



# County of San Mateo

## Inter-Departmental Correspondence

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**Department:** PLANNING AND BUILDING

**File #:** 21-290

Board Meeting Date: 4/20/2021

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**Special Notice / Hearing:** 300 Feet  
**Vote Required:** Majority

**To:** Honorable Board of Supervisors

**From:** Steve Monowitz, Community Development Director

**Subject:** Public hearing to consider an appeal of the Planning Commission's decision to 1) adopt an Initial Study and Mitigated Negative Declaration, pursuant to the California Environmental Quality Act, and 2) approve a Coastal Development Permit, Use Permit, Design Review Permit, and Mobilehome Park Permit, pursuant to Sections 6328.4, 6267, 6268, and 6540 of the County Zoning Regulations, and a Grading Permit, pursuant to Section 9283 of the County Building Regulations (Division VII, Chapter 5), for the construction of a new 42-space Recreational Vehicle (RV) park, 8 tent camping spaces, plus a 1,065 sq. ft. shower and laundry building located on a legal 3.356-acre parcel. The construction of the RV park involves 4,500 cubic yards of cut and 4,575 cubic yards of fill. No trees are proposed for removal. The project is appealable to the California Coastal Commission.

**RECOMMENDATION:**

Public hearing to consider an appeal and uphold the decision of the Planning Commission to adopt the Initial Study/Mitigated Negative Declaration and approve the Coastal Development Permit, Use Permit, Design Review Permit, Mobilehome Park Permit, and Grading Permit by making the required findings and adopting the conditions of approval identified in Attachment A:

- A) Open the public hearing
- B) Close the public hearing
- C) Deny the appeal and uphold the decision of the Planning Commission to adopt Initial Study/Mitigated Negative Declaration and approve the Coastal Development Permit, Use Permit, Design Review Permit, Mobilehome Park Permit, and Grading Permit.

**BACKGROUND:**

Proposal: The applicant, Ron Stefanick of Point Pillar Project Developers, has submitted an application to construct a new recreational vehicle (RV) park, as a part of the Harbor Village development on a legal, undeveloped parcel at the west corner of the intersection of Cabrillo Highway (Highway 1) and Capistrano Road. The proposal reviewed by the Planning Commission on

December 9, 2020, included 47 RV spaces, 8 tent camping spaces, a 1,065 sq. ft. shower and laundry building, and one (1) 192 square foot trash enclosure building. During its review, the Planning Commission imposed additional conditions of approval that resulted in approval of a modified project; as approved and conditioned by the Planning Commission, the conceptual plan prepared by the applicant (Attachment D) includes 42 RV spaces and a relocated shower and laundry building. The construction of the RV park involves 4,500 cubic yards of cut and 4,575 cubic yards of fill. No trees are proposed for removal. The applicant proposes to enclose the RV park with a new split rail, natural-stained, 40-inch high wood fence.

The RV park would have an on-site manager available at all times to oversee the maintenance of the park and enforce rules and regulations, including those that pertain to trash and noise. Stays would be limited to no more than 28 consecutive days and 90 days annually per RV, as required by the policies of the Local Coastal Program (LCP). Customers who would like to use the tent camping spaces would be able to walk-in without a vehicle.

Report Prepared By: Ruemel Panglao, Project Planner

Applicant: Ron Stefanick

Owner: Point Pillar Project Developers

Location: 240 Capistrano Road, Princeton

APN(s): 047-081-430

Size: 3.356 acres

Existing Zoning: CCR/DR/CD (Coastside Commercial Recreation/Design Review/Coastal Development)

General Plan Designation: Coastside Commercial Recreation (Urban)

Local Coastal Plan Designation: Coastside Commercial Recreation

Sphere-of-Influence: Half Moon Bay

Existing Land Use: Vacant; the parcel has been previously used for temporary events such as pumpkin sales during annual holidays and as overflow parking for the adjacent commercial development.

Water Supply: Coastside County Water District

Sewage Disposal: Granada Community Services District

Flood Zone: FEMA Flood Insurance Rate Map designation indicates parcel as Zone X, Area of Minimal Flooding, Community Map No. 06081C0138F, dated August 2, 2017.

Environmental Evaluation: An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for this project and was circulated from September 18 through October 18, 2019. Further

discussion is provided in Section E of this report.

Setting: The undeveloped site is located at the corner of Cabrillo Highway and Capistrano Road. The area to the north contains commercial uses and the area to the northwest contains agricultural land. A parking lot for Pillar Point Harbor is located to the southeast. The areas to the southwest contain commercial uses, anchored by the Oceano Hotel.

Chronology:

| <u>Date</u>       | <u>Action</u>   |
|-------------------|---|
| August 9, 2017    | -Application for a 50-space RV park submitted. Staff reviews and routes the application to applicable review agencies and begins environmental review of the project.   |
| November 8, 2018  | -The County retained a traffic consultant (DKS Associates) to conduct a peer review of the applicant's traffic impact analysis prepared by Hexagon Traffic Consultants (Hexagon TIA).   |
| January 5, 2019   | -The project's compliance with the state's Model Water Efficient Landscape Ordinance (MWELo) was confirmed by the County's MWELo consultant.  |
| January 28, 2019  | -In its peer review, the DKS Associates found the applicant's revised traffic impact analysis prepared by Hexagon Traffic Consultants' sufficient.  |
| June 20, 2019     | -Applicant submitted an archaeological report for review after the Northwest Information Center of the California Historical Resources Information System determines that archaeological resources may be at the subject site.  |
| August 18, 2019   | -IS/MND was posted with the State Clearinghouse, County Clerk and on the Planning and Building Department's website. The 30-day public review period begins.  |
| October 17, 2019  | -The California Coastal Commission requested a 6-day extension to provide comments on the IS/MND.   |
| October 24, 2019  | -End of public review period for IS/MND.  |
| November 26, 2019 | -A conceptual design for the laundry and shower building was submitted. These plans were submitted in response to building code requirements which require additional toilets, lavatories, and showers.   |
| December 11, 2019 | -The Planning Commission held a public hearing and the applicant requested a continuance in order to address issues raised regarding the preservation of ocean views, a requested reduction in the number of spaces, and the use of non-native and invasive plant material in the landscape plan. |
| July 29, 2020     | -The applicant submitted a revised proposal of a 47-space RV park for review.   |

- December 9, 2020 -The Planning Commission held a public hearing and approved the project in a 3-2 vote, with conditions requiring relocation of the laundry/shower building closer to Capistrano Road, reduction of the size of the existing sign structure, and replacement of 2 RV spaces with landscaping.
- December 14, 2020 -The applicant (appellant) submitted an appeal of the Planning Commission approval to the County (Attachment I).
- January 24, 2021 -As requested by staff, the applicant submitted a conceptual design of the RV park with 42 RV spaces, reflecting the project as approved and conditioned by the Planning Commission.
- April 20, 2021 -Board of Supervisors public hearing of the project.

## **DISCUSSION:**

### **A. PLANNING COMMISSION ACTION AND SUBSEQUENT APPEAL**

After the project was continued at their December 11, 2019 meeting, the Planning Commission considered the project at its December 9, 2020 meeting, and, by a vote of 3-2, approved the project with conditions requiring relocation of the laundry/shower building closer to Capistrano Road, reduction of the size of the existing sign structure, and replacement of 2 RV spaces with landscaping (decision letter is included in Attachment G). Prior to the Planning Commission meeting, Planning staff received comment letters from members of the public, with 1 letter in support and 2 letters in opposition of the project. At the Planning Commission meeting, 12 members of the public commented on the project, 6 in support and 6 in opposition of approval. On December 14, 2020, Planning staff received an appeal filed by the applicant (appellant), challenging the Planning Commission's conditions of approval imposed on the project.

### **B. APPELLANTS' MAIN POINTS OF APPEAL**

The following discussion is a summary of the major points of the appeal. Many of the points reference findings made by the Planning Commission, which are listed and included in the decision letter (Attachment G). The major points of the appeal, followed by staff's response, are described below:

1. The appellant asserts that the Planning Commission's addition of Condition 21(a), which requires the relocation of the laundry/shower building from the northern corner of the site to Capistrano Road, would make the project less aesthetically pleasing, would reduce access to the laundry/shower building for tent campers, and is not necessary due to the existing line of Monterey Cypress trees along the highway. As conditioned by the Planning Commission, the laundry/shower building would be relocated from the northeastern portion of the property (as shown in Attachment C) to the end of the upper interior row of parking spaces closest to Highway 1 and Capistrano Road, as shown on the conceptual site plan (Attachment D). With respect to site circulation, the Appellant states that the conditioned design would require tent campers with potential accessibility issues to cross a drive aisle to reach the laundry/shower building and that the building will be in front of RVs backing into and pulling out of their spaces. The appellant states that the Planning Commission's desire to relocate the laundry/shower building to provide landscape screening of upper row RVs is unnecessary as screening is provided by the

large Cypress trees along Cabrillo Highway (Highway 1) and by the tents and landscaping from Capistrano Road. The Appellant states that the associated loss of 5 RV parking spaces (spaces 31, 32, 45, 46, and 47) would significantly reduce the profitability of the project.

Staff's Response No. 1: As noted by the appellant, screening of the project is provided by the existing large Cypress trees along Cabrillo Highway. These trees screen the project from southbound views. Landscaping proposed by the applicant will partially screen the site from northbound views. This partial screening will be enhanced by the increased landscape area required by the Planning Commission. The laundry/shower building's relocation would provide opportunities for additional landscape area adjacent to the building that can be utilized for higher growing plant material, such as trees, to further enhance the screening of the RVs in the upper interior row and, particularly, to further enhance screening of the project from the northbound lanes of Highway 1.

The appellant asserts that the relocation of the laundry/shower building is less aesthetically pleasing than the originally proposed location at the northern corner of the site. Cabrillo Highway is a designated County scenic route at this location and thus warrants additional visual resource protection. The conditioned building location would remain outside of the proposed Clear View Easement as viewed from Cabrillo Highway and therefore would not obstruct ocean views from the scenic highway. The Clear View Easement is further discussed in Section C.1.b of this report. In the conditioned location, the building would comply with County policies pertaining to visual resources, as discussed in Section C.2.d, as screening of the building from views along Cabrillo Highway would be increased both by the line of mature Cyprresses along the eastern property line adjacent to Cabrillo Highway and by additional landscaping provided in the additional 2 eliminated RV parking spaces (spaces 14 and 30). In addition, in the conditioned location, the project meets the required findings for the Design Review Permit, discussed further in Section C.5 of this report.

Regarding the loss of RV parking spaces, while the building relocation would result in the loss of 5 spaces (spaces 31, 32, 45, 46, and 47) and an additional two spaces for landscape screening from Capistrano Road (spaces 14 and 30), staff notes that there would be a net loss of 5 parking spaces based on the presented conceptual site plan (Attachment D), as spaces 41 and 42 on the northeast corner of the property are regained in the relocation of the building. Additionally, staff believes that additional RV spaces (potentially up to 3 spaces, for a total capacity of 43 to 45 RV spaces) could be gained with the additional review of space efficiencies of the site plan by the applicant. The plan can continue to be modified, including the number of spaces, so long as it complies with the Planning Commission's approval, including conditions.

Regarding the appellant's pedestrian and vehicular circulation concerns, the Building Inspection Section has reviewed the plans and determined that, with the introduction of additional pathways, the proposed new location of the building can meet the relevant ADA requirements. Conditions 58 through 63 have been added to ensure compliance with relevant ADA requirements. The project will be required to meet all relevant building and accessibility codes at the building permit phase. In addition, the relocation of the building presents a substantially shorter path to the accessible tent spaces and also addresses previous concerns from staff and the County Arborist that the construction of the proposed accessible path in the initial design could negatively impact the viability of the

mature Cypresses along Highway 1 by way of root loss and damage. The project, as conditioned, would not require the disturbance or alteration of the Cypress trees along Highway 1, increasing tree protection and decreasing possible risk of tree failure from root cutting associated with project implementation.

2. The appellant asserts that the Planning Commission's addition of Condition 21(c), which requires the reduction of the size of the existing sign structure at the corner of Capistrano Road and Highway 1 to a maximum of six feet high and nine feet wide is overreaching in that the sign structure is not part of the scope of the project. They state while a panel would be added to the sign structure for the RV Park, that the existing sign structure is not a part of this project as it was approved at the time of the development of the Harbor Village development.

Staff's Response No. 2: The sign was originally approved with the Harbor Village Development under a Coastal Development Permit (CDP 88-46), Use Permit (UP 88-6), and Minor Subdivision (SMN-89-9). Modifications to the sign were approved in February 2015 under a Coastal Development Permit Exemption (PLN 2015-00058). The existing sign structure is 21 feet 10 inches tall and 15 feet 1 inch wide. Condition 21(c) would require replacement of the existing sign structure with a shorter, six-foot high and nine-foot-wide monument sign. The existing sign structure is located within the property boundaries of the project site and additional signage panels were proposed to be added to the structure to show the RV park as a tenant within the Harbor Village development.

In the review of the proposed development, staff and the Planning Commission considered visual impacts of the existing sign structure and the proposed RV park as a whole. As the existing sign structure is located in the proposed Clear View Easement, it was found that reducing the size of the sign structure would further minimize visual obstructions within the proposed Clear View Easement area, subsequently restoring ocean views from Cabrillo Highway. This maximizes the objectives of the relevant General Plan, Local Coastal Program, and Design Review Regulations as discussed in Section C of this report. The replacement of the taller sign with a monument sign would make the signage style consistent with the monument sign for the development found at the northern corner of the intersection of Capistrano Road and Pillar Point Harbor Boulevard.

3. The appellant asserts that the Planning Commission's addition of Condition 21(b), which requires robust landscape screening at the end of the lower interior row of RV parking spaces closest to Capistrano Road by eliminating two RV spaces at the end of the row, is unnecessary as adequate landscape screening from viewing locations along Capistrano Road is provided in the initial design and the loss of spaces further reduces the profitability of the project.

Staff's Response No. 3: The condition requires the elimination of spaces at the end of the lower interior row (spaces 14 and 30) as shown on the conceptual site plan (Attachment D). As discussed in Section B.1, RV spaces 31, 32, 45, 46, and 47 were eliminated to accommodate the relocation of the laundry/shower building, resulting in a net loss of 5 RV spaces. As noted above, staff believes that the conceptual plan could be modified to provide up to 3 additional RV spaces, potentially reducing the net loss of RV spaces. The relocation of the building provides the opportunity for further landscape screening adjacent to the building.

The landscape proposed in the initial design for the end of the lower interior aisle includes a selection of perennials and evergreen shrubs. The elimination of spaces 14 and 30 at the end of the lower interior row will provide increased area for landscaping, allowing for larger, taller growing plant material, such as trees, to be installed in areas outside of the Clear View Easement area. This will be of particular benefit to views from Capistrano Road and northbound Highway 1. To note, every other landscape island in the interior of the site proposes a tree except for the one located at the end of the lower interior row; in addition to providing increased screening, the condition also presents an opportunity for more continuity in the landscape design.

4. The appellant contests the Planning Commission's addition of Conditions 21(a) and 21(b) in that they require the elimination of a net five (5) RV spaces, additionally stating that two (2) spaces will be allocated to the on-site managers. They state the economic feasibility of the project is questionable with the reduction in spaces.

Staff's Response No. 4: As noted above in Section B.1, staff believes that additional RV spaces could be gained with the additional review of space efficiencies of the site plan by the applicant, resulting in a total net loss of 2 to 4 RV spaces rather than 5. The conceptual plan can continue to be modified so long as it complies with the Planning Commission's approval, including conditions. Additionally, during the Planning Commission hearing, it was stated that a nearby RV Park (Pillar Point RV Park) owned by the same property owner has 40 spaces and is economically viable.

## C. ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE COUNTY POLICIES AND REGULATIONS

The following is an analysis of the project's compliance with all applicable County regulations, policies and standards:

### 1. Conformance with the General Plan

Upon review of the applicable provisions of the General Plan, staff has determined that the project complies with applicable General Plan Policies, including the following:

#### a. Soil Resources

Policy 2.17 (*Regulate Development to Minimize Soil Erosion and Sedimentation*) requires that development minimize soil erosion and sedimentation, including, but not limited to, measures which consider the effects of slope and the stabilization of disturbed areas. The site has a moderate slope of 2 percent, from the property line along Cabrillo Highway (Highway 1). The construction of the RV park involves 4,500 cubic yards of cut and 4,575 cubic yards of fill. The nearly balanced earthwork is necessary in order to flatten the site and to provide on-site bio-retention systems to treat project stormwater runoff, as required by the Municipal Regional Permit (MRP). Total land disturbance is 2.9 acres. Conditions 29, 30, and 37 (Mitigation Measures 2, 3, and 10, respectively) provide measures to minimize erosion and sedimentation during project construction activities.

#### b. Visual Qualities

Policies 4.15(a) (*Appearance of New Development*), 4.22 (*Scenic Corridors*), and 4.36 (*Urban Area Design Concept*) require development in urban areas to promote and enhance good design, siting, site relationships, and other aesthetic considerations which should protect the visual quality of the scenic corridor and maintain the character of development. The proposed project is located within the Cabrillo Highway County Scenic Corridor. The architectural elements and exterior materials and colors proposed for the one-story 1,065 sq. ft. laundry and shower building, one (1) 192 square foot trash enclosure, and new 40-inch high split rail wood fence work to enhance the overall design of the RV park in conjunction with the proposed landscaping. The height of the proposed laundry/shower building is 11 feet 10 inches, which is below the maximum height of 28 feet.

While the existing views to the Pacific Ocean from Cabrillo Highway are minimal with intervening commercial development, such views would be preserved when considering the proposed development. Existing views are shown in Attachment J. To ensure no new obstructions to the view corridor in the future, Condition No. 3 requires a Clear View Easement with a 5-foot height restriction to prevent the obstruction of views by elements such as structures and landscaping that are not already included in the proposed plans in perpetuity (Attachment E). Condition of Approval No. 3 requires the applicant to submit a Clear View Easement with a 5-foot height restriction for the Director's approval and record the easement prior to issuance of a building permit. The 5-foot height was selected in consideration of the lower grade of the site relative to Cabrillo Highway as well as to accommodate tents and parked cars.

Overall, the project has been reviewed against the applicable Design Review guidelines and regulations and has been found to conform to those standards. Further discussion can be found in Sections C.2 and C.5 of this report.

c. Park and Recreation Resources

Policy 6.30 (*Minimize Traffic and Litter Problems*) encourages recreationists to properly dispose of litter in recreation facilities. The conditioned design proposes one roofed, 192 square foot trash enclosure. The proposal also includes an on-site manager present at all times to monitor the RV Park and to enforce applicable policies related to litter (Attachment H).

2. Conformance with the Local Coastal Program

A Coastal Development Permit is required pursuant to Section 6328.4 of the Zoning Regulations for development in the Coastal Development (CD) District. The parcel is located in the Cabrillo Highway County Scenic Corridor. Because an RV park is a conditionally permitted use in the Coastside Commercial Recreation/Design Review (CCR/DR/CD) zoning district, as discussed in Section 4 of this report, the project requires a Use Permit and is therefore appealable to the California Coastal Commission.

Staff has determined that the project is in compliance with applicable Local Coastal Program (LCP) Policies, elaborated as follows:

a. Locating and Planning New Development

Policy 1.3 (*Definition of Urban Area*) recognizes that in the creation of the urban/rural boundary, some land has been included within the urban boundary which should be restricted to open space uses and not developed at relatively high densities, such as lands containing prime agricultural soils and sensitive habitats.

In addition to the subject parcel, the developed area of Princeton and a large portion of the Harbor District property to the southeast also contain prime soils. The subject parcel has been disturbed by temporary events including pumpkin sales and overflow parking uses and has not been farmed in the recent past. Also, the project site is zoned Coastside Commercial Recreation and is similarly designated in the General Plan and Local Coastal Program. Listed permitted uses of the zoning district do not include an agricultural use. In an effort to make use of the potential prime soils available, the Planning Commission added a condition (Condition No. 21(d)) that prime agricultural topsoil from the site be preserved and reused as much as possible. The parcel is not subject to an existing Open Space Easement. The proposed RV park use is not considered high density development. Further discussion can be found in the IS/MND (Attachment H).

b. Public Works

Policy 2.43 (*Desired Level of Service*) considers Service Level D acceptable during commuter peak periods and Service Level E acceptable during recreation peak periods. Policy 2.52 (*Traffic Mitigation for all Development in the Urban Midcoast*) requires a traffic impact analysis for new development that accounts for cumulative effects along with any future planned projects. A Traffic Impact Analysis (Hexagon TIA), dated January 18, 2019, was prepared by Hexagon Transportation Consultants, Inc. for the project, and peer-reviewed for the County by DKS Associates. According to the Hexagon analysis, the proposed development would generate a total of 20 trips (7 incoming and 13 outgoing) during the AM peak hour, 25 trips (16 incoming and 9 outgoing) during the PM peak hour, and 24 trips (11 incoming and 13 outgoing) during the Saturday midday peak hour.

The Hexagon analysis determined that under all scenarios with and without the project, the signalized study intersection, Cabrillo Highway (SR 1)/Capistrano Road, would operate at an acceptable level of service (LOS C or better, with each individual movement operating at LOS D or better) during the AM, PM, and Saturday midday peak hours. In addition, the analysis results show that under all scenarios with and without the project, the two-way stop-controlled study intersection would operate at LOS C or better during all peak hours. The analysis indicates that vehicles on the stop-controlled approaches (Pillar Point Harbor Boulevard and the Shoppes at Harbor Village private driveway) would experience minimal increases in delay with added project traffic.

On January 28, 2019, in its peer review of the Hexagon TIA, DKS Associates found the Hexagon TIA to be sufficient. Review of the Hexagon TIA by the Department of Public Works is not required as the project does not meet the 100-vehicle trip threshold for significant adverse impact on traffic conditions in San Mateo County per the 2013 Traffic Impact Study Requirements. Since the Hexagon TIA was

prepared, the amount of proposed spaces has decreased which will ultimately reduce the number of trips even further.

Additionally, the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts states that land use projects "may be assumed to cause a less-than significant transportation impact" if they generate or attract fewer than 110 trips per day.

c. Agriculture

Policy 5.22 (*Protection of Agricultural Water Supplies*) requires the protection of agricultural water supplies. There is no well currently on the parcel.

d. Visual Resources

Policies 8.12(2) (*General Regulations*) and 8.32 (*Regulation of Scenic Corridors*) require the application of Section 6565.17 (Design Review Districts) of the Zoning Regulations and the design criteria set forth in the Community Design Manual for all development in urban areas of the Coastal Zone, as discussed below:

(1) Design Review District (Section 6565.17) and Community Design Manual standards:

Paved Areas, Landscaping, and View Preservation

Paved areas should integrate into the site, relate to any existing and proposed structures, and include landscape areas to reduce visual impact from residential areas and from roadways. Public views from public roads and along scenic corridors must be protected.

The asphalt-paved areas are limited to the drive aisles. In an effort to minimize impervious surfaces, the parking areas would utilize pervious pavers. The applicant has proposed multiple landscaped areas with significant vegetation inside of the park and along the perimeter to visually soften views of the project.

Due to the presence of intervening trees and development, including mature Monterey Cypress trees along Cabrillo Highway, various mature trees spread throughout Pillar Point Harbor to the southeast, and the one- and two-story commercial structures to the southwest, public views of the Pacific Ocean are substantially blocked from viewing locations at the site and the portion of Cabrillo Highway which fronts the project site. When driving along Cabrillo Highway closer to the corner of Capistrano Road and Cabrillo Highway, there is a narrow viewshed of the Pacific Ocean which has the potential to be impacted by the project. To ensure minimal blockage of this view, proposed landscaping is limited to groundcover and low-growing shrubs at the corner of Capistrano Road and Cabrillo Highway and along the entire stretch of Capistrano Road adjacent to the property. In addition, no RV parking spaces are proposed along the Capistrano Road side of the property to further minimize view blockage. As part of the project scope, the existing grade level would be lowered by approximately 1-foot relative to the elevation

of the adjacent Cabrillo Highway, further minimizing the effects of any views being blocked by vertical elements. Also, as discussed in Section C.1 of this report, a Clear View Easement in this viewshed area is required to prevent future visual obstructions that are not included as part of the current plans.

In addition, further ocean views will be restored through the reduction in height of the existing sign at the corner of Cabrillo Highway and Capistrano Road as required by Condition No. 21(c).

### Signs

Signs should be simple, well designed and constructed of materials which harmonize with their surroundings. Signage for the RV Park would consist of panels located on the existing multi-tenant monument at the corner of Capistrano Road and Pillar Point Harbor Boulevard and the new monument sign that would replace the existing sign structure on the project site per Condition No. 21(c). Policy 8.13b (*Special Design Guidelines for Coastal Communities*) applies supplemental design criteria for the Princeton-by-the-Sea community which require structures to be designed to reflect the nautical character of the harbor setting, are of wood or shingle siding, employ natural or sea colors, and use pitched roofs. The proposed materials and colors for the one-story laundry/shower building and trash enclosure, such as horizontal fiber cement siding in Kelly Moore's Sand Dune (dark beige), have a natural appearance. The structures uses gable roofs, including a non-reflective, blue-gray composition shingle as the primary roof material.

#### e. Recreation/Visitor-Serving Facilities

Policies 11.4 (Recreation and Visitor-Serving Facilities Permitted in the Coastal Zone), 11.5 (*Priority to Visitor-Serving and Commercial Recreation Facilities*), 11.7 (c) (*Urban Areas*), and 11.22(b) (*Encourage Facility Development by the Private Sector*) permits, encourages and prioritizes visitor-serving and commercial recreation uses and facilities in the Coastal Zone. The proposed RV park is a visitor serving facility as defined by Policy 11.1 and a commercial recreation facility as defined by Policy 11.2. As a private development, the RV park would provide support services to the RV and tent camping segments of visitors that frequent the coast.

Policy 11.23 (*Low Cost Facilities*) encourages low cost facilities in privately developed visitor-serving facilities which are open to the general public. Recreational vehicle parks can be a form of low-cost recreational land use that provides access to the coast. The tent camping spaces will offer an additional form of affordable lodging available to walk-in or drive-in visitors. These types of low-cost lodging benefits the visitors that may not be in a position to afford more costly accommodations in the surrounding area.

Policy 11.15(c)(1) (*Private Recreation and Visitor Serving Facilities*) requires a deed restriction as a condition of approval that affirms that the development will remain a visitor-serving use exclusively available to the general public and limits visitor length of stays to no more than

29 consecutive days, and no more than 90 days per year. The applicant has proposed stays of no more than 28 consecutive days and no more than 90 days per year (Attachment H). These requirements are fulfilled by Condition No. 19 of this permit.

Policy 11.21 (*Shoreline Access*) requires that any development along the shoreline provide access in accordance with the policies of the Shoreline Access Component. Policy 10.1 (*Permit Conditions for Shoreline Access*) requires some provision for shoreline access for development between the sea and nearest road. The project site is not located between the nearest public road (Capistrano Road) and the sea. Therefore, Policy 11.21 does not apply. However, the project does propose a vehicular and pedestrian connection to established circulation on Capistrano Road that would allow for easy access to the shoreline from the project site.

### 3. Conformance with the Half Moon Bay Airport Land Use Compatibility Plan

The project site is located approximately 900 feet east of the southeasterly boundary of the Half Moon Bay Airport, a public airport operated by the County Department of Public Works. Development within certain proximities of the airport are regulated by applicable policies and requirements of the Final Half Moon Bay Airport Land Use Compatibility Plan (ALUCP), as adopted by the City/County Association of Governments (C/CAG) on October 9, 2014. The overall objective of the ALUCP safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents for people and property on the ground and to enhance the chances of survival for aircraft occupants involved in an accident that occurs beyond the runway environment. ALUCP's safety zone land use compatibility standards restrict land use development that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident.

A large majority of the project site is located in the Airport Influence Area (Runway Safety Zone 7), where accident risk level is considered to be low. The bathroom/laundry building would be located within this zone.

A small portion of the west corner of the project site (approximately .13 acre of the 3.356 acres of the total site) is located in the Airport Influence Area (Zone 2), the Inner Turning Zone (ITZ), where accident risk level is considered to be moderate to high as approximately seven percent of general aviation aircraft accidents occur in an ITZ Zone. The ITZ Zone does not identify RV parks as a prohibited use. Additionally, the proposed use complies with the other ITZ development conditions in the Safety Criteria Matrix of the ALUCP such as locating the structure a maximum distance from the extended runway centerline and maintaining a less than 35 feet.

building height. No project structures are proposed within the ITZ. Four (4) RV spaces and three (3) guest parking spaces are within the Inner Turning Zone based on the conceptual site plan (Attachment D). The ITZ does not directly address the proposed use but prohibits buildings with more than three above ground habitable floors. The maximum height of any RVs parked in the ITZ would not exceed the height limit of the CCR zoning district (28 feet), which is less than the ITZ height limit.

### 4. Conformance with the Coastside Commercial Recreation/Design Review (CCR/DR/CD) Development Standards

The project site is located within the Coastside Commercial Recreation (CCR) Zoning District which allows commercial recreation and visitor-serving uses that are not listed in the ordinance, subject to a use permit, if they are deemed a compatible land use. These uses must be consistent with the purpose of the district and compatible with other permitted land uses. Staff has determined that the proposed RV park and associated uses meet the purpose of the CCR Zoning District in that it is primarily oriented towards meeting the service and recreational needs of Coastside visitors. In addition, the use is compatible with other permitted uses in the CCR Zoning District, most notably small and large hostleries which similarly provide sources of lodging.

| CCR Development Standards  |                                 |                                     |
|--|---------------------------------|-------------------------------------|
| Standard   | Required                        | Proposed                            |
| Minimum Side Yard Setbacks   | 5 ft., combined total of 15 ft. | 195 ft. left side 65 ft. right side |
| Maximum Impervious Surface (from grade)  | 10%*                            | 32%                                 |
| Maximum Lot Coverage   | 50%                             | 0.88%                               |
| Maximum Building Height  | 36 ft.                          | 11 ft. 10 in.                       |
| Minimum Parking Spaces   | 1                               | 17                                  |
| * An exception to the limit may be granted by the Community Development Director for select project drainage, i.e., runoff, will not exceed that amount equivalent to 10% (parcel size). |                                 |                                     |

a. Protection of Coastal Resources

Development shall be sited and designed to provide maximum feasible protection of coastal resources including, but not limited to, marine views. Further discussion can be found in Section C.2 of this report.

b. Impervious Surface Area

The amount of parcel area covered by impervious structures less than 18 inches in height is limited to 10 percent of the parcel size. An exception to the limit may be granted for select development upon finding that off-site project drainage, i.e., runoff, will not exceed that amount equivalent to 10 percent (parcel size). The County Drainage Policy requires that post pre-development runoff amounts do not exceed pre-development runoff amounts. The project, which includes drainage facilities, was reviewed by the County's Drainage Section and found to meet this policy.

c. Landscaping

Landscaping must be provided in all yards abutting a public street, except that portion necessary for driveways and sidewalks. Landscaping areas would be provided in the yards abutting Cabrillo Highway and Capistrano Road.

d. CCR Zoning District Use Permit Findings

The applicant is seeking a use permit to operate a RV park and associated uses as

required in the CCR zoning district for Other Compatible Uses. In order for the Planning Commission to approve a use permit, the following findings are required.

(1) That the design and operation of the proposed use will further the purpose of this Chapter as stated in Section 6265. The purpose of the CCR Zoning District is to limit and control the use and development of land designated as commercial recreation in the Local Coastal Program in order to establish commercial areas which:

(a.) are primarily oriented toward meeting the service and recreational needs of Coastside visitors, boat users and Coastside residents seeking recreation;

(b.) are active and pedestrian-oriented, while meeting the need for safe and efficient automobile access and parking;

(c.) have an intimate, human scale;

(d.) have a unified design theme appropriate to their location;

(e.) provide public access to nearby coastal areas;  
and

(f.) protect coastal resources.

(2) That the design and operation of the proposed use will conform with the development standards stated in Section 6269. The project conforms to the applicable development standards in Section 6269 of the CCR Zoning District Regulations as discussed in this Section.

e. Finding for Use Permit

Section 6503 requires that, in order to grant the use permit as applied for or conditioned, the findings of the Planning Commission must include "That the establishment, maintenance, and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood."

The project is compatible with the type and appearance of other existing commercial/visitor-serving development in the surrounding area. As previously mentioned, the conditioned RV Park would include 42 RV spaces and 8 tent spaces. The facility would be open to the public year-round with a limit on stays (28 days consecutively and 90 days annually), which is compatible with the operation of other lodging establishments in the surrounding area.

Furthermore, the project is not considered a destination attraction that would cause a significant increase or change in pedestrian or vehicle traffic patterns. The use is intended to provide supportive lodging services for people that visit the coastside for other primary reasons. As discussed in the IS/MND, the traffic impact analysis found that the proposed project would not have a significant impact on traffic in the

area. Also, the IS/MND determined that the project would not pose a significant safety impact to other vehicles, pedestrians or bicycles. The Hexagon analysis notes that the overall network of sidewalks and crosswalks in the study area has good connectivity and provides pedestrians with safe routes to buses and other points of interest in the vicinity of the project site and that the sidewalks and bikeways in the vicinity of the project site are adequate to serve the proposed RV park. There is no evidence to suggest that the proposed project will have any detrimental effects upon coastal resources or result in adverse impacts to properties or improvements in the area.

5. Conformance with Design Review District Standards

Pursuant to Section 6268 (Design Review) of the CCR Zoning District regulations and provided the project parcel is located in a Design Review overlay, the project is subject to design review. Non-residential development is required to comply with the design guidelines and criteria of the Community Design Manual and the LCP’s Visual Resources and Special Communities Component.

Conformance with the applicable Site Design criteria of the Community Design Manual, including paved areas, landscaping, view preservation, and signs, are discussed in Section C.2 of this report. The Site Design criteria for grading requires that grading be carefully controlled to reduce erosion, minimize impacts on natural systems, and maintain surface runoff at existing levels. Conformance with these standards can be found in Section C.7 of this report. See Section C.2 for discussion on the project’s compliance with the Visual Resources and Special Communities Component of the Local Coastal Program.

6. Conformance with the Mobilehome (MH) General Standards

A Mobilehome Park Permit is required pursuant to Section 6540(1) of the Zoning Regulations for any mobilehome park in any zoning district in the unincorporated County. The project meets the definition of a mobilehome park as defined by Section 6537(2), which includes not just manufactured housing, but all forms of mobile housing, specifically including recreational vehicles; however, to the extent the MH ordinance requires consistency with components of State law that only apply to manufactured housing, mobilehome parks and installation, or factory-built housing, those requirements will not be applied to the proposed RV park, which is governed by a separate State law, the Special Occupancy Parks Act. The project is intended to be a visitor-serving use that provides low cost lodging opportunities for people visiting the Coastside. Per Policy 11.15(c)(1) of the LCP, a deed restriction will be required limiting individual stays to 28 consecutive days with a maximum of 90 days per year. Further discussion can be found in Sections C.2 and C.4 of this report.

7. Conformance with the Grading Regulations

The applicant has provided the following estimates of grading in cubic yards required to construct the project:

| Project Grading Quantities in Cubic Yards (c.y.) |     |      |               |
|--|-----|------|---------------|
|  | Cut | Fill | Grading Total |
|  |     |      |               |

|   |            |                                 |            |
|---|------------|---------------------------------|------------|
| Lot   | 4,500 c.y. | 4,575 c.y. Net Import: 75 c.y.* | 9,075 c.y. |
| * Net import of fill means that the use of cubic yards of cut is not adequate to contribute the net import amount is brought to the site from off-site sources. |            |                                 |            |

The purpose of the Grading Regulations is to promote the conservation of natural resources, including topography and vegetation, as well as to protect health and safety, which includes the reduction or elimination of erosion, siltation and flooding.

The construction of the RV park involves earthwork of 4,500 cubic yards of cut and 4,575 cubic yards of fill. A Grading Permit is required for projects that require a building permit and involve earthwork that exceeds 250 cubic yards (cy). All application requirements of the Grading Regulations (including grading plans with engineer's estimate of the quantity of materials, an erosion and sediment control plan, dust control plan, cross sections detailing the grading to occur), have been submitted and reviewed by the County Department of Public Works and the County Geotechnical Section and deemed compliant with the applicable requirements.

a. Findings for Grading Permit

The following is a discussion of how the project complies with required findings per Section 9290:

(1) That this project, as conditioned, will not have a significant adverse effect on the environment.

The project has been reviewed by Planning staff and the Department of Public Works, which found that the project can be completed without significant harm to the environment as conditioned. Staff reviewed the grading and erosion control plans - together with the County Geotechnical Section's review of submitted geotechnical studies and drainage reports - and determined that the project, as proposed and conditioned, including grading, construction, and post-construction stormwater drainage, would adequately contain project drainage on-site, and would not adversely affect or increase erosion in the area. The implementation of the associated mitigation measures of the IS/MND together with the conditions of approval would ensure that the project can be completed without significant harm to the environment.

(2) That this project, as conditioned, conforms to the criteria of the San Mateo County Grading Regulations and is consistent with the General Plan.

Planning staff and the Department of Public Works have reviewed the project and have determined its conformance to the criteria of Chapter 8, Division VII, San Mateo County Ordinance Code, including the standards referenced in Section 8605 and the San Mateo County General Plan.

Pursuant to the County Department of Public Works and Geotechnical Section's review and conditional approval of the grading plans,

the project complies with the Grading Regulations.

D. ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for this project and circulated from September 18 through October 18, 2019. This IS/MND was based on the original 50 RV space proposal. While initially released and circulated for a 30-day period, the County extended the review period for another six days to accommodate the California Coastal Commission's request for additional time for comments. As a result, the County extended the review period to October 24, 2019. The IS/MND was not revised and recirculated for the subsequent 47 RV space proposal. As the size of the laundry/shower building had not increased, the total amount of RV spaces had been reduced, potential visual impacts were further reduced due to the updated landscape plant palette, the shower/laundry facility was relocated, and the Clear View Easement was proposed, the 47-space option would not result in increased impacts to resource categories of the Initial Study and Mitigated Negative Declaration.

The project, as approved and conditioned by the Planning Commission, works to minimize environmental impacts even further through the increase of landscape screening of the project as viewed from Cabrillo Highway, further protection of existing significant trees, a net reduction of 3 to 5RV spaces with an associated reduction in project parking and traffic impacts, and the replacement of the existing sign structure at the corner of Capistrano Road and Cabrillo Highway with a smaller sign structure within previously disturbed areas. As implementation of the as-conditioned project would not result in new significant environmental effects or a substantial increase in the severity of significant effects previously identified, revision and recirculation of the IS/MND is not required.

E. OTHER REVIEWING AGENCIES

Building Inspection Section  
Geotechnical Section  
Department of Public Works  
Environmental Health Services  
Coastside Fire Protection District  
Coastside County Water District  
Granada Community Services District  
California Coastal Commission  
California Department of Transportation  
California Department of Toxic Substances Control  
Sonoma State  
Midcoast Community Council  
California Coastal Commission

**FISCAL IMPACT:**

Nominal cost to the Planning and Building Department associated with project monitoring.

**ATTACHMENTS:**

- A. Recommended Findings and Conditions of Approval
- B. Vicinity Map
- C. Project Plans

- D. Conceptual Site Plan of 42 RV Space Option reflecting Conditions of the Planning Commission
- E. Proposed Clear View Easement Area
- F. Planning Commission Staff Report, dated December 11, 2019 Meeting (Attachments available at: <https://planning.smcgov.org/events/planning-commission-hearing-dec-11-2019>)
- G. Letter of Decision, dated January 26, 2021, and Planning Commission Supplemental Staff Report, dated December 9, 2020  
(Attachments available at: <https://planning.smcgov.org/events/planning-commission-hearing-dec-9-2020>)
- H. Initial Study/Mitigated Negative Declaration released on September 18, 2019 (Attachments available at: <https://planning.smcgov.org/ceqa-document/mitigated-negative-declaration-harbor-village-rv->)
- I. Appeal Application, filed on December 14, 2020
- J. Photos from Cabrillo Highway