

RESOLUTION NO. 2021-015

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING SITE DEVELOPMENT PERMIT PSD-855-21, USE PERMIT UP-129-21, COASTAL DEVELOPMENT PERMIT CDP-432-21, HISTORIC PRESERVATION PERMIT HPP-7-21, AND PARKING EXCEPTION PE-192-21, SUBJECT TO CONDITIONS, FOR THE RENOVATION OF THE CITY OF PACIFICA CIVIC CENTER CAMPUS LOCATED ON A 35,327-SQUARE FOOT LOT COMPRISING CITY HALL, THE PLANNING + PARKS, BEACHES, AND RECREATION BUILDING, AND THE POLICE ANNEX BUILDING, LOCATED AT 170 SANTA MARIA AVENUE AND 1800-1810 FRANCISCO BOULEVARD (APN 016-042-310).

Initiated by: City of Pacifica (“Applicant”)

WHEREAS, Applicant has submitted a proposal to renovate two public facilities and to demolish one public facility, and to make various site improvements and to construct a pocket park (“Project”) at the existing City of Pacifica Civic Center site located at 170 Santa Maria Avenue and 1800-1810 Francisco Boulevard (APN 016-042-310); and

WHEREAS, the Project requires Planning Commission approval of a site development permit pursuant to PMC Section 9-4.2101(b) because the Project is considered a conditional use within the P-F zoning district; and

WHEREAS, the Project requires approval of a use permit pursuant to PMC section 9-4.2101(b) because the Project is considered a conditional use within the P-F zoning district, and pursuant to PMC Section 9-4.2812(b) because it would include off-street parking facilities located on a parcel other than the project site; and

WHEREAS, the Project requires approval of a coastal development permit pursuant to PMC Section 9-4.4303 because it would undertake development in the CZ district; and

WHEREAS, the Project requires approval of a historic preservation permit pursuant to PMC Section 9-7.301 because the Project proposes alterations to City Hall (San Pedro Schoolhouse), a City-designated historic landmark; and

WHEREAS, the Project requires approval of a parking exception pursuant to PMC Section 9-4.2824 because the drive aisle does not meet the width required in PMC Sec. 9-4.2817(c); and

WHEREAS, the City provided notice of the Planning Commission’s intent to hold a public hearing to consider approval of the Project as required by law by publishing a Notice of Public Hearing in the Pacifica Tribune on November 4, 2021, mailing the Notice of Public Hearing to 187 surrounding property owners, occupants and interested parties, and posted the notice in three locations in the vicinity of the Project site; and

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pacifica as follows:

- A. The above recitals are true and correct and material to this Resolution.
- B. In making its findings, the Planning Commission relied upon and hereby incorporates by reference all correspondence, staff reports, and other related materials.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does hereby make the finding that the Project qualifies for a Class 1 exemption under CEQA. Guidelines Section 15301, as described below, applies to the Project:

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of “existing facilities” itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. Examples of this exemption include, but are not limited to:

* * * * *

- (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide or flood;

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- (e) Additions to existing structures provided that the addition will not result in an increase of more than:

- (1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or

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- (l) Demolition and removal of individual small structures listed in this subdivision:

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- (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.

The subject project fits within the scope of a Class 1 categorical exemption. Specifically, the project

- (1) Consists of minor alterations to the existing P+P Building, including a minor floor area reduction;
- (2) Proposes an addition of 671 sf to the City Hall Building, which has an existing floor area of 5,897 sf, resulting in an increased floor area totaling approximately 11 percent;
- (3) Proposes the demolition of one public facility building used for storage that has an occupant load of 12 occupants.

For these reasons, there is substantial evidence in the record to support a finding that the project is categorically exempt from CEQA pursuant to Section 15301 of the CEQA Guidelines.

The Project also qualifies as a Class 4 exemption provided in Section 15304 of the CEQA Guidelines (Minor Alterations to Land). Section 15304 states in part:

15304. Minor Alterations to Land

Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to:

* * * * *

(b) New gardening or landscaping, including the replacement of existing conventional landscaping with water efficient or fire resistant landscaping.

The subject project fits within the scope of a Class 4 categorical exemption because it consists of minor alterations of land and vegetation within the parameters of the examples identified in Section 15304 described above, including but not limited to the pocket park improvements, bioretention areas, and other landscaping throughout the Project site.

For these reasons, there is substantial evidence in the record to support a finding that the Project is categorically exempt from CEQA pursuant to Section 15301 and Section 15304 of the CEQA Guidelines.

Additionally, none of the exceptions to application of a categorical exemption in section 15300.2 of the CEQA Guidelines would apply:

- Sec. 15300.2 (a): There is no evidence in the record that the project would impact an environmental resource of hazardous or critical concern in an area designated, precisely mapped, and officially adopted pursuant to law by federal, State, or local agencies.
- Sec. 15300.2 (b): There is no evidence in the record that cumulative projects of the same type would occur within the same place to create a significant cumulative impact.
- Sec. 15300.2 (c): There is no evidence that the activity would have a significant effect on the environment due to unusual circumstances.
- Sec. 15300.2 (d): The Project is not proposed within a highway officially designated as a state scenic highway. Therefore, the provisions of subsection (d) are not applicable to this Project.
- Sec. 15300.2 (e): The project is not proposed on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, the provisions of subsection (e) are not applicable to this Project.

- Sec. 15300.2 (f): There is no evidence that the Project will cause a substantial adverse change in the significance of a historical resource.

Because the Project is consistent with the requirements for Class 1 and Class 4 exemptions and none of the exceptions to the exemptions in Section 15300.2 apply; therefore, there is substantial evidence in the record to support a finding that the Project is categorically exempt from CEQA.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does make the following findings pertaining to:

I. Site Development Permit PSD-855-21

- That the location, size, and intensity of the proposed operation will create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood.*

The location, size, and intensity of the proposed government facilities would not differ significantly from the location, size, and intensity of the existing government facilities. The interior building layouts will change but the overall use of the buildings will remain the same and have a similar number of staff and visitors. The only addition will be a 671-sf addition at the City Hall Building that includes a stair and an elevator. Additional vehicular trips are not anticipated for this Project. Moreover, the Project would remove vehicle driveways which would remove potential points of conflict with vehicles and pedestrians. It would also establish improved, well-defined pedestrian pathways onsite including but not limited to the new north-south pedestrian axis through the proposed pocket park, thus improving pedestrian safety. As such, the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern.

Based on the site's continued use as a public facility, its minimal changes in size and intensity of use, and improvements to vehicular and pedestrian circulation patterns, there is no evidence to make this finding.

- That the accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will create a hazardous or inconvenient condition to adjacent or surrounding uses.*

The Project proposes a simple design for access to off-street parking facilities that will not create a hazardous or inconvenient condition to adjacent or surrounding uses, and instead will increase safety as it relates to traffic and parking.

Onsite, the proposal would reduce the number of curb cuts from four to two – eliminating the two existing driveways off of Santa Maria Ave. and making the street, which includes primarily single-family residential development, safer for both vehicular and pedestrian circulation.

The sole access-point to the onsite parking lot would be a 15-foot wide, one-way drive way off of Francisco Blvd., which is adequate to accommodate the type of vehicular and pedestrian circulation associated with the use of this site. The exit driveway would be onto Salada Ave., which is a one-way street, thus moving traffic back to Francisco Blvd. with minimal thru-traffic through the adjacent residential neighborhood as compared to the existing circulation pattern. The General Plan identifies Francisco Blvd. as adequate to handle additional traffic which will result from proposed development, even though no increase in intensity of use or traffic is anticipated from the proposed Project.

The proposal includes the provision of a total of 54 parking spaces, 24 of which would be located on the interior of the site, and the remaining 30 which would be located on the existing parking lot across Salada Ave. As it will not be changing as a part of this Project, it will not create hazardous or inconvenient conditions to the adjacent or surrounding uses.

The proposal to provide 54 off-street parking spaces exceeds the minimum required number of off-street parking spaces for the proposed use (50 spaces), which is suitable for the anticipated 40 employees that will be working on the site, as well as the visitors that are anticipated to visit the site. Per PMC Sec. 9-4.2818(f)(8), government centers require: “One parking space for each employee on a maximum shift, plus parking spaces equal in number to ten (10%) percent of the capacity in persons of any conference and meeting room.”

While roughly half of the required off-street parking spaces would be provided on the immediate Project site, the balance would be provided within the Salada lot approximately 160 feet southeast and south of the main entrances to the City Hall and P+P Buildings, respectively. Per PMC Sec. 9-4.2812(b), “All required spaces shall be located on the same zoning plot as the use served in commercial and manufacturing districts. Upon securing a use permit, required parking spaces may be provided up to 400 feet from the use; provided, however, no parking space accessory to a commercial district use shall be located in a residential district, unless approved by the Commission.” While not located in a commercial district, staff conservatively analyzed the Project for a use permit to grant this authorization as described later in the findings analysis. Upon approval of a use permit, the Project would comply with PMC parking requirements for off-site parking.

The proposal also includes a designated loading zone located immediately south of the P+P building, which will allow deliveries to the property, such as mail delivery, to occur in a way that does not create a hazardous or inconvenient condition for adjacent and/or surrounding uses and which does not occupy any of the required off-street parking spaces.

Based on the reduction in curb cuts on a residential street, concentration of vehicular circulation onto a street with adequate carrying capacity, and the provision of a sufficient number of parking spaces located on the interior of the lot and offsite within 400 feet of the site, there is no evidence to make this finding.

- iii. *That insufficient landscaped areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking lots from the street and adjoining building areas from paved areas to provide access from buildings to open areas.*

The applicant has proposed to increase the amount of landscaping on this parcel by 20 percent and screen the service and storage areas from the street and adjoining building sites. The increase in landscaping, which in part replaces currently paved areas between City Hall and the P+P Building, ensures that there is no large expanse of paved areas. The site also features a variety of vegetation along the drive aisle and parking spaces. As mentioned above, the northern edge of the drive aisle and parking lot will be lined by three-foot flowering plants, three-and-a-half-foot shrubs, and eight new trees, screening the parking lot from the City Hall Building and the P+P building. The southern side of the drive aisle will similarly be lined with five-foot shrubs and six new trees, separating it from the Little Brown Church. The western edge of the property, which abuts residential parcels, will be lined with five-foot shrubs and include the planting of two additional trees alongside the parking lot and two alongside City Hall. The residential properties also contain six-foot tall solid fences that further screen them from the off-street parking areas. Two trees, five-foot tall shrubs, and a six-foot tall solid fence will screen the proposed trash enclosure from the residential properties on the western side of the site. Additionally, three-and-a-half-foot shrubs shall surround City Hall and the P+P building. All five existing heritage trees on the site will remain, and tree protection fencing will be installed during construction.

Based on the reduction in paved areas, increase in amount and variety of landscaping, and the extensive use of landscaping for screening of parking lots from the street and service and storage areas, there is no evidence to make this finding.

- iv. *That the proposed development, as set forth on the plans, will unreasonably restrict or cut out light and air on the property and on other property in the neighborhood, or will hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof.*

The proposed development would not unreasonably restrict light or air on the property or other properties in the neighborhood. The existing heights of City Hall and the P+P building, 32'-0" and 16'-8", respectively, would not change, and fits in with the one- and two-story heights of surrounding properties. As the building heights and setbacks to adjacent properties would not change, immediately adjacent structures or properties would not suffer from a restriction or loss of light or air. To the north, the Project is separated from the next closest building by Santa Maria Ave., a 46-foot wide public right-of-way (ROW), which further ensures that adjacent structure or properties do not suffer from the restriction or loss of light and air.

The proposed Project would not hinder or discourage the appropriate development or use of land and buildings in the neighborhood, or impair the value thereof. The Project improvements would comply with all zoning standards, General Plan standards, Local Coastal Land Use Plan standards, and would be consistent with the Design Guidelines (as discussed in a later finding). Furthermore, there is no change to the proposed uses on the site that have existed for many years prior to the Project, such that the Project would result in a continuation of the existing relationship of the site to surrounding properties.

Based on the compatible building heights, setbacks from surrounding properties, compliance with local standards and guidelines, and proposed use consistent with past use of the site, there is no evidence to make this finding.

- v. *That the improvement of any commercial or industrial structure, as shown on the elevations as submitted, is substantially detrimental to the character or value of an adjacent R District area.*

The nearest residential district is the R-3 (Multiple-Family Residential) district, immediately adjacent to the west of the Project site. The two abutting properties to the west are developed with single-family residence. The General Plan describes the design character of the surrounding neighborhood as “bungalow style of housing; small one-story structures, wood siding, incorporation of small porches, and the intimate detailing of window trim, planter boxes, fencing and landscaping. Structures in these areas should be limited to two stories to preserve intimacy and the appropriate scale of development” (General Plan, pp. 69).

The high-quality design and materials selected for the Project would favorably complement the character and value of the nearest developed residential district. The Project would include an architectural design and mix of siding materials which convey a predominantly rustic residential character, as described more fully above. Because of the material selection by the applicant, the building would be considerate of the relationship of the site with the existing residential West Sharp Park neighborhood. Additionally, as mentioned above, the existing heights of two-story City Hall and the one-story P+P building, 32'-0" and 16'-8", respectively, would not change, and would fit in with the surrounding property heights of one-to two-stories and complying with the General Plan guidance to limit structures in this area to two stories to preserve intimacy and scale. Lastly, the reduction in curb cuts, redirection of the vehicular circulation pattern off of Santa Maria Avenue, the increase in landscaping, and other site improvement measures would complement the character and increase the value of the adjacent R District area.

Based on the high-quality design and materials that match the neighborhood's character, beneficial site improvement measures, and compliance with General Plan guidance with regard to matching the surrounding neighborhood's character, there is no evidence to make this finding.

- vi. *That the proposed development will excessively damage or destroy natural features, including trees, shrubs, creeks, and rocks, and the natural grade of the site, except as provided in the subdivision regulations as set forth in Chapter 1 of Title 10 of this Code.*

The proposed Project does not include a subdivision and, therefore, is not entitled to consideration of excessive damage or destruction of natural features as permitted in certain instances in Chapter 1 of Title 10 of the PMC. The Project as proposed would not excessively damage or destroy heritage trees and the natural grade of the site. There are five existing trees on the site, all of which would be preserved as a part of the proposal and protected during construction by installation of tree protection fencing. No other significant natural features including but not limited to creeks and rocks exist.

The project site is already developed and no longer reflects its prior natural grade. The property as developed has a slight three percent grade, naturally sloping from a high point at the northeast corner of the site to a low at the southwest corner. Only minimal grading improvements will be made to bring stormwater run-off to the southwest corner of the site for treatment.

Based on the efforts made to preserve existing trees and minimal grading improvements, there is no evidence to make this finding.

- vii. *That there is insufficient variety in the design of the structure and grounds to avoid monotony in the external appearance.*

The proposed building would include a number of architectural details and site design elements that would avoid monotony in the external appearance of the Project. The Project would include a new façade of the P+P building, which is intended to create strong civic entries on the south and east sides of the building, with canopied glassy entries, a vertical metal panel “tower” element, and building signage. A secondary tower element at the northeast corner is intended to give the building a strong street presence. The rhythm of materials on each of the facades, as described more fully in the Design Guidelines sections of this resolution, breaks down the scale and the monotony of the building.

Significant landscaping upgrades and site design measures on the grounds also involves variety and would avoid monotony. Thirty-three percent of the site would consist of landscaping, which would feature a variety of trees, shrubs, low flowering plants, and a small turf lawn. The applicant has also proposed the construction of an outdoor event space and parklet, which also reduces the monotony of the site.

Based on both the variety of architectural details, site design elements, and landscaping, there is no evidence to make this finding.

- viii. *That the proposed development is inconsistent with the City's adopted Design Guidelines.*

The proposed Project complies with the following Design Guidelines.

SITE PLANNING

- a. *Site Improvements. Locate site improvements such as buildings, parking areas, and walkways to take advantage of desirable site features. For example, existing healthy trees and distinctive berms or rock outcroppings should be incorporated into site design. Buildings should be oriented to capitalize on views of hills and ocean. Site improvements should be designed to work with site features, not against them. Lot grading should be minimized and disruption of natural features such as trees, ground forms, rocks, and water courses should be avoided.*

The proposed Project would be consistent with this Design Guideline. The single-story design of the Planning and Parks, Beaches, and Recreation (“P+P”) Building does not offer views of the ocean. The two-story City Hall building does provide limited views of the ocean and surrounding hills. The project would not make significant changes to the buildings’ form or scale but both buildings will retain windows and entry points that take advantage of all available existing views.

The modified buildings would be designed to take advantage of desirable new site features that would be added with the project. The site would be redesigned to establish primary access for both vehicles and pedestrians along the south sides of the buildings. The new façade of the P+P Building is intended to create strong civic entries on the south, as well as the east side of the building, with canopied glassy entries, a vertical metal panel “tower” element, and building signage. This new orientation would allow the building to be better connected to other parts of the site, including the newly designed pedestrian-scale pocket park between the City Hall and P+P buildings, the new east-west axis driveway and pedestrian path from Francisco Boulevard to both buildings, and the event space and lounge to the east of the parking lot.

City Hall would also have an entry located on the south side of the building to enhance ease of access to the parking lot. This will also allow for the building to capitalize on the same existing and proposed desirable site features as outlined immediately above for the P+P Building.

Both the City Hall and P+P Buildings would improve their orientations to the desirable pedestrian circulation pattern in the surrounding neighborhood by removing vehicular driveways on Santa Maria Avenue and increase the quality of north-south and east-west pedestrian circulation. The parking lot would be located on the interior of the lot and be screened from the buildings and the roads using shrubs and trees. Existing healthy trees would all be incorporated

into the site design and tree protection fencing would be installed to protect the existing trees during construction

The project would involve minimal grading because the site is already predominantly flat. The minimal grading that would occur would allow for improved stormwater management, which benefits this property and neighboring properties, and does not significantly disturb the site.

No distinctive natural features are present and thus none would be disturbed.

- b. Building Location. *Buildings should be sited to consider shadows, changing climatic conditions, the potential for passive or active solar energy, safety, and privacy of adjacent outdoor spaces.*

Building placement should take into account potential impacts on adjacent property. Existing views, privacy, and solar access of surrounding properties should be preserved whenever possible.

In multi-unit developments, buildings should be located so as to avoid crowding and to allow for a functional use of the space between buildings.

The Project site consists of two existing buildings (City Hall and P+P Buildings) that would remain with the Project and one existing building (Police Annex) that would be demolished. Demolition of the Police Annex building would open up the southwest corner of the site in a manner that would improve the site's orientation to the adjacent residential properties that abut to the west.

As mentioned above, the City Hall and P+P buildings are sited in such a way that shadows are not an issue for the site or adjacent properties. All buildings in the immediate neighborhood around the Project site are between one- to two-stories high, which avoids shadows. The proposed addition to the City Hall Building would be lower than the existing building height and would not create significant new shadows that would affect the Project site or adjacent properties.

The design of the P+P Building would remain suitable for future installation of solar panels on its flat roof, as required by the Building Code. The City Hall Building's first floor window openings would be restored, improving and increasing the amount of natural light entering the building, enhancing passive solar energy. Additionally, the second floor plan would remove several interior walls and would utilize windows to increase the amount of natural light entering into the building.

Changes to circulation, including the elimination of two vehicle driveways and the establishment of new north-south and east-west pedestrian circulation patterns with dedicated walkways would enhance the safety of the site. Installation of well-designed site lighting would also improve the safety and

function of the Project site during periods of darkness. The extensive landscaping and special attention paid to screening along the property lines would also allow for adjacent outdoor spaces to retain their privacy. As the Project does not propose an increase in building height, adjacent properties would be able to retain their existing views.

- c. *Lighting. Exterior lighting should be subdued, and should enhance building design as well as provide for safety and security. Lighting which creates glare for occupants or neighbors should not be used. In general, large areas should be illuminated with a few low shielded fixtures. Tall fixtures which illuminate large areas should be avoided.*

The Project would include a comprehensive exterior lighting plan that would improve the appearance and safe function of the site. Exterior lighting would be located on the outside of both City Hall and the P+P Building, alongside the parking lot and drive aisle, and in other used parts of the Project site, such as near the covered trash enclosure. Exterior lighting is comprised of small, unobtrusive fixtures designed to control glare for adjacent properties as well as soften and widen light distribution, directing light downwards and outwards. These lights would ensure safety and comfortability while reducing glare for occupants and neighbors.

- d. *Screening. Exterior trash and storage areas, service yards, landing docks and ramps, electrical utility boxes, etc., should be screened from view of all nearby streets and adjacent structures in a manner that is compatible with building and site design. Such facilities should be conveniently located, but must not interfere with the circulation and parking on the site.*

A proposed trash enclosure, as well as a new transformer and switchgear and an existing generator, would be located on the northwestern edge of the property and would be screened by two trees and medium height (five-foot tall) shrubs. The Project would not include landing docks and associated ramps. A dedicated sidewalk would provide direct access to transport trash containers to the pick-up point along Santa Maria Avenue. The trash enclosure would be conveniently located and would not interfere with the circulation and parking on the site.

There would be one proposed loading parking spot, which would be located along the south side of the P+P building to allow for easy access to the building, while screening it from the street.

- e. *Parking. The visual impact of parking areas should be minimized when appropriate to the site by locating parking areas to the rear or side of the property, rather than along street frontages. Ample landscaping should be used to help screen parking areas from both exterior and interior views.*

As discussed above, the onsite parking area would be located on the interior of the Project site behind the proposed buildings. Additionally, the parking lot

would be screened by three- to five-foot shrubs, as well as by trees lining the streets and existing six-foot tall solid fences along the common property boundaries with the abutting residential properties to the west. Wherever possible, the applicant has included landscaping along the perimeter of the parking area to provide a buffer between the street, adjacent properties, and the building.

BUILDING DESIGN

- f. *Details. Use architectural features and details to help create a sense of human scale. Wall insets, balconies, window projections, etc., are examples of building elements which may help reduce the scale of larger buildings.*

The Project pays special attention to using architectural features and details to help create a sense of human scale. The City Hall and the P+P Buildings would remain two-stories and one-story, respectively, helping to maintain the sense of a human scale. The Project would restore windows along the ground floor of the City Hall Building to improve its human-scale relationship to Santa Maria Avenue and to connect the open space between and around the buildings with the interior of the buildings, making it a safer and more pedestrian-friendly environment. Additionally, the use of horizontal wood-look panels and brown metal panels as accents, alongside the neutral white, grey, and charcoal-colored plaster, stucco, and painted wood base materials would help to create visual interest and contribute to a natural, pleasant aesthetic.

The new entrance and circulation core addition on the south side of the City Hall Building is intended to complement the existing building, rather than match it in style. Instead, the new addition would have a similar style to the new P+P Building façade for continuity between the two buildings and to create a cohesive campus feel. The new addition would tuck under the eaves of the existing City Hall in deference to the massing of the existing building. Tall windows at the new entry would clearly delineate the line between old and new and create a clearly visible entrance for staff and the public.

- g. *Materials. Compatibility of materials is an essential ingredient in design quality. In areas with either historic or architecturally significant structures, the use of similar exterior construction materials should be used in new construction in order to maintain neighborhood character. Consistency and congruity of materials and design elements on individual structures is also important.*

City Hall is a City-designated historical landmark and the Project would include work to restore some of the building's important historical characteristics. The existing exterior stucco would be removed to reveal the existing redwood siding underneath. Painted wood siding is a primary character-defining feature of the building, per the Historic Resource Evaluation report. The existing redwood siding is planned to be cleaned and refurbished in-place, with patch and repair as needed, and subsequently

painted. The exterior windows in the City Hall building would be replaced with windows of similar style and character to those depicted in the historic photographs and several windows on the ground-floor would be restored to match the building's earlier design.

The proposed addition to City Hall is intentionally designed to match the architectural style of the new P+P building, while also maintaining a sense of deference to the existing historical building through decisions such as tucking the new addition under the eaves of the existing City Hall and placing tall windows at the new entry to help delineate the line between the old and the new. These design decisions help to create consistency and congruity of materials and design elements across the site, while holding onto the historic architectural integrity of the original City Hall building.

Similarly, the existing City Hall sign will be replaced by 18-inch illuminated silver aluminum letterform signs that will wrap around both the southeastern part of the City Hall (reading "Pacifica City Hall") as well as the southeastern side of the P+P Building (reading "Pacifica Civic Center"). This will contribute to increasing consistency and congruity of materials and design elements on the Civic Center Campus.

The design of the Project, specifically the small scale of the structure (one- to two-stories), use of wood siding, similarity in style between the addition to City Hall and the new P+P façade and signage, and landscaping, ensures consistency throughout the Civic Center Campus, as well as with the desired architectural theme identified for the surrounding housing typology as stated in the General Plan (p. 69).

- h. *Consistency. There should be architectural consistency among all building elevations. All elevations need not be identical, but a sense of overall design continuity must occur. Window treatment and trim, for example, should be carried out around the entire building, not just on the most visible sides.*

The two buildings that would remain on the site would be architecturally consistent on all four elevations. The applicant has carried the same materials, architectural detailing, and lighting theme throughout all sides of the building, except with respect to the City Hall addition which, as mentioned above, is intended to complement the existing building, rather than match it in style. Instead, the new addition will have a similar style to the new P+P building façade, as well as matching signage, for continuity between the two buildings and to create a cohesive campus feel.

LANDSCAPING

- i. *Amount and Variety. Applicants are encouraged to exceed the minimum amount of landscaping required by the Zoning Ordinance and landscape plans should incorporate a variety of plant species. The amount, scale, and nature of landscape materials should be appropriate to the site and/or*

structure. Large-scale buildings should be complemented by large-scale landscaping. Development along major streets should also include large-scale trees.

The P-F (Public Facilities) zoning district does not contain a minimum landscaping requirement and instead provides in PMC Section 9-4.2102 that development regulations (such as but not limited to landscaping standards) shall be as specified in the use permit and site development permit.

The Project would include 33 percent of site area as landscaping. This exceeds the minimum landscaping requirement for both the adjacent C-1 (Neighborhood Commercial) zoning district (90 percent, PMC Section 9-4.1002(d)) and R-3 (Multiple-Family Residential) zoning district (20 percent, PMC Section 9-4.602(g)). A minimum site landscaping standard for the proposed Project of 25 percent would ensure that the site continued to exceed the minimum required landscaping of both adjacent zoning districts, while also providing the applicant future flexibility to make minor site changes to adapt to its operational needs.

The landscape plan shown on Sheet L4 incorporates twelve different plant species – ranging from different types of trees, to shrubs and flowering plants, to ensure a variety of plant species. The proposed plant species would vary in size from 5 gallon to 24-inch box. The Project would also retain all existing trees on the site which would provide mature, large-scale landscaping immediately upon completion of the Project.

- ix. *That the proposed development is inconsistent with the General Plan, Local Coastal Plan, or other applicable laws of the City.*

The proposed mixed-use development, as conditioned, would be consistent with the General Plan, Local Coastal Plan, and other applicable laws of the City and General Plan, including, but is not limited to, the following policies:

GENERAL PLAN

a. Circulation Element

- Policy No. 6: *Encourage alternatives to motor vehicle transportation.*

The Project would include several elements that improve the safety and desirability of non-vehicular transportation. The Project would eliminate two vehicular driveways from Santa Maria Avenue and would replace them with improved pedestrian sidewalk areas. The applicant has proposed to the creation of an attractive landscaped connection between the sidewalks on Santa Maria Avenue, Francisco Boulevard, and Salada Avenue and the renovated proposed buildings, making the Project more attractive to and safer

for pedestrian use. Additionally, the proposal includes six code-compliant bicycle parking spaces to make the site attractive to bicyclists.

- Policy No. 11: *Safety shall be a primary objective in street planning and traffic regulations.*

As mentioned above, the Project reduces the number of curb cuts from four to two on the site, and specifically removes the two curb cuts on Santa Maria Avenue, which also includes residential uses, making pedestrian circulation along Santa Maria Avenue less likely to conflict with vehicles and thus, safer.

- Policy No. 14: *Ensure adequate off-street parking in all development.*

Subject to obtaining a use permit to allow for some of the required parking to be located off-site, the proposed Project would comply with the off-street parking standards in Article 28, Chapter 4, Title 9 of the PMC. The applicant has proposed to provide 54 off-street parking spaces, both on site and in the Salada parking lot located immediately south of the site along Salada Ave, which exceeds the required 50 off-street parking spaces for the Project.

b. Community Design Element

- Policy No. 1: *Preserve the unique qualities of the City's neighborhoods; and*
- Policy No. 2: *Encourage the upgrading and maintenance of existing neighborhoods.*

As mentioned in the analysis for the Site Development Permit, the Project makes a special point of working to ensure the unique qualities of the City's neighborhoods, and specifically the neighborhood it is located in, are preserved, upgraded, and complemented. This includes but is not limited to an enhancement of the historical character of the locally-designated historic landmark City Hall Building by restoring its traditional siding material and restoring and replacing its windows. It also includes retaining an appropriate scale of the Civic Center site comprised of one- and two-story buildings and residentially-compatible siding materials on the P+P Building including stucco and phenolic wood-type panels. The West Sharp Park neighborhood also has a unique character of containing a number of civic facilities and the proposed Project would retain and enhance that character by continuing Civic Center functions at the site and strengthening the campus-feel and civic identity of the site through architectural and site improvements described therein.

c. Conservation Element

- Policy No. 1: *Conserve trees and encourage native forestation; and*
- Policy No. 3: *Protect significant trees of neighborhood or area importance and encourage planting of appropriate trees and vegetation.*

The applicant proposes the conservation of all existing on-site trees, in addition to the planting of additional trees, including native coast live oaks, to serve as pleasant landscaping as well as a screen between the Project and adjacent properties. All existing trees would be protected with tree protection fencing during construction.

d. Historic Preservation Element

- Policy No. 1: *Conserve historical and cultural sites and structures which define the past and present character of Pacifica.*

The Project proposes to conserve the City Hall building, a locally-designated historical landmark and important civic cultural site significant to the City of Pacifica. Efforts to preserve the integrity of the site would include removing exterior stucco to reveal the existing redwood siding underneath, which would be cleaned and refurbished in-place, with patch and repair as needed, and subsequently painted. Painted wood siding is a primary character-defining feature of the building per the Historic Resource Evaluation report. Additionally, the exterior windows of the building would be restored on the ground floor and would be replaced throughout the building with those of similar style and character to those depicted in the historic photos. Other elements such as the addition to the City Hall Building and improved facades of the P+P Building would be subordinate to and would enhance the historical character of the City Hall Building.

The Police Annex Building, which has been used as a storage facility since 2003, has no identified historical significance and its demolition, given its poor condition and appearance, would strengthen the appearance and site context to further feature the City Hall Building.

e. Land Use Element

- Policy No. 8: *Land use and development shall protect and enhance the individual character of each neighborhood.*

General Plan and Local Coastal Plan narratives for the Project area indicate that the Project site be used for public facilities. As such, the continued use of this site as a public facility, and specifically as a government center, is consistent with the historical public facility land uses in this block of the West Sharp Park neighborhood. The reduction of the building coverage on the site, via the demolition of the Police Annex building, would strengthen the character and context of the locally-designated historical landmark City Hall Building, and would improve the relationship of the Project site with the adjacent residential neighborhood by removing a building in poor condition and poor site planning. These Project elements would further increase compatibility of the Project site with the character of the neighborhood.

OTHER APPLICABLE LAWS

a. Off-Street Parking Standards in Article 28

The Project would increase the site's compliance with the off-street parking standards contained in Article 28, Chapter 4, Title 9 of the PMC. Subject to obtaining a use permit to allow for some of the required parking to be located off-site, but within 400 feet of the Project site, the proposed Project would comply with the off-street parking standards in Article 28. The applicant has proposed to provide 54 off-street parking spaces, roughly half of which provided on-site and roughly half in the Salada parking lot located immediately south of the site along Salada Ave, which exceeds the required 50 parking spaces. The Salada Ave parking site would be used as additional employee parking and visitor parking, and is accessible to the site via the existing crosswalk at the corner of Salada Ave and Francisco Blvd. The Project would also install six bicycle parking spaces where none are currently present on the site, which are proposed to be located immediately between the southeast corner of City Hall and the drive aisle.

b. P-F (Public Facility) Zoning District Standards

Per PMC Sec. 9-4.2102, the development regulations for this zoning district shall be specified in the use permit and site development permit, and the following criteria shall be considered in the review of a proposed project in the P-F District:

- (1) *The proposed use shall be of such size, design, and operating characteristics as will make it compatible with surrounding uses with respect to bulk, scale, design, coverage, density, noise, the generation of traffic, and other environmental impacts*

As discussed above, the proposed scale of the Project, the design, anticipated noise levels and the continued use as government facilities make it compatible with surrounding uses. The Project proposes a minimal increase in bulk, scale, and coverage, the design emphasizes the human-scale and creates a sense of cohesion and connectivity using elements like increased landscaping and the development of a pocket park. Government facilities and associated office uses generally do not create significant amounts of noise. The mix of uses proposed on this site are substantially consistent with the prior uses, which have not generated significant amounts of noise based on the City's past operations. The proposed generator would be used infrequently for testing and during periods of power outages to ensure ongoing provision of essential City services.

Intensity of building coverage on the site would be reduced with the demolition of the Police Annex Building which would additionally improve the relationship of the Project site to the adjacent residential

properties to the east from the removal of this building that is in poor condition and of unremarkable architectural design.

The Project would retain the existing intensity of use of the site and no additional vehicular trips for this Project are anticipated. The removal of two vehicular driveways on Santa Maria Avenue and improvements to the on-site pedestrian circulation pattern, as well as installation of bicycle parking, would potentially decrease vehicular trips to the site.

Based on the detailed analysis of the proposed Project for consistency with the General Plan, Local Coastal Plan, adopted Design Guidelines, and applicable PMC standards, the following development standards for the Project site are as follows:

<u>Standard</u>	<u>Minimum</u>	<u>Maximum</u>
Building site	5,000 square feet	N/A
Lot dimensions	Fifty (50') foot width	N/A
Setbacks	Front (Francisco Blvd): 0'-0" Side (Santa Maria Ave.): 0'-0" Side (Salada Ave. /Little Brown Church): 40'-0" Rear: 40'-0"	N/A
Lot coverage	N/A	40 (40%) percent
Landscape area	25 (25%) percent	N/A
Height	N/A	35'-0"
Parking	As set forth in PMC Title 9, Chapter 4, Article 28	N/A

Table A: Assigned Development Standards

The establishment of the development standards in Table 2 would ensure use of the Project site is of such size, design, and operating characteristics to be compatible with the surrounding uses with respect to bulk, scale, design, coverage, density, noise, generation of traffic, and other environmental impacts. Therefore, there is sufficient evidence to make this finding.

- (2) *The proposed development will enhance the successful operation of the community or will provide a service to the community.*

The 1980 General Plan identified City Hall facilities as “inadequate,” and cited fiscal constraints as a reason for delaying relocation (p. 69). This proposed renovation would modernize the City’s operations and make City Hall and the P+P Building more attractive and inviting through enhanced architectural detail and landscaping, and ensure that

the community has adequate government facilities. Notably, the addition to the City Hall Building would make the City's core civic center facilities fully accessible to persons with disabilities by adding a code-compliant stairway and elevator. Based on these factors, the Project would enhance the successful operation of City Hall and the P+P building, and there is sufficient evidence to make this finding.

- (3) *Particular attention shall be given to the provision of buffering of uses from the surrounding neighborhood, and significant adverse impacts shall be mitigated.*

As mentioned above, the Project proposes a significant increase in landscaping in order to screen the site from the surrounding neighborhood. Existing six-foot tall solid fences would remain along the common boundary of the Project site and residential properties to the west. No significant impacts from the Project have been identified. Therefore, there is sufficient evidence to make this finding.

LOCAL COASTAL PLAN

- a. Coastal Act Policy No. 4: *Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.*

The Project proposes to continue locating City Hall and the P+P Building on this site. The continued use of this site, which is located at least four blocks from the next closest public facility, maintains appropriate distribution and avoids negative impacts resulting from overcrowding or overuse by the public of a single area. Similarly, the demolition of the Police Annex Building would lessen the potential for overcrowding or overuse of the project site.

- b. Coastal Act Policy No. 23: *New development, except as otherwise provided in this policy, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. Where feasible, new hazardous industrial development shall be located away from existing developed areas. Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*

The proposed Project would occur on an already developed site that is able to accommodate it, has access to public services, and will not have adverse impacts on coastal resources as it is not proposed to be constructed on a site with prominent

topography or located within a coastal viewshed, and no access to the shoreline will be impacted by this Project. Stormwater treatment would be handled within the campus and would improve the quality of stormwater discharged from the site by reducing its pollutant load. Changes to the layout of the site would increase the amount of pervious area on site and also improve pedestrian circulation and safety by elimination of driveways and installation of pedestrian paths and bicycle parking. Scenic and visual qualities of the coast will not be impacted by the changes.

Land divisions and hazardous industrial development are not relevant, as they are not included in the proposed Project.

Therefore, because the proposed Project would be consistent with policies in the Land Use, Circulation, Conservation, Historic Preservation, and Community Design elements of the General Plan; and, because the Project would comply with other applicable laws of the City of Pacifica including but not limited to the standards in Articles 4, 21, and 28 of Chapter 4 of Title 9 of the PMC; there is sufficient evidence to conclude that, on balance, the Project would be consistent with the General Plan, applicable laws of the City, and the Local Coastal Plan.

II. Use Permit UP-129-21

- i. That the establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, and welfare of the persons residing or working in the neighborhood or to the general welfare of the City.*

The Project requires a use permit pursuant to PMC Section 9-4.2101(b) in order to grant use approval in the P-F zoning district, and pursuant to PMC Section 9-4.2812(b) to authorize off-street parking facilities within 400 feet of the subject use. The findings discussion, below, addresses analysis of both required approvals.

PUBLIC FACILITIES USE

The Project requires a use permit because there are no uses permitted by right in the P-F zoning district and a use permit is required to authorize government facilities as a conditional use. The Project site historically been used as government facilities. Government facilities and the associated office uses generally do not create undue noise or other negative impacts, and would not be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or to the general welfare of the City.

LOCATION OF PARKING FACILITIES

The Project requires a use permit because 30 of the 54 off-street parking spaces identified to meet the required 50 off-street parking spaces for the Project are located offsite, which is only permitted if a use permit is first obtained per PMC Sec. 9-4.2812(b). The existing Salada Lot that will provide the off-site parking is located south of the Project and would be located within approximately 160 feet from the respective entrances of the City Hall and P+P Buildings. This distance

between the main Project site and the off-site parking lot is short and easily walkable across Salada Avenue to the main Project site. The short distance and easy walkability makes it likely that off-street parking facilities at the Salada Lot would be well-utilized in support of the main Project site's operations.

The Project proposes the continued use of the site as a parking lot, which is not currently and would not become detrimental to the health, safety, and welfare of the persons residing or working in the neighborhood or the general welfare of the City. It would prevent excessive street parking, keeping cars out of nearby residential-zoned districts, and would continue to concentrate vehicle circulation on Francisco Boulevard, which, as a collector street, has a greater carrying capacity than other streets in the area.

- ii. *That the use or building applied for is consistent with the applicable provisions of the General Plan and other applicable laws of the City and, where applicable, the local Coastal Plan.*

PUBLIC FACILITIES USE

As described in further detail above, the Project would be consistent with the General Plan, in particular policies contained in the Circulation, Community Design, and Land Use Elements. It would also be consistent with the applicable provisions of the Local Coastal Plan, including but not limited to LCLUP/Coastal Act Policy Nos. 4 and 23. The Project would additionally comply with applicable laws of the City including those contained in the Zoning Regulations (Chapter 4 of Title 9 of the PMC), in particular the development regulations of the P-F (Public Facilities) zoning district.

LOCATION OF PARKING FACILITIES

As described in further detail above, the Project would be consistent with numerous policies contained in the Circulation, Community Design, and Land Use Elements. It would also comply with applicable laws of the City including those contained in the Zoning Regulations (Chapter 4 of Title 9 of the PMC), in particular the development standards described in Article 28 except for drive aisle width for which a parking exception has been requested.

- iii. *Where applicable, that the use or building applied for is consistent with the City's adopted Design Guidelines.*

PUBLIC FACILITIES USE

As described in further detail above, the Project would be consistent with the City's adopted Design Guidelines. In particular, the Project would be consistent with guidelines related to Site Planning and Building Design.

LOCATION OF PARKING FACILITIES

The location of off-street parking facilities to the south of the Project site in the Salada Lot would allow for greater consistency with the City's adopted Design Guidelines. According to these guidelines, "The visual impact of parking areas should be minimized when appropriate to the site by locating parking areas to the

rear or side of the property, rather than along street frontages. Ample landscaping should be used to help screen parking areas from both exterior and interior views.” Locating some of the required parking spaces offsite would minimize the visual impact of parking on the Project site. In addition, by locating some of the parking offsite, the Project would be better able to meet other Design Guidelines, in particular those related to site planning and landscaping, as detailed above.

Therefore, granting of the use authorization for government facilities and the off-site location of parking facilities would not be detrimental to the health, safety, and welfare of the persons residing or working in the neighborhood or to the general welfare of the City and would be consistent with policies in the General Plan, the Local Coastal Land Use Plan, and other applicable laws of the City of Pacifica including but not limited to the standards in Articles 4, 21, and 28 of Chapter 4 of Title 9 of the PMC.

III. Coastal Development Permit CDP-432-21

- i. *That the proposed development is in conformity with the City's certified Local Coastal Program.*

As described in more detail above, the Project would provide government facility uses; incorporate design elements consistent with the surrounding neighborhood character; and be constructed on a site where utilities are readily available. The Project would additionally be consistent with Local Coastal Land Use Plan (LCLUP)/Coastal Act Policy Nos. 4 and 23. Therefore, there is sufficient evidence to find the Project is in conformity with the City’s certified Local Coastal Program.

- ii. *That where the Coastal Development Permit is issued for any development between the nearest public road and the shoreline, the development is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act.*

The Project would not be located between the shoreline and the nearest public road. The first public road inland of the shoreline in the Project area is Beach Boulevard located more than 900 feet to the west. Therefore, the Project would not affect public recreation along the shoreline and thus, by extension, must be found to be in conformity with the public recreation policies of Chapter 3 of the California Coastal Act.

IV. Historic Preservation Permit HPP-7-21

- i. *That the proposed work will not adversely affect the exterior architectural features of the landmark.*

The proposed work would not adversely affect the exterior architectural features of the City-designated historical landmark City Hall Building. The building, which was originally built in 1912, has been renovated twice – in 1958 when it was turned into a government facility, and again in 1970. The Historic Resource Evaluation (Attachment D) found that these renovations compromised some of the historic

contributing features by replacing and covering the windows and applying cement plaster of the original wood siding. In an effort to rectify this, the Project proposes to remove this existing exterior painted stucco to reveal the existing redwood siding underneath it. This siding is planned to be cleaned and refurbished with patch and repair as needed, and subsequently painted. As discussed above, per the Historic Resource Evaluation report, painted wood siding is a primary character-defining feature of the building. Additionally, the exterior windows would be replaced with windows of similar style and character to those depicted in the historic photographs. By removing the exterior color and stucco to return the exterior to the painted siding considered a character-defining feature of the building and replacing windows with those that are similar in style to those shown in historic photographs, the work would enhance, and would not adversely affect, the exterior architectural features of the landmark.

The addition to the rear of the City Hall Building also would not adversely affect the exterior architectural features of the landmark. As discussed in the Historic Resource Evaluation Report, the main character defining feature of the building is the front entrance, in addition to its symmetry, massing, and roof shape. Because the addition would occur at the rear of the building, where no significant character defining feature has been identified, and would not have impact on the symmetry, massing, or roof shape, the proposed addition would not compromise the building's key architectural features. Moreover, the design of the addition would tuck it under the existing roof eaves of the City Hall Building, making it subordinate to the original building, and would be comprised of materials that are compatible and complementary to both the City Hall Building and the P+P Building.

The applicant consulted with the Pacifica Historical Society throughout the design of the Project, first meeting on January 28, 2021, and then again during the schematic design phase on October 13, 2021. The Pacifica Historical Society provided the following key comments on the Project:

- Parking as a priority for the site and uses.
- Landscaping the parking lot with trees to create a park-like ambiance.
- Using low-maintenance landscaping.
- Connecting the Civic Center Campus with the Salada Lot.

This feedback was incorporated into the Project by: maximizing the on-site parking for the Civic Center and ensuring that parking requirements for the site are met; lining the drive aisle, as well as the parking area, with trees and creating public gathering spaces behind the Little Brown Church and between the City Hall and P+P Building to create a park-like experience; the use of drought-tolerant, climate appropriate, and low maintenance landscaping; and the inclusion of the Salada Lot as part of the design process of the Project so as to create a cohesive Civic Center campus as well as meet the site's parking needs.

For these reasons, the proposed work will not compromise the landmark's historically-significant architectural integrity or adversely affect the exterior architectural features of the landmark.

- ii. *That the proposed work will not adversely affect the special historical, architectural, or aesthetic value of the landmark and its site.*

The proposed work would not adversely affect the special historical, architectural, or aesthetic value of the landmark and its site. The goal of the Project is to clean, refurbish, and repaint the exterior of the building, as well as replace the windows with new ones that resemble those that were historically used on the building. These changes are minor and would serve to improve aesthetic value of the landmark, as well as the historic value, by bringing it back to its aesthetic roots.

The Project proposes the addition of a new entrance and circulation core to the building, which would be located in the rear of the building, on the interior of the site. By adding the addition to the rear of the building, the ceremonial and historic entryway of the City Hall is left architecturally intact, allowing the building to retain its historical, architectural, and aesthetic value, while also improving the building's accessibility and functionality.

Similarly, the proposed site improvement work will not impact the historical value of the landmark or the site. Instead, the proposed increase in landscaping and public space, as well as the decision to locate parking in the rear at the interior of the site, and the intentional effort to create more continuity between the two buildings (City Hall and P+P), by designing the addition to City Hall to match the architectural style of the new P+P building, the Project would augment the aesthetic appeal of the site and make it a more pleasing environment to work in and visit.

Furthermore, the Project would also comply with the Secretary of the Interior's Standards for Rehabilitation as confirmed by a qualified historic preservation architect (Attachment E), which further ensures that the proposed work would not adversely affect the special historical, architectural, or aesthetic value of the landmark and its site.

- iii. *That the proposed work will not adversely affect the exterior architectural features of the subject property or its relationship, in terms of harmony and appropriateness, with its surroundings and neighboring structures.*

As discussed above, the proposed work would not adversely affect the exterior architectural features of the subject property, but would rather enhance it. It also would not adversely affect its relationship with its surroundings and neighboring structures. The new addition to City Hall is designed to complement the existing building and would have a similar style to the new P+P building façade to develop greater continuity between the two buildings and create a cohesive campus feel, increasing the aesthetic value of the site. The new addition is intentionally designed to tuck under the eaves of the existing City Hall, in deference to the existing

historical building. Tall windows at the new entry clearly delineate the line between old and new and create a clearly visible entrance for staff and the public, which also allows the building to retain its historical, architectural, and aesthetic value. The enhancements to the City Hall Building and the P+P Building, as well as demolition of the unappealing and poorly maintained Police Annex Building, would also strengthen the historical context for the existing Little Brown Church Building, another locally-designated historical landmark. Furthermore, landscaping improvements, the creation of event space between the Little Brown Church building and the parking lot, and added walking paths between the new event space and the Little Brown Church building would increase safety, allow for greater accessibility and connectivity across the site as a whole, and make the historically significant site more inviting to patrons.

- iv. *That the owner would have no reasonable economic use of the structure unless the permit is granted. In any instance where there is a claim of no reasonable economic use or a claim that preservation is infeasible, the applicant shall submit to the City such economic and financial data as required by the Planning Administrator to evaluate such claim, including the cost, assessed value, taxes, appraisals, listings, and income from the property.*

Since the Project satisfies finding number 3, finding number 4 does not need to be considered as finding numbers 3 and 4 are written in the alternative.

Therefore, the granting of the historic preservation permit for the proposed renovations and addition to the City Hall Building would have no adverse effect on the exterior architectural features of the landmark, the special historical, architectural, or aesthetic value of the landmark and site, or the exterior architectural features of the subject property or its relationship with its surroundings and neighboring structures. Rather, the Project would be consistent with the Secretary of the Interior Guidelines, would restore or retain historical features of the City Hall Building, and would strengthen the historical context of the City Hall Building and Little Brown Church. Based on this analysis, there is sufficient evidence to make the findings for approval of a historic preservation permit.

V. Parking Exception PE-192-21

- i. *That the establishment, maintenance, and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this article as are reasonably possible.*

The Project proposes a total of 54 automobile parking spaces, which exceeds the number of spaces required per PMC Sec. 9-4.2818(f)(8). The Project would also improve the number and configuration of disabled accessible van and automobile parking spaces as required by the California Building Code. Van parking spaces in particular require additional width to provide the accompanying loading area. The Project would also provide six bicycle parking spaces where none currently exist on the Project site. However, the proposed on-site drive aisle would not

comply with the dimensional requirements for a drive aisle serving parallel parking spaces.

A parking exception can be sought for deviation from any number of parking standards contained in Article 28 of Title 9, Chapter 4 of the PMC. The eastern portion of the Project site from the entry driveway at Francisco Boulevard to the City Hall Building would utilize a one-way driveway with parallel parking on both sides. Based on standards described in PMC Section 9-4.2817(c), the proposed Project must provide parallel parking spaces which are a minimum of 8'-0" wide and 24'-0" long; except, however, that, the end spaces at the beginning and end of a parallel parking area may be reduced to 20'-0" in length. The standards in PMC Section 9-4.2817(c) also require the proposed Project to have a drive aisle of 15'-0" in width for one-way traffic in a parallel parking configuration. The Project as proposed would comply with all applicable standards for one-way drive aisles serving parallel parking spaces, except that the drive aisle width would be 13'-0" wide.

A parking exception is required to authorize a one-way drive aisle serving parallel parking spaces that is 2'-0" narrower than the required width. The reduction would be approximately 13 percent below the required standard. The applicant has faced a practical difficulty in providing the full-width drive aisle because of the existing fixed width of the space between the P+P Building and the Little Brown Church; the improvement and emphasis on quality pedestrian access to the site which requires a new sidewalk from Francisco Boulevard westward into the site; and a preference by the applicant to keep the parallel parking spaces at a code compliant width. Alternatively, the applicant could reduce the width of the parallel parking spaces north and south of the drive aisle with a similar approximately 13 percent reduction in the width of these spaces in order to achieve a full-width drive aisle. The parking exception is granted for the drive aisle width based on the following considerations:

- wider parking spaces provide greater flexibility for prompt parking within the parallel parking spaces to minimize periods where the drive aisle is impassable;
- narrower parking spaces could result in more frequent obstructions into the drive aisle that would effectively narrow the width below the code requirement of 8'-0";
- a wider space width will allow easier entry and exit for both drivers and passengers from vehicles parked in the parallel parking spaces and,
- the parallel parking space width as proposed would align harmoniously with the width of the first 90-degree parking space located in the northeast portion of the parking that is located at the southwest portion of the Project site, whereas, allowing a narrower parallel parking space width would cause an incongruent relationship between the parallel parking areas and the 90-degree parking areas.

The parking exception is the result of a practical difficulty accommodating vehicular and non-vehicular transportation modes in an existing fixed width area, and would ensure a cohesive design for both the parallel and 90-degree parking areas on the Project site. The proposed off-street parking facilities would be as fully in compliance with the requirements set forth in Article 28 of PMC Title 9, Chapter 4 as is reasonably possible, and recommends approval of the parking exception.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica approves Site Development Permit PSD 855-21, Use Permit UP-129-21, Coastal Development Permit CDP-432-21, Historic Preservation Permit HPP-7-21, and Parking Exception PE-192-21, subject to conditions of approval attached as Exhibit A.

* * * * *

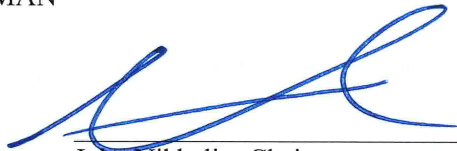
PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 15th day of November, 2021.

AYES, Commissioners: DOMURAT, GODWIN, HAUSER, LEAL, NIBBELIN

NOES, Commissioners: N/A


ABSENT, Commissioners: FERGUSON

ABSTAIN, Commissioners: BERMAN



John Nibbelin, Chair

ATTEST:



Tina Wehrmeister, Planning Director
/Assistant City Manager

APPROVED AS TO FORM:



Michelle Marchetta Kenyon, City Attorney

Exhibit A

Conditions of Approval: File No. 2014-001 for Site Development Permit PSD-855-21, Use Permit UP-129-21, Coastal Development Permit CDP-432-21, Historic Preservation Permit HPP-7-21, and Parking Exception PE-192-21 to renovate the City of Pacifica City Center Campus, comprising City Hall, the Planning + Parks, Beach, and Recreation Building, and the Police Annex Building, located at 170 Santa Maria Ave. and 1800-1810 Francisco Blvd. (APN 016-042-310).

Planning Commission Meeting of November 15, 2021

Applicant: City of Pacifica

Planning Division

1. Development shall be substantially in accord with the plans entitled "Pacifica Civic Center Project" dated October 22, 2021, received by the City of Pacifica on October 29, 2021, except as modified by the following conditions.
2. The approval or approvals is/are valid for a period of one year from the date of final determination. If the use or uses approved is/are not established within such period of time, the approval(s) shall expire unless Applicant submits a written request for an extension and applicable fee prior to the expiration date, and the Planning Director approves the extension request as provided below. The Planning Director may administratively grant a single, one year extension provided, in the Planning Director's sole discretion, the circumstances considered during the initial Project approval have not materially changed. Otherwise, the Planning Commission shall consider a request for a single, one-year extension. In the event of litigation filed to overturn the City's determination on the approval or approvals, the Planning Director may toll the expiration of the approval or approvals during the pendency of such litigation.
3. Prior to issuance of a building permit, Applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Planning Director's satisfaction.
4. Exterior lighting shall include buffering techniques to reduce light and glare impacts to adjacent properties to the satisfaction of the Planning Director.
5. All trash and recycling materials, if stored outdoors, shall be fully contained and screened from public view within an approved enclosure. The enclosure design shall be consistent with the adjacent and/or surrounding building materials, and shall be sufficient in size to contain all trash and recycling materials, as may be recommended by Recology of the Coast. Trash enclosure and dumpster areas shall be covered and protected from roof and surface drainage. Prior to the issuance of a building permit, Applicant shall provide construction details for the enclosure for review and approval by the Planning Director.
6. Prior to the issuance of a building permit, Applicant shall submit a final landscape plan for approval by the Planning Director. The landscape plan shall show each type, size, and location of plant materials, as well as the irrigation system. Landscaping materials included on the plan shall be coastal compatible, drought tolerant and shall be predominantly native, and shall include an appropriate mix of trees, shrubs, and other plantings to soften the expanded structure. All landscaping shall be completed consistent with the final landscape plans prior to occupancy. In

Mitigation Monitoring and Reporting Program: File No. 2015-002 for Site Development Permit PSD-801-15, Use Permit UP-66-15, Subdivision SUB-227-15, and Heritage Tree Removal Authorization at a vacant parcel located at 1335 Adobe Drive (APN 023-222-080)

March 4, 2019

addition, the landscaping shall be maintained as shown on the landscape plan and shall be designed to incorporate efficient irrigation to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides, and pesticides. Landscaping on the site shall be adequately maintained in a healthful condition and replaced when necessary as determined by the Planning Director.

7. Prior to issuance of a building permit, applicant shall submit materials sufficient to describe its construction plan and practices to comply with applicable state and federal laws related to lead paint safety in relation to the City Hall Building exterior renovation, to the satisfaction of the Planning Director. Applicant shall comply with the lead-safe construction plan throughout construction of the Project.

Building Division

8. Applicant shall apply for and receive approval of a building permit prior to construction of the Project.

Engineering Division of Public Works Department

9. Construction shall be in conformance with the City of Pacifica Storm Water Management and Discharge Control Ordinance and the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented, and the construction BMPs plans sheet from the Countywide program shall be included in the project plans.
10. The following requirements must be clearly noted on the construction plans for the project:
 - a. Santa Maria Avenue, Francisco Boulevard and Salada Avenue shall be maintained clear of construction materials, equipment, storage, debris, and soil. Dust control and daily road cleanup will be strictly enforced. A properly signed no-parking zone may be established during normal working hours only.
 - b. All recorded survey points, monuments, railroad spikes, pins, cross cuts on top of sidewalks and tags on top of culvert headwalls or end walls whether within private property or public right-of-way shall be protected and preserved. If survey point/s are altered, removed or destroyed, the applicant shall be responsible for obtaining the services of a licensed surveyor or qualified Civil Engineer to restore or replace the survey points and record the required map prior to occupancy of the first unit.
 - c. Existing public improvements within the property frontage that are damaged or displaced shall be repaired or replaced as determined by the City Engineer even if damage or displacement occurred prior to any work performed for this project. Any damage to improvements within city right-of-way or to any private property, whether adjacent to subject property or not, that is determined by the City Engineer to have resulted from construction activities related to this project, shall be repaired or replaced as directed by the City Engineer.
11. Applicant shall submit to Engineering Division the construction plans and necessary reports and engineering calculations for all on-site and off-site improvements to the satisfaction of the City Engineer. Such plans and reports shall include but are not limited to:

Mitigation Monitoring and Reporting Program: File No. 2015-002 for Site Development Permit PSD-801-15, Use Permit UP-66-15, Subdivision SUB-227-15, and Heritage Tree Removal Authorization at a vacant parcel located at 1335 Adobe Drive (APN 023-222-080)

March 4, 2019

- d. An accurate survey plan, showing:
 - i. Survey marks and identifying the reference marks or monuments used to establish the property lines;
 - ii. Property lines labeled with bearings and distances;
 - iii. Edge of public right-of-way;
 - iv. Any easements on the subject property
 - e. A site plan, showing:
 - i. The existing and proposed improvements such as, but not limited to, pavement overlay, under-sidewalk drain, driveway approach, sidewalk, curb & gutter, existing underground utilities and trenches for proposed connections, boxes for underground utility connections and meters, existing power poles and any ground-mounted equipment, street monuments, any street markings and signage;
 - ii. Adjacent driveways within 25' of the property lines
 - iii. Any existing fences, and any structures on adjacent properties within 10' of the property lines.
 - f. All plans and reports must be signed and stamped by a California licensed professional.
 - g. All site improvements including utilities and connections to existing mains must be designed according to the City Standards and to the satisfaction of the City Engineer.
12. All proposed improvements within public right-of-way shall be constructed per City Standards.
13. All new utilities shall be installed underground from the nearest main or joint pole.
14. Applicant shall install two new driveway approaches on Francisco Blvd. and Salada Ave., which must be ADA compliant with no more than 2% cross slope for a width of at least 48 inches. The transition from 2% out-slope to the in-slope driveway shall be sufficiently gradual to avoid vehicles to contact the pavement at the grade breaks.
15. If excavation in the street is required, applicant shall grind and overlay existing asphalt with minimum 2 inch AC to the limits of all new utility connections or to street centerline whichever is greater across entire property frontage along all affected roadways. All pavement markings and markers shall be replaced in kind.

Wastewater Division

16. Prior to issuance of building permit, Applicant shall submit materials demonstrating the location and size of sewer laterals, appurtenances, and method of compliance with Wastewater Department standards and specifications.

END OF CONDITIONS