

Coastal Access and Recreation Policy Comparison Table

Public Coastal Access Policies

LUP Update – 2018 Public Draft	Origin
<i>General Policies</i>	
<u>5-1. Maximum Coastal Access.</u> Provide maximum coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.	2016 First Public Draft Policy
<u>5-2. Public Shoreline Access Rights.</u> Continue to ensure that the public retains right of access to the shoreline and sea as provided by the public trust doctrine, where acquired through historic use or legislative authorization, and where environmentally appropriate.	2016 First Public Draft Policy
<u>5-3. Environmental Justice.</u> Minimize barriers to public coastal access to the extent feasible, accounting for the social, physical, and economic needs of all people.	New 2018 Planning Commission Public Draft Policy
<u>5-4. Distribution of Public Facilities.</u> Continue to distribute public facilities, including parking areas, on both sides of Highway 1 so as to mitigate against the impacts of overcrowding or overuse by the public of any single area.	2016 First Public Draft Policy
<u>5-5. New Development and Coastal Access.</u> Require that new development along the coastline provide public access from the first public roadway to the shoreline and along the coast, and be designed to minimize impacts to public coastal access and recreation. Ensure that impacts are mitigated through the dedication of access or trail easements in perpetuity or the provision of improvements to other public access points. Exceptions to this requirement shall be granted only where public access would pose a safety risk or threat to fragile resources, or where adequate access exists nearby.	2016 First Public Draft Policy
<u>5-6. Public Beach Parking Inventory.</u> Maintain and enhance the existing public beach parking inventory by maximizing retention of on-street public parking spaces, providing opportunities for alternative modes of transportation and beach shuttles, and, where feasible, providing new beach parking areas where there are no conflicts with adjacent land uses or environmentally sensitive habitat areas.	New 2018 Planning Commission Public Draft Policy

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<p><u>5-7. Enhance Beaches and Open Spaces.</u> Work with California State Parks and other agencies and organizations to enhance the quality of the city’s beaches, watercourses, and open spaces by reducing the amount of litter and pollution present in these areas and providing appropriate amenities.</p> <ul style="list-style-type: none"> a. Increase public awareness of the sources of pollution in the city’s waterways; b. Increase public awareness of litter and its impacts on the landscape; c. Provide trash receptacles in strategic locations with associated signage along the city’s open space network; d. Encourage volunteer events and activities to pick up litter in public open spaces; and e. Provide more amenities to support high quality coastal access where appropriate, including public restrooms, benches, and bicycle facilities. 	2016 First Public Draft Policy
<i>Coastal Access Points</i>	
<p><u>5-8. Coastal Access Improvements.</u> Improve safety, accessibility, environmental sustainability, and aesthetics of coastal access points at the Coastal Access Improvement Areas identified on Figure 5-1.</p>	2016 First Public Draft Policy
<p><u>5-9. Siting and Design of Parking for Coastal Access Points.</u> Work with the State Department of Parks and Recreation and others to ensure that coastal visitor parking is created, modified, and/or managed with the following goals and characteristics:</p> <ul style="list-style-type: none"> a. Provide distributed public parking along the coast and throughout the City to ensure access to all coastal access points, as permitted by environmental and safety constraints (e.g. avoiding public safety hazards, adverse impacts to ESHA, visitor-residential conflicts). b. Emphasize new beach parking areas on the east side of Highway 1, including the downtown area, where the public can connect to coastal access points via alternative modes of transportation such as shuttles and bicycles. c. Locate parking lots on property accessible directly from primary and secondary access routes and appropriately separated from adjacent residential areas by distance, landscaping, or lowered elevation. 	<p><u>Original LUP Policy 2-17:</u> Provide improved State parking facilities for at least 1,000 automobiles generally in accordance with the allocation provided on the Access Improvements Map with most parking located at the end of the primary Beach Access Routes.</p> <ul style="list-style-type: none"> (a) No parking facility designed for more than 200 vehicles. (b) No parking facility south of Kelly designed for more than 50 cars, located at least 50 feet back from the bluff edge. (c) Parking lots to be located on public property accessible directly from primary and secondary access routes, located at least 100 feet from lots zoned for residences and suitably

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<p>d. Include green infrastructure features such as vegetated swales, permeable pavement, or bioretention areas to ensure that water runoff does not exceed that which exists prior to installation of new parking areas, and to ensure that stormwater runoff impacts are minimized to the extent feasible for improvements to existing parking areas.</p> <p>e. Incorporate site-appropriate setbacks and reserve suitable surrounding land for expansion or retreat for existing or redeveloped public parking areas near the beach, as permitted by environmental constraints.</p> <p>f. Locate parking facilities so that beach access does not compromise sensitive habitat areas such as dunes, sea cliffs, bluffs, wetlands, and riparian areas. Where no other accessway is feasible, use site and design measures such as boardwalks, fencing, and signage to ensure habitat protection.</p> <p>g. Incorporate educational and interpretive signage; and accommodate temporary uses including beach clean-ups, farm and sea-to-table events, and wildlife and habitat classes within beach parking areas as a compliment to the coastal setting and subordinate to visual resource qualities.</p>	<p>screened by berms, landscaping, or lowered elevation.</p> <p>Parking surfaces to be designed to ensure that water runoff does not exceed that which exists prior to the improvement.</p> <p><u>Original LUP Policy 2-20:</u> Locate parking facilities so that beach access is not across dunes, where possible, and use wooden walkways where access across the dunes is required from new parking facilities; post signs to discourage random passage to the beach.</p>
<p><u>5-10. Beach Fees and Time Restrictions.</u> Maintain lower-cost user fees and parking fees, and minimize parking lot and beach curfews to the extent feasible in order to maximize public access and recreation opportunities. Imposing new time restrictions or fees at public parking lots where none previously existed shall require a coastal development permit.</p>	<p>2016 First Public Draft Policy</p>
<p><u>5-11. Structures on Public Beaches.</u> Limit structural development on public beaches to that which is necessary for public access or safety, such as lifeguard towers, waste receptacles, accessways (including ADA accessways), and informational signage. Such development will be sited and designed to avoid adverse impacts on public access, recreation, and coastal resources. Prohibit the encroachment of private development onto public beaches.</p>	<p>2016 First Public Draft Policy</p>
<p><u>5-12. Signage for Coastal Access Points along Highway 1.</u> Work with Caltrans to provide a coordinated signage program along Highway 1, identifying the coastal access routes shown on Figures 5-1 and 5-2. Signage shall be clear, legible, and consistent, and shall indicate what amenities are available at each access point. The program shall include signage designed for visitors in vehicles as well as for pedestrians/cyclists, and shall remove or replace any existing signage that is inconsistent or unnecessary under the</p>	<p><u>Original LUP Policy 2-11:</u> Encourage Caltrans to improve signs along Highway 1 designating specific access routes as provided for in the Plan. Signs shall also be posted at entrances to the City, informing the public about the recreational</p>

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<p>coordinated sign program. Signage shall also be provided where beach access is not available at western neighborhood entrances and the entrance the SAM Plant to discourage visitors from needlessly entering and parking in these areas.</p>	<p>resources available in Half Moon Bay, and routes to reach these areas.</p>
<p><u>5-13. Siting and Design of Public Accessways.</u> Public accessways shall be sited and designed to account for likely uses of the facility, topographic and site constraints; the fragility of natural resources; and the privacy of adjacent residential uses. Where trails are permitted uses within sensitive habitat areas and their buffers, new trail segments and improvements shall be sited and designed to minimize and mitigate impacts to the habitat and buffer areas.</p>	<p>2016 First Public Draft Policy</p>
<p><u>5-14. Review of Accessway Plans.</u> Allow any public agency holding beach lands to review all accessway plans on adjacent property to ensure they are consistent with the Local Coastal Land Use Plan or the adopted State Park General Plan.</p>	<p><u>Original LUP Policy 2-4:</u> Any public agency holding beach lands may review all accessway plans on property abutting the State Beach and County Acquisition area to ensure they are consistent with the adopted State Park General Plan or Land Use Plan in other areas.</p>
<p><u>5-15. Setbacks from Accessways.</u> No structure shall be built within 15 feet of an accessway or the boundary of shoreline areas under public ownership. A greater distance may be required to minimize adverse visual impacts, to protect residential privacy, or to protect public access.</p>	<p><u>Original LUP Policy 2-5:</u> No structure shall be built within 15 feet of an accessway or the boundary of public shoreline recreation area ownership. A greater distance may be required to minimize adverse visual impacts, to protect residential privacy, or to protect public access.</p>
<p><u>5-16. Signage for Accessways.</u> All vertical and lateral public accessways shall have clearly posted and maintained signs specifying the public's right to use these areas; signs shall also contain any limitations on the public's right of access and specific uses.</p>	<p><u>Original LUP Policy 2-6:</u> All vertical and lateral public accessways shall have clearly posted signs specifying the public's right to use these areas; signs shall also contain any limitations on the public's right of access and specific uses.</p>
<p><u>5-17. Maintenance of Accessways.</u> Require a public or private entity to be responsible for public accessways and adjacent ESHA if present, when required for new development projects. Until such an entity agrees to be responsible for the maintenance and liability of such access ways, they are not required to be open for public use.</p>	<p>2016 First Public Draft Policy</p>

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<p><u>5-18. Restrictions on Parking.</u> Prohibit restrictions on public parking that would adversely affect public access to beaches, trails, or other recreational lands along the coast except where necessary to protect public safety and preserve neighborhoods for primarily residential use. Such restrictions include the installation of “private beach” and “private parking” signs, landscaping, and painting red curbs in the public right-of-way.</p>	2016 First Public Draft Policy
<p><u>5-19. Private Roads and Gates.</u> Prohibit gates and other barriers designed to regulate or restrict access on private roads where such barriers have the potential to impede access to public trails and recreational areas.</p>	2016 First Public Draft Policy
<p><u>5-20. Abandonment of Public Rights-of-Way.</u> Require a coastal development permit for any proposed abandonment of a public right-of-way that may affect public access, and allow abandonment only if it is demonstrated that adequate public access to the coast will be preserved.</p>	2016 First Public Draft Policy
<i>Sea Level Rise Adaptation Policies</i>	
<p><u>5-21. Public Access.</u> Provide for the preservation of public access and recreation areas by planning for and conditioning approved development on the eventual loss and replacement of access and recreation areas vulnerable to coastal bluff erosion or sea level rise.</p>	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<p><u>5-22. Safe Access.</u> Identify areas where accelerated erosion due to sea level rise may affect the stability of formal and informal coastal accessways, and address hazardous accessways including establishing alternative formal accessways in less hazardous areas. Provide informative signage restricting public access or warning of bluff instability where appropriate. Where public access becomes restricted due to hazards, restore the trail area with stabilizing vegetation.</p>	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment

Vehicular Coastal Access Policies

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<i>General Policies</i>	
<u>5-23. Cohesive Transportation System.</u> Establish a cohesive transportation system to improve circulation and support existing and planned land uses, with improved linkages between neighborhoods and destinations such as schools, commercial centers, and the ocean beaches.	2016 First Public Draft Policy, 2013 Circulation Element
<u>5-24. Safe and Functional Vehicle Access.</u> Maintain safe and functional access for local and recreational traffic to and from downtown and for regional, recreational, and commuter traffic to and from outside the city.	2016 First Public Draft Policy
<i>Roadway Network and Vehicle Access Policies</i>	
<u>5-25. Roadway System to Meet Needs.</u> The transportation network shall be planned and designed to accommodate traffic due to the build out of the LUP's envisioned uses and densities, and to the extent practical and in scale with community character, growth beyond the city limits including within the sphere of influence, and recreational, and regional through traffic.	<u>Original LUP Policy 10-24:</u> The City shall support expansion of highways connecting Half Moon Bay with the remainder of San Mateo County to capacities which do not exceed that needed to accommodate commuter or recreational traffic required at Plan build-out, while maintaining accepted standards of traffic safety.
<u>5-26. Town Boulevard.</u> Study coordinated improvements for Highway 1 to implement a Town Boulevard. Without reducing capacity, the design shall include lower speed limits; multi-modal improvements with safe crossings; as well as landscaping and other amenities intended to enhance the image and scenic quality of the city. Round-abouts, grade-separations and other approaches are potential options in addition to other types of traffic control systems. The objective is a slower, safer, and contextually appropriate roadway that better serves residents and provides improved coastal access for visitors.	New 2018 Planning Commission Public Draft Policy
<u>5-27. Connective Network.</u> Promote a transportation network and information system that improves connectivity and access to all transportation modes and to local and regional destinations.	2016 First Public Draft Policy, 2013 Circulation Element
<u>5-28. San Mateo County CMP.</u> Coordinate transportation network improvements with the San Mateo County Congestion Management Program.	2016 First Public Draft Policy, 2013 Circulation Element

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<p><u>5-29. Complete Streets.</u> Coordinate with Caltrans and other local public works and transportation agencies to implement complete street improvements that emphasize safety, context-sensitive design, and continued community input.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-30. Vehicle Miles Traveled (VMT).</u> VMT is the City's performance standard for purposes of CEQA impact assessment. Establish appropriate measurement methodology, thresholds of significance, and mitigation approaches pursuant to CEQA Guidelines.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-31. Level of Service (LOS).</u> Utilize LOS analysis to evaluate roadway and intersection performance and determine the impacts to coastal access associated with proposed development and identify potential transportation system improvements.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-32. Alternate Performance Standards.</u> Evaluate and consider adopting alternate performance standards to assess additional components of the circulation system. Such standards may include pedestrian, bicycle, or transit quality indexes and delay indexes.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-33. Emergency Vehicle Access.</u> Ensure adequate emergency vehicle access to all parts of the city, including during times of peak congestion and in popular destinations, such as the beaches or downtown, as well as each California Coastal Trail segment between pedestrian bridges.</p>	2016 First Public Draft Policy
<p><u>5-34. Implement Planned Intersection Improvements.</u> Consolidate the intersection of Highway 1 at Terrace and Grand Avenues, including a southward extension of Frontage Road. Signalize the reconfigured Terrace intersection and the Main Street (south) intersection of Highway 1. These improvements shall incorporate the Eastside Parallel Trail along the east side of Highway 1, and highway widening shall be limited to the minimum needed for implementing the intersection improvements.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-35. Peak Period Traffic Control.</u> Coordinate with local law enforcement to provide traffic control personnel at the intersection of Highways 1 and 92 or other congested locations during peak weekend use times to facilitate safety, reduce gridlock, and maintain emergency vehicle access.</p>	New 2018 Planning Commission Public Draft Policy

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<p><u>5-36. Evacuation Routes.</u> Maintain evacuation routes for hazards such as tsunami, earthquake, and fire. Routes shall be clearly marked with signage at regular intervals, widely publicized, and specific to each type of hazard.</p>	2016 First Public Draft Policy
<i>Sea Level Rise Adaptation Policies</i>	
<p><u>5-37. Transportation Priorities.</u> Carry out and maintain sea level rise vulnerability analyses to identify chronic problem areas that are highly subject to erosion, wave impacts, flooding, or other coastal hazards or that may become so in the near future. Coordinate with Caltrans and local public works/transportation agencies to address high priority areas and increase monitoring efforts of chronic problem areas.</p>	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<p><u>5-38. Transportation Adaptation.</u> Coordinate with Caltrans and local public works/transportation agencies to establish new alternative transportation routes or a plan to provide and maintain alternative transportation and parking that allows for continued access to beaches and other recreation areas as sea levels rise (e.g. shuttles, parking areas east of Highway 1).</p>	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<p><u>5-39. Harbor Linkages.</u> Coordinate with relevant stakeholders (such as the San Mateo County Harbor District) to support linkages between nearby harbor infrastructure and overland transportation networks to promote resilience against future sea level rise impacts.</p>	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<p><u>5-40. Transportation Planning and Design.</u> Transportation networks shall be designed and upgraded to function even if the highest projected sea level rise amounts occur. Efforts to realign, retrofit, and/or protect infrastructure should be coordinated with Caltrans, local public works/transportation agencies, and LCP planning efforts. Individual projects shall require coastal development permits.</p>	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment

Bicycle and Pedestrian Coastal Access Policies

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<i>General Policies</i>	
<u>5-41. Trail System.</u> Develop a safe, cohesive network of pedestrian and bicycle trails, integrated with the regional trail system. The trail network shall include and complement the California Coastal Trail, the Naomi Patridge Trail, and the Eastside Parallel Trail.	2016 First Public Draft Policy
<u>5-42. Support for Walking and Biking.</u> Promote walking and biking as healthy, environmentally sound methods to reduce vehicle trips, promote active lifestyles, and improve access to the coast.	2016 First Public Draft Policy, 2013 Circulation Element
<u>5-43. Bicycle and Pedestrian Advisory Committee.</u> Maintain an advisory committee of citizen experts to provide input on bicycle and pedestrian facilities planning and the incorporation of complete streets.	New 2018 Planning Commission Public Draft Policy
<u>5-44. Bicycle and Pedestrian Master Plan.</u> Implement and update a strategic master plan that identifies needs and prioritizes improvements to bicycle and pedestrian facilities and programs.	New 2018 Planning Commission Public Draft Policy
<i>California Coastal Trail and Other Multi-use Trails Policies</i>	
<u>5-45. Complete Trail System.</u> Complete the trail system within the city to allow safe and environmentally compatible access to parks, beaches, and recreational open space areas, integrating with the regional trail system and minimizing adverse impacts to environmentally sensitive habitat areas or their buffers. The complete trail system should include: <ol style="list-style-type: none"> a. Continuous pedestrian and bicycle trails along the coastline; b. Trails along Pilarcitos and Frenchmans Creeks aligned outside the riparian meander belt, connecting neighborhoods to the beaches and coastline, parks, and foothills; c. Completion of pedestrian and bicycle trails west of Highway 1, and the new Eastside Parallel Trail east of and adjacent to Highway 1 along its entire length; and d. Connectivity between off-road trails and major on-road pedestrian and bicycle routes, such that future improvements in the trail system also contribute to linkages between important sites (such as beaches, schools, and commercial centers). 	2016 First Public Draft Policy, 2013 Circulation Element

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<p><u>5-46. Trails Accessible for All User Groups.</u> Trails designed and designated as multi-use shall be accessible for all user groups, including walkers, bicyclists, and equestrians (as land use policy allows). Ensure that the network provides an appropriate amount of resources for each trail type or user group such as lighting, benches, and signage, as appropriate with respect to sensitive habitat area and visual resource protection. Encourage improvements that will reduce conflicts between all types of users, such as speed-graded trails.</p>	2016 First Public Draft Policy
<p><u>5-47. Resource-Dependent and Coastal-Dependent Uses.</u> Public trails and beach accessways are considered resource-dependent uses, unless there is a habitat specific limitation that precludes development or aggravates hazards. The California Coastal Trail is considered a coastal-dependent use and its implementation, maintenance, and improvement along the coastline shall be a priority.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-48. Minimize Potential Impacts of Trails.</u> Multi-use trails, associated amenities, and passive recreational features shall be located to minimize impacts to sensitive habitats and other sensitive surrounding land uses, such as residences and agriculture.</p>	2016 First Public Draft Policy
<p><u>5-49. Improve Existing Trails.</u> Improve existing formal trails, trail amenities, and safety. Consider options to retrofit or relocated existing formal trails and amenities to reduce impacts from sea level rise.</p>	2016 First Public Draft Policy
<p><u>5-50. Trail Design and Maintenance.</u> Trails shall be designed and maintained for good drainage, using natural grades and surrounding vegetation; lasting ADA compliance; and sustainable implementation and maintenance with respect to ESHA and City resources (e.g. staffing, budget, capacity).</p>	2016 First Public Draft Policy
<p><u>5-51. California Coastal Trail Improvements.</u> Work with the Coastside Land Trust and others to develop a formal segment of the California Coastal Trail between the Wavecrest open space and Redondo Beach Road. The trail should generally parallel the bluff edge, be designed to minimize erosion and potential adverse impacts to biological resources, and be aligned adequately inland to accommodate future sea level rise and bluff erosion projections. Connect the lateral trail with one or more vertical trails connecting to the beach, located and designed to minimize negative impacts. Restore any areas damaged by existing formal or informal trails that will not be part of this formalized alignment.</p>	<p><u>Original LUP Policy 2-22:</u> Provide an improved bluff edge trail designed to improve coastal access and avoid increase in bluff edge runoff from Kelly to Miramontes Point Road as shown on the Access Improvement Map or as determined by the Wavecrest Conservancy Project for the area between Seymour and Redondo Beach Road. Connect the lateral trail to the beach with vertical trails at the end of Kelly, midway between Kelly and Seymour, at the end of Seymour, midway between Seymour and</p>

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	Redondo Beach Road as determined by the Wavecrest Conservancy Project, near the end of Redondo Beach Road, and at the end of Miramontes Point Road.
<p><u>5-52. Trail Improvements at Surfers Beach.</u> Work with Caltrans and others on a long-term solution to reduce erosion, enhance coastal access and recreation, and protect Highway 1 from future instabilities at Surfers Beach. This solution shall include enhancements of the segment of the California Coastal Trail between Coronado Street and the Pillar Point RV Park.</p>	2016 First Public Draft Policy
<p><u>5-53. Long-term California Coastal Trail Alignment.</u> Study, identify and implement future alignments of the California Coastal Trail that would be sufficiently protected from the highest projection of erosion and sea level rise scenarios and would preserve or establish native vegetation between the trail and the bluff edge.</p>	2016 First Public Draft Policy
<p><u>5-54. Equestrian Trails.</u> Separate trails shall be maintained for equestrian use along the California Coastal Trail corridor. Use landscaping and signs to separate horse and pedestrian trails and to reduce erosion or other adverse impacts along bluff tops and watercourses. Trail crossings of watercourses shall be sustainable and minimize impacts to ESHA.</p>	<p><u>Original LUP Policy 2-24:</u> Use landscaping and signs to separate horse and pedestrian trails. Restrict horseback riding to trails and areas as shown on the Access Improvements Map.</p>
<p><u>5-55. Naomi Patridge Trail Extension.</u> Extend the multi-use trail along the west side of Highway 1, connecting to a continuous parallel trail planned for the unincorporated Midcoast.</p>	2016 First Public Draft Policy
<p><u>5-56. Downtown Multi-Use Trail.</u> Study opportunities for a Town Center trail that can link to other downtown bicycle and pedestrian improvements. Site and design trails and trail connections to protect priority uses such as sensitive habitat areas and agriculture.</p>	2016 First Public Draft Policy
<p><u>5-57. Creekside Trails.</u> Use Half Moon Bay’s creek system as part of a network of pedestrian and bicycle trails linking the City’s parks and open space recreation areas and providing coastal access. Ensure that all new development along creeks is set back to accommodate planned trails. Site trails to avoid adverse environmental impacts to riparian corridors and other environmentally sensitive habitat areas; to prevent erosion, sedimentation, and flooding along the creek beds and banks upstream and downstream from trails; and to protect other priority uses including agriculture.</p>	2016 First Public Draft Policy

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<p><u>5-58. Trail Easements.</u> As part of the development approval process, obtain an irrevocable offer to dedicate or a permanent easement for multi-use trails on privately owned property where trails are proposed as part of the Half Moon Bay trail system. At a minimum, the dedicated easement shall have a width sufficient to allow an adequate multi-use trail, to protect the privacy of any residential structures built near the accessway, and to accommodate landward realignment needed for erosion and sea level rise impacts. For all new private development along the California Coastal Trail alignment, granting of lateral easements to allow for continuous public access along the shoreline shall be mandatory unless publicly owned blufftop land suitable for trail development and long-term maintenance intervenes between the development and the bluff edge.</p>	<p><u>Original LUP Policy 2-2:</u> For all new development along the Shoreline Trail alignment shown on the Access Improvements Map, granting of lateral easements to allow for continuous public access along the shoreline shall be mandatory unless publicly owned blufftop land suitable for trail development intervenes between the development and the bluff edge. All beach seaward of the base of the bluff shall be dedicated. At a minimum, the dedicated easement shall have a width sufficient to allow an adequate trail and to protect the privacy of any residential structures built near the accessway.</p> <p>Lateral trails along the bluff edge shall be set back at least 10 feet and native vegetation shall be established between the trail and the edge to stabilize the bluff top.</p>
<p><u>5-59. Trail Setbacks.</u> Lateral trails along the bluff edge shall be set back a sufficient distance from the bluff edge to avoid impacts from erosion and sea level rise, at least 50 feet, and native vegetation shall be established and maintained between the trail and the edge to stabilize the blufftop. Outlooks and other trail amenities shall be incorporated to discourage damage from informal trails.</p>	<p><u>Original LUP Policy 2-2:</u> For all new development along the Shoreline Trail alignment shown on the Access Improvements Map, granting of lateral easements to allow for continuous public access along the shoreline shall be mandatory unless publicly owned blufftop land suitable for trail development intervenes between the development and the bluff edge. All beach seaward of the base of the bluff shall be dedicated. At a minimum, the dedicated easement shall have a width sufficient to allow an adequate trail and to protect the privacy of any residential structures built near the accessway.</p> <p>Lateral trails along the bluff edge shall be set back at least 10 feet and native vegetation shall be established between the trail and the edge to stabilize the bluff top.</p>

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<i>Bicycle and Pedestrian Access Policies</i>	
<p><u>5-60. Safe Pedestrian and Bike Connections.</u> Designate safe routes between residential neighborhoods, schools, public parks, downtown, commercial areas, regional trail connections, and the coast, including safe crossings across Highway 1 and Highway 92. Focus pathways (sidewalks and trails) and bicycle improvements along these routes. Seek grant funding and support implementation of Safe Routes to School improvements in coordination with the Cabrillo Unified School District.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-61. San Mateo County Comprehensive Bicycle and Pedestrian Plan.</u> Coordinate with and expand upon the bicycle network in the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) by providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-62. Multi-Modal Highway 1 Improvements.</u> Implement safety and improvements for all modes using Highway 1 as an on-going effort supported by community engagement and analysis.</p>	2016 First Public Draft Policy
<p><u>5-63. Work with Other Agencies.</u> Promote cooperation with the County of San Mateo, Caltrans, California State Parks and private land trusts to implement and maintain bicycle and pedestrian connections across jurisdictional lines.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-64. Highway Crossings.</u> Crossings of Highway 1 and Highway 92 shall provide safe access for bicycles and pedestrians from all neighborhoods to the beach, downtown, and schools.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-65. Downtown-Beach Pedestrian Connections.</u> Develop strong pedestrian east-west connections between downtown and the Francis State Park Beach and Poplar Beach. Kelly Avenue and Poplar Street should be high priorities for walkway enhancements suitable to the adjacent neighborhood environment, and pedestrian amenities as well as directional signage.</p>	2016 First Public Draft Policy
<p><u>5-66. Bicycle Parking Priorities.</u> Work with the State Department of Parks and Recreation, Cabrillo Unified School District, and downtown associations to identify funding sources for and implement safe and convenient bicycle parking at all beach access parking lots; schools; and Downtown Half Moon Bay.</p>	2016 First Public Draft Policy

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<p><u>5-67. Funding Sources.</u> Pursue national, state, and local grants to improve bicycle, pedestrian, and equestrian infrastructure, encouragement, enforcement, and education efforts. Improvements to infrastructure include bridges along multi-use trails within the city.</p>	2016 First Public Draft Policy, 2013 Circulation Element

Parking, Transit and Alternate Modes Policies

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<p><i>Parking and Signage Policies</i></p>	
<p><u>5-68. Peak Period Parking Provisions.</u> In the downtown area and for beaches and other attractions, encourage improvements to parking systems such that they are sufficient to accommodate visitor surges during peak periods, including special events and weekends.</p>	2016 First Public Draft Policy
<p><u>5-69. Parking Management.</u> Parking management strategies shall continue to be developed and implemented during peak periods and may include encouraging non-motorized transportation and providing spillover parking lots, online parking capacity information, shuttle services, or establishing a demand-based parking program.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-70. On-Street Public Parking.</u> Protect and enhance the on-street public parking supply by requiring new development to provide sufficient off-street parking and frontage improvements.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-71. Comprehensive Signage Program.</u> Implement a comprehensive program to provide wayfinding and informational signage to direct visitors to destinations such as the beaches and downtown, as well as public parking areas, and provide other necessary public information, ensuring that any signage is visually consistent and appropriate in the coastal setting.</p>	2016 First Public Draft Policy
<p><u>5-72. Directional Signage.</u> Design signage to be visible from Highway 1 and Highway 92, and maintain visual harmony with the coastal setting.</p>	2016 First Public Draft Policy

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<i>Transit Access and Shuttle Policies</i>	
<u>5-73. Effective Transit Services.</u> Support efforts to maintain and operate local and regional transit services that meet the needs of Half Moon Bay residents, workers and visitors.	2016 First Public Draft Policy, 2013 Circulation Element
<u>5-74. Local and Regional Transit.</u> Work with SamTrans to increase bus frequencies and ensure that routes connect to regional transit options for coastal access and expanded commute options. Encourage SamTrans to provide frequent, especially peak weekend transit service to Half Moon Bay State Beach.	<u>Original LUP Policy 2-15:</u> Designate, sign, and improve, as primary Beach Access Routes to the State Beach the following streets as shown on the Land Use Plan Map: Young, Venice, and Kelly. (a) Provide for left-turn lanes at each primary access route, with signs on Highway 1 indicating beach access. (b) Encourage Samtrans to provide peak weekend transit service to the beach on Kelly and Venice and reserve the possibility of eventual connections with remote parking sites.
<u>5-75. Bus Shelters.</u> Work with SamTrans to provide safe, comfortable, and weather-protective bus shelters throughout Half Moon Bay, including amenities such as benches and pedestrian-scale lighting, set back a safe distance from the roadway. Ensure that shelters are easily accessible for all users of the pedestrian and bicycle network.	2016 First Public Draft Policy
<u>5-76. Community Shuttle Service.</u> Establish a shuttle service to meet a variety of local needs. Options include a local circulator for seniors and youth throughout the week, as well as weekend and event shuttles that can transport visitors between downtown, the beaches, and parking.	2016 First Public Draft Policy
<u>5-77. Visitor-Serving Transit Hub.</u> Collaborate with SamTrans to model potential ridership and identify potential locations for a Half Moon Bay and bay-side linked transit hubs.	New 2018 Planning Commission Public Draft Policy

LUP Update – 2018 Public Draft	Origin
<i>Alternate Modes and Emerging Technologies Policies</i>	
<u>5-78. Promote Alternate Modes.</u> Explore the integration of alternative modes of transportation to enhance access to Half Moon Bay’s destinations while reducing vehicle trips, greenhouse gas emissions, and parking impacts. Support efforts to manage travel demand during periods of congestion through the distribution of information (e.g. through signage, online) about in-advance and real-time travel options and parking capacities, pricing of City-owned parking facilities, subsidy of transit options and the provision of facilities for walking and bicycling.	2016 First Public Draft Policy, 2013 Circulation Element
<u>5-79. EV Vehicle Facilities.</u> Support installation of EV charging stations in all public parking areas and require EV charging stations in new commercial and multi-family development.	New 2018 Planning Commission Public Draft Policy
<u>5-80. Emerging Modes.</u> Allow smaller, slower moving and context-appropriate motorized vehicles to utilize streets and trails that can be easily shared to enable nonautomotive transportation. Study the use of emerging technologies including autonomous vehicles to ensure future implementation improves coastal access and does not contribute to congestion or other unintended consequences.	2016 First Public Draft Policy
<u>5-81. Transportation Demand Management.</u> Explore and support TDM programs that reduce the reliance of Half Moon Bay residents and, especially, visitors on use of the private automobile.	2016 First Public Draft Policy, 2013 Circulation Element
<u>5-82. Scenic and Unique Facilities.</u> Support special transportation and recreation facilities in Half Moon Bay and surrounding areas, including the airport, marina, and equestrian facilities.	2016 First Public Draft Policy, 2013 Circulation Element

Coastal Recreation Policies

LUP Update – 2018 Public Draft	Origin
<i>General Policies</i>	
<p><u>5-83. Comprehensive Public Recreation System.</u> Coordinate with Cabrillo Unified School District, Boys and Girls Club, State Parks, County of San Mateo, and other organizations to maintain a diversified, comprehensive system of open space for outdoor recreation, including, but not limited to: parks; beaches; areas for organized sports; and opportunities for the study, education, and appreciation of nature.</p>	2016 First Public Draft Policy
<p><u>5-84. Parkland Provisions.</u> Parkland provision and accessibility standards shall ensure that new parkland keeps pace with population increase.</p>	<p><u>Original LUP Policy 2-35 (in part):</u> Continue the existing policy of requiring land dedications or in-lieu fee contributions to assure adequacy of recreation and park facilities to meet the demand generated by new developments. Modify the existing Dedication Ordinance to assure that contributed fees are equivalent in value to lands which would otherwise be required by basing the fees on the equivalent fair market value of the land which would otherwise be dedicated.</p>
<p><u>5-85. Parks Master Plan.</u> Develop a strategic parks master plan that identifies needs and prioritizes improvements to park facilities and programs.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-86. Sustainable Public Access.</u> Provide sustainable public access to parks and recreational open space areas, which shall include adequate parking, alternative transportation, and trails, while protecting and enhancing the natural resources, ecosystem functions, and habitat values of such areas.</p>	2016 First Public Draft Policy
<p><u>5-87. Interagency Cooperation for Beach Management.</u> Work with the State, County, and other agencies to implement consistent beach management practices that balance protecting the natural beach habitat and marine resources, including beach wrack and snowy plover habitat, with maintaining the recreational value of sandy beach areas for residents and visitors.</p>	2016 First Public Draft Policy

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<p><u>5-88. Interagency Cooperation for Open Space Acquisition.</u> Coordinate with agencies and organizations and leverage regional resources to ensure strategic and efficient progress in the acquisition of public open space as well as its long-term maintenance.</p>	2016 First Public Draft Policy
<p><u>5-89. Water-Oriented Recreation.</u> Continue to protect coastal areas suited for water-oriented recreational activities. Protective measures shall not include hard shoreline armoring unless permitted by Chapter 7, Coastal Hazards policies.</p>	2016 First Public Draft Policy
<i>Open Space Policies</i>	
<p><u>5-90. Open Space Dedications.</u> The State Department of Parks and Recreation, other State agencies, the County of San Mateo, or any private agency organized for the purpose of accepting dedications for public use, shall be designated to accept offers of dedication in perpetuity required by this Plan to increase opportunities for public access and recreational use of the Regional Public Recreation Area designated on the Land Use Plan Map. Any offers of dedication or easement required by this Plan shall be reserved until accepted by one of the above listed entities. Such reservation shall be held by the City until accepted by one of the above listed agencies.</p>	<p><u>Original LUP Policy 2-1:</u> The State Department of Parks and Recreation, other State agencies, the County of San Mateo, or any private agency organized for the purpose of accepting dedications for public use, shall be designated to accept offers of dedication required by this Plan to increase opportunities for public access and recreational use of the Regional Public Recreation Area designated on the Land Use Plan Map. Any offers of dedication or easement required by this Plan shall be reserved until accepted by one of the above listed entities. Such reservation shall be held by the City until accepted by one of the above listed agencies.</p>
<p><u>5-91. Restorative Access.</u> Identify public coastal access points, whether formal or informal, where public access is causing erosion or other impacts to sensitive habitat due to maintenance challenges or poor design. Provide alternate access, either in the same or a nearby location, designed to protect the surrounding habitat and allow for eventual restoration of the originally impacted access area. Options include raised boardwalks or seasonal bridges. Prioritize locations identified in the Bicycle and Pedestrian Master Plan including Wave Avenue and other streets in the Casa del Mar and Miramar neighborhoods that link directly to the California Coastal Trail.</p>	New 2018 Planning Commission Public Draft Policy

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<p><u>5-92. Vista Trail.</u> Prepare a feasibility study of potential trail alignments east of the city’s northwest neighborhoods for pedestrian use. To facilitate inland and upland relocation of equestrian use over time, the feasibility assessment shall consider alignment and design requirements to potentially accommodate equestrian use. The presence of environmentally sensitive habitat will dictate trail alignment, design, and management. Future implementation shall include a funded plan for active oversight by a resource management agency to ensure protection of sensitive habitat areas and compliance with open space deed restricted areas.</p>	<p>New 2018 Planning Commission Public Draft Policy</p>
<p><i>Coastal Recreation Policies</i></p>	
<p><u>5-93. Coastal-dependent and Recreational Uses.</u> Define coastal-dependent development and uses to mean any development or use which requires a site on or adjacent to the sea to be able to function at all. Upland areas necessary to support coastal-dependent and recreational uses shall be reserved for such uses, where feasible. In a zone extending approximately 300 feet inland from the mean high tide line, priority shall be given to coastal-dependent and related recreational activities and support facilities. However, camping facilities should be set back at least 100 feet from the beach and bluffs and near-shore areas reserved for day use activities.</p>	<p><u>Original LUP Policy 2-7:</u> In a zone extending approximately 200 feet inland from the mean high tide line, priority shall be given to coastal-dependent and related recreational activities and support facilities. However, camping facilities should be set back 100 feet from the beach and bluffs and near-shore areas reserved for day use activities.</p> <p>In no case shall recreational improvements, other than accessways, lifeguard facilities, trash containers, and informational signs be located directly on the dry, sandy beach.</p>
<p><u>5-94. Acquisition for Coastal Access and Recreation.</u> Coordinate with the State of California, the County of San Mateo, and any private entity organized for acquisition of public dedication and private land donations that are expected to make all purchases for expanding opportunities for coastal access and recreation. The City's role shall be to require dedications as provided in this Plan in order to reduce required purchases, and to retain any offers of dedication or easements required by this Plan as open for acceptance by the above listed entities.</p>	<p><u>Original LUP Policy 2-10:</u> In implementing all proposals made in this Plan for expanding opportunities for coastal access and recreation, the State of California, the County of San Mateo, or any private entity organized for acquisition of public dedication are expected to make all purchases. The City's role shall be to require dedications as provided in this Plan in order to reduce required purchases, and to retain any offers of dedication or easements required by this Plan as open for acceptance by the above listed entities.</p>

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<p><u>5-95. Parkland Standard.</u> Provide 5 acres of City parkland including neighborhood and community park area for each 1,000 Planning Area residents, with additional parkland for specialized and low use park acreage. The parkland standard shall ensure that new development accommodates the recreational needs of future residents.</p>	<p>New 2018 Planning Commission Public Draft Policy</p>
<p><u>5-96. Temporary Events.</u> Ensure that temporary events minimize impacts to public access, recreation, and coastal resources through the special events permitting process. Require a coastal development permit for temporary events to be held between Memorial Day weekend and Labor Day; that occupy all or part of a public sandy beach area; that involve a charge for general public admission where no fee is currently charged for use of the same area; or that have the potential to result in significant adverse impacts to public access and/or coastal resources.</p>	<p>2016 First Public Draft Policy</p>
<p><u>5-97. Recreational Uses on Oceanfront Land.</u> Recreational uses on ocean front lands that do not require extensive alteration of natural environment shall have priority over recreational uses requiring substantial alterations. This shall apply to both public and private development. Off-road vehicle use shall be prohibited in regional recreation areas, as designated on the Land Use Plan Map.</p>	<p><u>Original LUP Policy 2-8:</u> Recreational uses on ocean front lands that do not require extensive alteration of natural environment shall have priority over recreational uses requiring substantial alterations. This shall apply to both public and private development.</p> <p>Off-road vehicle use shall be prohibited in regional recreation areas, as designated on the Land Use Plan Map.</p>
<p><u>5-98. Recreational Uses in Public Park Lands.</u> Development unrelated to on-site recreational activities shall not be permitted in publicly owned recreational areas, with the exception of habitat restoration and the State Park administrative and maintenance operations located at Half Moon Bay State Beach, including limited housing for State Parks staff.</p>	<p><u>Original LUP Policy 2-9:</u> Development unrelated to on-site recreational activities shall not be permitted in publicly owned recreational areas, with the exception of the State Park administrative and maintenance operations located at Half Moon Bay State Beach.</p>
<p><i>Sea Level Rise Adaptation Policies</i></p>	
<p><u>5-99. Access Sites and Facilities.</u> Require new public access locations, segments of the California Coastal Trail, and recreation and visitor-serving facilities to be sited and designed to avoid impacts from sea level rise, while maximizing public access and recreation opportunities. Where facilities can be safely sited for</p>	<p>2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment</p>

LUP Update – 2018 Public Draft	Origin
the near term but future impacts are likely, require an adaptive management plan detailing steps for maintenance, retrofitting, and/or relocation.	
<u>5-100. Sea Level Rise Mitigation.</u> For unavoidable impacts to public access or recreation from shoreline armoring or other development, require mitigation of impacts through the addition of new public access, recreation opportunities, visitor-serving accommodations, or California Coastal Trail segments, or payment of fees to fund such improvements. Mitigation measures should be planned for long-term resiliency with sufficient setbacks in such a way that, if possible, sea level rise will not impair their efficacy over time.	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<u>5-101. Sea Level Rise Impacts Research.</u> Support research on impacts to recreation and public access, including impacts to recreational activities like surfing or other coastal recreational uses.	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<u>5-102. Loss of Access and Recreation Areas.</u> Identify opportunities to replace recreation areas and accessways that will be lost due to inundation or damage associated with sea level rise. Establish a program to address and minimize loss of beach areas, including loss of lateral access, or changes in beach management due to sea level rise through sand replenishment, removal or maintenance to shoreline protective devices, or other actions as may be appropriate.	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<u>5-103. Open Space Protection for Recreation.</u> Protect open space to ensure adequate land is available to replace parkland that is lost to sea level rise. Protect open space adjacent to beaches, coastal habitats, and other environmentally sensitive habitat areas to allow for inland migration.	2016 First Public Draft Policy, Sea Level Rise Vulnerability Assessment
<i>Commercial Recreation and Visitor-Serving Commercial Uses Policies</i>	
<u>5-104. No-Cost and Lower-Cost Visitor and Recreational Facilities.</u> Protect no and lower-cost visitor-serving and recreational facilities including overnight accommodations from removal, redevelopment, and/or coastal hazards including erosion. These include major, free recreational attractions such as the California Coastal Trail and numerous beaches; and low-cost facilities such as Half Moon Bay State Park and other camping and RV facilities.	2016 First Public Draft Policy
<u>5-105. Development Priority for Visitor-Serving and Recreational Uses.</u> Prioritize visitor-oriented and recreational uses in all areas designated for Commercial Visitor-Serving on the Land Use Diagram. Encourage the addition of visitor-serving uses and overnight accommodations in these areas, particularly those that are lower-cost.	2016 First Public Draft Policy

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<p><u>5-106. New Overnight Accommodations.</u> Consider the carrying capacity of the coast, visitor demand over a range of affordability levels for various accommodation types, and consistency with all applicable LCP and General Plan policies before approving any new overnight accommodation development proposals. Prioritize lower-cost visitor-serving accommodations over higher-cost lodging.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-107. Inclusion of Lower-Cost Accommodations.</u> Require new development of higher-cost accommodations to provide for a component of lower-cost accommodations (e.g. a lower-cost bank of rooms in a hotel, a hostel, campground, RV park, etc.). The lower-cost accommodations may be provided on-site, off-site, or through payment of an in-lieu fee fund to support establishment of new lower-cost accommodations. The provision of lower-cost accommodations shall be at least 15 percent of the number of approved high-cost accommodations.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-108. Location of Visitor-Serving Commercial Development.</u> Generally locate new visitor-serving commercial development including facilities that provide lodging, food and automobile services within the Town Center area, within and near Ocean Colony/Half Moon Bay Golf Links, near Pillar Point Harbor, near Dunes Beach, and in locations along Highway 1 as designated for Commercial Visitor-Serving on the Land Use Diagram.</p>	<p><u>Original LUP Policy 2-29:</u> Generally locate new visitor-serving commercial development facilities that provide lodging, food, and automobile services within the downtown commercial core, within and near Ocean Colony/Half Moon Bay Golf Links, at Pillar Point Harbor (near Dunes Beach), and in the Wavecrest area as designated in the Wavecrest Conservancy Project.</p>
<p><u>5-109. Marine-Oriented Visitor-Serving Uses.</u> Promote coastal related land uses including an interpretive center, education, and low-cost water-oriented recreation.</p>	New 2018 Planning Commission Public Draft Policy
<p><u>5-110. Marina Improvements.</u> Consult with the Harbor District and marina operators on marina related improvements and operations, and support marina improvements and operation that will bolster local industry and tourism.</p>	2016 First Public Draft Policy, 2013 Circulation Element
<p><u>5-111. Ecotourism and Agritourism.</u> Promote agricultural and open space land uses by encouraging sustainable and economically viable visitor-serving ecotourism and agritourism activities as consistent with the policies of the City's Local Coastal Program.</p>	New 2018 Planning Commission Public Draft Policy

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<p><u>5-112. Location of Commercial Recreation.</u> Locate new or expanded commercial recreation facilities in areas already established for such uses, with priority to locations in the Town Center area of the City, except where use characteristics are incompatible with densely developed commercial areas (e.g. stables and golf courses). Commercial facilities which are strongly connected with and support recreational uses shall be encouraged to locate in close proximity to the recreational activity.</p>	<p><u>Original LUP Policy 2-31:</u> Locate new or expanded commercial recreation facilities in areas already established for such uses, with priority to locations in the commercial core of the City, except where use characteristics are incompatible with densely developed commercial areas (e.g. stables and golf courses). Commercial facilities which are strongly connected with and support recreational uses (such as a fishing supply store at Pillar Point Harbor) shall be encouraged to locate in close proximity to the recreational activity.</p>
<p><u>5-113. Equestrian Facilities.</u> Limit equestrian use and facilities west of Highway 1 to the level generally available as of the time of the LUP update and require that existing equestrian facilities and activities improve practices to prevent and remediate adverse environmental impacts to creeks and other ESHAs. Encourage relocation of equestrian facilities inland and/or upland. Facilities east of Highway 1 are preferred, where future City trails could link to the San Mateo County trail system. New facilities shall not be established on the coastal terrace unless such use will not conflict with other public recreation uses and has no adverse environmental impacts.</p>	<p><u>Original LUP Policy 2-32:</u> Locate new equestrian facilities near proposed County trail systems in upland areas east of Highway 1 or on sites where the coastal terrace is broad enough to accommodate such use without conflicts with public recreation. Limit equestrian use and facilities west of Highway 1 to the level now generally available and encourage relocation to upland areas.</p>
<p><u>5-114. Commercial Recreation Water Quality Impacts.</u> Evaluate the potential water quality impacts of commercial recreation uses, including equestrian facilities and golf courses, to inform future decisions regarding the types of commercial recreations uses that can be accommodated in the city.</p>	<p>New 2018 Planning Commission Public Draft Policy</p>