time for all emergency responders throughout the region.*

#### XV. RECREATION.

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

*The study must develop data on these potential impacts, due to create increased visitor traffic anticipated by this development.*

#### XVI. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways,

pedestrian and bicycle paths, and mass transit?

*This project must be evaluated in the context of level of service standards for existing roadways, and potential impact of estimated 1000 vehicle trips per day to and from this facility. Thorough traffic studies and modeling must be done.*

*Traffic impacts resulting from this project are both specific and cumulative, and significant in nature, and non-mitigable.*

*Traffic resulting from this project would be multiple vehicle trips per day per room, employee trips to and from work, supplier and service vendor trips to and from the site, as well as potentially hundreds of additional vehicle trips per day for attendees at the proposed conference center – all of these sources of traffic must be accounted for in the environment review.*

*Any proposals of shuttles must be evaluated in light of the data available from recent pilot projects of each shuttles in the City, which have since been canceled due to lack of ridership.*

*It must also be noted that the project applicant has made the patently absurd suggestion that this project will reduce traffic impacts. His logic is apparently that visitors who would otherwise drive to and from Half Moon Bay multiple times over the course of a single weekend (Saturday and Sunday) would instead be able to stay at this new hotel, thereby reducing traffic. This narrowly focused argument ignores the reality that hotel visitors rarely drive to their hotel parking lot and leave their car untouched for the duration of the vacation. Each hotel stay typically generates multiple vehicle trips per day – arrival, drive out for lunch, drive back from lunch, drive to the beach, drive back from the beach, drive out to dinner, drive back from dinner. Repeat that cycle the next day, and then leave town.*

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

*There are existing standards and regulations stating that development may not and must not outstrip existing road capacity – with our level of service standards already significantly degraded, and gridlock the most common feature throughout the region on the weekends, development of this size and scope would have significant, non-mitigable negative impact on these conditions.*

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm

equipment)?

*Significant and non-mitigable increase of hazards are certain to result from development of this project as proposed. All vehicle ingress and egress from the subject parcel would be directed to the two-lane Main Street, directly opposite a low income housing development occupied almost exclusively by minority community members. This is an area with many children walking, playing, running across the street, etc. The hazard is self-evident. Traffic flowing north on Main Street would encounter similar hazards. Traffic flowing south along Main Street to the intersection with Highway 1 runs into an intersection which is notoriously dangerous, with high-speed traffic running through it. The proposed traffic light for this intersection, while it may reduce some hazard, would contribute to congestion in this area, worsening other problems.*

e) Result in inadequate emergency access?

*The answer to this question is yes, significant, and non-mitigable. Already on the weekends, our roads are clogged to the point where emergency vehicle response time is significantly increased, reducing access to emergency services, with increased risk to human health. The significant increase in traffic from this proposed project directly adjacent to the fire station is of great concern. Additionally, it should be noted that the northbound stretch of Highway 1 from the project location North through Kelly, and on to the intersection with Highway 92 is one of the notorious chokepoints for traffic at commute hours, and for much of the hours on weekends. Adding additional vehicle trips in this specific location and area will have significant and non-mitigable impacts.*

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

*See response to section XVI (a)*

## **XVIII. UTILITIES AND SERVICE SYSTEMS.**

Would the project:

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

*Unknown to this commentor if it would exceed treatment requirements, but industry statistics for a midsized, full-service hotel in a moderate climate suggest water use of approximately 120 gallons per room (this water use is not all in the room, but the aggregate and averaged amount of water used for the entire facility, including rooms, common areas, and outdoor irrigation), therefore approximately 16,000 gallons per day of water consumed, and a substantial portion of that amount requiring wastewater*

*treatment. Local wastewater treatment facilities have had environment-damaging spills and discharges regularly over the past several years, with significant numbers of lawsuits, fines, and regulatory actions occurring as a result. Significantly increasing the burden on the wastewater treatment system would seem ill-advised. The burden this project would place on wastewater treatment facilities must be evaluated carefully in this investigation.*

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

*In light of the operational problems with the existing facilities, this additional input for wastewater treatment could well result in the need for expansion of existing facilities, which would need to be considered under separate environmental review. However, our existing wastewater treatment facility is located in an area surrounded by sensitive wetlands and riparian zones, and expansion of that facility would reasonably be expected to have negative environmental impact.*

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

*As noted elsewhere in these comments, drainage through natural, man-made, and altered natural drainages is already causing significant loss of infrastructure – paving 3 acres of land which is currently in agricultural use is reasonably expected to make this situation worse. Potential impacts must be thoroughly evaluated in this study.*

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

*In light of changing climate patterns, and the example of the recent five-year drought, which required significant reductions in water usage, increasing the need for water supply to the extent of 16,000 gallons per day seems ill-advised, and could reasonably be expected under future drought conditions to be a burden which our system cannot bear. The most conservative estimates going forward for water demand and supply must be utilized in analyzing this proposed project.*

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the

provider's existing commitments?

*This item must be examined carefully, in consultation with both water supply and wastewater treatment agencies.*

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

*This item must be examined and considered carefully, in consultation with the local solid waste disposal facility.*

#### XVIV. MANDATORY FINDINGS OF SIGNIFICANCE.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

*Yes, this project as proposed meets the criteria for having impacts that are individually limited, but cumulatively considerable; as well as having impacts that are significant all by itself. The size and scope of this project will have significant and non-mitigable impacts on visual resources, traffic and circulation, housing, growth inducing impacts, and greenhouse gas emissions.*

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

*As above in the response to XVIV(b), the contribution to global warming from this project will have adverse impacts on human beings, both directly and indirectly. This statement is substantially supported by the US Federal government's own endangerment finding related to carbon dioxide emissions, and impact on global warming/climate change. Additional impacts on humans include the loss of intrinsic value of the viewsheds and visual resources which will be impacted by this proposed project. Increased congestion, traffic, added pressure on housing stock and prices are also substantial adverse effects on human beings which will result from the proposed project.*

END OF DOCUMENT

*Printed on recycled paper*

## CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT  
45 PLEASANT, SUITE 2000  
SAN FRANCISCO, CA 94104-2218  
VOICE AND TDD (415) 596-5200  
FAX (415) 596-5400



June 9, 2005

Don Dakins  
Senior Planner  
City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019

RE: PDP-23-05, Bicycle and Pedestrian Trail within Caltrans Right of Way

Dear Mr. Dakins:

Thank you for the opportunity to comment on the proposed bicycle and pedestrian trail within the Caltrans right of way. We support the City's efforts to improve bicycle and pedestrian access and to reduce vehicle dependency and traffic impacts generated by local vehicle trips. The purpose of this letter is to address the biological resources issues regarding the proposed development. Despite conclusions in the biological report that excluded the four drainages found within the project area as LCP jurisdictional wetlands, it is Commission staff's position that sufficient evidence has not been provided to support the dismissal of the drainages as wetlands, and that there is a possibility that the proposed project is within 100 feet of a wetland, and therefore within the Coastal Commission's appeal jurisdiction pursuant to Section 30603(a) of the Coastal Act. At this time, Commission staff has the following comments regarding the proposal:

#### 1. Wetlands

The Biological Review performed by Biotic Resources Group concluded that the four drainage ditches on-site are not LCP jurisdictional wetlands based on the grounds that 1) the Coastal Commission guidelines exempt drainage channels, if constructed in upland areas, from LCP wetland requirements, and that 2) no wetland vegetation were found in the drainage ditches.

With respect to the Commission's Wetland Interpretive Guidelines, Commission staff would like to clarify that the Coastal Commission adopted the Guidelines to serve as a guidance document only for areas in the Coastal Zone without a certified LCP and that they were not intended to be used in post-LCP certified areas. The guidelines do not have the legal status of a statute or a regulation, and they do not define or modify the definition of wetlands under the certified Half Moon Bay LCP. As the Commission's Guidelines cannot be used to provide the wetlands exemptions for the constructed drainage ditches, the drainage ditches would be subject to review under the City's certified LCP wetland policies, if they meet the wetlands definition.

The Half Moon Bay LCP Zoning Code Sec. 18.38.020.E defines wetlands as follows:

*Wetlands. As defined by the US Fish and Wildlife Service, a wetland is an area where the water table is at, near, or above the land surface long enough to bring about the formation of hydric soils or to support the growth of plants which normally are found to grow in water or wet ground. Such wetlands can include mud flats (barren of vegetation), marshes, and swamps. Such wetlands can be either fresh or saltwater, along streams (riparian), in tidally influenced areas (near the ocean and usually below extreme high water of spring tides), marginal to lakes, ponds, and man-made impoundments. Wetlands do not include areas which in normal rainfall years are permanently submerged (streams, lakes, ponds, and impoundments), nor marine or estuarine areas below extreme low water of spring tides, nor vernal wet areas where the soils are not hydric.*

In addition, Section 18.02.040 states:

*Wetland: The definition of wetland as used and as may be periodically amended by the California Department of Fish and Game, the California Coastal Commission and the US Fish and Wildlife Service. [Emphasis added]*

Accordingly, Section 13577b.1 of the Commission's regulations states:

*Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats.*

The biological report indicates evidence of flow for the drainages but concludes that the drainages are upland habitat due to the absence of wetland vegetation. However, according to the above definitions for wetlands, especially the one in the Commission's regulations, the presence of any one of the three criteria (hydrology, hydric soils, and hydrophytic vegetation) should be used to delineate wetlands, and that the absence of one criteria (vegetation) does not mean that the other criteria are absent as well or that the area does not qualify as a wetland. As the applicant's biological report used vegetation as the sole indicator of wetlands and did not assess hydrology or soils, it has not adequately established the presence/absence of wetlands in the project area based on criteria required by the LCP. To analyze for consistency with applicable LCP wetlands policies, Commission staff recommends that the City request a wetland delineation based on the criteria in the LCP to determine the extent (if any) of wetlands in the project area and the extent (if any) of potential wetland impacts that would result from the proposed project.

If wetlands that meet the LCP definition were found, then construction of a bicycle and pedestrian path that would fill wetlands would not be a permitted use according to Section 18.38.080 of the Zoning Code that states:



### Wetlands

#### *A. Permitted uses*

1. Education and research.
2. Passive recreation such as bird-watching.
3. Fish and Wildlife management activities.

#### *B. Permitted uses with approval of a Use Permit*

1. Bridges.
2. Pipelines and stormwater runoff facilities.
3. Improvement, repair or maintenance of roadways.

## 2. ESHA

Your June 9, 2005 staff report states "While there was not any observances of wetland vegetation during the field survey, the recent occurrence of special status species must be assumed during the site analysis of any project that will have the potential to be within a close proximity to drainage watercourses—whether natural or constructed." It is unclear which special-status species is referenced in this statement, however, if any special status species is assumed to be present within and close to the drainages in the project site, then those drainages and any additional areas close to the drainages would qualify as environmentally sensitive habitat areas (ESHA) under the City's LCP Policy 3-1:

*Define sensitive habitats as any area in which plant or animal life or their habitats are either rare or especially valuable and as those areas which meet one of the following criteria: (1) habitats containing or supporting "rare and endangered" species ...*

*Such areas include riparian areas, wetlands, sand dunes, marine habitats, sea cliffs, and habitats supporting rare, endangered, and unique species.*

As the assumption of presence of special-status species leads to the designation of the drainages and areas close to the drainages as ESHA, the proposed project must then be reviewed for conformity with the applicable ESHA policies in the City's LCP. Under LCP Policy 3-4 only "resource-dependent or other uses which will not have a significantly adverse impact in sensitive habitat" would be permitted in an ESHA. Construction of bicycles and pedestrian trail would not be considered a resource-dependent use and would therefore not be allowable in ESHA under the LCP. Moreover, the California Court of Appeal (*Bolsa Chica Land Trust v. Superior Court* (1999) 81 Cal.Rptr. 850.) has confirmed that that impacts to ESHA from non-resource dependent uses are prohibited under the Coastal Act and corresponding LCPs.

If the City does not intend to consider all of the drainages and areas close to the drainages as ESHA, Commission staff then recommends that instead of assuming the presence of special-status species in all of the drainages, that the City request a more precise biological assessment to determine the presence or absence of special-status species in each of the drainages so that the



Letter to Districts--Bike/Pedestrian Trail  
June 9, 2005  
Page 4 of 4

extent of ESHA in the project area could be more accurately described and that the proposed development could be adequately evaluated for consistency with the ESHA policies of the LCP.

We hope that these comments are of assistance to your project review. Please contact me at (415) 904-5260 with any questions.

Sincerely,  
Signature on file

Yihlan Zhang  
Coastal Program Analyst  
North Central Coast District

Cc: Paul Nagengast, Half Moon Bay Public Works



Ag Pond detail ~ 2007



*Aq pond overview 2006*

Arthur Henriques  
City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019

April 4, 2018

Re: Public Scoping Comments for Hyatt Place Hotel

Hello,

My name is G. Maria dePunzio and I am a resident of Half Moon Bay residing at 732 Toulouse Ct., Half Moon Bay, CA 94019. I am a concerned citizen and would like the following issues addressed in the proposed project's EIR:

1. The EIR should include a detailed description of the project design, scale, site and project objectives. The description should include project compliance with the most recently adopted and any draft City, County, Coastal development plans. It should also include project background and analysis of the need for the project. (For example, how many tourist accommodations already exist or are planned in the area (hotel, motel rooms, B&B, air B&B, tent, and RV) as well as what are their current average and peak occupancy rates. A description of any proposed related projects should be addressed. Description of permit requirements is requested. Please also address approval processes and timing of the proposed project.
2. The EIR should explore alternatives to the currently proposed project and be analyzed for the same set of environmental issues. The alternatives to the proposed project should include:
  - a. A no project alternative
  - b. A reduced scale alternative
  - c. An alternative design relative to access (traffic) and aesthetics (height/scale/overall size)
  - d. Alternative sites for the proposed project.
3. The EIR should address the aesthetics of the proposed project that include visual simulation modeling for the proposed project and alternatives, as well as mitigation measures to reduce potential aesthetic impacts of the project on the visual setting.
4. A fundamental question that must be addressed is whether there are threatened or endangered species present in the proposed project area, and whether the project will affect those species. Also, what is the impact of increased tourism that the project brings on threatened and endangered species in the vicinity of the project? For example, will the increased number of tourists brought by the proposed project have impact on Snowy Plover breeding/population with increased foot traffic on the beaches?
5. What are the construction and operational impacts to air quality of the proposed project with respect to hotel construction, operation, and increased tourism and increased vehicular traffic.

6. The EIR should address the geologic, ground water and seismic setting of the proposed project and the regulatory framework relevant to the project including building codes.
7. Identify hazards associated with the construction/operation of the proposed project. Discuss safety and impacts of tourists crossing Highway 1 to reach the beaches when no safe pedestrian crossing exists at the proposed project site. Where will construction staging take place? How will the increased traffic/tourism caused by the proposed project affect Tsunami Evacuation routes? How will the increased traffic caused by the proposed project affect emergency response time by police, fire department, and paramedic?
8. Describe the surface and groundwater conditions on the site and applicable regulations related to surface and groundwater quality, and impacts of the proposed project on these. Describe the presence of wetlands on the site, the potential impacts of the project on these wetlands, and involvement of the California Coastal Commission.
9. Discuss current zoning of the proposed project site and compatibility of the proposed project with current land use planning objectives, how it fits in with the City of Half Moon Bay's General Plan, Local Coastal Program (that includes the Local Coastal Land Use Plan and Local Coastal Implementation Plan...both the existing plan and the draft in process. This should address local plans for tourism growth, hotel density and the effects of more hotels on all aspects of local life. Does the City of Half Moon Bay have a plan to maintain a balance between creating lodging for increased tourism and local life? Does the City of Half Moon Bay have a general plan element that addresses hotel development? Is there a plan for how the City of Half Moon Bay addresses hotel development as lodging proposals start to mount?
10. The EIR should answer questions related to the economics of the project that include, but not be limited to, what kind of revenue will be generated by the project for the local community? What kind of jobs will the proposed project create? How many employees will the proposed project employ? Where are the employees of the proposed project going to live? What impact will the proposed project have on the local economy?
11. Will the proposed project result in noise during the construction and operation, and how will this be mitigated.
12. How will the proposed project impact emergency response from the fire department located directly across the street? How will the increased tourism and traffic impact emergency services and response times?
13. The proposed project's impacts on transportation/traffic must be addressed in the EIR. How many more vehicles will be added to the roadway by the proposed project both during construction and after completion? How will the impacts to traffic of the proposed project be mitigated? The mitigation plan should include alternatives to personal vehicular traffic. Will the proposed project employ shuttles to transport tourists from the airport or other local tourist destinations?
14. The EIR should address impacts of the proposed project to utilities/service systems. How will the proposed project impact water supply, distribution and treatment? How will the proposed project impact wastewater collection, conveyance, and treatment? How will the proposed project impact solid waste collection/disposal? How will the proposed

project impact the electrical and natural gas supply? How will the proposed project impact the sewage system? How will the impacts to utilities/service systems be mitigated? What building efficiency standards currently exist, and will the proposed project go above and beyond current energy efficiency standards?

Thank you for the opportunity to comment,

G. Maria dePunzio



April 12, 2018.  
To: City Manager.

I protest against hotel development in area of Firestation.

- ① Main St intersections already heavily congested.
- ② Street parking along Main St. overloaded
- ③ Theatre Area compromised.
- ④ View from Johnson Home and area seriously destroyed.
- ⑤ Fire station activities compromised.

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**From:** Sarah Riitters  
**Sent:** Wednesday, April 4, 2018 10:15 AM  
**To:** Art Henriques  
**Subject:** Public input on proposed hotel

Hello,

My husband and I, along with our two teenage daughters, have lived in HMB for 15 years. During that time, we have seen the traffic problem go from "seasonal", to every single weekend, twelve months a year!

We live on Valdez Ave in HMB, and moving around by car, on a weekend evening, when the tourists are headed home, has become impossible. From 4:00 until well past sunset some evenings we are stuck. We are not able to go to the grocery store, not able to go to a pharmacy should someone have a minor emergency, not able to drop my child off at the High School for any sort of evening activity, unless we bike! Or, we're willing to sit in traffic for 60 minutes.

This has become a huge quality of life issue, as well as a safety issue. Please do not compound the problem by adding a hotel until you fix traffic and traffic flow!

Best,

Sarah Riitters



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**From:** kkoberna@comcast.net  
**Sent:** Monday, April 16, 2018 10:08 AM  
**To:** Art Henriques  
**Cc:** tobyj@coastside.net  
**Subject:** Proposed Hyatt Hotel

Good morning.

I would like to express my opposition to the proposed Hyatt Hotel and Convention Center.

To put such a large property in such a visible and tight location will cause endless traffic jams, dramatically reduce parking for theatre patrons, ruin the view of the southern entrance to Half Moon Bay and increase traffic on an already overcrowded Hwy One.

I am objecting, in particular, to THAT SPECIFIC LOCATION. I can't think of a worse place to put it. And, in no way should any height variances be given. That would just make it worse. We don't need or want tall buildings downtown – especially at the southern entrance. It would “hide” the jewel of old downtown from Hwy One drivers – who would just zoom past thinking it's a meaningless, corporate hotel zone. Downtown businesses are struggling enough as it is.

I realize the city might want the Occupancy Tax funds to support other functions. In this case, it's just not worth it.

Finally, we do not have a lack of available hotel rooms on the Coastsides, and do not need another property that will charge rates higher than those already here.

Thank you for your consideration.

Kristy Koberna  
650/759-1739

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**From:** Stuart Hansen  
**Sent:** Sunday, April 15, 2018 9:16 PM  
**To:** Art Henriques  
**Cc:** jchmb@aol.com  
**Subject:** Proposed Hyatt Hotel

Hello Arthur---I am very concerned about the impact this proposed hotel will have on our already crowded city. How did they get a development permit from the Coastal Commission? In addition, how could they possibly get enough water and sewer capacity for such an out-sized development? I vote NO. Stuart Hansen, HMB resident.

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From: Andrea Simspon  
Sent: Sunday, April 15, 2018 5:20 PM  
To: Art Henriques  
Subject: Proposed Hyatt Hotel

Dea Mr Henriques-

I am writing to you as a concerned citizen of Half Moon Bay. I am very much opposed to the proposed Hyatt Hotel that is slated for the area near the south end of Main St across from the Fire Department. As someone who lives at the south end of Main St, I live off of Arnold Way, I am impacted by traffic and am very concerned about the additional traffic that another hotel will add. I am already afraid that if my family needed to get out of the city in an emergency, we would be unable to with the traffic that we already have, not only in town but on Hwy 1 and Hwy 92. I am also not convinced that HMB needs another hotel, the area is not picturesque or ideal for hotel guests or a conference center, because, lets be honest, who wants to look at a car dealership, a fire station and a highway. There is nothing for hotel guests to walk to at this end of town as far as food, entertainment, etc. It's quiet and we want to keep it that way. Please also be considerate of the unnecessary strain on resources that are needed for a hotel, water being the most valuable, and the unnecessary impact on the environment and coast side infrastructure. The argument that this city needs another hotel is just ridiculous, there is no way that every room at the 10+ hotels/bed and breakfasts that are already here are full. The new Best Western will be the alternative to the argument that we need something affordable, compared to the Ritz.

We do not support this, the community does not support this and I hope that you and the city of HMB will not support this proposal either. Thank you for your time.

Andrea Simpson

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**From:** Paul Reidl  
**Sent:** Thursday, April 12, 2018 2:06 PM  
**To:** Art Henriques  
**Subject:** Proposed Hyatt Hotel

Dear Mr. Henriques,

I would like to comment on the proposed Hyatt hotel adjacent to the Ford dealership. These are my personal comments and not those of any organization or business with which I am affiliated or which I represent.

I live south of the proposed project. I cannot think of an uglier way to welcome visitors driving north on Highway 1 than a Hyatt hotel. Our "half moon" sculpture will be gone (as I understand it) and visitors will see a boxy hotel. Welcome to Santa Rosa ..... To me, that is a step backwards for the aesthetics of our community. We are a small town --- but visitors will first see a Hyatt hotel! So while I understand that the owner of the Ford dealership owns that land, putting a hotel there is awful in my opinion. Why not a park? (I know, there is no money to be made off of a park.)

On a more practical level, I do have some concerns:

- Where is the drainage/runoff going to go? We would now have a parking lot and building, with lots of toxic stuff being washed off of both. Is that going to be channelled into Wavecrest or the Seymour ditch? The latter goes right into the ocean and the City is currently struggling with a long term plan for the ditch. Having asphalt and concrete means that there will be more sheeting and even more water would go down the ditch. It will not go underground to the aquifer.
- There are seasonal wetlands ON THE PROPERTY! What about the critters who live there seasonally and what about the drainage from those? And what about the toxic run-off from the parking lot and the building? Kill the red legged frogs?
- The intersection of Higgins Canyon Road and Highway 1 is terrible for making a left turn. And I think that there is a proposed trail crossing there. A hotel with cars makes it much worse. Why not a stop light?
- Cyclists park on Main Street in this area so they can cycle around our community. Will that still be available?
- I have seen Great Blue Herons and Snowy Egrets on this site. Will a hotel adversely impact

them? Obviously, yes.

- What about Coastal Rep? Parking is always a challenge. Will this remove Main Street parking?
- Where is the water for the hotel going to come from? Crystal Springs? Is there enough capacity?
- Similarly, can the hotel power itself without fossil fuels in line with California's mandates to power everything by renewables?
- What about the impact of a Hyatt on our local B & B's? We have a wonderful B & B in town (Mill Rose) and many others. Why drive the stake into their hearts any further?
- And, of course, there is the traffic issue. More cars, more congestion, more pollution ..... is that what we really want as a community? I seem to recall that when the City started the revision of the General Plan this was a major concern from the survey. Maybe you should run this by the GPAC.
- And finally, we have a GPAC and have been reviewing the General Plan for a long time. How is this consistent with the General Plan, or, should this be put on hold until the Council approves a revised General Plan?

Thank you.

/paul/

Paul W. Reidl

**Law Office of Paul W. Reidl**

285 Troon Way

Half Moon Bay, CA 94019

01.650.560.8530 (o)

01.209.613.1916 (c)

[www.reidllegal.com](http://www.reidllegal.com)

@TMGuy

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**From:** heidigilmanbennett@gmail.com on behalf of Heidi Gilman Bennett

**Sent:** Monday, April 16, 2018 8:39 AM

**To:** Art Henriques

**Subject:** Proposed Hyatt Feedback

Greetings, Mr. Henriques --

I am writing to oppose the construction of the Hyatt at the intersection of Main St & Highway One. My concerns:

- Traffic on Seymour -- As a resident of Seymour St directly opposite the proposed new hotel, we already see a LOT of cut-through traffic on the weekends. These cars travel at high speeds down our residential street, which includes many children who play outdoors. I am concerned that the Hyatt will increase traffic on Seymour St.

- Traffic on Highway -- We look out our window every Saturday & Sunday afternoon / evening when it is not raining and see traffic lined up on Hwy 1 north. The line of cars stands nearly still waiting for the lights to change and to pass the 92 intersection. The line of car traffic on holiday weekends and when weather is warmer can easily extend past 10pm! It runs past Cameron's Pub, including passing the site of the proposed Hyatt. I am concerned that this hotel will increase the highway traffic, negatively impacting our tourist economy as well as the safety of residents who need to exit town, not to mention the negative impact on our environment.

- Pedestrian & Bike Safety -- Related, my children bike and walk to school, and our family bikes & walks every weekend. Crossing Highway One has always been dangerous, and I am concerned that this Hyatt will increase the significant risk.

- Infrastructure -- As a professional who works from home, I can attest that HMB is already suffering from poor infrastructure. Seymour St condition, which I know the city is aware of,

is an example. But also, mobile phone service & Internet is highly unpredictable compared to the Peninsula & SF. I am concerned that the Hyatt will further burden our already over-burdened infrastructure.

- Housing -- HMB is so short of housing for the families who live here & are desperately trying to stay. The proposed Hyatt takes up land that would be ideal for building additional housing. The city needs to address the housing issue for residents before approving additional tourist overnight housing. The impact on local residents of existing housing in the neighborhood will suffer re: parking and quality of life if the Hyatt is approved.

Particularly with the anticipated opening of the new Cameron's hotel, I am utterly unconvinced that this city needs an additional tourist hotel. While I do not categorically oppose new development, I worry that the city of HMB needs to catch up on the basics listed above before approving the building of additional new hotels.

Thank you for accepting these comments.

Best,  
Heidi

Heidi Gilman Bennett  
437 Seymour Street  
Half Moon Bay, CA

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**From:** accrawfd@aol.com  
**Sent:** Friday, April 6, 2018 5:14 PM  
**To:** Art Henriques  
**Subject:** Proposed Hotel at Highway 1 and Main Street

To Whom It May Concern

First of all, I feel putting a hotel at this location is a blight on the landscape. A visitor arriving from the south is already greeted by the fire department and a car dealership which surely isn't the image HMB is trying to project? Wouldn't it make sense to put something there that is attractive, inviting and a better invitation as to what HMB has to offer?

Secondly, has anyone contacted local hotels/motels and asked what the vacancy rate is. I drive past the motels on Highway 1 regularly and don't see much activity there. They have changed hands several times, why? Lack of patronage? With the new units at Cameron's, the south end of the town will become motel row, is that what we want here. The downtown area is already congested with traffic and putting a hotel in that location doesn't seem to make sense. Ingress and egress could create a problem with the already tedious journey into and out of town.

Thirdly, has anyone considered the impact on local resources. Most of us are paying four times what we used to for water and talking to CCWD the consensus is that this will only become worse. Now we want to put more strain on the water supply?

Fourthly, has anyone done a study on traffic in and out of HMB? Weekends and some evenings, the traffic is backed up south past Ocean Colony, what will happen if they have visitors going in and out of the parking lot right at the intersection of highway 1 and Main Street.

HMB has been my home almost 40 years but it is rapidly becoming a place I want to escape from.

A. Crawford



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**From:** Cara Schmaljohn

**Sent:** Friday, March 30, 2018 2:38 PM

**To:** Art Henriques

**Subject:** Planned Hyatt Build Hwy 1 and Main Street

I live in the south end of downtown Half Moon Bay and travel Main Street between Poplar and Hwy 1 several times a day. The only way into and out of this motel is on Main Street which can only mean creating unbelievable traffic. I am strongly opposed to this development at the current size it is planned. I also think this would be dangerous for the only fire station in this part of the coast.

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**From:** rjbuffin@aol.com

**Sent:** Tuesday, April 17, 2018 1:18 PM

**To:** Art Henriques

**Subject:** Objection to Proposed Hyatt hotel/convention Center Between Main Street and Highway 1

Mr. Arthur Henriques,

I object to construction of the proposed hotel and visitors center in the triangle of land located at the intersection of Seymour and Hwy 1 in Half Moon Bay.

The traffic that will be generated by guests of the proposed 148 room hotel and conference center will be significant and impose an overwhelming burden on the residents of our community.

The high, jr. high and elementary schools and the only grocery stores/supermarkets in our town are all located north of the site of the proposed hotel. The only way those of us who live at the south end of town can get to them is via hwy 1. Currently, north and south bound traffic along hwy 1 is very heavy and those of us living south of the proposed facility even now have difficulty getting our children to school and shopping for groceries. The additional traffic that would be imposed on residents of our city by the guests of the proposed 148 room hotel and conference center will be overwhelming and impose an extremely negative impact on vehicle traffic on Hwy 1 and on those of us who have to travel go north to shop for groceries and get our children to school.

Further, the increased traffic generated by guests of the proposed hotel and convention center will also likely cause north bound hwy 1 travelers heading for hwys 92 and 280 to

leave hwy 1 and cut through our neighborhoods in order to reach their destination faster and thereby impose a heavy burden on the quiet enjoyment of the residents of our city.

The increased traffic generated by guests of the proposed hotel and convention must also be considered in light on the traffic increase caused by the recently constructed Best Western Plus hotel located to the south of the proposed hotel's site.

The increased traffic generated by guests of the proposed hotel will also have a negative effect on our city's provision of emergency services to residents located to the north of the proposed facility as it will impede fire trucks and ambulances, whose stations are located south of that, in responding to calls for emergency services required by residents located to the north of that facility.

Further, the area where the proposed hotel and conference center is to be located are wetlands and contain several protected special plant species and is home to the San Francisco garter snake and the California red legged frog, both federally protected species. The traffic generated by the proposed hotel and visitors center will also have a negative impact on the wetlands that exist in the drainage area on the west and east sides of hwy 1 adjacent to where the proposed hotel will be located.

In addition, to the foregoing, the limited number of parking spaces at the proposed hotel and convention center will cause overflow parking in our neighborhoods adjacent to the site of the proposed hotel facility.

Thank you for considering my objections to the proposed hotel facility.

Very truly yours,

Robert Buffin

351 Magnolia Street

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**From:** Anne Adams  
**Sent:** Tuesday, April 17, 2018 8:19 PM  
**To:** Art Henriques  
**Subject:** NO to Hyatt

Anne Adams, PhD  
<http://integrality.co/>



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From: Hansen  
Sent: Monday, April 16, 2018 10:41 AM  
To: Art Henriques  
Subject: New Hotel

Hello Arthur---I am very concerned about the impact this proposed hotel will have on our already crowded city. How did they get a development permit from the Coastal Commission? In addition, how could they possibly get enough water and sewer capacity for such an out-sized development? Lets keep our lovely town navigable.

I vote NO.  
Carol Hansen, HMB resident.

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From: Art Henriques  
Sent: Sunday, April 15, 2018 7:30 PM  
To: Peggy vas Dias  
Subject: RE: New hotel plans— NO!!

Dear Ms. vas Dias,  
Thank you for your email which includes public scoping comments for the proposed Hyatt Place Hotel. Your input will be included as part of the record for the Notice of Preparation for the Hyatt Place environmental impact report (EIR). The City is in the early stages of gathering public input which will help guide the development of the Environmental Impact Report related to the proposed project.

We will make sure to add you to the email notification list for the Hyatt Place project, as well as for the Planning Commission agenda packet which may be of interest to you. You can opt out of that at any time.

Best regards,  
Art Henriques

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From: Peggy vas Dias  
Sent: Saturday, April 14, 2018 7:10 PM  
To: Art Henriques  
Subject: New hotel plans— NO!!

I'm very much opposed to the hotel plans for the south end of HMB. This town does not have the infrastructure to support such a development NOR do we need it. Hotel occupancy is never full here, and we do not need any more traffic on our streets/roads.

PLEASE DO NOT PERMIT THIS HOTEL TO BE BUILT IN HMB!!  
Peggy Vas Dias  
Erin Lane HMB

Sent from my iPhone

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**From:** Barbara Capers  
**Sent:** Wednesday, April 11, 2018 7:41 PM  
**To:** Art Henriques  
**Subject:** Hyatt proposal

Hello Mr. Henriques

The Hyatt proposal for HMB is too large for our community. Our roads and neighborhoods can't support something of this magnitude. Please help stop this project or greatly minimize the size of it.

Thank you,  
Barbara Capers  
Moss Beach, CA



Virus-free. [www.avast.com](http://www.avast.com)

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**From:** Barbara Kuposky Coastside  
**Sent:** Sunday, April 15, 2018 8:14 PM  
**To:** Art Henriques  
**Subject:** Hyatt Mess on Main and Hwy 1

Our aging sewer system will explode with this ugly-bugly unnecessary construction!

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**From:** Barbara Walt

**Sent:** Wednesday, April 18, 2018 7:45 PM

**To:** Art Henriques

**Subject:** Hyatt Hotel

Please, please don't let this huge hotel come to the Half Moon Bay - it will ruin our lovely, charming and peaceful coastside.

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**From:** sharon scott

**Sent:** Tuesday, April 17, 2018 8:06 PM

**To:** Art Henriques

**Subject:** hyatt hotel

NO NO NO this is truly disturbing that 1 family could impact  
the so. end of hmb . stop this please.

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**Total Control Panel**

[Login](#)

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From: Ted Let  
Sent: Monday, April 16, 2018 8:15 PM  
To: Art Henriques  
Subject: Hyatt hotel

I am voting against the new hotel on Main Street and Hwy 1. The main problem is the traffic flow in and out of town and on Hwy 1. Until the infra structure is improved we need to limit the development in our beautiful town.  
Marita Leth

Sent from my iPhone

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From: Michael Adler  
Sent: Sunday, April 15, 2018 8:32 PM  
To: Art Henriques  
Subject: Hyatt Hotel

Dear Mr. Henriques,

I find it disturbing that the prospect of this complex is being demonized with hyperbolic and inaccurate vitriol. This project is zoned for this location, it is as of right and perfectly sized with an elegant and sensitive design. I am hopeful that the powers that be in Half Moon Bay do not fall prey to the rampant nimbyism which is sadly being drummed up in social media. I bemoan the fact that our vibrant town center, for all intent and purpose, stops short at Main and Correias Streets and shuts down at close to 9:00PM. In large measure that is why we lost Cetrella, why Coastal Rep doesn't get the attention it deserves and why there are shuttered storefronts. The opportunity to have a vibrant and vital anchor to the south side of Main Street is just the catalyst needed to see more of that traffic staying around rather than HMB being just "on the way" to the beach.

Sincerely,

Michael W. Adler  
757 Arroyo Leon Drive  
Half Moon Bay, CA 94019

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From: Jeanne Stamates  
Sent: Saturday, April 14, 2018 3:24 PM  
To: Art Henriques  
Subject: Hyatt Hotel

Please, no Hyatt Hotel or any hotel on the property on hiway #1, this site could be better used for anything much more inviting to visitors and residents alike. We are losing the charm of our darling town.

Thank-you

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**From:** Art Henriques  
**Sent:** Sunday, April 15, 2018 7:28 PM  
**To:** Laurie Kehler  
**Subject:** RE: Hyatt hotel

Dear Ms. Kehler,  
Thank you for your email which includes public scoping comments for the proposed Hyatt Place Hotel. Your input will be included as part of the record for the Notice of Preparation for the Hyatt Place environmental impact report (EIR). The City is in the early stages of gathering public input which will help guide the development of the Environmental Impact Report related to the proposed project.

We will make sure to add you to the email notification list for the Hyatt Place project, as well as for the Planning Commission agenda packet which may be of interest to you. You can opt out of that at any time.

Best regards,  
Art Henriques

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**From:** Laurie Kehler  
**Sent:** Saturday, April 14, 2018 5:00 PM  
**To:** Art Henriques  
**Subject:** Hyatt hotel

As a nearly 20 year resident of Half Moon Bay, I can't stress enough NO! NO! NO! Don't allow this hotel on this location.  
Imagine the traffic issues with emergency vehicles trying to get through meandering guests at this end of town.  
Imagine the traffic combined with the new influx/building at Cameron's.  
Imagine the traffic which is already CRAZY.

Perhaps in Moss Beach? Montara?

Please don't put it there, this is just nuts. We have a unique, lovely, charming town. Please don't let money rule everything.  
Do not allow this Hyatt hotel in this location.

Thank you,  
Laurie Kehler

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**From:** kvbrasher@aol.com  
**Sent:** Thursday, April 12, 2018 12:49 PM  
**To:** Art Henriques  
**Subject:** Hyatt Hotel

Dear Mr. Henriques and Planning Commission,

I object to the construction of the Hyatt Hotel at the south end of Hwy 1 and Main St. "Visually", the sight of a very large hotel as you enter HMB would be disturbing to view. It just wouldn't go with it's surroundings. We are a small country town and this would alter it's character. It just wouldn't fit in that space.

There are other concerns, one being TRAFFIC. It's so bad now, especially on weekends. Having a hotel at that location would bottleneck Hwy 1 more. People would drive the side streets. I live in Arleta Park. This would impact our neighborhood.

Please consider my thoughts in making your decisions.

Thankyou,

Karen Brasher  
363 Magnolia St.  
Half Moon Bay, Ca. 94019

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From: Alondra B Sahagun C  
Sent: Monday, April 9, 2018 4:25 PM  
To: Art Henriques  
Subject: Hyatt Hotel: Public Comment

Good afternoon Mr. Henriques,

I moved to Half Moon Bay when I was five years old. I remember the lush vegetation and tall trees that could be found throughout the town, today much of that has disappeared and it greatly saddens me to see this. My family and I moved to Half moon Bay to get away from the city, we saw Half Moon Bay as the perfect town; it had all the commodities we could ask for, yet it was not a city environment. As the years have gone by I have observed how Half Moon Bay has transformed from a town into a small city. I have observed how our trees, plants, and fields have been developed, how our wild life has changed and become more scarce. I have seen how every year traffic becomes worse and no matter how many traffic signals are added, it remains the same; Half Moon Bay is not meant to be a crowded city but rather a town where people can enjoy the wonders of nature it possesses.

As our town transforms every year, it slowly loses its warm, comforting vibe that it once offered. While I am aware that some development is good for the town, as it brings in tourism and new community members, I don't believe the addition of yet another hotel will improve any situation. The Coast has many wonderful hotels already available, why keep destroying our lands and building up on traffic? I sincerely believe that people visit Half Moon Bay to get away from the city; Building another chain hotel would further move Half Moon Bay towards becoming a city. There's only so much the town can expand before it loses the roots it once had.

I appreciate you taking the time to read and consider my comment.

Thank You,  
Alondra Sahagun

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From: Michael Sherman  
Sent: Wednesday, April 11, 2018 5:35 PM  
To: Art Henriques  
Cc: [letters@hmbreview.com](mailto:letters@hmbreview.com)  
Subject: Hyatt Hotel

There's little to add to the list of impactful issues that were outlined in this week's HMB Review. I can only point to the "small town" that my wife and I grew up in: Santa Cruz...she was born there and my parents retired to Aptos later in life. Unfettered growth has resulted in a nightmarish plethora of problems. If you haven't tried to drive into SC at any time of the day, you'll see what I mean. More people means more support structures which leads to more people, ad Infinitum. Another hotel is just another foot in the door. This little town of ours simply cannot support more and more. We've been here since 1991, and have seen the steady growth that now threatens to overwhelm all our services. 100 rooms means more than 200 guests/people, it means support staff, replenishment service trucks and crews, etc. it means more dirt, trash, noise, exhaust fumes, impact on flora and fauna, and on and on. I'm not an environmentalist but believe I'm a realist. Think this over deeply and be prepared to explain to us all what really is the advantage.  
Capt. Michael Sherman, USN-Ret.

Sent from Capt. Mike's phone  
"Never regret anything that made you smile."

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**From:** Karen Shamban [mailto:karens55@yahoo.com]

**Sent:** Friday, April 13, 2018 12:20 PM

**To:** Art Henriques <AHenriques@hmbcity.com>

**Subject:** Hyatt Hotel project

Mr. Henriques: As an HMB resident, voter, and taxpayer, I'd like to weigh in on the Hyatt Hotel proposal with comments and questions.

1) There are several current hotel (and RV park) proposals for HMB and the towns just north of us. Has anyone looked at overall occupancy rates of existing properties, say from Montara south through HMB? Overall, do those rates show there is actual need/demand for hundreds more hotel rooms on the Coastsides? Surely this is an important question to be asked. We can't and shouldn't make decisions for HMB alone without understanding the interactions (traffic, crowding, noise) with our fellow towns and cities on the Coastsides.

2) How can we consider adding hundreds of hotel rooms (and the corresponding need for cars to get people here) without FIRST solving some of our horrendous traffic problems? All summer long and on sunny days throughout the year, the Route 1/Route 92/Main Street intersections are gridlocked. Not to mention traffic stopped traffic on 92 and 1. We can't keep adding traffic volume without finding some answers to these issues. It seems so simple that on busy weekends and holidays there should be police directing traffic at these intersections, preventing cars from blocking the intersections, which jams the traffic. Why isn't this being done? It might at least help.

I understand how difficult these issues are to solve, but truly believe that needs to happen before we consider adding hotel room density that may or may not be needed, along with the accompanying traffic. If we keep losing land and adding high-volume businesses, we are in danger of losing all of the things that brought us to the Coastsides in the first place. And once lost, these things—the land, the views, the accessibility—will be gone forever. Not everything should be for sale, because some things you just can't buy.

Thank you for listening.

Karen Shamban  
41 Patrick Way  
HMB

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From: Sean Pyle  
Sent: Wednesday, April 25, 2018 8:53 AM  
To: Art Henriques  
Subject: Hyatt Hotel and Convention Center

Dear Mr. Henriques,

My name is Sean Pyle and I have been a resident in Half Moon Bay for the last ten years. I am 15 years old

I am opposed to the construction of the Hyatt Hotel and Convention Center. These two structures are not appropriate in the location at south Main Street and Highway 1.

I also think that the traffic situation, that already exists, will become more congested. I often go between my house and Half Moon Bay High school (several times a day) and have experienced many traffic problems in this area. The traffic congestion is real.

I wonder why there is so few people on the coast that know about this project. Who has been notified? I asked my mother and father if they have been notified and they said they have not (even though we live a few blocks away from the proposed location).

Please do not approve the construction of this hotel and convention center.

Regards,

Sean Pyle

[seanpyle552838@yahoo.com](mailto:seanpyle552838@yahoo.com)

650-515-2414

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**From:** Sherry Kritzer  
**Sent:** Wednesday, April 11, 2018 10:07 PM  
**To:** Art Henriques  
**Subject:** Hyatt Hotel and convention center

This is to express my opposition to the placing of the Hyatt Hotel and convention center in Half Moon Bay.

Over the 28 years that I have lived on the coast in Moss Beach I have witnessed much growth and change in the character of our community. No longer is this a small, neighborly community nor would I consider the coastside such a desirable place to live, with no end in sight of the expansion of building. I am most concerned about MORE traffic generated by MORE visitors who would use this proposed hotel and convention center; about the impact on wetlands and our rapidly dwindling natural environment; and the increased demand for water (already limited by the current local population as well as by climate changes) and sewer expansion.

For the record, I cast my vote against this large development.

Thank you for the opportunity to comment.

Sherry Kritzer  
PO Box 938  
Moss Beach, CA. 94038

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**From:** Amber Stow  
**Sent:** Wednesday, April 11, 2018 10:27 PM  
**To:** Art Henriques  
**Cc:** Harvey Rarback  
**Subject:** Hyatt Hotel / Convention Complex Concerns

Dear Arthur Henriques:

Thank you for taking the time to read this. Although my husband's family has lived in this community for over 30 years, I am admittedly a recent resident of Half Moon Bay.

I believe that the Hyatt Hotel / Convention complex proposed at the intersections of (south) Main Street and Cabrillo Highway would cause too great a strain on our city's already strained infrastructure.

I grew up around coastal Southern California, and witnessed a sprawl of hotels, multi-use developments, and expansive suburban housing projects creep up the Ventura Freeway from the Greater Los Angeles Area. The town in which I grew up, Newbury Park, doubled in size when a large development was pushed through with little regard for the surrounding community and even less regard for the existing infrastructure. The sleepy town I grew up in, its historic businesses, winding bucolic roads and open fields are now gone, and in its place is a featureless city with highways and thoroughfares choked with traffic at all hours of the day.

I would be heartbroken if this were to happen here. If the six lanes of freeway in my home town are clogged day and night thanks to over-development, what would happen to Half Moon Bay?

When I first moved up here, I expected heavy traffic at Pumpkin Festival and on the hottest days in September. Now, less than a decade later, traffic clogs Highways 1 and 92 from April to November, complete with cars illegally and dangerously skirting through local gas stations to avoid the traffic lights, an increase in accidents, and a portion of 92, already strained by daily tourist and commuter traffic, that was washed away over a year ago and has yet to be repaired.

A three story, 141 room hotel would only worsen this. That would be at least 141 more cars *per day* on our (largely) undivided highways. To mitigate this, more stop lights would have to go in on Cabrillo Highway, further contributing to congestion on the Coastside.

I frequented Malibu in Southern California as a girl and a teenager, and hotels engulfed the area so quickly and roads there grew so bad that they have had to intermittently shut down parts of the Pacific Coast Highway for repairs, largely because of the volume of people traveling over those roads. The same thing is happening north of that in Ventura and Santa Barbara Counties, and now in San Luis Obispo County, where wear and tear on the roads mean slowing and construction from San Miguel to Santa Maria.

The proposed Hyatt Hotel is just more road and sewer impact than we as a community can absorb. If Half Moon Bay becomes an unpleasantly congested place to visit, then we will have less people wanting to visit and live here.

Please remember this letter as you evaluate the impact that the proposed hotel would have on our community. Please do not let Half Moon Bay become Malibu.

Best regards,

Amber Stow

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**From:** Lisa Forward  
**Sent:** Tuesday, April 3, 2018 9:32 PM  
**To:** Art Henriques  
**Subject:** Hyatt Hotel

Hi- my name is Lisa Forward and I was unable to attend the meetings regarding the possible Hyatt Hotel on Dunes Beach. I am emailing to respectfully request that this plan be denied. There are numerous reasons why this hotel is a terrible idea for our community.

Already our traffic is a total nightmare. Adding a hotel of this size on Hwy 1 will reduce it to even worse gridlock and will damage our community instead of helping it. I hear people say all the time that they can't visit or move here because of the awful traffic. This hotel will only make things worse.

There are a number of other things that could be done with this land that would benefit our community, instead of benefiting a hotel chain or single developer. Our town is more than a tourist trap. People LIVE here and our planning dept should be most concerned about the residents and their wishes and needs.

Much of what makes HMB wonderful is our open space and park land. Building a giant hotel will make our coastline look like LA and, ever so slowly, our coastline will diminish to become what many other cities look like--hotels lining the beaches and no natural beauty at all.

It's the spaces and the land that make us great! Even if something was built there, it could be something like a rec center mixed with park area with a low profile and green areas.

Please don't allow this to happen to our community! There will be no going back and it cannot enrich our community --it can only detract.

**Lisa Forward**  
**320 Bridgeport Dr**  
**HMB**