

PACIFICA STATE BEACH



GENERAL PLAN

STATE OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

FOR THE CITY OF PACIFICA

ROYSTON HANAMOTO ALLEY & ABEY
LANDSCAPE ARCHITECTS



April 13, 1990

This plan was prepared under contract between Royston Hanamoto Alley & Abey and the City of Pacifica for the use of the State of California Resources Agency, Department of Parks and Recreation. The Resources Policy Formulation section was prepared by staff of the Department of Parks and Recreation.

DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

P.O. Box 942896, SACRAMENTO, CA 94296-0001



Resolution 22-90
adopted by the
CALIFORNIA STATE PARK AND RECREATION COMMISSION
at its regular meeting in Pacifica on
April 13, 1990

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for Pacifica State Beach; and

WHEREAS, this reflects long-range development plans to provide for optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the California State Park and Recreation Commission hereby approves the Department of Parks and Recreation's Pacifica State Beach Preliminary General Plan, dated November 16, 1989, including "Recommended Changes" dated March 27, 1990, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement the provisions of said plan.

Acknowledgments

City of Pacifica

Parks Beaches and Recreation Commission

Horace Hinshaw, Chairman

Kathy Gustavson, Vice-Chairperson

Jennifer Ferrari Clark

Jean Johnston

Bill Michaelis

Stjarna Myint

Barbara Parker

City Council

Fred Howard, Mayor

Peter Loeb, Vice Mayor

Charles D.B. Curry

Ginny Silva Jaquith

John S. Scheider

City Staff

Dan Pincetich, City Manager

Candice Fullenkamp, Parks, Beaches and Recreation Director

Michael M. Randolph, Community Development and Services Director

Department of Parks and Recreation

George Deukmejian, Governor

Henry Agonia, Director

Don Hook, Senior Landscape Architect

Cudrun Baxter, Associate Landscape Architect

Mary Ann Showers, Associate Resource Ecologist

Consultant Team

Royston Hanamoto Alley & Abey

Asa Hanamoto, Principal-in-Charge

Laura Lafler, Project Manager

Barry Brown, Design & Graphics

LSA Associates

Malcolm Sproul, Principal

Dangermond & Associates, Inc.

Pete Dangermond, President

Bobi Lyon, Planning Associate

Contents

| | |
|---|----|
| Summary | 1 |
| Introduction | |
| Purpose of Plan | 7 |
| General Plan Outline..... | 8 |
| Unit Identification | 8 |
| Regional Recreation Profile | |
| Recreation Participation at the Unit | |
| The Planning Process..... | 14 |
| Public Involvement | |
| Relationship to Local Planning | |
| Other Agencies' Jurisdiction | |
| Resource Element | |
| Introduction | 21 |
| Resource Summary | 21 |
| Natural Resources | |
| Cultural Resources | |
| Aesthetic Resources | |
| Recreation Resources | |
| Resource Policy Formulation..... | 40 |
| Classification | |
| Declaration of Purpose | |
| Zone of Primary Interest | |
| Resource Management Policies | |
| Allowable Use Intensity | |
| Land Use and Facilities Element | |
| Land Use and Facilities Goals..... | 53 |
| Land Use Limitations | 53 |
| Existing Land Use Conditions and Facilities | 53 |
| Recreation Values | |
| Recreation Use | |
| Resource Values | |
| Facilities | |
| Physical Factors | |
| Transportation | |

| | |
|--|----|
| Planning Issues and Alternatives | 55 |
| Significant Public Issues | |
| Land Use and Facilities Goals and Objectives | 56 |
| Access | |
| Parking | |
| Restrooms | |
| Picnicking | |
| Circulation/Trails | |
| Natural Resources | |
| Land Acquisition | |
| Land Use Recommendations | 58 |
| General Land Use | |
| Acquisition | 66 |
| Priorities for Development | 67 |

Interpretive Element

| | |
|---|----|
| Interpretive Considerations | 73 |
| Environmental Influences | |
| Visitors and their Needs and Expectations | |
| Existing Interpretative Media | |
| Interpretive Periods | 73 |
| Interpretative Themes | 74 |
| Proposed Interpretation | 75 |
| Facilities | |
| Visitor Activities | |
| Interpretative Concessions | 76 |
| Interpretative Associations | 76 |
| Interpretative Collections | 77 |
| Recommendations | 77 |
| Research Needs | |
| Future Acquisitions | |
| Interpretative Priorities | |

Operations Element

| | |
|---------------------------|----|
| Purpose | 81 |
| Existing Operations | 81 |
| Proposed Operations | 81 |

Concessions Element

| | |
|-----------------------------|----|
| Definition | 85 |
| Concession Facilities | 85 |

Environmental Impact Element

| | |
|--|----|
| Impacts and Mitigation | 89 |
| Geology, Soils, and Hydrology | |
| Vegetation | |
| Wildlife and Threatened and Endangered Species | |
| Noise | |
| Light and Glare | |
| Traffic | |
| Air Quality | |
| Water and Sewage | |
| Cultural Resources | |
| Aesthetics | |
| Effects Found Not To Be Significant | 92 |
| Significant Effects That Cannot Be Avoided | 92 |
| Relationship Between Short-Term Uses and Long-Term Productivity | 93 |
| Growth-Inducing Impacts | 93 |
| Cumulative Impacts | 93 |
| Alternatives | 93 |

Appendices

| | |
|------------------------|--|
| Newsletters | |
| Alternatives Worksheet | |
| Selected References | |
| Consultant Team | |
| Comments and Responses | |

Maps

| | |
|--|----|
| Figure 1 State and Regional Location | 9 |
| Figure 2 Local Setting | 11 |
| Map 1 Existing Conditions | 26 |
| Map 2 Allowable Use Intensity | 49 |
| Map 3 General Plan | 60 |
| Map 4 General Plan Enlargement | 68 |

Summary

Summary

The long range planning proposals for Pacifica State Beach are presented in this General Plan. The purpose of the Pacifica State Beach General Plan is to protect, perpetuate, and make available to the public the natural, scenic and recreation resources of the ocean beach and wetlands.

Resource Element

The resource management policies summarized below are intended to protect the natural and cultural resource of the unit, thereby providing direction for the future development efforts.

- Establish a monitoring program to document sea cliff retreat, land slides, beach elevation, and beach width.
- Minimize human-caused erosion within the unit.
- ✦ • Regulate human activities within the sand dune areas to prevent destruction of the natural dune environment.
- ✦ • Revegetate destabilized areas within the sand dunes with native plants.
- Recommend and support all measures to maintain the quality and flow of hydrologic resources affecting the unit.
- ✦ • Protect and enhance the freshwater marsh.
- Establish a management plan to control

the burrowing mammal population if control is needed due to unnaturally high population densities.

- Maintain scenic resources by reducing negative aesthetic impacts and provide opportunities for appreciation of these aesthetic resources.
- Report all cultural resource discoveries so that appropriate protective action may be taken.

Land Use and Facilities Element

The following is a summary of the facilities that are proposed to be added or removed at Pacifica State Beach.

Existing Facilities

Access

- Combine separate entry and exit at beach parking lot into one point entry/exit from State Highway 1.

Parking

- Redesign parking lot with new entry/exit and additional parking spaces.

Restrooms

- Upgrade existing restrooms for easy maintenance, improved ventilation and appearance, and natural lighting.
- Locate the restroom building further inland, out of 100-year flood zone, when complete replacement of

existing restroom structure becomes necessary.

Natural Resources

- Preserve freshwater marsh in northern area of beach.
- Preserve and restore sand dunes where possible.

Proposed Facilities

Vehicle Access

- Provide one-point access from Highway 1 to main parking lot, including acceleration and deceleration lanes along Highway 1.
- Caltrans improvements for Highway 1 should include a fence on the east side of the highway to direct people to designated pedestrian crossings.

Parking

- Redesign existing parking lot with one-point access from Highway 1 and additional parking to the south of existing parking lot.
- Study the potential use of the Caltrans Park and Ride lot for beach use parking.
- Remove existing sand wall and construct more extensive wall from the restroom/pump facility to the Taco Bell restaurant.
- Locate public art piece in the area

between the sand wall and parking lot.

Restrooms

- Retain and improve existing restrooms.
- Construct small restroom/shower building at the Crespi Drive intersection.
- Locate new restroom further inland if the existing restroom structure requires complete replacement.

Picnic Area

- Provide small picnic/interpretive area southwest of the new parking lot. Landscape with native plant species.

Boardwalk

- Construct boardwalk to direct pedestrian circulation parallel to the beach through the sand dune area.

Natural Resources

- Remove man-made earthfill berm north of Taco Bell to enhance and enlarge sandy beach. Import sand to this area to provide a higher sand elevation for protection of inland facilities.
- Protect wetland area by controlling access.
- Restore sand dunes and revegetate with native grasses.
- Construct boardwalk through sand

dunes to mitigate human disturbance.

Interpretive Element

The aim of the following proposals is to enhance the public's recreational experience by improving the educational and informational opportunities at Pacifica State Beach.

- Provide weather resistant and vandal resistant interpretive panels explaining the natural, cultural and recreational features associated with the unit.
- Locate the interpretive panels at the Crespi Drive pedestrian entrance and at points along the proposed pedestrian boardwalk through the sand dune area.
- Provide interpretive visitor's activities such as: conducting workshops on surf fishing techniques; having local native plant and environmental groups act as docents in interpreting and protecting the fragile native dune habitat; or offering beach and water safety workshops by interested local youth clubs.

Introduction

Purpose of Plan

General Plan Outline

Unit Identification

 Regional Recreation Profile

 Recreation Participation at the Unit

The Planning Process

 Public Involvement

 Relationship to Local Planning

 Other Agencies' Jurisdiction

Introduction

Purpose of Plan

Historically, most of Pacifica State Beach has been in private ownership. In 1976, the State of California Department of Parks and Recreation initiated acquisition of the private parcels of Pacifica State Beach. One-quarter of the acquisition funding was obtained from the Collier Park Reservation Fund, one-quarter from the County of San Mateo, and one-half from a federal grant. In 1982 the State appropriated additional funds to complete acquisition of the beach. In that same year, the State entered into a short-term agreement with the City of Pacifica for the care, maintenance, and control by the City of the unit acquired with these funds. In the near future, the State and the City of Pacifica are expected to enter into a 25-year agreement for the care, maintenance, administration, and control of the State Beach.

In June 1987, the State Park and Recreation Commission named and classified the unit as Pacifica State Beach. As such, the Public Resources Code mandates selecting, developing and operating state recreation units "to provide outdoor recreation opportunities." Further, the PRC states that the planning of improvements shall consider the "compatibility of design with the surrounding scenic and environmental characteristics."

The purpose of Pacifica State Beach (as stated in the Resource Element) is to protect, perpetuate, and make available to

the people for their enjoyment, recreation, and inspiration the natural, scenic, and recreational resources of the ocean beach and wetland. Public use and enjoyment of the state beach is encouraged within the limits established by its State Beach classification and resource sensitivities.

This **general plan** provides long-range development, management, and operational guidelines for Pacifica State Beach to satisfy requirements of Public Resources Code Section 5002.2. Royston Hanamoto Alley & Abey, under contract to the City of Pacifica, has prepared this plan to be presented to the California Department of Parks and Recreation for submittal to the State Park and Recreation Commission. The **plan** reflects the department's mandates to preserve and protect the natural resources of the beach while providing beach recreation needs of the public. Approval of this plan by the State Park and Recreation Commission is required before any development can occur that would constitute a permanent commitment of natural or cultural resources.

The **plan** summarizes the available information about the beach, documents the planning process and the relevant data used in making land use decisions, and recommends management and development proposals. As conditions change, the plan may be reviewed and updated as necessary to responsibly guide departmental actions at the beach. The **plan**, however, is not meant to provide detailed plans for site development, resource management, or park operation and maintenance. Resource management

details will be included in specific resource management programs to be prepared at a later date.

Discussions about land not owned by the Department of Parks and Recreation have been included. These lands represent potential acquisition opportunities, based on available data. However, the discussions are intended for planning purposes only and do not represent an intention or commitment for acquisition.

General Plan Outline

The general plan is made up of the following elements, which reflect the department's responsibility to fulfill certain goals:

The **Resource Element** evaluates the natural and cultural resources of the beach and sets management policies for protection, restoration, and use of these resources.

The **Land Use Element** describes current land uses and relevant planning issues, determines proposed land uses consistent with the resources and unit classification, and outlines land use objectives and recommendations.

The **Facilities Element** describes existing facilities, means to enhance public recreational experiences and enjoyment of the resources of the beach, and priorities for implementation.

The **Interpretive Element** proposes programs for public information and inter-

pretation of the natural and cultural resources of the beach.

The **Operations Element** describes specific operational and maintenance requirements and guidelines unique to the beach.

The **Concessions Element** summarizes opportunities to provide appropriate services to the public through concessions.

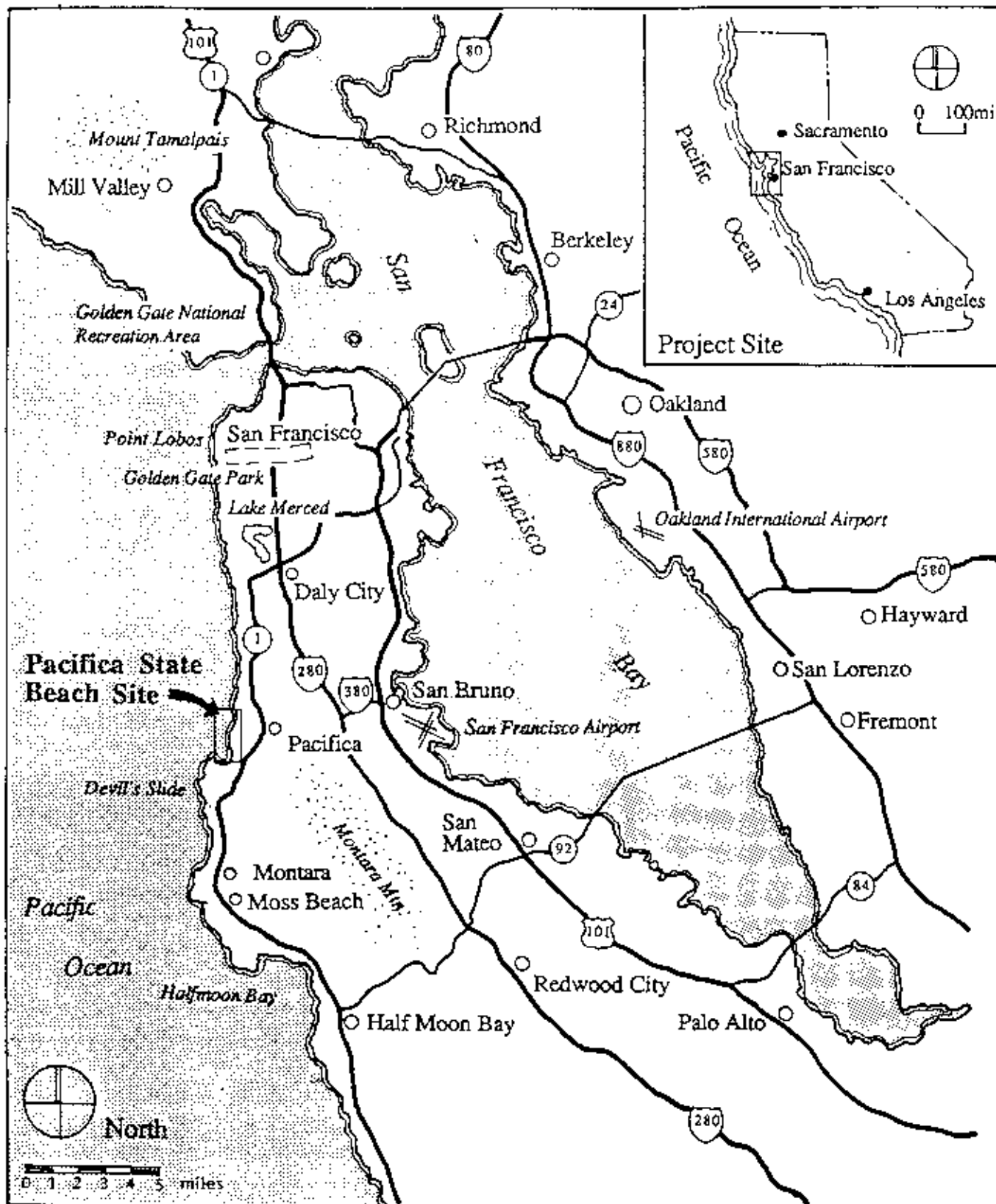
The **Environmental Impact Element**, in addition to the remainder of the plan, serves as the Environmental Impact Report required by the California Environmental Quality Act (CEQA). This element assesses environmental effects and proposes mitigation measures and alternatives.

Unit Identification

Pacifica State Beach is located in the City of Pacifica, San Mateo County, approximately eight miles south of the City and County of San Francisco, five miles north of the coastal town of Montara, and nine miles north of Half Moon Bay. The unit totals 24.12 acres and includes 2,800 feet of ocean frontage with a similar amount of frontage on Highway 1.

Pacifica State Beach includes State-owned and City-owned property. Privately-owned parcels are not included in the unit.

According to Herbert Mason (1970), the site is within the Coastal Strip Landscape Province, mid-zone (between Point Con-



Regional Setting

ception and San Francisco Bay), characterized as an area of moderate rain and frequent fog. Of specific visual and ecological interest in this Province are sub-tidal areas, maritime forests, marine terraces, and vistas, especially along State Highway 1.

Regional access to Pacifica State Beach is primarily via State Highway 1. From San Francisco, the route to the site is a high-quality, four-lane highway, though travel speeds are reduced within Pacifica during commute hours and on weekends. Overall travel time from the southern City limits of San Francisco is usually less than half an hour.

The site is also accessible from Peninsula cities, via a choice of two routes: Highway 92 west from San Mateo to State Highway 1 and then north, or Highway 280 north to Highway 1 and then south.

Current access to the unit is from State Highway 1, requiring a right turn if going south, or a left turn across southbound traffic going north.

The San Mateo County coastline is characterized by rocky bluffs and marine terraces, interspersed with sandy beaches. These beaches vary in length and area from the expansive Montara State Beach to the small and secluded Grey Whale Cove State Beach, both approximately five miles south of the project site. Coastal foothills parallel the ocean and descend, often very sharply, into coastal valleys, where most of the County's coastal residential and agricultural development has occurred.

The City of Pacifica lies on the ocean side of the San Francisco Peninsula, extending approximately five miles along the coast, from just south of Mussel Rock in the north to San Pedro Point in the south. The City border extends three miles inland at its widest point, where its eastern edge rises to Sweeney Ridge, an elevation of 1,250 feet above sea level.

Land uses adjacent to Pacifica State Beach include State Highway 1 and residential development to the east; San Pedro Creek, private beachfront residential uses and commercial areas to the south; and the Pacific Ocean to the west. To the north is the bluff and rocky promontory known locally as "The Headlands." *Rockaway*

The State Beach consists of: a sandy beach; areas of former development; sand dunes; a small marsh area fed by urban runoff; and a marine terrace rising to the Headlands in the north with the historic roadbed for the Ocean Shore Railroad.

The natural character of the southern portion is somewhat disrupted by current and former development but as one proceeds north along the site, diversity increases in the form of the small dune area, the marsh zone, and the marine terrace further north. These three areas, though near in proximity, exhibit varied types of wildflowers and other vegetation as well as topographical diversity, all of which add visual interest to the landscape.

Regional Recreation Profile

Pacifica State Beach is in a regional recreation area with great appeal which draws visitors from across the nation.

The area offers a diversity of recreation environments: coastal beaches, lakes, rivers, bays, redwood forests, mountains, wilderness areas, and areas of historic interest.

This regional recreation area is located in the California Outdoor Recreation Resource Plan's (CORRP) District 4, which includes nine counties in the greater San Francisco Bay Area: Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco. Of the 4.7 million acres in the planning district (about 5 percent of the area of the state), 17 percent is in public ownership.

Within San Mateo County, projections by the California Department of Parks and Recreation to the year 2000 show picnicking with the highest projected recreation demand out of 28 activities. The next highest projected demands are for nature appreciation, sunning, visiting scenic areas, ocean swimming, hiking and backpacking, golf, camping, lake and stream fishing, and off-road vehicle use. (Data from PARIS - Park and Recreation Information System.)

On a statewide basis, the **Public Opinions and Attitudes on Outdoor Recreation in California - 1987** surveyed more than 2,000 Californians on the sorts of activities and facilities they preferred and their priorities for public expendi-

tures. Major findings of the study include some that apply to Pacifica State Beach:

Based on latent unmet demand and public support, Californians believe that eight outdoor recreation activities should have top priority for the expenditure of public funds: walking, bicycling, camping in developed sites with tent or vehicle, birdwatching/general nature study/visiting natural areas, picnicking in developed sites, beach activities, outdoor cultural events, and visiting museums/zoos/historic sites.

In light of tight budgets, almost three-fourths of Californians believed spending should be increased for the protection and management of natural and cultural resources. Increasing the protection of scenery and the natural environment was strongly supported by three-fourths of the respondents.

In terms of equity, a majority of Californians believe that higher priority should be given to areas where existing facilities are most heavily used.

Recreation Participation

At this time, data on daily or monthly average attendance is not available from either the City of Pacifica or the State Parks Department. For comparison purposes, the months with the highest day use attendance at other San Mateo County State Beach sites for 1987 were as follows:

Bean Hollow S.B. - August, July,
March
Gray Whale Cove S.B.- August, July,
April
Half Moon Bay S.B. -August,July, June
Montara S.B. - August, July, June
Pescadero S.B. - August, July, May
Pomponio S.B. - August, July, May
San Gregorio S.B. - August, July, May

Evaluating this attendance at other state beaches, and observing attendance at Pacifica State Beach, it is safe to assume that this beach will continue to enjoy a similar popularity during these summer months.

Pacifica State Beach supports a variety of recreational activities. Active recreational use includes surf-fishing, surfing, jogging, and beach games. Passive recreational pursuits include sunning, walking, wading, photography, and general natural and scenic appreciation.

The needs for these different groups vary but they share in common requests for improved parking and access, improved restrooms and showers, and resource protection.

It is difficult to determine how many people will come to Pacifica State Beach next year or 20 years from now. A number of factors indicate there will be an increasing demand for public beaches and associated facilities.

During the last 30 years, the state has grown tremendously. Between 1955 and 1985, California's population doubled, while attendance in the State Park System grew ten-fold, from 7 million to almost

70 million visitors annually. In 1987 visitor attendance at state park units in Planning District 4 was about 9,957,390 people (including the nine bay area counties); and at coastal state park units in San Mateo County, about 2,714,684 people. Increased leisure time, higher family incomes, automobiles, greater urban populations, and a younger population have contributed to a higher general recreation participation rate.

According to the Association of Bay Area Governments, by the year 2005, the San Mateo County population will grow from 607,550 (1985) to 658,550 (2005), an 8 percent projected increase, somewhat below other Bay Area counties. However, population increase within the entire San Francisco Bay Region (nine counties) is projected to increase from 5,531,950 (1985) to 6,663,400 (2005) a 20 percent increase. Acknowledging the attraction of coastal beaches to the greater Bay Area region, Pacifica State Beach will continue to be an important recreation resource.

The Planning Process

Specific objectives guided the planning process as follows:

- Identify the cultural and natural resources of the beach.
- Identify existing and future problems and provide solutions.
- Determine land use, beach development and visitor activities which are compatible with the beach and surrounding areas.

- Determine the potential environmental impacts of the land uses and visitor activities.
- Establish policies to maintain and operate, protect and preserve the resources, develop facilities and interpret resource values.

The **Resource Inventory**, September 1986, prepared by LSA Associates, provides information on the natural and cultural features of the beach. This information provides the necessary resource data for unit classification, for development of a resource management policy and program, for facility development, for development of interpretive programs, and serves as background information for maintenance and operation.

The **Resource Element**, June 1988, prepared by State Park and Recreation Department staff, sets forth long-range management objectives for the natural and cultural resources of the unit. Specific actions or limitations required to achieve these objectives are also set forth in this element.

The planning team presented both documents at the first public workshop and received input on perceived issues.

In order to assemble a comprehensive understanding of site and program alternatives, the planning team prepared an **Alternatives Report**, October 1988, addressing land use, interpretive programs, facilities, and operations. Alternative concepts included such decisions as enhancing the dunes, increasing the sandy beach, improving restrooms, improving access and parking.

The planning team presented these alternatives to the public at a second workshop to determine what combination of alternatives or portions of alternatives would constitute the overall general plan. The planning team incorporated information gained from the public, along with recommendations from state personnel and City staff, in the **preliminary general plan** and presented the plan at the third public workshop.

Public Involvement

From the outset, the planning team attempted to identify all parties interested in or affected by this plan, and to encourage their participation in the decision-making process. This involvement was initiated before important land use decisions were made and encouraged continued public input.

The planning team, with the assistance of State personnel and City staff, held three public workshops in Pacifica. Newsletters sent prior to and following each workshop, along with ongoing newspaper coverage, publicized these meetings.

On June 23, 1988, 29 people attended the first public meeting held in the Pacifica Council Chambers. The planning team summarized the **Resource Inventory**, highlighting significant natural resources of the unit. State Park System personnel presented the **Draft Resource Element**, which includes policies recommended by state departmental staff for protection and management of the

cultural and natural resources. Major concerns expressed at the public hearing related to resource protection, day use facilities, access and parking.

On October 12, 1988, over 20 people attended the second public meeting at the Pacifica Council Chambers. The planning team summarized the **Alternatives Report**, emphasizing decisions related to land use, existing buildings, and resource enhancement. Individual groups discussed and evaluated the above alternatives outlined in an **Alternative Land Use Workbook** (see Appendix). Some alternatives showed a clear consensus of opinion, while other choices reflected the interests of different groups or individuals.

The planning team synthesized this public input along with recommendations of State personnel and City staff to formulate a single plan.

On April 20, 1989, 10 people attended the third public meeting held in the Pacifica Council Chambers to discuss the **preliminary general plan**.

On September 11, 1989, the Pacifica City Council and the Parks, Beaches and Recreation Commission held a joint public meeting to review the **preliminary general plan**.

The **preliminary general plan** was presented to the State Park and Recreation Commission on April 13, 1990. Public and government agency comments on the plan were received during a public review period, mandated by the California Environmental Quality Act (CEQA), prior to the meeting. The State

Park and Recreation Commission, at its public hearing, approved the plan after considering comments made during the environmental review process. The public attended this hearing and commented further on the plan.

The planning team notified the public through a last newsletter of the action taken by the State Park and Recreation Commission.

Public participation will continue to be important in reviewing the general plan, in decisions regarding development priorities and in beach activities and programs.

Relationship to Local Planning

San Mateo County General Plan

Pacifica shares its southern boundary with lands under San Mateo County's jurisdiction. Most of the County area which may affect Pacifica is in the Coastal Zone and thus subject to special coastal planning. In reference to Pacifica State Beach the primary issue relates to traffic on Highway 1. The future service level of the road depends upon the level of development south of the City permitted by the County and Half Moon Bay.

City of Pacifica General Plan

The Pacifica General Plan (1980) includes general policies relating to Pacifica State Beach such as:

- Protect and conserve the coastal environment, sand dunes, habitats, unique and endangered species

- and other natural resources which contribute to the coastal character.
- Local year-round creeks and their riparian habitats shall be protected.
 - Provide outdoor recreation in local parks, open space and school playgrounds in keeping with the need, scale and character of the City and of each neighborhood.

The plan specifically addresses San Pedro Beach (now Pacifica State Beach), recommends acquisition of the private properties for public use (now accomplished in some areas), with commercial uses (oriented to coastal recreation) for the remaining private portions. The plan recommends linking parking lots, sharing common well-designed visible access to the highway using the existing intersections of Crespi Drive and Linda Mar Blvd. wherever possible. San Pedro Avenue is proposed to cross San Pedro Creek to connect to the west side of Linda Mar Blvd. in order to provide safe access to Highway 1 from San Pedro Point. The plan designates both City and County bicycle routes along Highway 1 fronting Pacifica State Beach.

The Open Space and Recreation Element was revised and adopted in June 1984, with further discussion of San Pedro Beach (now Pacifica State Beach). The Element acknowledges state requirements for a plan in order to enter into joint agreements with the City and to establish community accepted guidelines for use and development of the area.

California Coastal Commission

The Local Coastal Land Use Plan for the City of Pacifica adopted March 1980 and

amended October 1984, includes general policies applying to Pacifica State Beach addressing such issues as public access, public recreational facilities, biological productivity of coastal waters, sensitive habitats and scenic and visual qualities of the coastal area.

As required by the State, the Pacifica General Plan incorporates the Local Coastal Land Use Plan.

Pacifica Open Space Task Force Report

Adopted by the Pacifica City Council on November 14, 1988, the purpose of the Open Space Task Force was "To identify, prioritize, and seek means for long-range preservation of significant open space in Pacifica." The report identified Pacifica State Beach as a "National and local treasure which must be conserved." Specifically, the Task Force recommends limiting future development, maintaining a continuous trail system, and conserving the beach and creek areas. The report also makes reference to the Rockaway Headlands and recommends that any use of this area should include an overlook and trail link.

The Pacifica State Beach General Plan incorporates the recommendations of the Open Space Task Force Report. The plan indicates a continuous bicycle/pedestrian trail running the entire length of the site, as well as an expandable pedestrian boardwalk through the sensitive sand dune area connecting with the bicycle/pedestrian trail at Crespi Drive.

Army Corps of Engineers Reconnaissance Report / Feasibility Report

From 1973 to 1975 the San Francisco

District of the U.S. Army Corps of Engineers conducted a Section 205 Flood Control Study on the San Pedro Creek. Work was terminated in 1976 at the direction of the City of Pacifica. In 1986 the City once again asked the Army Corps of Engineers to activate the study which resulted in the September 8, 1988, Reconnaissance Report. The Feasibility Report, the next step in the process, is currently underway with the expected completion date of August 1990. The \$312,000 cost for the Feasibility Study is being shared between the City of Pacifica and The Army Corps of Engineers.

Central Coast Conservancy Center

Subsequent to the Army Corps of Engineers study, the State Department of Water Resources and the Central Coast Conservancy Center initiated a hydrological study focusing on flood control measures along the lower San Pedro Creek area adjacent to the Pacifica State Beach site.

Subsequent to this study the City of Pacifica recently contracted with the Army Corps of Engineers to complete a riprap and channel restoration project along San Pedro Creek near the beach site.

Other Agencies' Jurisdiction

Pacifica State Beach falls within the boundaries of the North Coast County Water District. The City of Pacifica provides police and fire protection, a beach rest area and parking lot maintenance, sewer services and flood protection.

Utilities are provided by Pacific Gas and Electric (natural gas) and Pacific Bell (telephone).

Numerous contacts were made with the following agencies that have, or might have, an interest in the general plan:

- California State Department of
Transportation
- City of Pacifica
- California Coastal Commission
- San Mateo County
- National Park Service

Resource Element

Introduction

Purpose

Unit Description

Resource Summary

Natural Resources

Topography

Meteorology

Hydrology

Geology

Soils

Plant Life

Animal Life

Marine Life

Ecology

Cultural Resources

Cultural Features

Cultural History

Aesthetic Resources

Recreation Resources

Resource Policy Formulation

Classification

Declaration of Purpose

Zone of Primary Interest

Resource Management Policies

Allowable Use Intensity

Resource Element

Introduction

Purpose

This Resource Element was prepared to meet requirements set forth in Section 5002.2, Subsection (b) of Division 5, Chapter 1 of the Public Resources Code and Chapter 1, Section 4332 of Title 14 of the California Administrative Code. In compliance with this section of the Public Resources Code, the Resource Element sets forth long-range management objectives for the natural and cultural resources of the unit. Specific actions or limitations required to achieve these objectives are also set forth in this element; maintenance operations and details of resource management are left for inclusion in specific resource management programs that will be prepared at a later date.

This element also identifies specific resource sensitivities and physical constraints, and establishes the Department's guidelines for acceptable levels of development and use with respect to these concerns.

The Resource Element has two main parts. The first is a brief summary of the unit's resources. The Resource Summary is based on the San Pedro Beach Resource Inventory prepared by the City of Pacifica. More detailed information on these subjects is on file with the Department of Parks and Recreation. The second part deals with policy formu-

lation, which begins with unit classification and declaration of purpose and concludes with specific resource management policies.

Unit Description

Pacifica State Beach is located in the City of Pacifica, in San Mateo County, approximately eight miles south of the City and County of San Francisco. Half Moon Bay is a nearby community. The unit totals 24.12 acres and includes 2,800 feet of ocean frontage. The nearest units of the State Park System are Gray Whale Cove State Beach, three miles south, and Thornton State Beach, approximately eight miles to the north. The unit is bounded on the north by headlands, on the south by private and City property, on the east by State Highway 1 (Cabrillo Highway), and by the Pacific Ocean to the west.

Resource Summary

Natural Resources

Topography

Pacifica State Beach is located along the San Mateo County coastline, which is characterized by rocky bluffs and marine terraces, interspersed with sandy beaches which vary in size. Coastal foothills parallel the ocean and descend, often very sharply, into coastal valleys where most of the County's coastal residential and agricultural development has occurred. The unit consists of the basal slopes separating Pacifica State Beach from the

Rockaway area to the north (known as "The Headlands") and the sandy beach area to the south.

Pacifica State Beach exhibits minimal topographic variation in the southern portion, as the descent from beach area to the tide line is smooth and gradual. Moving north, topographical variation is greater due to an increase in elevation as one approaches The Headlands forming a marine terrace. This terrace also includes the historic roadbed for the Ocean Shore Railroad and a small marsh fed by urban runoff. East and north of this terrace, the land rises steeply to State Highway 1. The highest elevation is at the northernmost border, a height of about 150 feet.

Meteorology

The central coast of California has a Mediterranean climate, characterized by warm, dry summers and cool, wet winters. A significant factor in the climatic regime of the area is the continuous interaction of maritime and continental air masses, which often results in pronounced variations within short distances. Temperature extremes rarely occur in the central coast area and last only a short time. The warmest temperatures usually occur in the late summer and early fall, when fog is less likely. The mean temperature of the area is 54.5 degrees Fahrenheit with maximum daily temperatures occurring in September and October and minimum daily temperatures occurring in January. The record high for the 29-year period of record was 94 degrees Fahrenheit; the record minimum was 27 degrees Fahrenheit.

Mean annual precipitation in the area is 25.22 inches, most falling in the months of December and January. At least 0.10 inches of rain fall on an average of 42 days each year. An average of 15 days annually shows daily precipitation measurements of over one-half inch.

Pacifica State Beach lies within the zone of prevailing westerly winds on the east side of the semi-permanent high pressure area of the northeast Pacific Ocean, with basic windflow from the west or northwest during most of the year. Mean wind speeds in Pacifica average about nine miles per hour. During the winter, storm tracks move further south and wind direction and speed are modified by migratory pressure centers. As storms move inland, winds veer to southerly and southwesterly directions and high wind speeds may occur.

Comparatively warm, moist Pacific air masses drifting over water of the cold California current form a bank of fog, which is often swept inland by the prevailing northwest winds. During the warm summer months, as the air moves inland, it is warmed by the land, causing the moisture-laden air to rise and form a deck of low clouds that extend inland. Characteristically, this deck of clouds extends inland during the night, receding to the vicinity of the coast during the day. This layer of maritime air is usually from 1,500 to 2,000 feet thick, while above this layer, the air is relatively warm, dry, and cloudless.

The unit is located in a cove that affords more protection from prevailing winds than other beaches along the open coast-

line. The central portion of the state beach is open to winds, and its topography does not provide much protection. The headlands in the northern portion provide some shelter from the cool ocean breezes, resulting in warmer temperatures.

Air quality at Pacifica State Beach is good. The onshore winds provide a nearly constant source of clean marine air, dispersing automobile pollution inland.

Hydrology

Pacifica State Beach is located in a 5,125-acre watershed which extends generally from the beach to the ridgelines above San Pedro Valley. The lowland portions of the watershed are highly urbanized, while the upper slopes remain largely undeveloped. Generally, two types of flows exist within the watershed: natural drainage from precipitation on the site and adjacent non-urban areas, and urban runoff discharged via culverts directly to the beach. San Pedro Creek drains into the Pacific Ocean, south of Pacifica State Beach.

Urban drainage onto the site occurs through a system of drainage culverts which transport stormwater and urban runoff to various outlets within the unit. The quality of flow is suspect, as urban runoff usually contains petroleum-based contaminants, fertilizer residue, pesticides, herbicides, and detergents. Culverts also discharge urban runoff into the wetland area at the state beach, creating a small wetland that persists year-round.

The Anza stormwater pump station is located in the northern portion of the restroom/pump station facility. Culverted storm sewer flows are directed from upland urban areas to the pump station located in the center of the unit, where they are discharged onto Pacifica State Beach. Discharges do not occur during the low-flow summer period, when they are directed to the sanitary sewer system. Two storm sewer lines drain runoff from urban areas upland of the southern portion of Pacifica State Beach. These flows are directed to the Linda Mar stormwater pump station at the south end of the site, then are discharged onto the beach. Overall, water flow into the project site is intermittent, with peak runoff occurring during peak discharge periods in adjacent urbanized areas. Since many of the hydrologic conduits to the site are culverts, flow into the unit is often sudden and of high velocity. These high-velocity discharges cause erosion, particularly on the beach below the Anza stormwater pump station.

Pacifica State Beach is located in the San Pedro Valley Groundwater Basin. Based upon geologic composition and yields of existing test wells, yields in the area fluctuate and would most likely be sufficient only for domestic use. Groundwater yield is often high in iron.

Much of the San Pedro Creek watershed is prone to flooding. Risk is highest during and after intense rainstorm activity. The Federal Emergency Management Agency (FEMA) has designated the area of Pacifica State Beach as subject to 100-year coastal flood risk. The unit is also susceptible to coastal flooding by

seismically induced waves or tsunamis.

Periodic testing of the coastal waters of Pacifica State Beach is carried out by the Environmental Health Department of San Mateo County. Coliform levels on the beach have exceeded standards once, at one sampling point, since 1982, and water quality along the beach is not considered to be a health risk. The North Coast County Water District currently supplies water to the State Beach.

Geology

The unit is located in the Coast Ranges geomorphic province, which trends north-northwesterly, roughly paralleling the Sierra Nevada, and lies between the Great Valley and the Pacific Ocean. The province is about 400 miles in length, and extends north along the California coast into Oregon.

The geologic history of the region is one of extensive alteration and deformation that can be described as a result of four major episodes of activity. The initial Mesozoic orogeny is recorded in the Salinian Block wherein granitic plutons intruded and metamorphosed older sedimentary rocks. The second recorded event is an episode of extensive thrust faulting in the Tertiary Period that juxtaposed near-shore Jurassic/Cretaceous Great Valley Sequence rocks with quasi-contemporary deep water Franciscan Complex rocks.

Prolonged Cenozoic strike-slip faulting resulted in large-scale displacements along the San Andreas Fault and brought the Salinian Block into contact with the

Great Valley and Franciscan rocks. Late Pliocene and Pleistocene folding and faulting further modified the region. Movement along the San Andreas Fault zone continues to the present time.

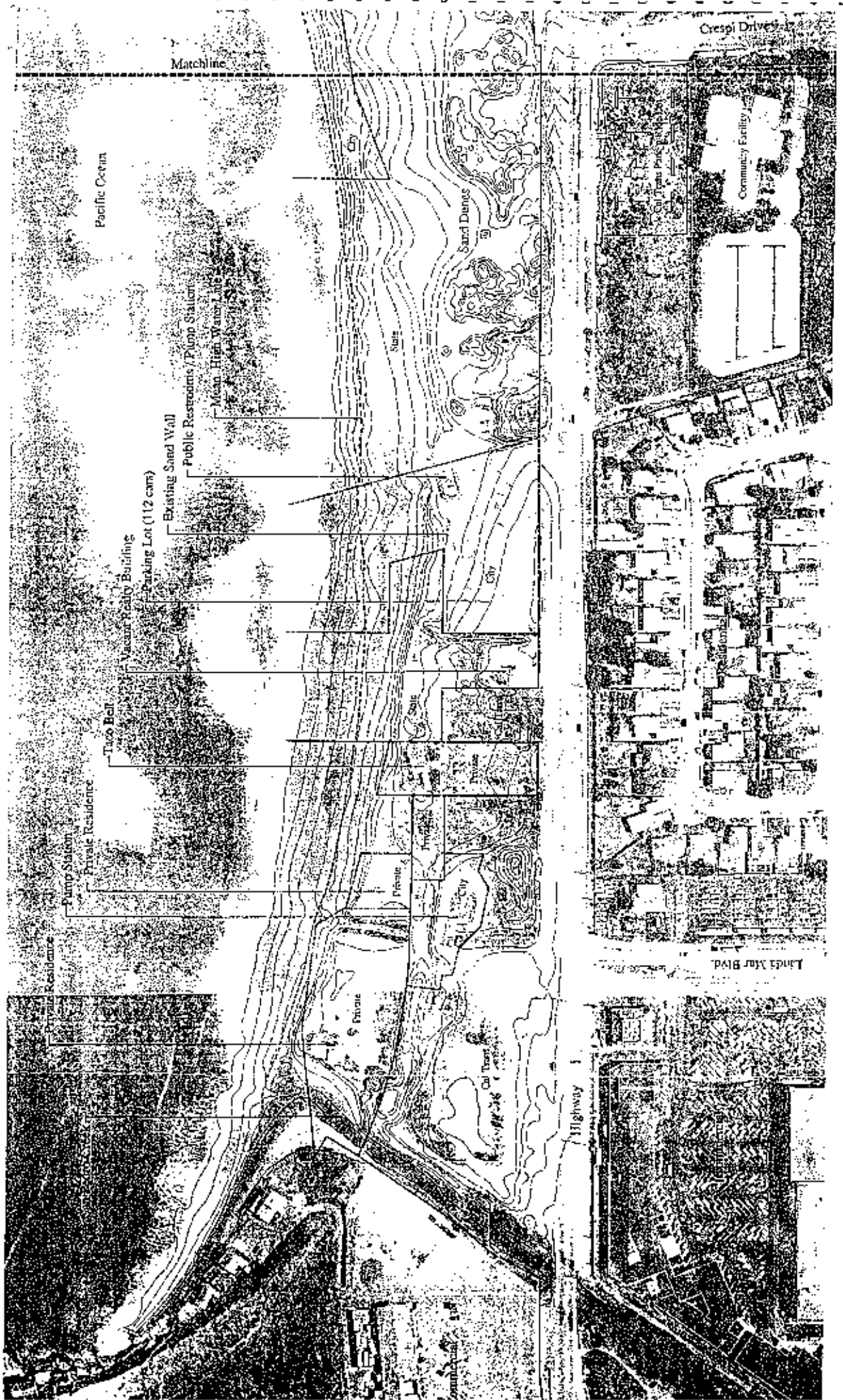
The geology of Pacifica State Beach is primarily Quaternary - recent beach deposits and alluvium/colluvium. Human-placed fill, most likely associated with the construction of State Highway 1, occupies the eastern edge of the unit, and obscures the remains of the Ocean Shore Railroad bed. A small marine terrace forms the transition from sandy beach to the headlands.

The headlands north of the unit are greenstone (cliff areas) and graywacke sandstone (main portion of headlands) of the Franciscan complex. Greenstone is altered basaltic volcanic rock of variable thickness, with close fractures in weathered portions.

South of the state beach, near San Pedro Point, deposits are Paleocene sandstone and shale from the Tertiary Period. Here "Martinez" conglomerate overlies upper Cretaceous shale. The vertically-folded upper Cretaceous strata is made up of marine sandstone beds alternating with dark shale. The folding of these layers took place in the late-Miocene to Pliocene epochs.

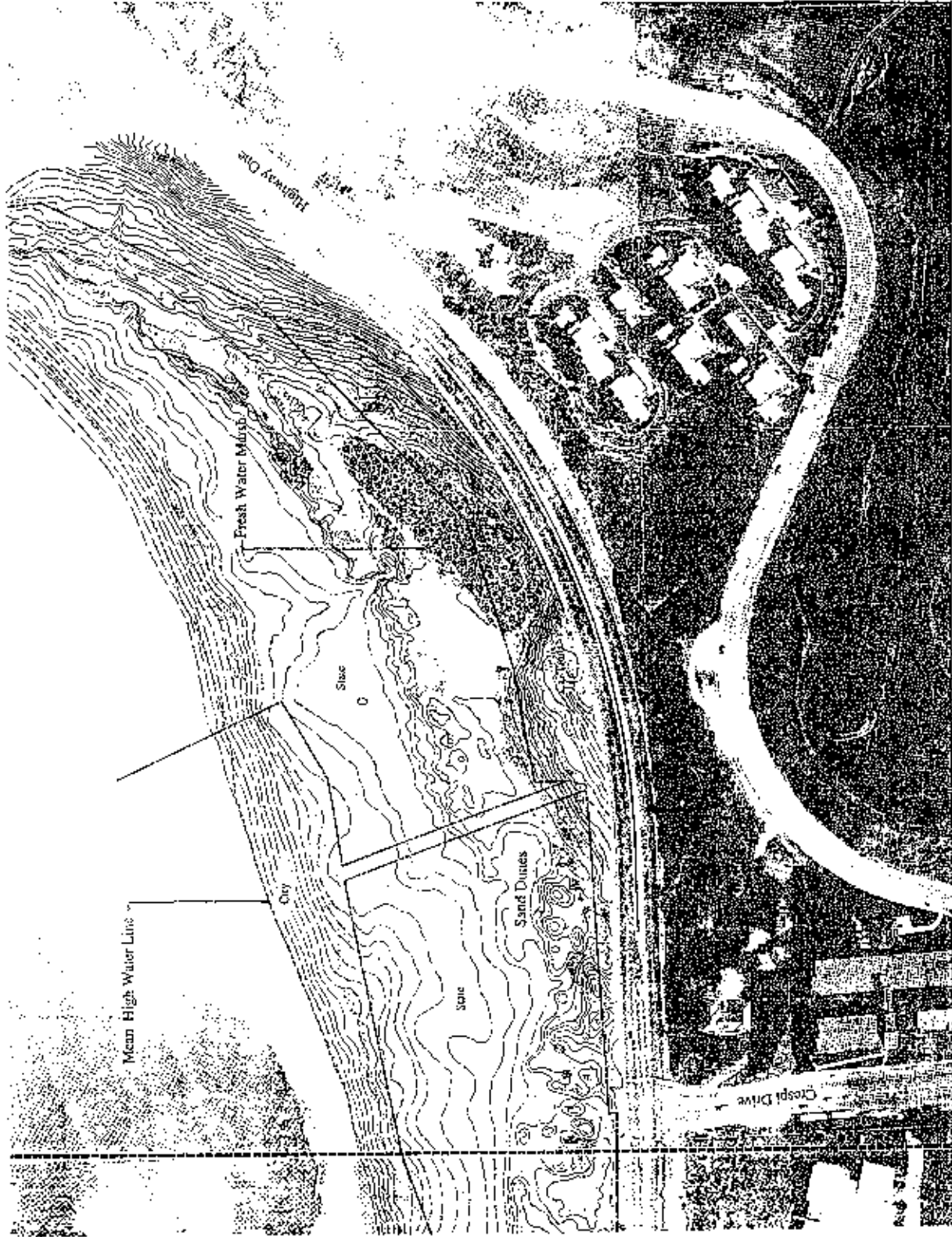
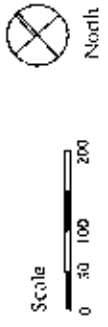
The early Tertiary and Cretaceous rocks overlying the granite between San Pedro Point and Montara Mountain are extremely folded, contorted, and crushed.

Geologic hazards in the Pacifica area include seismic activity and susceptibility



Pacifica State Beach

Existing Conditions



to coastal erosion and surficial landslides. The northern portion of the unit is classified as having moderate bluff stability, while the southern portion has low bluff stability. No landslides have occurred on the site. Localized subsidence could occur in the sandy beach upon saturation, but subsidence has not been determined to be a problem in the area.

No active faults exist at the state beach although several active faults occur within five miles of the unit. The dominant active fault in San Mateo County is the San Andreas. South of the fault, a syncline is visible in the Franciscan rocks at Rockaway Beach. The Pilarcitos Fault, considered inactive, occurs along the southern part of the City of Pacifica as a generally northwest-trending structure that enters the Pacific Ocean at the south end of the San Pedro Valley, a small down-dropped block.

The San Gregorio Fault has been classified as active since it displaces Quaternary alluvium. The Seal Cove Fault is considered to be a continuation of the San Gregorio, and is believed to join the San Andreas at a point north of the Golden Gate. The Serra Fault shows evidence of offset rocks as young as Pleistocene, and low magnitude earthquake activity (less than Richter magnitude 3.0) similar to the associated, unnamed faults in the Montara-Moss Beach area.

Hazards associated with seismic activity, in addition to ground shaking, include ground displacement (surface rupture, tectonic creep, and fault strain), ground failure (landslides, liquefaction, and

subsidence), and tsunamis and seiches.

Ground shaking has occurred in San Mateo County due to seismic events with epicenters on the San Andreas, Hayward, or Calaveras faults. An analysis of the frequency of earthquakes in San Mateo County shows that the majority (98 percent) of earthquakes are relatively small in size (below Richter magnitude 5.0).

Significant erosion is evident on the terrace, and gulying has occurred down gradient from the culverted drainage outlet. Major erosion of the beach, bluffs, and seacliffs occurs during ocean storm conditions. Recent seacliff retreat studies along the San Mateo coast, including those at Pacifica, indicate up to one foot per year is being removed from the bluffs at Pacifica; in places, the rate may be as much as three feet per year.

The hazard from landslides within the state beach is considered minimal except for possible failure of the slopes of the headlands.

Soils

Soils at Pacifica State Beach, classified by the Soil Conservation Service, include four soil mapping units, in addition to an unclassified category, beach sands and dunes. Beach sands and dunes are the dominant soil categories at the state beach. The four classified mapping units are discussed below.

Urban Land is defined as areas where greater than 85 percent of the land area is covered by human-placed impervious material. Slopes are generally 0 to 5

percent and elevations usually 10 to 325 feet. Since these soils are impervious, runoff is rapid although hazard from water erosion is nonexistent. No land capability classification has been assigned to this soil.

Orthents-cut and fill varies from shallow to deep, is well-drained, and is derived from sandstone. In many instances, topsoil has been transported to the site for construction purposes. It is found on nearly level to strongly sloping alluvial fans, coastal terraces, and hills. Slopes are usually 0 to 15 percent, and elevations usually 0 to 200 feet. Properties vary due to different types of fill materials, but runoff is usually medium and water erosion hazard moderate.

The Rock Outcrop-Orthents Complex consists of rocky areas rising abruptly along the coast. These cliff faces are usually long, narrow, and steep and separate coastal terraces from the beaches and ocean. Slopes are usually 30 to 75 percent. The makeup of this unit is 45 percent Rock Outcrop, 45 percent Orthents, and small areas of other soils. The rock outcrops are composed of sandstone, shale, and basic igneous rocks. The orthents are mixed alluvium of varying depths, loamy soils (depth less than 10 inches) and small pockets of wind-blown sand. Cliff faces have the potential to be unstable.

The Candlestick-Barnabe Complex is found predominantly on side slopes of steep coastal uplands with slopes of 30 to 50 percent, and elevations of 75 to 1,200 feet. The unit is made up of 45 percent Candlestick fine sandy loam and

25 percent Barnabe very gravelly sandy loam. Soils included in this unit are Candlestick and Barnabe, as well as small areas of Kron and Buriburi soils, Rock Outcrop, and Orthents-Cut and Fill.

The Candlestick soil is moderately deep and well drained, and is derived predominantly from hard, fractured sandstone. Permeability is moderately slow, and available water capacity is low to moderate. Surface runoff is rapid and water erosion hazard is high.

The Barnabe soil is shallow and well drained, and is usually dark, very gravelly sandy loam, derived dominantly from hard fractured sandstone. Permeability is moderate, and available water capacity very low. Similar to other site soils, runoff is rapid and hazard from water erosion high. Steepness of slope and related instability and erosion potential are the main limitations of these soils.

Plant Life

Pacifica State Beach is located in the Central Coast Floristic Region of the California Floristic Province. This region exhibits an unusually high degree of endemism in relation to other floristic regions.

Plant life at the state beach falls into three distinct plant communities: coastal strand, freshwater marsh, and grassland/ruderal. The long, broad beach that makes up one-half of the total area is devoid of vegetation.

The coastal strand community is found on the small, hummocky dunes, which

are bounded by the pump station to the south, State Highway 1 to the east, the base of the headlands to the north, and the beach to the west. Coastal strand plants are represented by only a few species that are primarily associated with foredunes. Total plant cover is approximately 40 percent on these small dunes. The amount of cover contributed by any one species varies, but the exotic South African sea fig (*Carpobrotus edulis*) occurs in dense patches throughout the dunes and accounts for nearly 20 percent of the total cover. Another non native species, sea rocket (*Cakile maritima*), also colonizes the embryonic foredunes at Pacifica State Beach, and New Zealand spinach (*Tetragonia tetragonioides*) is locally dominant. The dominant native species are beach bur (*Franseria chamissonis* and *F. chamissonis* ssp. *bipinnatisecta*), yellow sand verben (*Abronia latifolia*), beach saltbush (*Atriplex leucophylla*), and beach morning glory (*Calystegia soldanella*).

The 1.2-acre freshwater marsh is in the northern portion of the unit, lying at the base of the State Highway 1 grade. The margins of this area contain a number of species, many of which are introduced. Some of the native species present are gumplant (*Grindelia stricta*), sneezeweed (*Gnaphalium microphalum*), evening primrose (*Oenothera hookeri*), coyote brush (*Baccharis pilularis*), and salt grass (*Distichlis spicata*). The southern and northern quarters of the marsh are densely vegetated by arroyo willow (*Salix lasiolepis*). The middle of the marsh is dominated by common tule (*Scirpus acutus*), and cattail (*Typha latifolia*) is also present. Approximately 50 percent of the

marsh is dominated by wind-pruned arroyo willow, while common tule and cat-tail provide an additional 25 percent cover. The amount of open water is variable.

The remaining areas with vegetation are predominantly weedy. The grassland is dominated by sweet clover (*Melilotus indicus*) on the slopes, while the flat area at the base of the slope is dominated by ryegrass (*Lolium multiflorum*) and foxtail (*Hordeum leporinum*). The rest of the site that lies to the south of the pump station, and includes private property, is essentially ruderal and includes the common adventitious species found throughout coastal California.

The coastal strand community at Pacifica State Beach has been subjected to disturbances. Sand dunes, which make up the dominant feature of the coastal strand community, are dynamic and can change rapidly in response to environmental factors, such as wind. However, once fully vegetated, they become relatively stable. Besides succession over time, the coastal strand community is subject to geographic succession. As sand accumulates on a beach, a series of dunes is formed parallel to the shore. These are termed, in order from the shore, the foredune, mid-dune and hinddune.

The coastal strand community species are primary succession species that initiate the formation of dunes and colonize the foredunes. If mid-dunes and hind-dunes were present at the unit, it is likely that the plant species would become increasingly woody compared to the fore-dune species. However, it is doubtful

this natural pattern of succession would take place at Pacifica State Beach due to a lack of area for deposition of sand and expansion of the dunes inland, given the proximity of State Highway 1, and due to the presence of sea fig, which has the ability to exclude native vegetation due to its aggressive growth.

The freshwater marsh is limited with regard to growth or succession by the amount of water and sediment that flows into it and the size of the basin which holds the water. The sole source of water and sediment in the marsh is currently from culverts passing beneath State Highway 1. On the northern slope is a development that contributes substantially to the amount of runoff, but which reduces sediment. Because the wetland is dependent upon water quality and quantity, and since water and sediment inputs are likely to remain constant, little change in the marsh is expected. Development of the presently vacant hillside or a reduction in water flow from the development could reduce the area of marsh, however.

From historical photographs, it appears that the area immediately inland of the state beach was a freshwater marsh/lagoon created by San Pedro Creek. The unit itself was probably a series of small dunes with the coastal strand community providing the plant cover. The size of the dunes would have depended upon the rate of sand deposition.

The area was altered in the early 1900s when the Ocean Shore Railroad berm was constructed across the beach, creating a small pocket of low topography

which later became the freshwater marsh. In the 1930s, when homes were built on the portion of the beach currently adjacent to State Highway 1, further degradation of the dunes occurred along with a probable increase in non-native cover.

There are no rare or endangered plant species on the site. As discussed in the San Mateo County Local Coastal Program, the only plant on the site requiring special management consideration is the beach strawberry (*Fragaria chiloensis*). Beach strawberry occurs in the coastal strand and grassland communities. A large colony is in proximity to the wetland.

Exotic naturalized plants make up approximately one-half of the species on the site and account for more than one-half of plant cover.

Animal Life

Pacifica State Beach encompasses four biotic communities, each offering different wildlife habitat opportunities. The biotic communities occurring within the boundaries of the state beach are the sandy beach, coastal strand or dune which includes the low sandy cliffs, grassland or ruderal terraces, and freshwater marsh.

The sandy, tidal beach is apparently free of vegetation, but does support a diverse, though unseen, fauna. These are almost entirely invertebrates, including various amphipods, flies, and isopods which feed on the detritus washed up on the shore. These invertebrates are a food source for

wading birds. Regular tidal flushing and the lack of nutrients tend to make this habitat type relatively less diverse than adjacent habitats.

Birds are the most abundant life form observed in the unit. The predominant birds along the entire upper beach line are Brewer's blackbird and killdeer, while mourning doves and song sparrows are common around the buildings at the south end of the foredunes. North of the buildings, house finches and goldfinches are common on the ground, on the wires, and in the trees. Common invertebrates in this community include honey bees, spiders and beetles.

The coastal strand biotic community is found almost entirely in the northern portion of the unit adjacent to State Highway 1. The vegetation is dominated by native species, such as beach bur and yellow sand verbena, but significant portions of the strand system in the south are covered by the non native South African sea fig. Coastal strand areas typically do not support wide assemblages of fauna. Only a few invertebrates or reptiles seem adapted to these areas, perhaps due to the relatively low productivity of the vegetation. However, even fewer species can be found in the dunes covered by introduced sea fig.

Redwing blackbirds, sparrows and meadowlarks may be expected to utilize the wildlife resources found in the coastal strand, and numerous burrows are present, suggesting the presence of burrowing mammals. The common land snail was found in cracks and under rocks in this area. Spiders, bees and

beetles are inhabitants of this community.

The grassland or ruderal terraces are found throughout the southern portion of the unit adjacent to developed lots and State Highway 1. The vegetation is dominated by grasses and weedy, introduced species, such as sweet clover and sow thistle. Total vegetative cover ranges from 15 to 80 percent. Due to the high seed and/or vegetation production of these plants, these areas tend to have relatively substantial, seasonal wildlife use including foraging by a variety of common invertebrates, reptiles, mammals and birds. However, protective cover for wildlife is limited. Animals commonly found in this biotic community include several sparrows, the meadowlark, Brewer's blackbird, robin, American goldfinch, deer mouse and California ground squirrel.

The grassy gully at the northern end of the State Beach also showed several burrow holes which suggest the presence of burrowing mammals and reptiles.

In the northern portion of Pacifica State Beach is a small fresh/brackish marsh of about one-quarter acre. Vegetation in the marsh is highly diverse, including freshwater species, such as the arroyo willow and cattail; brackish species, such as the common tule; and saline species, such as salt grass. Marshes commonly have very high primary productivity, and provide essential habitat for a few species adapted to wetland habitats, such as various invertebrates, frogs, garter snakes, marsh birds, shrews, mice and rabbits which use the dense cover. Inhabitants of the wetland include the snowy egret,

black phoebe, redwing blackbird, and white-crowned sparrow. Invertebrates such as water striders, spiders and pill bugs may be observed.

The open water of a wetland which provides the greatest faunal use, is of limited extent in this small wetland.

Urban development on and behind southern Pacifica State Beach has altered the beach habitat and wildlife. The continued presence of wildlife, however, indicates that the disturbance is tolerated by at least some wildlife. It is likely that other wildlife, such as large mammals or large wading birds like the great blue heron, once used the site and no longer do so, or are more rare due to the presence of humans.

Introduced animal species are evident among the resident fauna populations, including house sparrows and starlings. It is likely that domestic and feral cats and dogs forage on the site due to the proximity of urban development.

No rare, threatened or endangered species have been observed within Pacifica State Beach. According to the California Department of Fish and Game, however, the marsh / grassy meadow habitat at the northern end of the unit is a potential habitat for the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). This species is listed by state and federal agencies as endangered. Although the potential habitat area is limited, and obvious routes for immigration into this small area are lacking, the possibility of habitation by the San Francisco garter snake exists. San Pedro Creek,

south of the unit, supports steelhead. The California Department of Fish and Game Commission has identified steelhead as a depleted resource requiring special management consideration.

Marine Life

The marine environment at Pacifica State Beach is a beach exposed to the open ocean. As such, it is subject to regular tidal fluctuations and the varying weather related surf conditions of northern California. The sandy beach slopes gently up from the surf line and is of uniform composition.

The sandy substrate of the beach does not provide a suitable habitat for attachment of marine flora. Since most seaweed requires permanent attachment to a solid substrate, very little seaweed would be expected to be growing here. Seaweed washed ashore by wave action is mainly from the rocky headlands.

There are three categories of habitat found in the marine areas of Pacifica State Beach: upper tidal, intertidal and subtidal. The upper tidal area is highly similar to the sandy beach habitat. In the upper tidal zone, the California beach flea is the most characteristic species, especially in the decaying debris along the high tide line. The lower part of the upper tidal zone is dominated by the sand-burrowing Pacific mole crab. The upper tidal region is littered at times with by-the-wind sailor, a distant relative of jellyfish. This is an open ocean species which is driven ashore by winds. It is not an uncommon visitor to the beaches, and can come ashore at anytime during the year.

The intertidal area is generally depauperate in marine flora, but is relatively diverse in invertebrates, fish and birds. Typically, intertidal invertebrates are arranged in zones depending on the species' tolerance to exposure. In a beach environment, the diversity is much lower than on a rocky shore due to the unstable nature of the substrate. The diversity of intertidal fauna at Pacifica State Beach was very low. Filter and detritus feeders, such as the Pacific egg cockle and the spiny mole crab, lie beneath the surface of the sand. These are eaten by both shorebirds and fish, such as surf perch, which forage on the wave-washed beach. The lower intertidal zone is characterized by the common Pacific egg cockle and the spiny mole crab. Because a variety of wading surf birds (oystercatchers, willets) feed in the lower intertidal, it is expected that at least a few types of burrowing worms would be found.

The subtidal area is also depauperate in marine flora, but the fauna are very different. The invertebrates include a more diverse assemblage of detritus and filter feeders. The subtidal zone along the beach is primarily inhabited by fish. The fish include surf perch, striped bass, and salmon. Anchovies are netted from boats as close as 200 yards offshore by commercial fishermen. The birds are primarily pelagic divers, like the cormorants or common loon, seeking fish, such as the anchovy or various species of perch. Larger fish feed on the smaller fish, and the marine mammals, such as the California sea lion, feed on both.

The intertidal and subtidal areas are uti-

lized by marine mammals and birds. Seals and sea lions use beaches for haul-out (resting) purposes. Although this activity was not seen during field surveys, these animals do inhabit the Pacifica region and the possibility exists that this activity could take place at Pacifica State Beach. Marine mammals, as well as marine birds, use the area off the Pacifica coast for foraging and resting.

Two marine mammals, the gray whale (*Eshrichtius robustus*) and the southern sea otter (*Enhydra lutris nereis*), are federally listed as endangered. The gray whale passes through California's coastal waters from December to May during its annual migrations. Southern sea otters inhabit near-shore kelp beds the entire year. Both species, as well as all marine mammals, are fully protected by the Federal Marine Mammal Act, 1972.

The state and federally-listed, endangered California brown pelican (*Pelecanus occidentalis*) is frequently seen flying over the ocean and surf zone along Pacifica State Beach. No resident species of marine fish or invertebrate of Pacifica State Beach is classified as rare, threatened, or endangered by either the State of California or the Federal Government.

Ecology

The Pacifica State Beach area is located within the San Mateo County coastal region in an area characterized by rocky headlands and coves with relatively steep sandy beaches. Urban development generally occupies much of the county's northern coastal valleys, while large

expanses of relatively rural land are found to the south.

This unit is significant ecologically due to the presence in the unit of a small, but relatively viable, marsh, one of the few remaining on this section of the California coast, and a fairly extensive dune habitat, although a substantial portion is degraded.

San Pedro Creek, the mouth of which is located immediately south of the unit, is used by steelhead.

The ecosystems at Pacifica State Beach are divided into four sections: terrestrial, wetlands, aquatic and marine systems. These divisions are arbitrary, as all ecosystems overlap with the adjacent systems with regards to their biotic components.

The project area includes three major forms of terrestrial ecosystem: ruderal terraces, coastal strand (also termed coastal dune), and sandy beach.

Two ecological units have been designated for management purposes: the dunes and wetland at the northern end of the unit and the scattered dunes with non native vegetation in the north-central portion of the state beach. The sandy beach in the central and southern portion of the unit is relatively insensitive to disturbance, requires little or no management from an ecological perspective, and is, therefore, not identified here as an ecological unit for management purposes.

The native dune/marsh system is representative of the extensive dune/marsh

systems once found in California. It must be noted that the wetland ecosystem may have been disturbed by human activities, for example, the Ocean Shore Railroad berm ponded water on the site, but this impact does not lessen its resource value or its similarity to pristine conditions. These areas can have very high wildlife habitat value and, due to the sensitivity of vegetation to trampling, can be easily disturbed.

In contrast, the non-native dunes covered by the sea fig provide little habitat value and are relatively insensitive to disturbance. However, should the sea fig cover be removed, the non native sand dunes would then be highly susceptible to human disturbance and wind erosion. If returned to native vegetation, this area would increase in importance as wildlife habitat.

Cultural Resources

Cultural Features

Pacifica State Beach probably does not contain any significant cultural resources. No prehistoric remains and no potential historic structures have been identified within unit boundaries. Although field surveys have yielded no evidence of prehistoric remains, evidence of modern use exists throughout the area. Such evidence includes remnants of a cobble, cement, and brick wall; a concrete building slab; and modern articles of trash. The cobble, cement, and brick wall and the remaining concrete slab mark the location of the Wander Inn. These remains

lie on the west side of State Highway 1, the Pacific Coast Highway. The Ocean Shore Railroad (OSRR) also passed through the unit. Sections of the railroad berm remain within the state beach, but the tracks and railroad ties have been removed.

Cultural History

Ethnography

Prior to the Spanish colonization of the San Francisco Peninsula, the Costanoan people of the Ramaytush dialect occupied San Pedro Valley in the vicinity of the state beach. One village settlement, named Pruristac, had been located in the San Pedro Valley. The mission outpost later established in the valley recorded about 35 people for this village. These people had family ties to the village of Ssatumnumo, located in the Half Moon Bay area.

The Costanoan people were organized socially by clans and lived in semi-permanent villages along the coast, along the major waterways, and in the interior valleys. Known for their management of the land by annual burning, the Costanoans subsisted on acorns, roots, and other seeds; land mammals, such as deer and elk; and coastal and river resources, such as mollusks, salmon, and sea lions. Politically, the Costanoans were organized into tribelets which usually included several villages and the territory surrounding these villages.

The Costanoan culture, however, ended rather abruptly with the Spanish expeditions and the establishment of missions and outposts during the 18th century.

The Spanish mission system divided the native population into groups based upon the similarity of their spoken languages and their proximity to lands controlled by individual Spanish missions. Mission San Francisco de Asis, founded in 1776, and Mission Santa Clara, founded in 1777, were the closest missions to Pacifica State Beach. By 1785, the village of Pruristac was gone, depopulated either by the introduction of foreign disease or by removal to a mission.

Regional Prehistory

Few archeological excavations have been conducted within the general region of Pacifica State Beach. These excavations have documented the late period prehistoric use of the area. No evidence of early (5000 to 3000 B.C.) occupation of the area has yet been found.

Euroamerican History

In 1769, Gaspar de Portola made his expedition from San Diego to northern California. Although he had intended to reach Monterey, he passed the Monterey Bay area and continued to the San Francisco Peninsula. His expedition was the first European overland journey through the state beach area. State Historical Landmark No. 24, located on the east side of State Highway 1 north of Crespi Drive, commemorates Portola's encampment in San Pedro Valley. The exact site of this encampment is unknown.

By 1776, the Mission San Francisco de Asis had been established. Within ten years, the mission also had a rancheria or agricultural outpost in the San Pedro Valley. Initially, the outpost cultivated

many acres, but an epidemic in 1792 and 1793 greatly reduced the outpost's population and, subsequently, lowered the agricultural production of the outpost.

With the secularization of the missions in 1836, the Mexican government divided and granted much of the former mission lands to ranchers. Francisco Sanchez received the San Pedro Grant (8,926 acres) that included the old mission outpost in 1839. The Sanchez adobe is located one mile inland from Pacifica State Beach.

By the 1850s, Americans had brought mining and other commercial uses to the area. The Americans also developed many individual farms from the large ranches, and coastal towns started to develop to serve the area's needs.

In 1905, plans were completed and construction had begun on the Ocean Shore Railroad (OSRR), which was to connect San Francisco and Santa Cruz by a double rail electric train route. Construction of the right of way along the coast was initiated simultaneously on both ends of the planned 78.3-mile route; it was completed past Half Moon Bay, but a 26-mile link between its terminus and the terminus of the southern portion was never completed. Much of the right of way for this northern section fell into the ocean during the 1906 earthquake. The route was rebuilt, but plans were downscaled to a single line steam railroad, and in 1907, both portions of the railway opened for freight and passenger service. The railroad helped to open the coastline to development.

A coastline highway was constructed between 1916 and 1920, and shippers of freight by rail experimented with highway transport. When railroad employees decided to stage a strike in 1920, management closed down operations and the railroad never ran again. The rails were subsequently removed, and much of the right of way became the route of State Highway 1, completed in 1938.

Aesthetic Resources

The viewshed of Pacifica State Beach, seen from the upland or dune area, includes the abandoned railroad berm and rocky outcroppings of the headlands to the north, and State Highway 1 and the adjacent urbanized area to the northeast and east, with ridges rising in the distance as a background. Views east from the tidelands area are monopolized by topography and existing structures on the southeast of the unit. Views to the south include the bend in State Highway 1 as it travels over the southern ridge, and the residential area of Pedro Point. In the background, the forested ridgelines rise to meet the peak of Mt. San Pedro. To the southwest and west, respectively, are the rocky outcroppings north of Shelter Cove and a panoramic view of the Pacific Ocean.

An important visual aspect of the state beach is its localized visual diversity. The natural character of the southern portion has been disrupted by current and former development, but as one proceeds toward the northern end of the unit, diversity increases in the form of the

small dune area, the marsh zone, and the marine terrace at the northern end. These three areas, though in proximity to one another, exhibit a variety of wildflowers and other vegetation as well as topographical diversity, all of which add visual interest to the landscape.

Scenic diversity is further enhanced by daily and seasonal variation. Early morning views elicit a much different response than sunset or nighttime conditions. Seasonal variations affect changes in weather, ocean currents, expansiveness of views, and in the number of visitors to the beach.

Negative scenic features include the overflow valves at the Anza and Linda Mar Pump Stations, which discharge peak stormwater flows onto the beach. The riprap surrounding the restaurant, though located on adjacent private property, is uncharacteristic of the landscape, and is, thus, visually distracting. Engineered erosion control material also surrounds a portion of the restaurant/pump station facility.

Auditory attributes of the coastal location include the sounds from wave action upon the beach, ocean breezes, and coastal wildlife. The only notable negative auditory feature is traffic noise emanating from State Highway 1 along the eastern border of the unit.

Typical of the coastal location, Pacifica State Beach also offers olfactory stimulation in the smell of sea air, kelp, etc., factors usually unavailable at upland locations. During short periods in the spring, the odor of small jellyfish that have

washed upon the beach may be somewhat distracting, but this effect is intermittent and short in duration. From about July through September, large anchovy runs create a build-up of fish oils in the water and a consequent yellowing of sea foam at the tideline. The odor of the foam is quite noticeable during these periods.

Other aesthetic stimuli typical of coastal locations occur at the unit, such as the feel of moisture and sea spray, and the taste of salt air, as well as the less tangible attractions of opportunities for solitude in relatively undeveloped surroundings, particularly in the northern end of the unit.

Recreation Resources

Historic use of Pacifica State Beach consisted of transitory recreation associated with the passenger service of the Ocean Shore Railroad, early pleasure driving along the coastal highway, and recreation on the beach associated with summer home use and related commercial development on the site.

The state beach supports a number of ocean beach recreational activities. Active recreational use includes surf-fishing, surfing, jogging, and beach games. Informal boat launching, usually for fishing, occurs at the south end of the unit, across private property on the northern and southern banks of San Pedro Creek.

Pacifica State Beach is also well-suited for more passive recreational pursuits,

such as walking, wading, photography, and general natural and scenic appreciation. The proximity of State Highway 1 to the unit adds to the scenic value of pleasure driving along this roadway. The beach is within easy walking distance of residential areas, thus allowing morning and evening beach-walking and jogging for adjacent residents. Organized activities on the beach have also been popular, as evidenced by the high attendance at a recent sand castle building contest.

Recreational facilities include the restroom and adjacent parking lot, located approximately midway down the unit. The restroom facility provides men's and women's facilities and two outdoor showers. The parking lot contains 112 marked parking spaces. The state beach also includes an informal trail system providing access from the beach both to the top of the headlands and along the shoreline.

Off-site recreational attractions which relate to Pacifica State Beach include the combined portion of the San Mateo County inter-city bicycle trail, and the City north/south pedestrian-bicycle trail, which parallels State Highway 1 on the west. City trail connections occur at Crespi Drive and Linda Mar Boulevard intersections and lead to inland recreation and historic areas.

Resource Policy Formulation

Classification

The classification of a State Park System

unit forms the foundation on which all management and development policies are based. Classification statutes contained in Article 1.7 of the Public Resources Code specify broad management objectives and improvements appropriate in units of the State Park System.

The land acquisition process for establishment of Pacifica State Beach began in 1976. In the 1960s, the present State Park System classification system was established, and in June 1987, the State Park and Recreation Commission named and classified the unit as Pacifica State Beach.

Classification by the Commission brought management of the unit under the provisions of Public Resources Code Section 5019.56. Section 5019.56 defines a State Beach as one type of State Recreation Unit, as follows:

5019.56. State recreation units consist of areas selected, developed, and operated to provide outdoor recreational opportunities. The units shall be designated by the commission by naming, in accordance with the provisions of Article 1 (commencing with Section 5001) and this article relating to classification.

In the planning of improvements to be undertaken within state recreation units, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics.

State recreation units may be established in the terrestrial or underwater environments of the state and shall be further classified as one of the following types:

(c) State beaches, consisting of areas with frontage on the ocean, or bays designed to provide swimming, boating, fishing, and other beach-oriented recreational activities.

Coastal areas containing ecological, geological, scenic, or cultural resources of significant value shall be preserved within state wildernesses, state reserves, state parks, or natural or cultural preserves.

Declaration of Purpose

The purpose of Pacifica State Beach General Plan is to protect, perpetuate, and make available to the people for their enjoyment, recreation, and inspiration the natural, scenic, and recreational resources of the ocean beach and wetland.

The function of the California Department of Parks and Recreation at Pacifica State Beach shall be to preserve and protect the unit's resources and provide public opportunities for ocean beach-oriented recreation in a high-quality environment.

Zone of Primary Interest

The zone of primary interest is that area outside the unit where land use changes could adversely affect the recreational

and resource values of Pacifica State Beach. This zone includes the adjacent community in San Pedro Valley, the uplands north of the unit, and private, City of Pacifica, and California Department of Transportation inholdings contiguous with the State beach. The Department is also concerned about land use practices in the San Pedro Creek watershed and urban drainage into the unit.

In addition, the Department is interested in all lands, no matter how far away, that through their use and development, adversely affect the unit's declared values. Air pollution is a regional problem which affects the unit's resources and may be affected by changing land uses on distant lands. Another problem affecting the unit is the damming of rivers and building of breakwaters and other structures along the coast which disrupt littoral sand movement and may increase coastal erosion.

Resource Management Policies

Resource management in the State Park System is governed by laws contained in the Public Resources Code and the California Administrative Code, and is further guided by directives approved by the Director and by policies approved by the State Park and Recreation Commission. General policies related to the unit classification and the declaration of purpose have been addressed in previous sections.

Specific departmental Resource Management Directives amplify the legal

codes and provide clearer management guidelines. Directives that are especially pertinent to existing or potential problems related to the management of resources within Pacifica State Beach area:

- #15 State Recreation Units; protection of resources
- #18 State Beaches; avoid using sandy beaches for secondary uses
- #19 State Beaches; protection of resources
- #33 Exotic Plant Species
- #35 Wildlife Protection
- #46 Environmental Quality
- #58 Cultural Resource Protection
- #70 Archeological Sites

Directives #18 and #19 are particularly relevant to planning issues for Pacifica State Beach:

(18) Insofar as is possible in State Beaches, the entire area of the sandy littorals will be available for recreation use and visual enjoyment. It is an objective of the Department to avoid use of natural sandy beaches for parking or for other supportive or secondary uses.

(19) The scenic, natural and cultural values of State Beaches, including the ecological relationships of the littoral, tidal, and nearshore areas will be identified, evaluated, and protected so the total quality of the recreation experience may be perpetuated and enhanced.

Following several years of significant

storm damage in many coastal State Park System units, the Department adopted a policy for coastal erosion on October 24, 1984. The intent of the policy is to avoid construction of new permanent facilities in areas subject to coastal erosion, and to promote the use of expendable or movable facilities where the expected useful life is limited due to their location in erosion prone areas. The policy reads as follows:

The Department of Parks and Recreation shall avoid construction of new structures and coastal facilities in areas subject to ocean wave erosion, seacliff retreat, and unstable cliffs, unless specific determinations have been made that the risk of loss of the facility is clearly offset by the investment and need for the facility. Measures shall be taken to minimize human-induced erosion by reducing: concentrated surface runoff from use areas, elevated groundwater levels from irrigation and urbanization, and surface disturbance of blufftop soils. In recognition of California's actively eroding coastline, new structures and facilities located in areas known to be subject to ocean wave erosion, sea cliff retreat, or unstable bluffs shall be expendable or movable. Structural protection and re-protection of developments shall be allowed only when the cost of protection is commensurate with the value (physical and intrinsic) of the development to be protected, and when it can be shown that the protection will not negatively affect the beach or the near-shore environment.

In addition to the policies, laws, and directives that apply statewide, the following resource policies have been developed for Pacifica State Beach:

Natural Resources

Monitoring Erosion and Sand Loss

Beach erosion and seacliff retreat have been recognized as serious threats to facilities and use of coastal units of the State Park System. Better baseline information on erosion rates is needed to plan for appropriate land use, resource management, and visitor safety.

Policy: A monitoring program shall be established to document: 1) sea cliff retreat, 2) landslides, 3) beach elevation, and 4) beach width. The program should include the comparison of historical and recent aerial photographs, ground photos with explanations, and installation of permanent monuments, if necessary. The program should be coordinated with the data collection efforts of the U.S. Geological Survey, U.S. Army Corps of Engineers, California Department of Boating and Waterways, and the University of California at Santa Cruz.

Shoreline Protective Devices

Riprap, revetments, seawalls, or other structures have been used to protect public or private developments along the California coast. Structural protection measures are not consistent with the general objectives for resource management within the State Park System. In certain circumstances, however, when the public facility is of greater necessity and impor-

tance than the natural and recreational resources which may be negatively affected, structural protective measures may be appropriate.

Policy: Structural protective measures shall be undertaken only if non structural measures (i.e., relocation of facility, setback, redesign, or beach replenishment) are not feasible. If a protective structure is constructed (i.e., riprap, rock revetment, seawall, etc.), the structure shall not:

- 1) Significantly reduce or restrict beach access;
- 2) Adversely affect shoreline processes and sand supply;
- 3) Significantly increase erosion on adjacent properties;
- 4) Cause harmful impacts on vegetation, wildlife, or fish habitats;
- 5) Be placed further than necessary from the development requiring protection; or
- 6) Create a significant visual intrusion.

Coastal Dune Management

Dune systems are composed of unconsolidated sand that has been transported from the beach environment by strong onshore winds. The dunes are stabilized with vegetation. Human activities in the dunes can destroy the vegetation and thereby destabilize the dunes. Typically, once vegetation is removed, a dune blowout forms where steady sand movement makes natural revegetation of the area very difficult. If human use of the blowout area continues, natural revegetation is virtually impossible.

Coastal dunes provide important plant and animal habitat. Many species are endemic to this habitat type. The use of coastal areas for residential, agricultural, and industrial purposes has degraded or destroyed most of the native coastal dune habitat in California, and heavy recreational use has lowered the quality of the dune habitat in many areas. Along the coast in northern San Mateo County, most of the remaining natural dune environment is within units of the State Park System. The continued existence of coastal dunes and the species dependent upon this habitat type is dependent upon the effective stewardship of the coastal dune resource by the Department.

Policy: The dune system at Pacifica State Beach shall be managed for its perpetuation and preservation through development of a dune management plan. Visitor activities and use patterns within the dunes shall be analyzed prior to designating routes of travel in order to prevent destruction of the dune system. Patterns and rates of sand deposition and exotic species control shall also be elements of this plan. Areas destabilized by human activities shall be revegetated with native plants from local populations.

Exotic Plant Species

Exotic species, including Italian ryegrass, bull thistle, fennel, and hottentot fig, have become naturalized in the sand dunes and on the slopes below State Highway 1 within Pacifica State Beach. In these areas, they are successfully competing with native species. Perpetuation of native plant communities is partially

dependent upon the control and removal of exotic species.

Policy: A plan to control and eradicate exotic plant species at Pacifica State Beach shall be developed and implemented. Highest priority for control and eradication efforts shall be given to those species most invasive and conspicuous in the landscape. Coordination work with appropriate State and local agencies to control and eradicate exotic species on lands adjacent to the unit shall be an important element of this plan.

Landscaping

Exotic species can detract from the natural appearance of Pacific State Beach, escape into the wild and displace native species, have less habitat value for native wildlife, be more prone to insect attack and disease, and require permanent irrigation and greater maintenance costs.

Policy: Landscaping in developed areas shall consist of species indigenous to Pacifica State Beach and vicinity or, if exotic species are used, these shall be species which are incapable of naturalizing in the wild.

Wetland Management

The term "wetland" refers to any watercourse or body of water, the lands underlying or adjacent to these waters, and the wildlife and natural communities dependent upon the wetland habitat (Public Resources Code, Section 5812). The wetland at Pacifica State Beach consists of freshwater marsh and is an important aesthetic and recreational resource.

Policy: The integrity of the wetland ecosystem at Pacifica State Beach shall be preserved through development and implementation of a wetland management plan. Vegetation management, control of exotic species, control of feral cats and dogs, a survey for the San Francisco garter snake, and water pollution monitoring shall be important elements of this plan.

Burrowing Mammal Management

Extensive burrowing has been observed in the vicinity of the wetland, and may indicate an unusually high rodent population. Unnaturally high densities of burrowing mammals present potential threats of habitat degradation, cause costly structural damage to facilities, and can result in disease outbreaks.

An integrated management program, combining habitat modification and direct animal control, is the most sound, long-term method of burrowing mammal control. Although direct methods of control such as poisoning and trapping can reduce animal numbers, these methods can have significant negative impacts on non-target animals and usually furnish only temporary control.

Policy: An integrated management approach shall be used to control burrowing mammal populations wherever control is needed. Direct control methods such as poisoning and trapping shall be used only when immediate control is needed and habitat management will not affect such control.

Cultural Resources

Archeological Resources

No prehistoric resources and no significant historical archeological resources are known to exist in Pacifica State Beach. There is a small possibility that significant resources, such as the remains of Portola's camp, lie buried under sand in the unit.

Policy: In the event that a new archeological discovery is made at Pacifica State Beach, the incident shall immediately be reported to the appropriate Department staff person who will determine the validity and significance of the discovery and will recommend appropriate protective action.

Aesthetic Resources

Scenic Quality

Pacifica State Beach provides scenic opportunities in its diversity of landforms and vegetation types including the beach, the dune area, marsh zone, marine terrace, and rocky headlands, enclosed by the forested ridgeline and the peak of Mt. San Pedro in the background. The open beach of the unit also provides a panoramic view of the Pacific Ocean and the opportunity to experience the sea in many ways – the sound of the waves and seabirds, the feel of the ocean breeze, and the smell of the salt air and seaweed.

The surrounding freeway and development create negative aesthetic impacts, both visually and audibly.

Policy: The Department shall work to maintain scenic quality at Pacifica State Beach by reducing negative aesthetic impacts, and to provide opportunities for appreciation of its aesthetic resources. To enhance the visual quality of the unit, facilities shall be designed to blend with the natural landscape where possible.

Allowable Use Intensity

The California Public Resources Code, Section 5019.5, requires that a land carrying capacity survey be made prior to the preparation of any development plan for any park or recreation area. Section 5001.96 further requires that attendance be held within limits so established. Allowable use intensity is a refinement of the land carrying capacity concept and is prepared as part of the Resource Element of the General Plan in fulfillment of the above code sections.

Allowable use intensity is just one of several factors considered in developing the Land Use Element of the General Plan. Other factors that may also be considered in determining land use for any unit of the State Park System are classification and purpose, recreation needs, design considerations, and social carrying capacity or the desired quality of the recreational experience.

Allowable use intensity determinations establish the limits of development and use an area can sustain without significant deterioration in the character and value of the scenic, natural, and cultural resources. Determinations are based on

analysis and integration of resource management and protection objectives, resource constraints, and resource sensitivities information.

Resource management objectives are defined by the Public Resources Code and other law, unit classifications and declaration of purpose, and by specific declarations of resource management policy presented in this Resource Element.

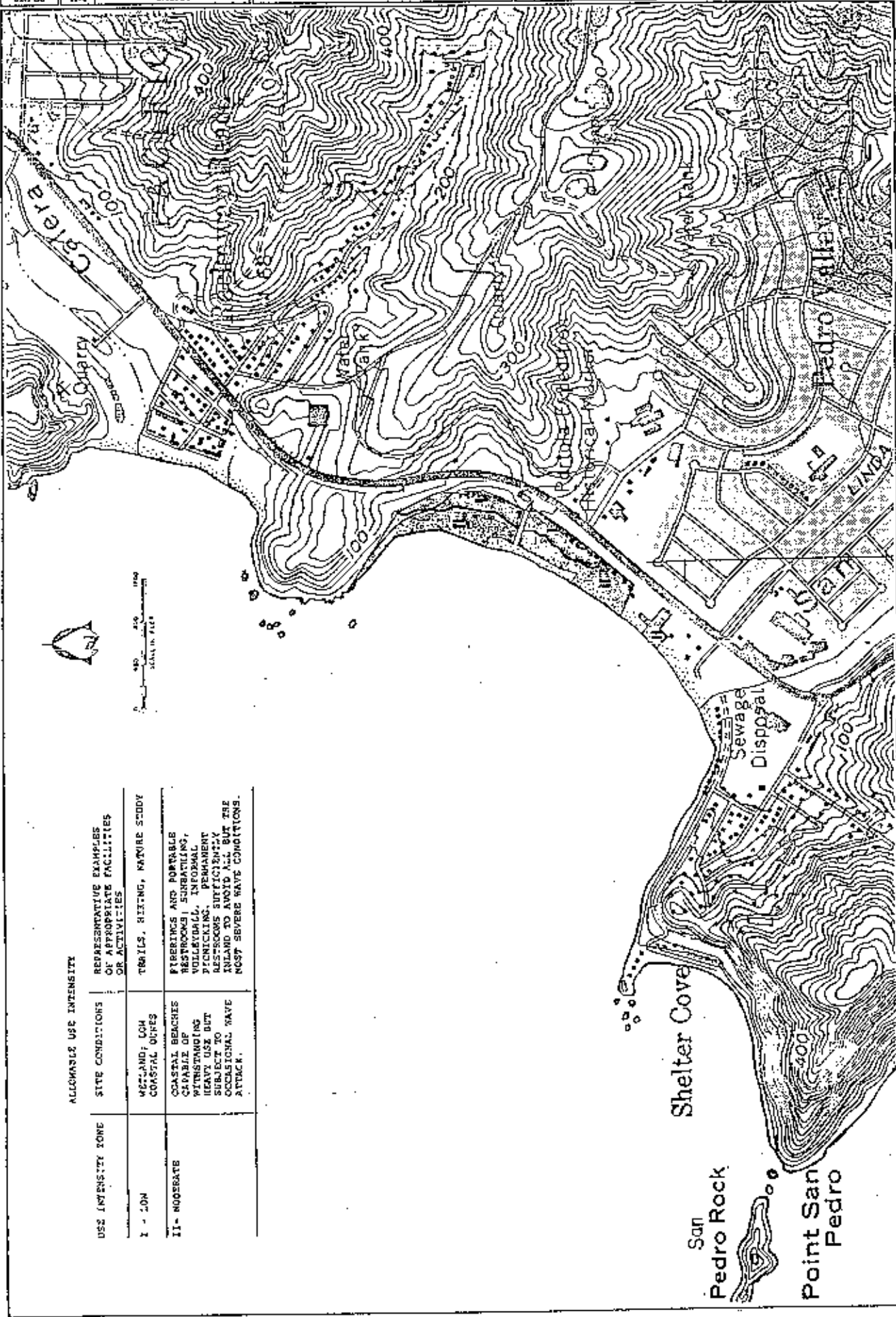
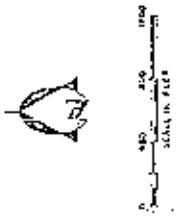
Resource constraints are factors which would make visitor use or facility development unsafe, economically impractical, or undesirable. They are determined by evaluating such factors as erodibility and compaction potential of soils, geologic hazards, slope stability and relief, hydrologic conditions, potential for pollution of surface waters, and flooding.

Sensitivities are conditions, locations, or values of resources that warrant restricted use or development to protect resources. Sensitivities are evaluated by considering such factors as the ability of the ecosystem to withstand human impact (ecological sensitivity), not only in the short term but also over a more extended time span; the fragility and significance of archeological and historic resources; vegetation characteristics such as durability, fragility, and regeneration rates; and wildlife considerations such as tolerance to human activity, population levels, and stability. Sensitivities may also include scenic resources; rare, threatened, or endangered plants, animals, and habitats; unique or scientifically important botanic features; and other resources of regional or statewide significance.

Based on the preceding factors, allowable use intensities for lands within Pacifica State Beach were determined and are shown on the Allowable Use Intensity Map. Two use intensity categories have been designated: low and moderate. The low intensity zone includes the wetland and low coastal dunes and bluffs between the beach and the unit's northeastern boundary. The dunes are vegetated with an assemblage of native plants. The moderate intensity zone is the sandy beach where the environment can withstand heavy use but is subject to ocean wave attack.

ALLOWABLE USE INTENSITY

| USE INTENSITY ZONE | SITE CONDITIONS | REPRESENTATIVE EXAMPLES OF APPROPRIATE FACILITIES OR ACTIVITIES |
|--------------------|--|--|
| I - LOW | WETLAND; LOW COASTAL OCEAN | TRAILS, SITTING, NATURE STUDY |
| II - MODERATE | COASTAL BEACHES CAPABLE OF WITHSTANDING WAVE ACTION BUT SUBJECT TO OCCASIONAL WAVE ATTACK. | FISHERIES AND PORTABLE RESTROOMS, SUNBATHING, VOLLEYBALL, INFORMAL PICNICKING, PERMANENT RESTROOMS SUFFICIENTLY INLAND TO AVOID ALL BUT THE MOST SEVERE WAVE CONDITIONS. |



Land Use and Facilities Element

Land Use and Facilities Goals

Land Use Limitations

Existing Land Use Conditions and Facilities

Recreation Values

Recreation Use

Resource Values

Facilities

Physical Factors

Transportation

Planning Issues and Alternatives

Significant Public Issues

Land Use and Facilities Goals and Objectives

Access

Parking

Restrooms

Picnicking

Circulation/Trails

Natural Resources

Land Acquisition

Land Use Recommendations

General Land Use

Acquisition

Priorities for Development

Land Use and Facilities Element

Land Use and Facilities Goals

The **Land Use and Facilities Element** determines the optimum use of the land at Pacifica State Beach for providing recreational opportunities consistent with the programs and policies identified in the Resource Element for resource protection and perpetuation. The element considers the activities and facility needs identified by the various general plan elements. The element considers desirable and necessary land uses - undeveloped (natural or open space) and developed (interpretive and recreation facilities); determines what uses are appropriate, where they should be located and what facilities will best accommodate these uses.

Land Use Limitations

Providing for recreational activity within the state beach while perpetuating resource values and ecological systems involves setting limitations.

Based on allowable use intensities described in the Resource Element, the location of access, parking, and restroom facilities may be used to control the density and distribution of users. However, the number of parking spaces provided for vehicles is the major factor that controls the density of use because most visitors

gain access to the beach by motor vehicles. The existing parking lot has 112 spaces. In considering capacity, estimates are that each vehicle accounts for 3.5 visitors. Taking into consideration turnover rates (each parking space is used an average of two to three times daily) and seasonal use patterns (parking lot is usually at full capacity during summer months), the average daily and annual visitor attendance can be projected.

The proposed redesign of the existing parking lot will provide a maximum of 117 parking spaces. On busy weekends the Park and Ride lot across the Highway at Crespi Drive could supplement state beach parking with an additional 97 parking spaces. An additional 20-30 parking spaces are potentially available in the Caltrans lot south of Taco Bell, provided beach resources are not negatively impacted by the increase.

Existing Land Use Conditions and Facilities

The following considerations outline the land use decision-making process beginning with existing conditions. Subsequent decisions can be traced from planning issues and alternatives, to goals and objectives, and finally to recommendations for actual use and development.

Recreation Values

- The State Beach, with the sandy beach, dunes, wetland and views of the nearby headlands and coastline is highly scenic.

- The undeveloped and quiet character of some areas of the State Beach is of significant value, particularly when found within an urban area.
- The State Beach has become increasingly popular as beach management programs and maintenance have improved during the last few years.
- The configuration of the coastline and the proximity of the beach to an urban area make it ideal for many types of recreation.

Recreation Use

- Aside from the existing restroom facility, there are no existing formal recreational facilities at the state beach.
- Acknowledging that attendance records are unavailable, recreational use is estimated from 220 to 2,195 people per day, or approximately 250,000 people a year.
- Popular recreational activities are surf fishing, surfing, jogging, beach games, sunning, walking, wading, photography, and general natural and scenic appreciation.
- Most activity occurs around or near the existing parking lot.
- Existing recreation use at the State Beach is limited by the need for improved access, better circulation, and improved restrooms.
- More intensive recreational facilities and activities are provided elsewhere within San Mateo and San Francisco counties.
- The primary recreational season (May through August) coincides

with warm summer months.

Resource Values

- Represented at the park is a relatively stable example of the dune/marsh system once found in California. The marsh may have been formed by man's activities, but this does not lessen its value or its similarity to pristine conditions.
- The dunes covered by the sea fig provide little habitat value for native fauna and are relatively insensitive to disturbance.
- Due to the widespread destruction of dune systems along the coast, these ecosystems must be protected, enhanced and interpreted wherever possible.

Facilities

- State beach entry provides direct access from Highway 1.
- Paved parking is provided on-site for 112 vehicles.
- Restrooms provide for men's and women's facilities with two outdoor showers.
- Vacant realty office building is located to south of existing parking lot.
- Underground electrical, telephone, water and sanitary sewer services are located at the Anza pump station/restroom building and could easily be extended to any new facilities. Sanitary sewer hook-up may also be possible from the now vacant site of the Wander Inn building adjacent to the Crespi Drive intersection.
- An informal trail system provides access along the shoreline and

from the beach to the top of the Headlands.

- Off-site recreation attractions which relate to Pacifica State Beach include the combined portion of San Mateo County inter-city bicycle trail, and the City north/south pedestrian/bicycle trail, which parallel Highway 1 on the west. City trail connections occur at Crespi Drive and Linda Mar Blvd. intersections and lead to inland recreational and historical areas.

Physical Factors

- There are no areas in the State Beach suitable for high intensity recreational use.
- Considering the physical limitations of the beach resources, the capacity of the land for intensive recreational use and development of additional structures is low.
- For these reasons, most recreational development will not be feasible (for example, a visitors' center).
- If further development around the state beach occurs, opportunities for land acquisition will be diminished, and there would be potential negative visual impacts.

Transportation

- Origin of Pacifica State Beach visitors
 - Most visitors are local residents of the City of Pacifica, San Mateo and San Francisco counties, or come from the greater San Francisco Bay Area
- Means of Travel to Pacifica State

Beach

- Nearly all visitors arrive by motor vehicle.
- Public transportation is available along State Highway 1, with stops at Crespi Drive and Linda Mar Blvd.
- Currently there are no public trails connecting Pacifica State Beach to other parts of the community.
- Routes of Vehicle Access to Pacifica State Beach
 - Access to the State Beach is from State Highway 1, requiring a right turn for cars going south, or a left turn across southbound traffic for cars traveling north.
- State Beach improvements will generate minor increases to traffic on State Highway 1.
- Means of travel at Pacifica State Beach
 - Owing to physical constraints and the sensitive natural resources (sand dunes), all areas of the State Beach (other than the parking lot) are inaccessible except by foot.
 - Walking and jogging are popular activities along the sandy beach.

Planning Issues and Alternatives

Using the analysis of existing conditions, the Resource Element, and concerns expressed at the first public workshop, the planning team assembled site and program alternatives. The alternatives were

presented and discussed at the second public workshop.

In relation to **Land Use and Facilities** these alternatives included: use existing vehicle access or provide new vehicle access at Linda Mar Blvd.; redesign the existing parking lot, use the Park and Ride lot at Crespi Drive and Highway 1, or provide additional parking off of Linda Mar Blvd. or south of the existing parking lot; use the existing realty building for a visitors' center, build a new visitor center, or use interpretive boards and signs; improve the existing restrooms or add new restrooms in a new visitor center; and other alternatives related to providing boardwalks, restoring sand dunes and acquiring additional land.

Significant Public Issues

Public evaluation of the land use alternatives included the following significant issues and areas of general agreement (refer to Appendix for further information):

- Removal of existing vacant realty building.
- Use existing southern access for entrance with northern egress as exit.
- Redesign existing parking lot; rely on new Park and Ride lot for weekend needs.
- Provide limited interpretive facilities.
- Improve existing restrooms; provide restrooms near Crespi Drive pedestrian access; provide showers at both restroom facilities.
- Restore sand dunes north of

- existing parking lot.
- Provide boardwalk through dunes.
- Redesign existing wall to west of parking lot.
- Acquire additional lands.

Land Use and Facilities Goals and Objectives

The discussion of land use and facilities addresses those aspects relating to the functioning of the beach, the physical layout or location of beach elements and decisions about buildings. Programs will be discussed in the Interpretive and Concessions Elements. In accordance with the State Beach designation, certain goals can be accepted:

- Provide diverse recreational opportunities, compatible with the beach's integrity.
- Preserve the natural beauty of the beach.
- Improve access, parking and restrooms.
- Minimize new development.
- Protect natural resources.
- Interpret natural, cultural and recreational resources and history.
- Minimize environmental damage from recreational use.
- Provide management consistent with beach operation, resource protection, public health, and safety.

From the above goals, the following planning objectives guided decision-

making in developing the single plan:

Access

- Provide safe visible vehicle and bicycle access from State Highway 1.
- Direct vehicles to convenient parking.
- Minimize impact of vehicles on natural resources.

Parking

- Plan for parking to minimize disturbance to dunes.
- Provide parking to equal existing parking lot, and possibly 20 to 30 percent additional spaces on the Caltrans property south of Taco Bell if needed and resources allow.
- Minimize pedestrian and auto circulation conflicts.
- Mitigate parking visibility.
- Assure access for the elderly and handicapped.
- Design parking to allow surveillance.
- Provide bicycle parking.

Restrooms

- Provide access from parking area and beach.
- Upgrade the existing restrooms for easy maintenance with natural ventilation and natural lighting.
- When the existing restroom/pump facility structure requires total replacement, move the building location inland out of the 100-year flood zone and eliminate the riprap needed to protect the existing building.
- Provide an additional restroom in

northern area of beach.

- Provide showers near restrooms.

Picnicking

- Locate picnic tables within 100' of parking area with views of beach area.

Circulation/Trails

- Provide a bike path parallel to State Highway 1. Permit bicycle use along the proposed bike path parallel to the highway and through the parking lot.
- Provide a pedestrian route through the sand dunes parallel to the beach.
- Provide a pedestrian connection from the Crespi Drive pedestrian crossing to the beach.
- Assure that walkways are well defined by boardwalks to avoid haphazard cutting through the dunes.
- Provide vantage points and seating areas along the boardwalks.
- Direct foot traffic with boardwalks and signage to avoid impacts to sand dunes. Study existing pedestrian routes and resource sensitivity to determine the best boardwalk configuration.
- Make trails and boardwalks as inconspicuous in the landscape as possible.
- Prohibit off-highway vehicle use at the beach.
- Coordinate locations of pedestrian/bicycle trails with Caltrans and Open Space Task Force recommendations for trail along Highway 1.

Natural Resources

- Preserve the fresh water marsh in the northern area.
- Preserve existing sand dunes; restore sand dunes where possible.
- Interpret natural processes of dunes and marsh using interpretive panels.

Land Acquisition

- Acquire land that makes a physical connection to the beach or is an extension of the natural environment.
- Acquire land that has a major visual impact on the site.
- Prior to any acquisition, the City of Pacifica will transfer its inholdings to the State.

Land Use Recommendations

The planning team used the above objectives in evaluating previous public input and with State personnel and City staff assistance developed the single plan. The overall concept for Pacifica State Beach is to improve access, parking, and the restrooms with minimal new development other than possible seating areas, a boardwalk and protection of natural resources.

General Land Use

To Provide Safe Access and Convenient Parking

Vehicle Access

One point of access will connect Highway 1 to the main parking lot (indi-

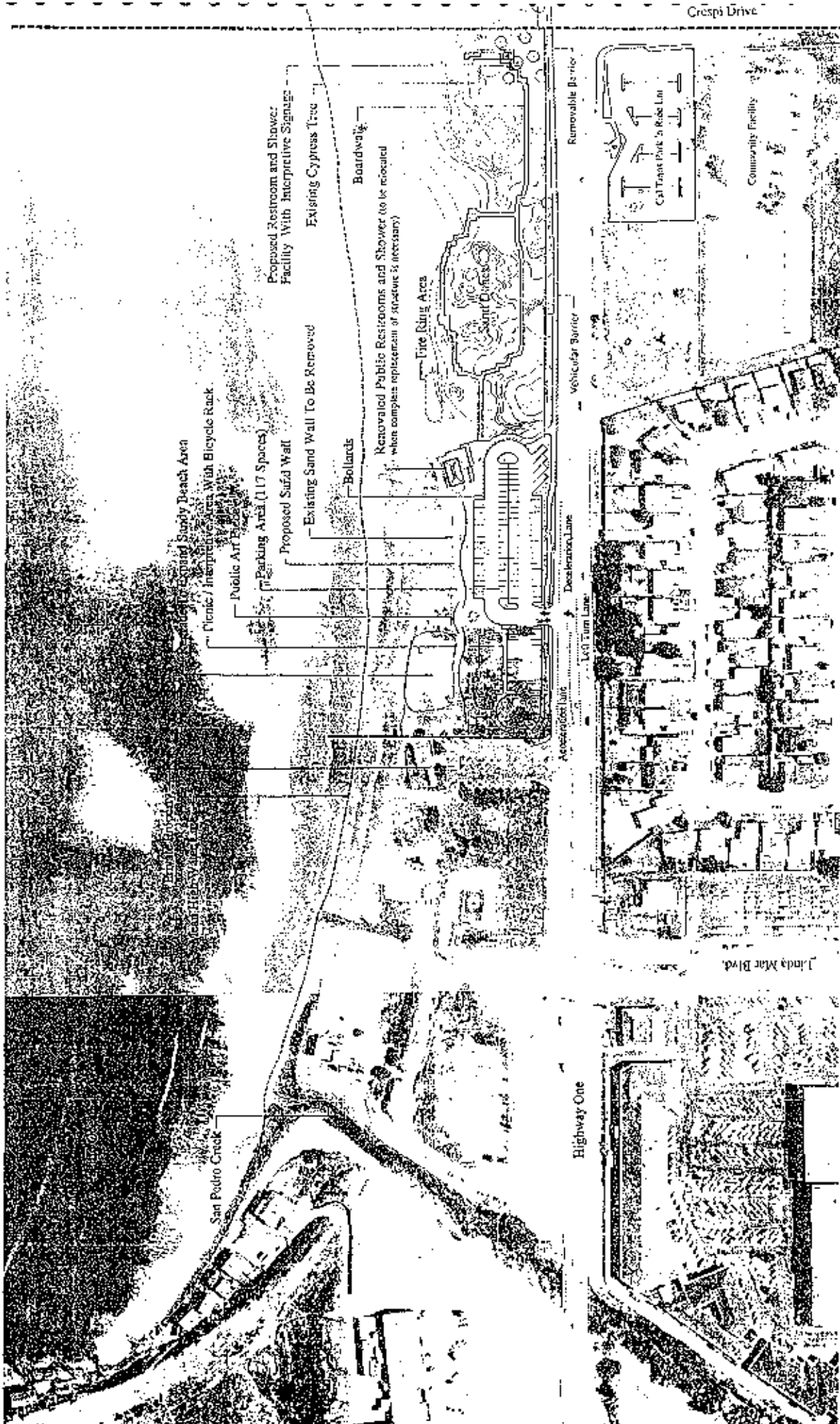
cated at existing entrance). The actual location of this access should be determined through Caltrans' review and requirements for public intersections, and should include acceleration and deceleration lanes on Highway 1. The existing left turn lane will remain to facilitate entering the beach for safe entry from the south. Caltrans improvements for Highway 1 should include a fence on the east side of the highway to direct people to designated pedestrian crossings. City input to Caltrans planning for this section will be required.

If a parking lot is required in the future, south of the Taco Bell site, access should be by a frontage road to the lot from the Linda Mar Blvd. intersection.

Jet skis, boat launching and fishing boats at Pacifica State Beach have increased over the years, creating the potential for conflicts between current recreational uses such as swimming and surfing. These conflicts have been observed particularly during peak fishing periods as a result of fishing boats using the surf zone and also from the noise and speed of jet ski use. These conflicts, and the environmental impact related to these activities, should be evaluated and appropriate policies adopted concerning boat launching, boat use and jet skis at Pacifica State Beach.

Parking

The existing parking lot will be redesigned with additional parking to the south of existing lot for a total of 117 parking spaces (increase from existing 112 spaces), including 4 recreational vehicle parking stalls, and three handi-



Proposed Restroom and Shower Facility With Interpretive Signage

Picnic / Interpretive Area With Bicycle Rack

Public Art

Proposed Sand Wall To Be Removed

Existing Sand Wall To Be Removed

Renovated Public Restrooms and Shower (to be relocated when complete replacement of structure is necessary)

Boardwalk

Fire Ring Area

Sanitizing Station

Removable Barrier

Vehicular Barrier

Commissary Facility

Community Facility

San Pedro Creek

Highway One

Crespi Drive

Linda Mar Blvd

Accelerated Lane

Left Turn Lane

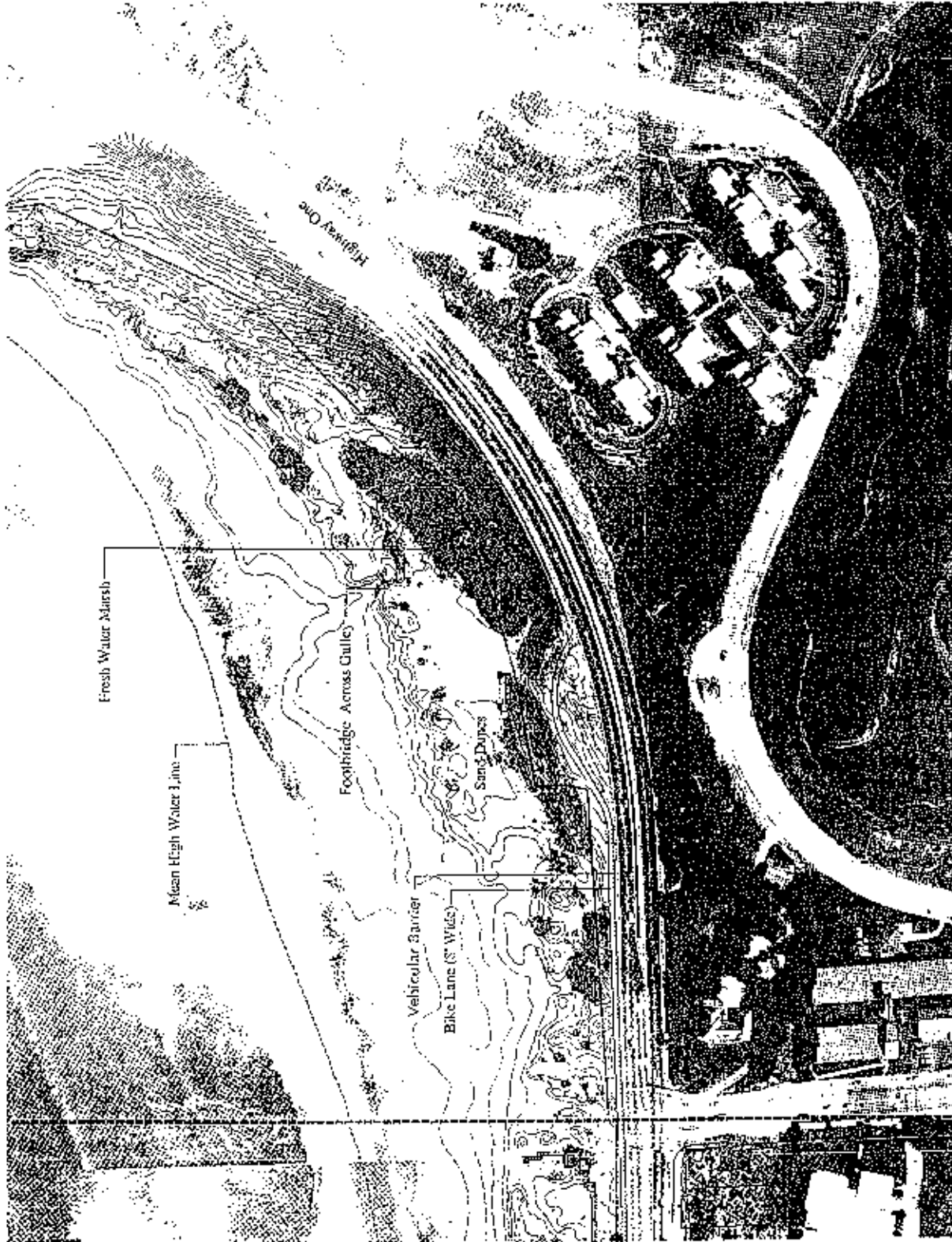
Deceleration Lane

Pacifica State Beach General Plan



General Notes:

1. This plan is diagrammatic only. The exact location of proposed structures may vary during the implementation phase when more detailed site information is available.
2. Hazard signs shall be placed at all beach access points.



capped parking stalls. The overall parking design, including a turnaround at the southern end, will emphasize improved landscaping and provide efficient parking with ease of access and circulation especially at peak use periods.

In the future, if further parking is necessary, and natural or cultural beach resources are not negatively impacted, a 20-30 car parking lot south of Taco Bell on the Caltrans parcel may be developed with Caltrans approval.

Before installation of further parking lots west of Highway 1, a thorough study should be made of the impacts associated with the use of the Caltrans Park and Ride parking lot on parking availability.

The existing sand wall will be removed. A new sand wall will extend south from the restroom pump facility to the Taco Bell property. The sand wall design, in three curved segments, will allow pedestrian access from the parking lot to the beach. Vehicular access to the beach will be limited to maintenance vehicles by use of removable bollards. The sand wall may be located further inland based on environmental conditions at the time of construction.

The design of the sand wall may include a seat-high ledge on the ocean side of the wall and will accept a public art piece to be on axis with the beach entry. The intent of the art piece is to interact in some way with the environment and the beach users.

To Provide Interpretation

No visitor center will be provided on-site. The purpose of a visitor center at a State beach is to provide informational contact (by staff) to park users, to provide a location for literature sales, and to provide artifact display, etc. Based on State Department of Parks and Recreation requirements, a visitor center at the unit is not necessary. Other State Beach units of a comparable size do not have visitor centers because resources can be interpreted with much less expensive facilities, e.g., outside interpretive panels, etc. At Pacifica State Beach there are no artifacts for display, no concessions proposed or recommended, and no need to have a park staff person on site at all times.

Interpretive facilities will be exterior interpretive panels located along the boardwalk and at key access points. Safety related educational signs should at least be displayed at every public access point to the beach.

To Provide Improved Restrooms

The existing restroom and showers will be improved and retained. The exterior of the structure should be repainted with one color which complements existing natural colors in the beach environment. Showers will continue to be on an exterior wall to reduce vandalism, maintenance, and impacts to surrounding resources. Improved ventilation and benches may be improvements to the interior of the restrooms. Simple landscaping and a new security fence to replace

the existing woven wire fence will improve the appearance and screen the restroom/pump facility from the parking lot. Both the restroom and pump facility will be constructed at a new location out of the surf zone when the structures require complete replacement.

A small restroom building will be constructed at the Crespi Drive intersection in the location of the old Wander Inn foundation next to the existing cypress tree. This building will have showers on an exterior wall. Utilities will be extended to the new restroom facility. New connections from the Anza Pump Station or Crespi Drive will include water, sanitary sewer, electrical and telephone service. New utility connections will be designed to accommodate known storm and flood hazards. The building will have service access from Crespi Drive. The new restroom should be constructed of a textured concrete block or wood material to integrate with the beach environment. The bollards at the showers will match the new bollards along the highway and in the parking lot.

Telephones will be provided at each restroom building.

To Provide Picnic Areas

A small picnic/interpretive area will be provided southwest of the new parking lot with 4-6 tables and Belson-type stoves. This area will be landscaped with native plants and could include hard surface areas for the tables, benches, interpretive panels, bicycle racks, etc. Access from the parking lot to the Taco Bell site will be from this area.

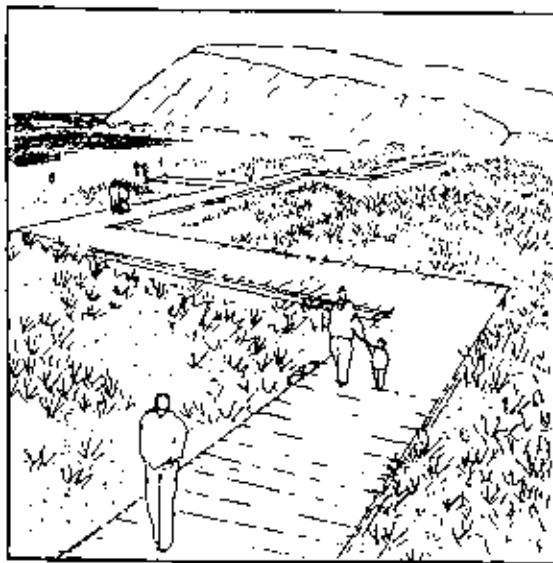
To Provide Clear Circulation

A path to accommodate two-way travel of both bicyclists and pedestrians will parallel Highway 1. Caltrans standard bicycle trail requirements should be met for all bicycle trails. At the northern end of the parking lot the path will split, continuing south along the highway and looping west of the parking lot and the picnic area to return to the highway. Bicycle path plans should be coordinated with Caltrans at the northern end of the beach when a Caltrans bike path extends south, and at the southern end in relation to proposed road extensions at San Pedro Road.

Areas disturbed by construction should be replanted with native plant material (no ice plant or any other exotic plant species).

The location of the path will be separated from the highway in accordance with Caltrans Standards, which require that bike paths closer than 5 feet from the edge of the highway must include a physical barrier. The exact location of the bike path, including its separation from the highway, will depend upon factors such as proposed improvements to the highway, impacts on dune vegetation, and connections to existing bike routes.

A low-profile boardwalk will direct pedestrian circulation, parallel to the beach and through the dunes from the main parking lot to the pedestrian access at Crespi Drive. A boardwalk will also connect the Crespi Drive pedestrian access to the beach. Boardwalk spurs will



Boardwalk Through Sand Dunes

link the main boardwalk to the sandy beach where necessary. Visitor use patterns and resource sensitivities should be studied to determine preferred access points and to consider handicapped accessibility before installing the boardwalks.

The boardwalks should be constructed of weatherproof wood material and interlocking modules to facilitate construction, maintenance and replacement. Signing along the boardwalk will provide direction, safety information and resource interpretation. Seating areas will offer a place to rest and to watch the beach.

In the future, if the Headlands are acquired, and if there is a lot of pedestrian traffic, a trail could extend north from the Crespi Drive pedestrian access.

To Protect Natural Resources

The man-made earthfill berm north of Taco Bell will be removed and the area regraded to enhance and enlarge the sandy beach. Additional imported sand may be needed in this area after initial regrading to provide a natural ocean wave buffer for the picnic area and parking lot and to provide a base for natural dune-building processes.

Before this work is done a thorough evaluation of natural features and dynamics in the area will take place, subject to review by the Department of Parks and Recreation, to determine whether any further stabilization measures would be necessary as a result of this work. If stabilization measures are determined to be necessary, they will be designed according to the standards contained in the policy for shoreline protection devices found on page 43 of this plan and other applicable standards used by DPR.

The wetland area will be protected from human disturbance by controlling access.

An interpretive program for the beach should include information concerning the sensitive portions of the site (e.g. dune and marsh areas) as well as the site's historical aspects and public safety information.

The Resource Element has more specific policies regarding protection of natural resources and recommended management programs.

Acquisition

The following discussion and all other comments regarding land acquisition are intended for long-range planning purposes only and are not a commitment to acquire. Additional public lands could enhance recreational opportunities, add to the enjoyment and appreciation of the park's resources, assure control over potential visual impacts to the park site, and maintain the integrity of the park. This priority listing is flexible and will depend upon such factors as the availability of funds, whether there is a willing seller, and proposed development on private property.

First Priority

North of Pacifica State Beach is the bluff and rocky promontory known locally as "The Headlands." Acquisition of the property would make a logical extension to the State Beach property: the area continues the route of the historic railroad, is within the viewshed of the State Beach property, and would allow control of potential visual impacts and development (avoid non compatible uses). In the long term, "The Headlands" should remain unchanged except for a trail extending north to the point providing dramatic views of the coast.

Second Priority

At present, the Department of Parks and Recreation owns approximately 60 percent of the wetland area. Acquisition of the remaining wetland area from Caltrans would make a logical extension to this environment.

South from the Taco Bell restaurant there are two private properties fronting the sandy beach. These properties make a logical extension to the State Beach, complete the beach property to San Pedro Creek forming a southern boundary and would allow the State to make decisions about properties that have both physical and visual relationships to the State Beach property. With acquisition, the existing structures should be removed and the property should become part of the sandy beach and dune area.

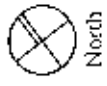
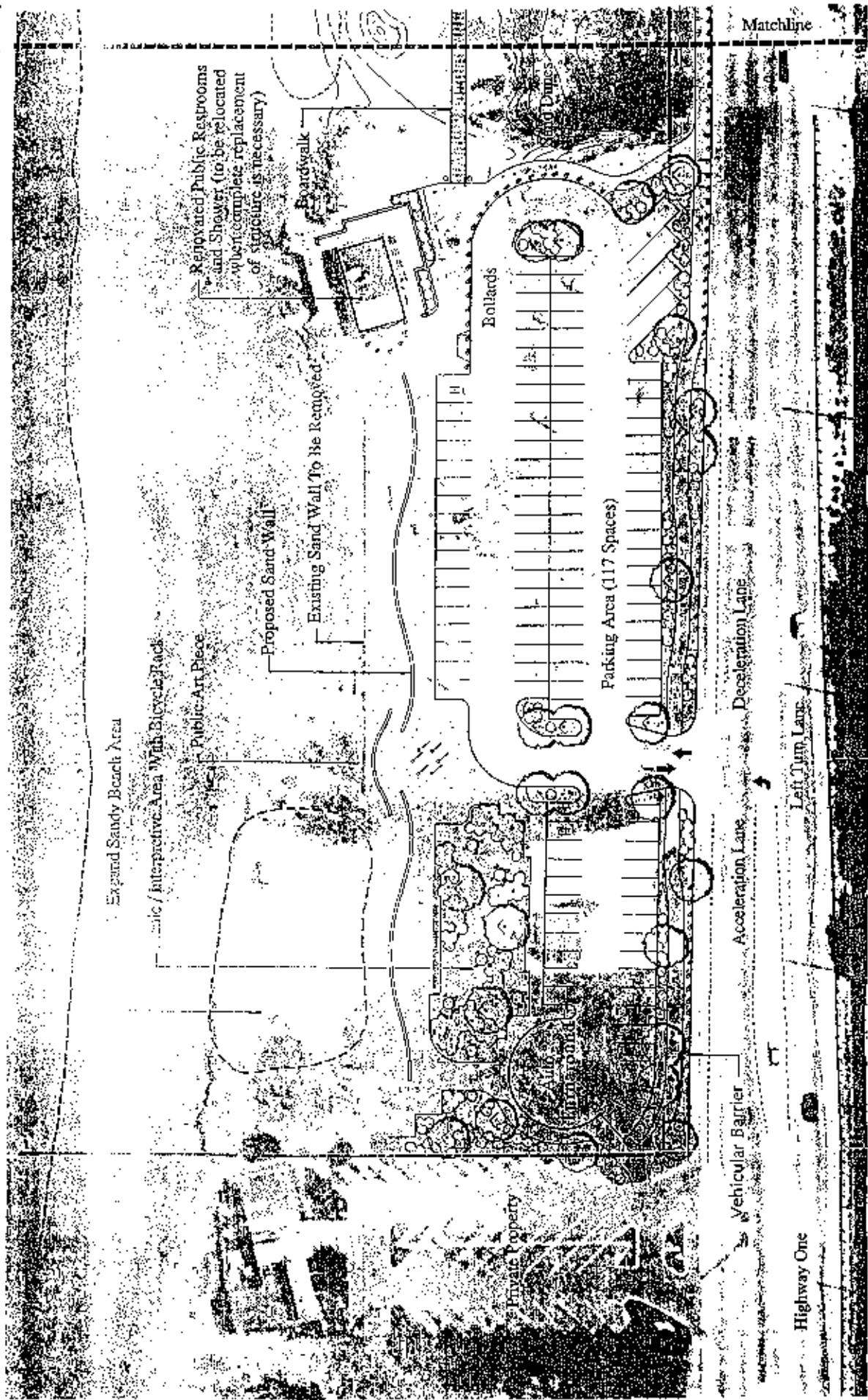
Third Priority

San Pedro Creek, an important aquatic habitat, is linked ecologically to the beach and adjacent lands and poses a significant flood threat. Given the ecological importance of this habitat type this area should be acquired. The inland riparian habitat and the creek should be protected and enhanced; the banks should be restored and stabilized and the small lagoon at the mouth expanded where feasible. These efforts will require joint cooperation between the State Department of Fish and Game, the State Department of Parks and Recreation, The Army Corps of Engineers and the City of Pacifica.

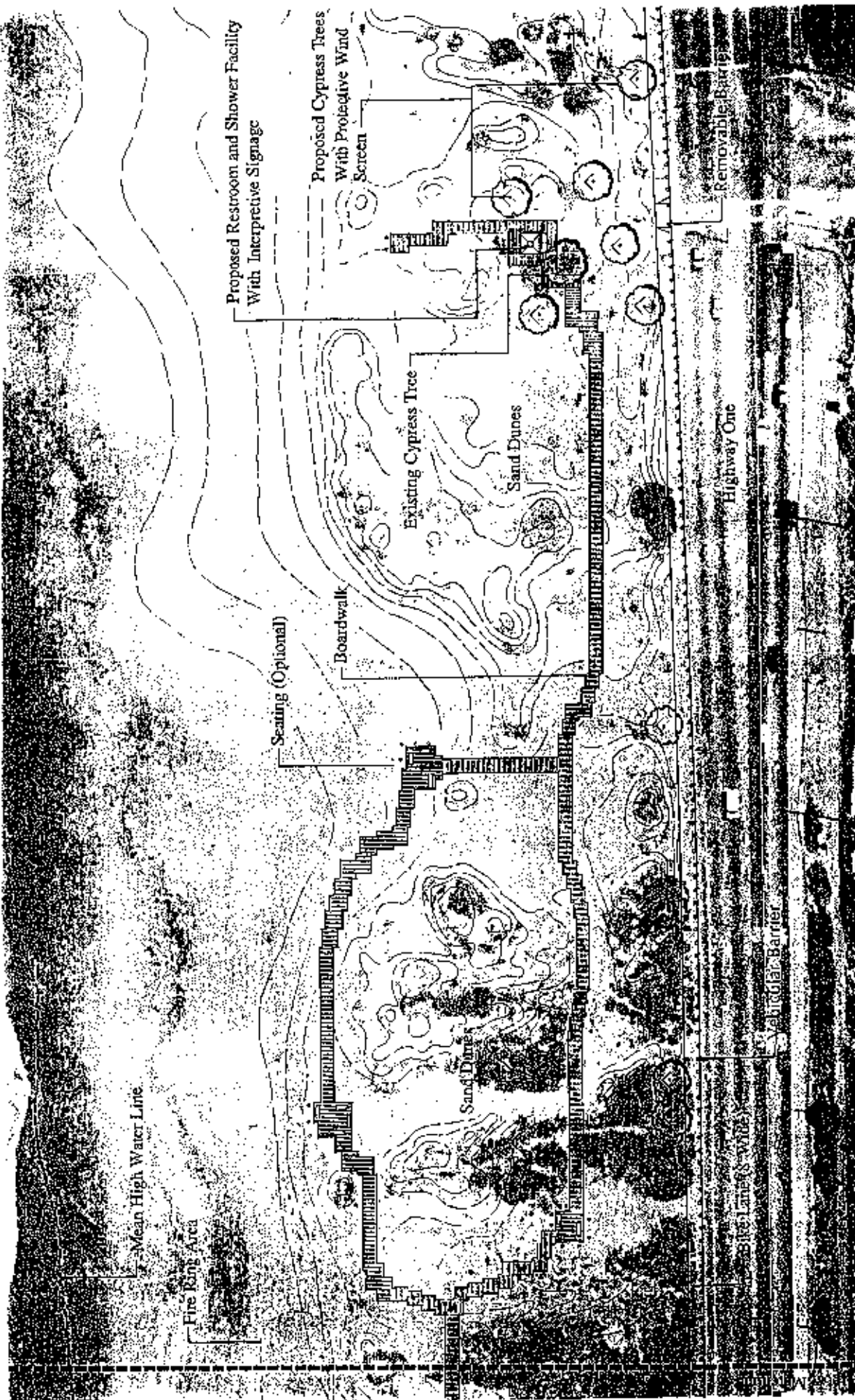
Fourth Priority

Caltrans owns several vacant parcels south of Taco Bell. If acquired, these parcels could be regraded and restored as sand dunes or, if necessary, provide a location for an additional parking lot off Linda Mar Blvd.

At present, the property with the Taco Bell restaurant serves beach users and



Scale



Pacifica State Beach
General Plan

General Notes:

1. This plan is diagrammatic only. The exact location of proposed features may vary during the implementation phase when more detailed site information is available.
2. Hazard signs shall be placed at all beach

Interpretive Element

Interpretive Considerations

Environmental Influences

Visitors and their Needs and Expectations

Existing Interpretive Media

Interpretative Periods

Interpretive Themes

Proposed Interpretation

Facilities

Visitor Activities

Interpretative Concessions

Interpretative Associations

Interpretative Collections

Recommendations

Research Needs

Future Acquisitions

Interpretative Priorities

Interpretive Element

Interpretive Considerations

Environmental Influences. Pacifica State Beach offers a number of opportunities for interpretation. Interpretation would reinforce the value of several interesting elements in or near the park unit and be appreciated by visitors. Those elements include:

- An historic railroad alignment running parallel to the beach and through the unit
- A view of Sweeney Ridge from which Portola first saw San Francisco Bay
- The favorable fishing and surfing conditions
- The dunes ecosystem
- The San Andreas Fault/Devil's Slide relationship

Interpretation at Pacifica State Beach is constrained by:

- The scattered locations of the various elements
- The active recreation focus of visitors
- The severe environmental conditions of the marine climate
- The likelihood of vandalism

- Funding and personnel limitations of the City of Pacifica

Visitors and Their Needs and Expectations. Interpretive amenities are not expected by the visitors, who tend to be oriented toward beach and water activities. Once in place, however, interpretation will provide a new dimension to visitor use.

Existing Interpretive Media. No interpretive material or programs currently exist at Pacifica State Beach, as its primary objective has been to provide for beach-related recreation.

Interpretive Periods

The overall interpretive period for Pacifica State Beach begins with the earliest geological time and runs to the present. Specific interpretive periods may include:

- The still visible alignment of the historic railroad which was built and abandoned within a brief span around the turn of the century.
- The Portola discovery of San Francisco Bay and the European exploration of California occurred in the mid to late 18th century.
- Fishing and surfing will be interpreted primarily in terms of the favorable and unfavorable environmental conditions existing today.

- Interpretation of the dunes ecosystem will explore the contrast between the visible remnants today and the dunes system that existed before development.
- The time period for interpretation of the San Andreas Fault will run from early geologic history to specific examples of San Andreas-caused earthquakes and slides in the last 150 years.

Interpretive Themes

The five elements within the area of Pacifica State Beach that have been suggested for interpretation can be translated into the following six themes:

1. Portola Discovered San Francisco Bay by Mistake.

Members of the Portola expedition were the first Europeans to see San Francisco Bay, but Portola wrote that day "they had found nothing." Portola's intended goals were quite different than his actual findings. Perhaps for that reason he did not realize the significance of the large body of water his men reported seeing from Sweeney Ridge.

2. The Ocean Shore Railroad: A Little Railroad That Almost Could.

The 1906 San Francisco earthquake stopped the building of a railroad which would have connected San Francisco and Santa Cruz. Instead, two separate and urban service lines were later completed which never

quite met in the middle. The pattern of the old alignment is still visible, even though the rails themselves are gone.

3. Surf's Up! How Landform Can Shape the Waves and Location of Riptides.

The long crescent shape of Pacifica State Beach is a major reason why surfers use the beach. The shape produces a breaking pattern of waves along two arms of the crescent that give surfers a long ride into shore. A riptide that forms between the arms also gives the surfer an easy ride back out to catch the next good wave. Surfing is a sport with its own special vocabulary.

4. The Fishing's Great!

Fishing in the area of Pacifica State Beach has been part of the activities of many cultures. Different species of fish tend to inhabit different areas of offshore waters and local streams. Some fish, like the salmon moving into San Pedro Creek from the ocean, appear on a seasonal basis only. Techniques used for catching fish are as varied as the fish themselves.

5. Whose Fault is This Slide?

The San Andreas Fault is the best known of a whole system of faults in this area. Often the most visible effects of fault activity along this coast are landslides. The frequent landslides, caused by a combination of unstable soils and fault movement in

one section, have given it the name Devil's Slide.

6. How are ya, Dune?

Our interest in the health of the dunes can result in both aesthetic and practical benefits. Dune ecosystems once extended over miles of this coast but have gradually disappeared. Maintaining the health of those that remain is something to which we can all contribute.

Proposed Interpretation

Facilities. Interpretation of the unique natural and cultural elements of Pacifica State Beach will be encompassed in six weather- and vandal-resistant panels, two at each of the three seating areas on the boardwalk (see the General Plan map on pages 58-59). The information will be presented in a simple and informal manner which is appropriate to the size of the unit, the major types of activities that occur there, and the subject matter. The location of each panel and suggestions for their content are as follows:

1. Portola Discovered San Francisco Bay by Mistake.

The panel will be located at the northernmost boardwalk seating area and placed so the viewer faces Sweeney Ridge while examining it. The panel should contain a drawing of Sweeney Ridge as viewed from the panel location and a view of San Francisco Bay from Sweeney Ridge,

along with a map and brief explanation of Portola's intended goals and actual findings.

2. The Ocean Shore Railroad: A Little Railroad That Almost Could.

The panel will be located at the northernmost boardwalk seating area, placed so the viewer faces the old alignment while examining it. The panel should contain a photograph with drawing overlay of the railroad alignment as viewed from the panel location. A graphic of the intended line indicating the sections actually built and a drawing of the effects of the 1906 earthquake on the line could also be included, along with a short text explaining the part played by the railroad in the development of the area.

3. Surf's Up! How Landform Can Shape the Waves and Location of Riptides.

The panel will be located at the westernmost boardwalk seating area, placed so the viewer faces out to sea. The panel should contain a brief explanation and illustration of the breaking pattern of waves formed along the two arms of the crescent and of the returning riptide. Tied to this would be illustrations and text of different techniques and slang used by surfers.

4. The Fishing's Great!

This panel will be located at the westernmost boardwalk seating area, placed so the viewer can face out to

sea and south towards San Pedro Creek. It should contain a brief explanation and drawings of the surf, dory and commercial fishing that is visible in the area today and existed in the past. Drawings of the kinds of fish being caught, the off-shore zones in which they live, and the seasonal variations should also be included. If space allows, a specific explanation of the historic steelhead migrations to San Pedro Creek and the efforts being made by the City of Pacifica to protect the watershed and creek from pollution and degradation would be interesting.

5. Whose Fault is This Slide?

The panel will be located at the southeast boardwalk seating area and placed so the viewer can face southwest towards the Headland. The panel should contain a map of the San Andreas Fault system within the area and a brief explanation of the relationship between fault activity, earthquakes and landslides.

Drawings, photographs and brief text of quake-caused slides on Highway 1, Pacifica, and the railroad would add interest.

6. How are ya, Dune?

This panel will be located at the southeast boardwalk seating area and placed so that the viewer faces north into the dune area enclosed by the boardwalk. Graphics should indicate the original extent of the dune system and what remains. Photographs and

drawings of native dune plants and wildlife can help explain the characteristics of a healthy dune system. By contrast, photographs and drawings of exotic vegetation cover at Pacifica State Beach, a "blowout," and disappearing beaches elsewhere can illustrate brief explanations of what the visitor can do to preserve this unique habitat.

Visitor Activities. Visitor activities in the interpretive area will be entirely self-directed.

Interpretive Concessions

Pacifica State Beach will be a recreation oriented unit and there are no plans to locate a visitor's center. Consequently, interpretive concessions are not appropriate for this plan.

Interpretive Associations

Providing interpretive programs is currently beyond the capacity of the staff managing the Pacifica State Beach park unit. Nor has interest been expressed at this time by private groups to provide these programs. However, at some point it may be possible to interest local surf fishermen and -women to offer special workshops in surf fishing techniques, or local native plant and environmental groups to act as docents in interpreting and protecting the fragile native dune habitat.

Interpretive Collections

No interpretive collections exist for Pacifica State Beach at this time, nor are they required, as there are no facilities proposed for public displays.

Recommendations

Research Needs. More detailed written and graphic information needs to be accumulated than is expressed in this section before the interpretive panels can be designed. The majority of the information is readily available.

Future Acquisitions. No future acquisitions are recommended for interpretive purposes.

Interpretive Priorities. There are no priorities for the six interpretive panels. Preferably, all would be installed as an integral part of the boardwalk seating area construction. When considered necessary and when feasible, an interpretive docent group, etc., could initiate interpretive programs.



Operations Element

Purpose

Existing Operations

Proposed Operations

Operations Element

Purpose

The operations element of the General Plan is intended to state the overall operation and management objectives as well as to highlight specific operational concerns of the unit and strategies proposed to deal with these concerns.

Existing Operations

Pacifica State Beach is a unit of the State Park System, managed under an agreement by the City of Pacifica. The overall objective of the City, in operating the unit, is to provide a safe, clean and well-managed day use beach for the recreational enjoyment of both local residents and visitors from other areas.

Proposed Operations

The primary operational concerns are:

- The restoration and protection of the native dune vegetation and marsh.
- Potential conflicts arising from the interface between private properties and the State Beach.

The City's objective is to provide free access to the beach parking areas owned by the City, the State Department of Parks and Recreation and Caltrans.

The plans for actual dune restoration are discussed elsewhere in this report. The continued protection of the dunes and marsh is contemplated through a system of boardwalks and barriers, interpretive and regulatory signs and enforcement actions against off-road vehicles and other inappropriate uses.

Avoidance of conflicts with adjacent owners will be accomplished primarily through buffering landscaping, circumventing pathways, and signs.

A burrowing mammal management plan to control an unnaturally high rodent population is described in the Resource Element of this report. Signage for public safety should be included with the rodent population control strategies.

Jet skis, boat launching and fishing boats at Pacifica State Beach have increased over the years, creating the potential for conflicts between current recreational uses such as swimming and surfing. These conflicts have been observed particularly during peak fishing periods as a result of fishing boats using the surf zone and also from the noise and speed of jet ski use. These conflicts, and the environmental impact related to these activities, should be evaluated and appropriate policies adopted concerning boat launching, boat use and jet skis at Pacifica State Beach.

In addition to these unique situations, normal operation and maintenance of the beach will consist of the provision of adequate staff and resources to provide

surveillance over the parking lot, restrooms and interpretive facilities; maintain the restrooms and boardwalks, protect the natural resources and provide response for law enforcement needs.

Facility maintenance and housekeeping shall be conducted in a manner appropriate to meet standards for public health and safety, to maintain public, City and departmental expectations for cleanliness and appearances, to meet security requirements, and to extend the life span of facilities, tools and equipment.

In as much as the State Beach is operated by, and located within, the City of Pacifica, law enforcement and other emergency services, except water related, will be provided by the City. Signs will be placed on the beach urging visitors to call 911 in case of emergencies. Such calls are connected into the City police dispatcher, who will notify the appropriate responding entity.

Concessions Element

Definition

Concession Facilities

Concessions Element

Definition

A concession is defined as the authority to permit specific uses of state park lands and/or facilities for a specified period of time. The intent is to provide the public with goods, services, and facilities the department cannot provide as conveniently or efficiently, or to permit limited use of state park lands for other purposes, compatible with the public interest and consistent with the Public Resources Code.

Concession Facilities

A variety of concession potentials were considered for inclusion in the General Plan including restaurants, camping, and beach related concessions. However, due to the limited size of the site, its strong visual relationship to the state highway, the urban beach character of the unit (goods and services located close by), and public sentiments received concerning the beach, it was decided not to include any of these possibilities as plan alternatives.

The existing Taco Bell provides an important food service to beach users. If this privately owned land is offered for sale the State should consider purchase of this parcel in order to retain this public service. It is also appropriate that the General Plan allow the reconsideration of the no-concession policy if in the

future the Taco Bell is closed or threatened to be closed.

Therefore, no concession facilities are proposed at this time, but basic food and beverage services are permitted within this General Plan if the adjacent Taco Bell closes. If this option is to be pursued, such a proposal shall be described in writing, reviewed by the Department of Parks and Recreation District Superintendent, processed under applicable state laws concerning concessions and forwarded for review, if required, by the California Environmental Quality Act or other provision of law.

Environmental Impact Element

Impacts and Mitigation

Geology, Soils and Hydrology

Vegetation

Wildlife and Threatened and Endangered Species

Noise

Light and Glare

Traffic

Air Quality

Water and Sewage

Cultural Resources

Aesthetics

Effects Found Not To Be Significant

Significant Effects That Cannot Be Avoided

Relationship Between Short-Term Uses and

Long-Term Productivity

Growth-Inducing Impacts

Cumulative Impacts

Alternatives

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

Environmental Impact Element

The Environmental Impact Element (EIE) predicts the environmental effects that would result from implementation of the General Plan. Together with the other elements of the general plan, it constitutes an Environmental Impact Report (EIR) as required by the California Environmental Quality Act (CEQA).

As its name suggests, a general plan for a State Park System unit describes the department's long-term proposals and policies for that unit in what must necessarily be a generalized fashion. The Environmental Impact Element focuses on the likely effects of these generalized proposals and policies, suggests mitigation measures, and considers alternative actions.

As specific development proposals carrying out the General Plan are included in the City of Pacifica's annual budget, the City of Pacifica will document their environmental effects as required by the CEQA and the state CEQA guidelines.

For a description of the general plan, see the Summary. More detailed information is found in the following sections of the general plan: the Resource Element for descriptions and policies dealing with the natural and cultural resources of the park, and the Facilities Element for facility development plans. For additional descriptions of the existing conditions at Pacifica State Beach, see the Resource

Inventory on file with the State Department of Parks and Recreation.

The following sections contain analyses of the potential impacts and proposed mitigation for the various environmental resources categories.

Impacts and Mitigation

Geology, Soils and Hydrology

Impacts. The project site will be subject to strong ground shaking during a major earthquake centered on the San Andreas Fault System. Ground shaking could affect the structural integrity of buildings on the site. Liquefaction could occur if substrates are saturated.

The majority of the project site (Crespi Drive, south) is not subject to landslide hazards based on recent studies (San Pedro State Beach Resource Inventory). The slopes of the headlands at the north end of the beach could fail, depositing debris onto the project site.

During a 100-year event, flooding could cause damage to structures on the project site. The entire beach portion of the project site is subject to wave run-up and erosion and this hazard will increase with the projected rise in sea level.

Mitigation. New structures should be built to state earthquake safety standards. Existing structures should be upgraded to earthquake safety standards.

Large cobbles should be left on the north

end of the beach to intercept wave energy and continue to provide some sand retention.

To reduce potential damage during the 100-year event, new structures should be located above or outside the 100-year flood zone.

Vegetation

Impacts. The majority of project development will be placed in areas of ruderal, disturbed vegetation and will not have significant impacts. Construction in areas of existing dunes will consist of the boardwalk system and the restroom shower building opposite Crespi Drive. Dune and native dune vegetation will be restored between the parking lot and Crespi Drive.

The impacts on vegetation are largely associated with pedestrian disturbance to the sand dunes and wetland area on the project site.

Native dune vegetation is easily damaged by foot traffic. Trampling could lead to a reduction in plant cover, invasion by exotic plants and increased sand movement. The wetland area could be damaged by foot traffic.

Stands of California wild strawberry (*Fragaria chiloensis*), a species of special interest on the project site could be damaged by increased foot traffic.

Mitigation. A boardwalk system will be constructed through the dunes from the

parking lot to Crespi Drive to control pedestrian access in the dunes. Interpretive signs will be placed to inform the public of sand dune and marsh ecology and sensitivity.

Remove existing circular fire pits from the sand dunes to discourage use of the dunes for picnicking.

Wildlife and Threatened and Endangered Species

Impacts. Aside from the possibility of implementing a burrowing mammal management program, the plan will have minimal effects on wildlife. The majority of improvements will occur in existing disturbed areas which have low wildlife habitat value.

Suitable habitat for the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) occurs on the site and could be degraded by increased pedestrian traffic.

No impacts are expected on the two marine mammals of concern which occur offshore, the gray whale (*Eschrichtius robustus*) and sea otter (*Enhydra lutris*).

Mitigation. Construct a footbridge over the marsh drainage gully to minimize trampling of marsh vegetation and direct access to the headlands. Place interpretive signs if marsh degradation occurs to inform the public about the marsh habitat and the potential presence of the San Francisco garter snake. A survey for the San Francisco Garter Snake will be a part

of the Wetlands/Marsh Management Plan (see page 39).

Dogs and other pets should be restrained at all times or not allowed away from parking and established picnic areas.

Noise

Impacts. Pacifica State Beach is adjacent to Highway 1 and is subject to traffic noise from Highway 1.

Noise will be generated during construction phases of the project. This noise will primarily be associated with earthmoving equipment. Noise from beach users is generally obscured by traffic noise on Highway 1 and the sound of the surf.

Mitigation. No measures are necessary.

Light and Glare

Impacts. No impacts are anticipated.

Mitigation. No measures are necessary.

Traffic

Impacts. State beach improvements will generate minor increases in traffic on State Highway 1. Traffic entering and exiting the parking lot will conflict with through traffic. Pedestrians crossing Highway 1 at Crespi from the Caltrans Park and Ride lot could create a traffic safety hazard for pedestrians.

Mitigation. Reconfiguration of the parking lot will include adding southbound entry, exit lanes to Highway 1, improving the safety of these movements.

Parking lot reconfiguration includes consolidating the existing dual access points into a single access, reducing the number of points of "friction," improving traffic movement and safety considerations. The potential overflow parking area south of the existing parking lot should connect to the Linda Mar intersection by a frontage road.

Install barriers to prevent off-road vehicles (ORV's) from entering the beach when park personnel are not in attendance.

The project includes installation of a separated bike trail along the site's frontage with Highway 1.

Air Quality

Impacts. The minor increase in traffic to the project site will have minimal affect on air quality resulting from vehicle exhaust emissions, beyond existing emissions generated by the normal flow of traffic on Highway 1.

Mitigation. No measures are necessary to mitigate the minimal increase in vehicle emissions at the project site.

Water and Sewage

Impacts. Runoff discharged at the Anza Pump Station could potentially contain

pollutants such as petroleum products, fertilizers, herbicides, pesticides and detergents.

Installation of a second restroom facility at the north end of the beach would require extension of existing water and sewer lines.

Mitigation. On going periodic testing of the coastal waters of Pacifica State Beach by the Environmental Health Department of San Mateo County should continue.

Water quality improvements should be investigated for water being discharged through the Anza Pump Station.

Cultural Resources

Impacts. No cultural resources are currently known within the project site.

Mitigation. If archeological resources are found during the construction phase, further surveys will be required.

Aesthetics

Impacts. The project will modify existing visual conditions by landscape screening the pump station, removing the realty building, landscaping the Highway 1 frontage, and restoring dune form and plants.

Riprap and other erosion control material surrounding existing buildings has an unnatural appearance.

Temporary visual impacts during the construction phase would result from the presence of equipment and excavation.

Mitigation. Minimize additional ripraping around the existing building and on the ocean side of sand wall.

Visual effects associated with the construction phase would be temporary and no measures are necessary for this impact.

Effects Found Not to Be Significant

Should the proposed General Plan be implemented along with the mitigation measures recommended, there should not be any significant adverse impacts involving the following aspects of the local environment: noise, light and glare, air quality, water and sewage, cultural resources, and aesthetics.

With the mitigation measures recommended in the Environmental Impact Element the proposed General Plan should not cause significant adverse effects on the following elements of the local environment: geology, soils, hydrology, vegetation, wildlife, and traffic.

Significant Effects That Cannot Be Avoided

There are no unavoidable significant environmental effects that should result from implementation of the proposed general plan for Pacifica State Beach.

Relationship Between Short-Term Uses and Long-Term Productivity

The general plan under which Pacifica State Beach will be managed for both the short- and long-term, recognizes the importance of the natural and potential cultural resources of Pacifica State Beach.

Management would be directed toward long-term protection of the environmentally sensitive components within the state beach, which include the sand dunes and wetland area.

Growth Inducing Impacts

As outlined in the general plan, the proposed development and improvements to the beach will not induce new growth or population increase in the area.

Cumulative Impacts

The potential increase in visitor use resulting from potential increases in parking availability and improved accommodation would be minor.

Alternatives

Alternative 1

No Project. The no-project alternative would result in no changes in the existing structures and parking lot. The current pattern of visitor use would continue with no established visitor information

facilities, new restrooms, interpretive signage or structures to inform and divert visitors from the environmentally sensitive sand dunes and wetland area.

Alternative 2

Implementation of all Proposed Land Use and Facilities Goals and Objectives. The public input process resulted in a variety of suggested changes which could occur. The development of all land use facilities goals and objectives includes: improved access, parking, and restrooms; development of picnic area, bike path, board-walks with vantage points and improved pedestrian connection from the Crespi pedestrian crossing to the beach; a management plan to preserve the fresh water marsh in the northern area and to preserve and restore where possible, existing sand dunes; development of an interpretive program; provide staff consistent with beach operation, resource protection and public health and safety; and acquisition of lands adjacent to Pacifica State Beach which have visual impacts on the site and would provide physical connections to the beach or are extensions of the natural environment.

The implementation of all of these changes would result in an increase in the size of the park unit and an increase in the use of the beach due to the introduction of facilities not currently present.

Appendices

Selected References

Newsletters

Alternatives Workbook

Pacifica State Beach Alternatives

Comments and Responses

Selected References

California Department of Finance, Population Research Unit. Projected Total Population of California Counties July 1, 1985 to July 1, 2020, Report 86 P-1. December 1986.

California Department of Parks and Recreation. California Recreation Demand: 1980-2000, April 11, 1986.

California Department of Parks and Recreation. Public Opinions and Attitudes on Outdoor Recreation in California -1987. An Element of the California Outdoor Recreation Plan, September 1987.

California Department of Parks and Recreation, Planning Division. Recreation Outlook in Planning District 4. An Element of the California Outdoor Recreation Resources Plan, June 1979.

California Coastal Commission. California Coastal Access Guide. 1983.

Pacifica, City of, General Plan

References for the Resource Element are included in the San Pedro Beach Resource Inventory on file with the Department of Parks and Recreation, Resource Protection Division, in Sacramento.

PLANNING FOR PACIFICA STATE BEACH

Number 1

June 1988

The First Public Meeting

Please join us in planning the future of Pacifica State Beach. Our first public meeting will be held:

June 23, 1988

7:30 P.M.

Pacifica City Council Chambers
2122 Beach Blvd.

Royston Hanamoto Alley & Abey, park planners will explain the general plan process and the role of public involvement in developing the plan. A presentation of the draft Resource Element, highlighting the significant natural and cultural resources of the park, will include recommended policies for protection and management of these resources. An "Issues and Concerns" workshop will be held followed by a question and comment period.

GENERAL PLAN PROCESS

The City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach. Subconsultants are LSA Associates, Inc. of Point Richmond and Dangermond Associates of Sacramento, California.

The purpose of the plan will be to provide general guidelines for management of the resources and development of facilities at the beach. The General Plan for this unit will serve as a flexible, comprehensive and long-range planning document. To do this effectively the general plan must:

- Identify the cultural and natural resources of the beach.
- Identify existing and future problems and provide solutions.

- Determine land use, beach development and visitor activities which are compatible with the beach and surrounding areas.
- Determine the potential environmental impacts of the land uses and visitor activities.
- Establish policies to maintain and operate, protect and preserve the resources, develop facilities and interpret resource values.

The public will be a vital member throughout the General Plan process. Your participation is requested at the public workshops to be held during the next year. At our first meeting we need your help in identifying issues and concerns: what recreation opportunities are needed, what facilities you would like developed, what lands should remain in their natural

condition, and which historical or natural values should be enhanced or interpreted.

Park planners will use this information to develop several alternative plans to be presented to you at a second workshop in August. At that time, you will be asked to evaluate the alternatives and help formulate a single plan. The planning team will then refine the single plan into a draft general plan for your review at a third public meeting in the Fall. The final document will be submitted to the State Park and Recreation Commission in the Fall of 1989. There, too, you will have an opportunity to comment on the plan.

For Information Contact:

Laura Lafler
Project Manager
Royston Hanamoto Alley & Abey
225 Miller Avenue
Mill Valley, CA 94941
(415) 383-7900

PLANNING FOR PACIFICA STATE BEACH

Number 2

July 1988

FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach to be presented to the California Department of Parks and Recreation.

A General Plan is necessary for allocation of State funds to manage natural resources or to develop any needed facilities. In the past the State prepared these General Plans as time, staff, and funding permitted. In recent years, the State has worked with local jurisdictions or organizations in preparing General Plans in order to hasten the funding of needed improvements.

On June 23, the planning team held the first in a series of local public involvement workshops. The intent of this first meeting was to present background information and listen to concerns the public might have for the future of Pacifica State Beach. This newsletter is published to inform you of the identified issues and concerns and the progress of the planning process.

FIRST PUBLIC MEETING

Twenty-nine people attended our first public meeting on June 23,

1988. We would like to thank each of you for your participation and for sharing your ideas with us.

Candice Kosmont, Pacifica Parks, Beaches and Recreation Department Director, introduced the planning team and the purpose and content of the General Plan. Pacifica State Beach is made up of a combination of City and State properties. Under an operating agreement with the State, the City operates and manages the beach.

Laura Lafler from Royston Hanamoto Alley and Abey presented a brief slide show highlighting the beauty of the beach, special natural resources (dunes, marsh) and possible concerns in planning for the beach (access, park

ing, etc.). Malcolm Sproul, from LSA Associates, summarized the Resource Inventory, (a data base report completed in 1986), highlighting significant natural resources of the beach.

Gudrun Baxter, State Landscape Architect, presented the Draft Resource Element, including policies recommended by State Parks Department Staff for protecting and managing the natural resources. (The Draft Resource Element can be reviewed at the City of Pacifica Department of Parks, Beaches and Recreation; or a copy can be obtained by contacting Gudrun Baxter, Development Division, California State Department of Parks and Recreation, 1416 9th St. Sacramento, CA 95811, or call (916) 322-7088.

Upcoming Public Workshops

The results of the first public workshop will help us to develop land use alternatives. These alternatives will contain specific proposals regarding such things as parking improvements, day-use facilities, safe access and resource protection. We will present the proposed alternatives for your evaluation and discussion in order to formulate a single plan at the next public workshop which will be held late in August or September. The planning team will then refine the single plan into a draft General Plan for your review at a third public meeting late in the year.

For additional information, please direct your questions to the Parks Beaches and Recreation Department, City of Pacifica, 170 Santa Maria Avenue, Pacifica, California 94044 Attn: Candice Kosmont, Director, or call (415) 875-7380.

PLANNING FOR PACIFICA STATE BEACH

Number 3

September 1988

The Second Public Meeting

Please join us in planning the future of Pacifica State Beach.
Our second public meeting will be held:

October 12, 1988

7:30 P.M.

**Pacifica City Council Chambers
2122 Beach Blvd.**

Royston Hanamoto Alley & Abey, park planners will explain site alternatives, highlighting major issues related to access, parking, and resource protection.

FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach to be presented to the California Department of Parks and Recreation.

On June 23, the planning team held the first in a series of local public involvement workshops. Major concerns expressed at the public meeting addressed issues related to resource protection, day use facilities, access, and parking.

ALTERNATIVE PLANS

In order to assemble a comprehensive understanding of site and program alternatives, we then met with the other planning team member: Pete Dangermond, parks

and recreation consultant.

As a result of these meetings, we have developed alternatives addressing **land use** (access, parking, visitors center); **facilities** (restrooms and showers); **operations** (maintenance, safety, concessions); and **resource protection** (dunes, marsh, San Pedro Creek).

These alternatives are inter-related and decisions about one issue may have resulting impacts on several alternatives. At our second public meeting we need your help in evaluating and discussing these alternatives in order to work towards a consensus and help formulate a single plan.

The planning team will then refine the single plan into a draft general plan for your review at a third public meeting early next year. The final document will be submitted to the State Park and Rec-

reation Commission in the spring of 1989. There too, you will have an opportunity to comment on the plan.

For Additional Information

Please direct your questions to the Parks Beaches and Recreation Department, City of Pacifica, 170 Santa Maria Avenue, Pacifica, California 94044, Attention: Candice Fullenkamp, Director; or call (415) 875-7380.

Continuing Involvement

Citizen participation is an important element in planning for your beach. We encourage you and your friends to attend our next meeting. If you know of anyone whom you believe should be on the mailing list, please contact the Parks Beaches and Recreation Department.

PLANNING FOR PACIFICA STATE BEACH

Number 4

November 1988

FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach to be presented to the California Department of Parks and Recreation.

On June 23, the planning team held the first in a series of local public involvement workshops. Major concerns expressed at the public meeting addressed issues related to resource protection, day use facilities, access, and parking.

On October 12, 1988, the Planning Team held the second local public involvement workshop to discuss site and program alternatives. This newsletter is sent to inform you about the discussion of these alternatives, and the progress of the planning process.

SECOND PUBLIC MEETING

Over twenty people attended our second meeting. We would like to thank each of you for your participation and for sharing your ideas with the Planning Team

Candice Fullenkamp introduced the consultants from Royston Hanamoto Alley and Abey, and

LSA Associates and State Park personnel; and described the purpose and content of the General Plan. Laura Lafler from Royston Hanamoto Alley and Abey presented land use alternatives:

- Use existing vehicle access or provide new vehicle access at Linda Mar Drive.
- Provide pedestrian access with boardwalk at Crespi Drive.
- Redesign existing parking lot or provide additional parking off of Linda Mar Drive or south of existing parking lots.
- Use existing realty building for visitor's center or build new visitor's center with a picnic area and children's play area nearby.
- Improve existing restrooms with freestanding showers or provide restrooms in a new visitor center.
- Provide restrooms and freestanding showers at Crespi Drive.
- Redesign existing wall (at parking lot) or redesign and extend south to Taco Bell.
- Regrade area north of Taco Bell to restore as dunes or enlarge sandy beach.
- Provide boardwalk from existing parking lot through dunes or extend to fresh water marsh.
- Restore dunes from Taco Bell north to existing restrooms.

(The Pacifica State Beach Alternatives Report and Land Use Workbook can be obtained by contacting Candice Fullenkamp, Director, Pacifica Parks, Beaches and

Recreation Department (415) 875-7380.

Following a brief question and answer period, people organized into individual groups to discuss and evaluate the above alternatives outlined in an Alternative Land Use Workbook

GENERAL PLAN IN PROGRESS

We are now evaluating the responses developed at the public workshop and will be meeting with the State Park and Recreation personnel and City of Pacifica staff in the near future to formulate a single plan. The planning team will then refine the single plan into a draft general plan for your review at a third public meeting early next year. The final document will be submitted to the State Park and Recreation Commission in the summer of 1989. There too, you will have an opportunity to comment on the plan.

For Additional Information

Please direct your questions to the Parks, Beaches and Recreation Department, City of Pacifica, 170 Santa Maria Avenue, Pacifica California 94044, Attention: Candice Fullenkamp, Director; or call (415) 875-7380.

PLANNING FOR PACIFICA STATE BEACH

Number 5

April 1989

The Third Public Meeting

Please join us in planning the future of Pacifica State Beach. Our third public meeting will be held:

Thursday, April 20, 1989

7:30 P.M.

Pacifica City Council Chambers
2122 Beach Blvd.

Royston Hanamoto Alley & Abey, park planners, will present the Preliminary General Plan for review and comment.

FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach to be presented to the California Department of Parks and Recreation.

On June 23, 1988, the planning team held the first in a series of local public involvement workshops. Major concerns expressed at the public meeting addressed issues related to resource protection, day use facilities, access, and parking.

On October 12, 1988, the planning team held the second local public involvement workshop to discuss site and program alternatives.

The public generally favored:

- Using the existing vehicle access.
- Providing pedestrian access with a boardwalk at Crespi Drive.
- Redesigning the existing parking lot.
- Improving existing restrooms; and providing new restrooms at Crespi Drive.
- Redesigning the existing sandwall.
- Restoring sand dunes and enlarging the sandy beach.
- Providing boardwalk from the parking lot through the dunes.

State Park and Recreation personnel and City Staff concurred with the opinions from the Planning Team and the public with a major addition: the existing realty building will be removed; a visitor's center is not appropriate for this beach site; and interpretation will be provided on boards or individual signs (e.g. along boardwalk). Other features added to the plan since the last public meeting include: the sandwall will be moved away from the beach; the bike path will parallel Highway 1 and loop into the State Beach

around the parking lot; and the parking area will feature a sculpture.

At the upcoming public workshop the Planning Team will present the Preliminary General Plan which incorporates the above information from the public, State and City Staff. A Draft Environmental Impact Report (EIR) will accompany the Draft General Plan to be submitted to the State in May. The final document will be submitted to the State early next year. There, too, you will have an opportunity to comment on the plan.

For Information:

Candice Fullenkamp, Director
Parks, Beaches and Recreation
City of Pacifica
170 Santa Maria Avenue
Pacifica, California 94044
(415) 875-7380

PLANNING FOR PACIFICA STATE BEACH

Number 6

May 1989

FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach to be presented to the California Department of Parks and Recreation.

On June 23, 1988, the planning team held the first in a series of local public involvement workshops. Major concerns expressed at the public meeting addressed issues related to resource protection, day use facilities, access, and parking.

On October 12, 1988, the planning team held the second local public involvement workshop to discuss site and program alternatives.

On April 20, 1989, the Planning Team held the third and last public workshop to discuss the Draft General Plan. This newsletter is published to inform you about the discussion of the General Plan and the future of the planning process.

Third Public Meeting

About 10 people attended our third meeting. We appreciate everyone's participation in each of the workshops over the past few months.

Candice Fullenkamp, Director, Parks Beaches and Recreation, introduced the planning team and the purpose and content of the General Plan. Asa Hanamoto and Barry Brown from Royston Hanamoto Alley and Abey presented the proposed General Plan map.

Draft General Plan

The plan uses the existing vehicle access to enter a redesigned parking lot. The existing restrooms will be improved, with new restrooms provided at Crespi Drive. The existing sandwall will be redesigned in curving segments to allow pedestrian access to the beach with bollards to prevent vehicle access to the beach. A boardwalk will be provided from the parking lot through the dunes to the pedestrian access at Crespi Drive. Sand dunes will be restored and the sandy beach will be enlarged. The existing realty building will be removed. Interpretation will be provided on boards or individual signs. A bike path will parallel State Highway 1 and loop into the State Beach around the parking lot. The parking area will feature an art form near the relocated sandwall.

The public generally favored the plan with a few additions:

- Explore locating the boardwalk closer to the ocean.
- Plant trees to mitigate visual impacts of the northern restroom.
- Locate removable bollards by pump house for service vehicles.
- Provide 2 additional handicapped parking spaces.
- Provide limited lights for security and on the sculpture.
- Provide information directing visitors to the chamber of commerce as part of the signing system.
- Provide waste/litter containers.
- Address ski-jet management in the policy section of the plan.
- Provide benches along the boardwalk and select vantage /viewpoints.

General Plan Process

Over the next month, the Planning Team will prepare the Draft General Plan Report. A Draft Environmental Impact Report (EIR) will accompany the Draft General Plan to be submitted to the State in June. Both the Draft General Plan and the Draft EIR will be available for public review after September 1, 1989 at Pacifica libraries or by contacting the following:

City of Pacifica
Parks, Beaches and Recreation Dept.
Candice Fullenkamp, Director
(415) 875-7380

State Department of Parks and Recreation
Development Division (Gudrun Baxter)
(916) 322-7088

State Department of Parks and Recreation
San Mateo Coast District (Carol Nelson)
(415) 726-6203

Following State and CEQA (California Environmental Quality Act) review of the Draft General Plan and Draft EIR, these two documents will be presented to the State Park and Recreation Commission as the Preliminary General Plan in April, 1990. The public is invited to attend this hearing and comment on the Plan. The Planning Team will then notify the public through the last newsletter of the action taken by the State Park and Recreation Commission.

For Information:

Candice Fullenkamp, Director
Parks, Beaches and Recreation Dept.
City of Pacifica
170 Santa Maria Avenue
Pacifica, California 94044
(415) 875-7380

PLANNING FOR PACIFICA STATE BEACH

Number 7

September 1989

FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the City of Pacifica has contracted Royston Hanamoto Alley and Abey to prepare a General Plan for Pacifica State Beach to be presented to the California Department of Parks and Recreation.

On June 23, 1988, the Planning Team held the first in a series of local public involvement workshops. Major concerns expressed at the public meeting addressed issues related to resource protection, day-use facilities, access, and parking.

On October 12, 1988, the Planning Team held the second local public involvement workshop to discuss site and program alternatives.

On April 20, 1989, the Planning Team held the third and last public workshop to discuss the Draft General Plan. This newsletter is published to inform you about the discussion of the General Plan and the future of the planning process.

Draft General Plan

The Resource, Land Use and Facilities, Interpretive, Operations, Concessions and Environmental Impact elements will be presented.

The draft plan reflects the input from the community, City staff, and State Park and Recreation Department policies together with the consultant's professional judgement in the development of the plan.

Fourth Public Meeting

The Pacifica City Council and the Parks, Beaches and Recreation Commission is having a special meeting to review the Draft General Plan on September 11th, at 5:30 p.m. in the City Council Chambers. The public is invited to attend and participate in the meeting.

The Draft General Plan will be presented to the group by Asa Hanamoto of the Planning Team.

General Plan Process

Following this meeting, a final Draft General Plan with Draft E.I.R. will be available for review by the public at Pacifica libraries or by contacting the following:

City of Pacifica
Parks, Beaches and Recreation Dept.
Candice Fullenkamp, Director
(415) 875-7380

State Department of Parks and Recreation
Development Division (Gudrun Baxter)
(916) 322-7088

State Department of Parks and Recreation
San Mateo Coast District (Carol Nelson)
(415) 726-6203

Following State and CEQA (California Environmental Quality Act) review of the Draft General Plan and Draft EIR, these two documents will be presented to the State Park and Recreation Commission as the Preliminary General Plan in April, 1990. The public is invited to attend this hearing and comment on the Plan. The Planning Team will then notify the public through the last newsletter of the action taken by the State Park and Recreation Commission.

Next Meeting:

Date: September 11, 1989

Time: 5:30 p.m.

Place: City Council Chambers

RECEIVED
RHAA

SEP 5 1989

R A H G M
N C L F
B K O T

Birney B

For Information:

Candice Fullenkamp, Director
Parks, Beaches and Recreation Dept.
City of Pacifica
170 Santa Maria Avenue
Pacifica, California 94044
(415) 875-7380

PACIFICA STATE BEACH

CONCEPT 1

SAND DUNE RESTORATION

BOARDWALK

AND BEACH

VISITOR INTERPRETIVE CENTER
(EXISTING FACILITY BLDG.)

SEA WALL

SHOWER FACILITY

IMPROVED PUBLIC RESTROOMS

STATE PROPERTY

OUTSIDE BARRIER

PARKING LOT

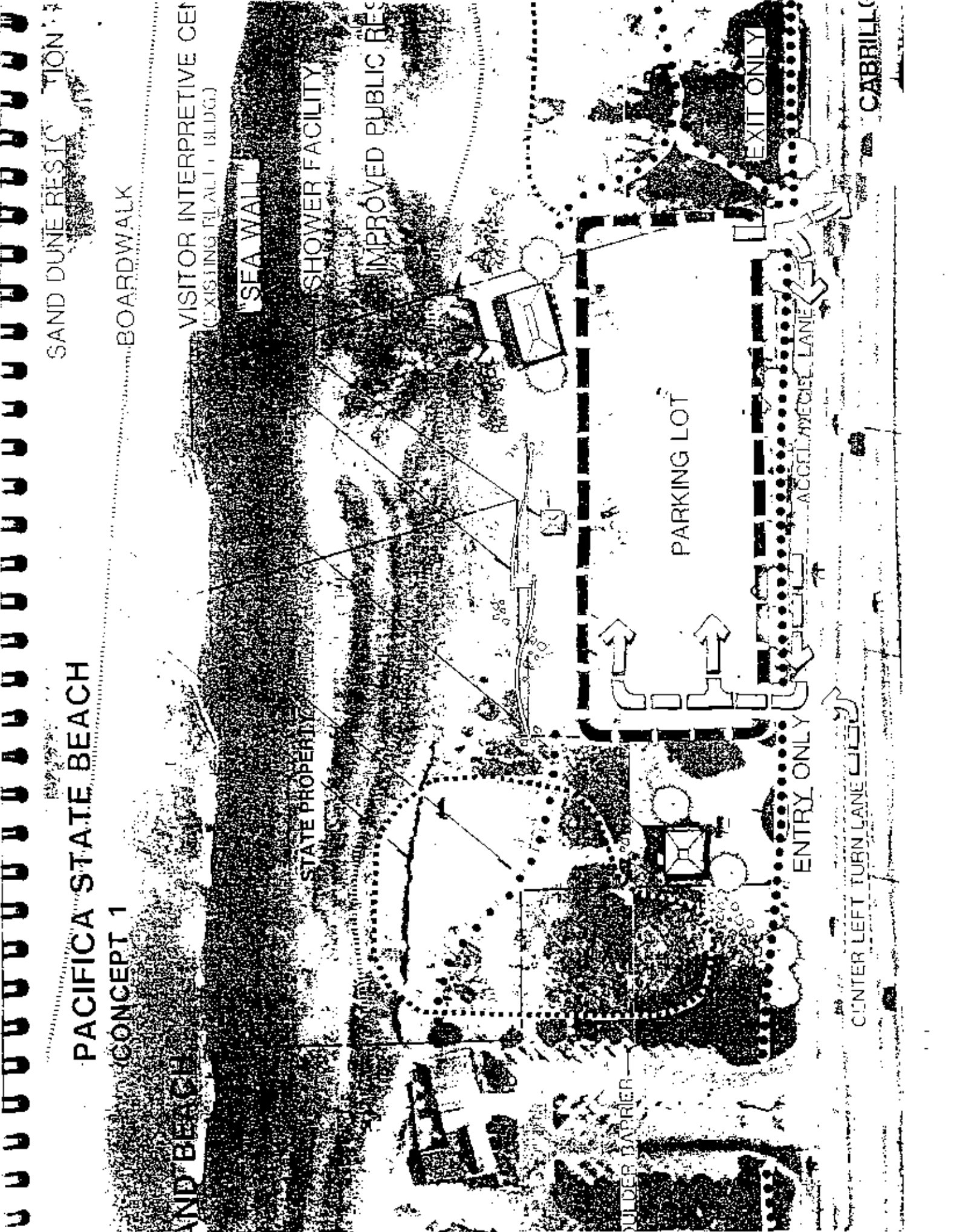
EXIT ONLY

ENTRY ONLY

ACCELERATION LANE

CENTER LEFT TURN LANE

CABRILLO



GRADE TO ENLARGE SAND BEACH

CHILDREN'S PLAY AREA

AND BEACH

PICNIC AREA

PACIFICA STATE BEACH

CONCEPT 2

VISITOR INTERPRETATION CENTRE

CURVED SEA WALL

SHOWER FACILITY

IMPROVE PUBLIC F

STATE PROPERTY

LARGE BOULDERS

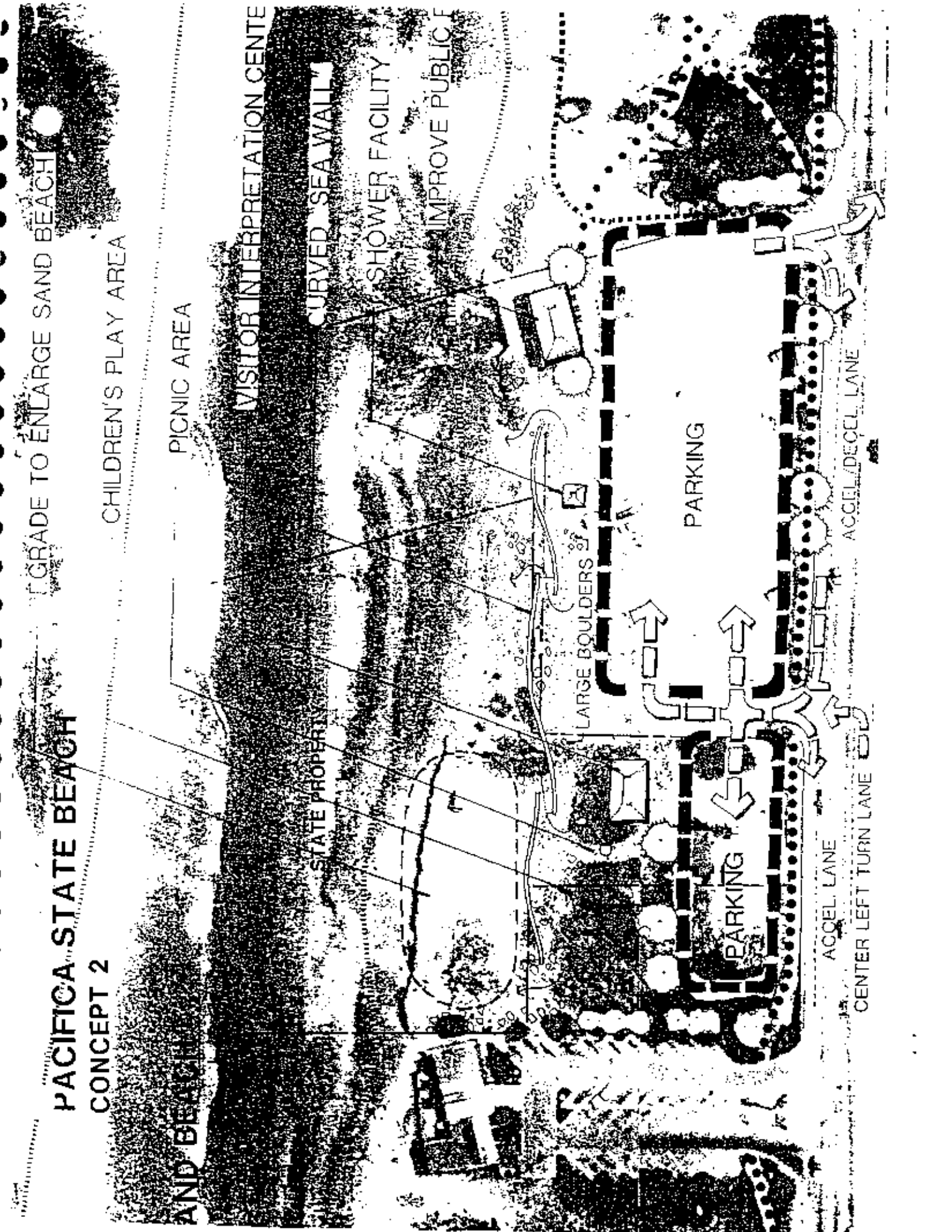
PARKING

PARKING

ACCEL. LANE

CENTER LEFT TURN LANE

ACCEL./DECEL. LANE



PACIFIC STATE BEACH

CONCEPT 3

REGRADE TO ENLARGE SAND BEACH

CHILDREN'S PLAY AREA

PICNIC AREA

VISITOR INTERPRETIVE CENTER

SHOWER FACILITY

IMPROVED PUBLIC RESTROOM

BOARD

PARKING

PARKING

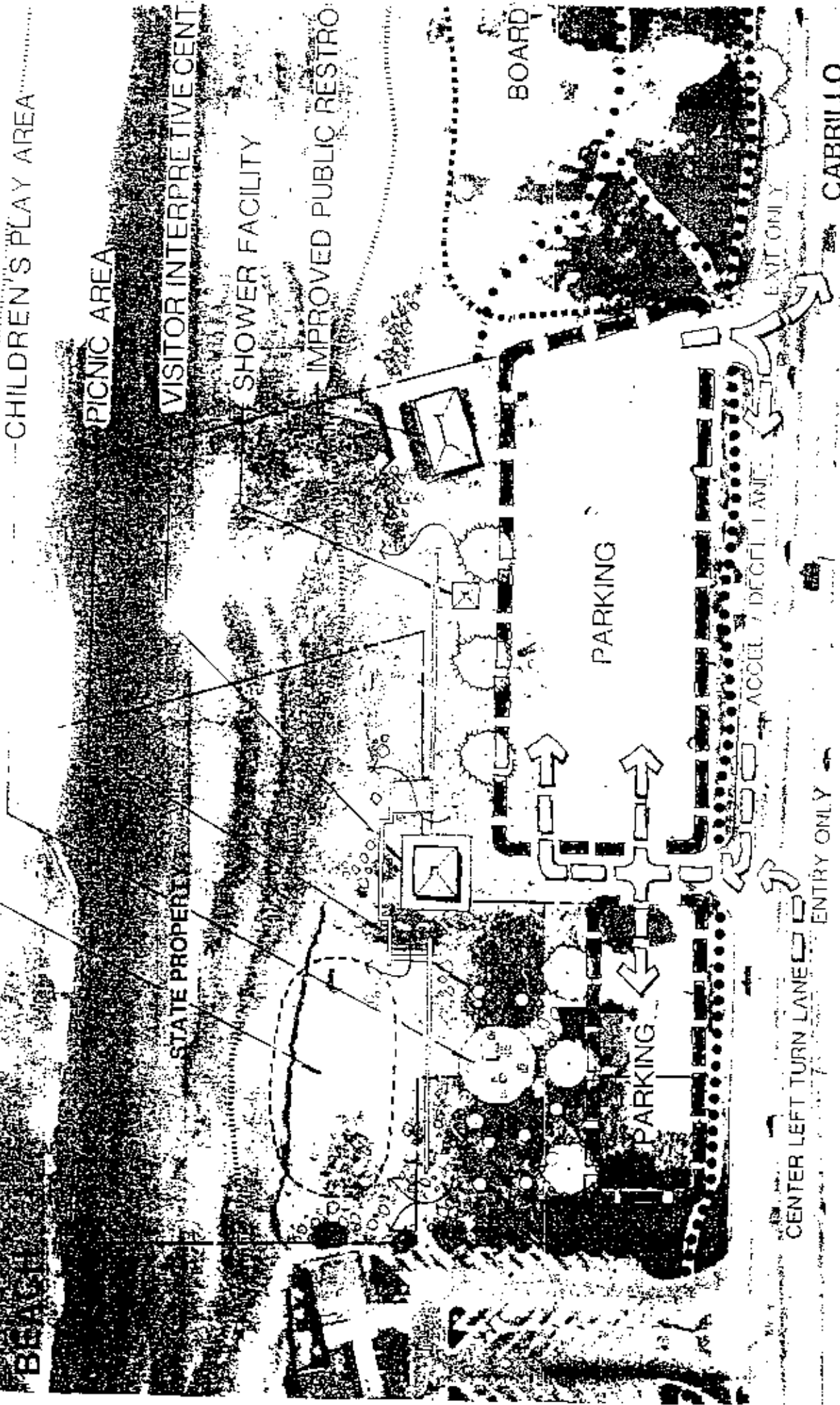
ACCEL. / DECEL. LANE

EXIT ONLY

ENTRY ONLY

CENTER LEFT TURN LANE

CABRILLO



PACIFICA STATE BEACH

CONCEPT 4

VISITOR INTERPRET & CENTR

SAND DUNE RESTORATION

CHILDREN'S PLAY AREA

PICNIC AREA

SHOWER FACILITY

IMPROVED PUBLIC RES

BOARDWALK

LARGE BOULDERS

PARKING

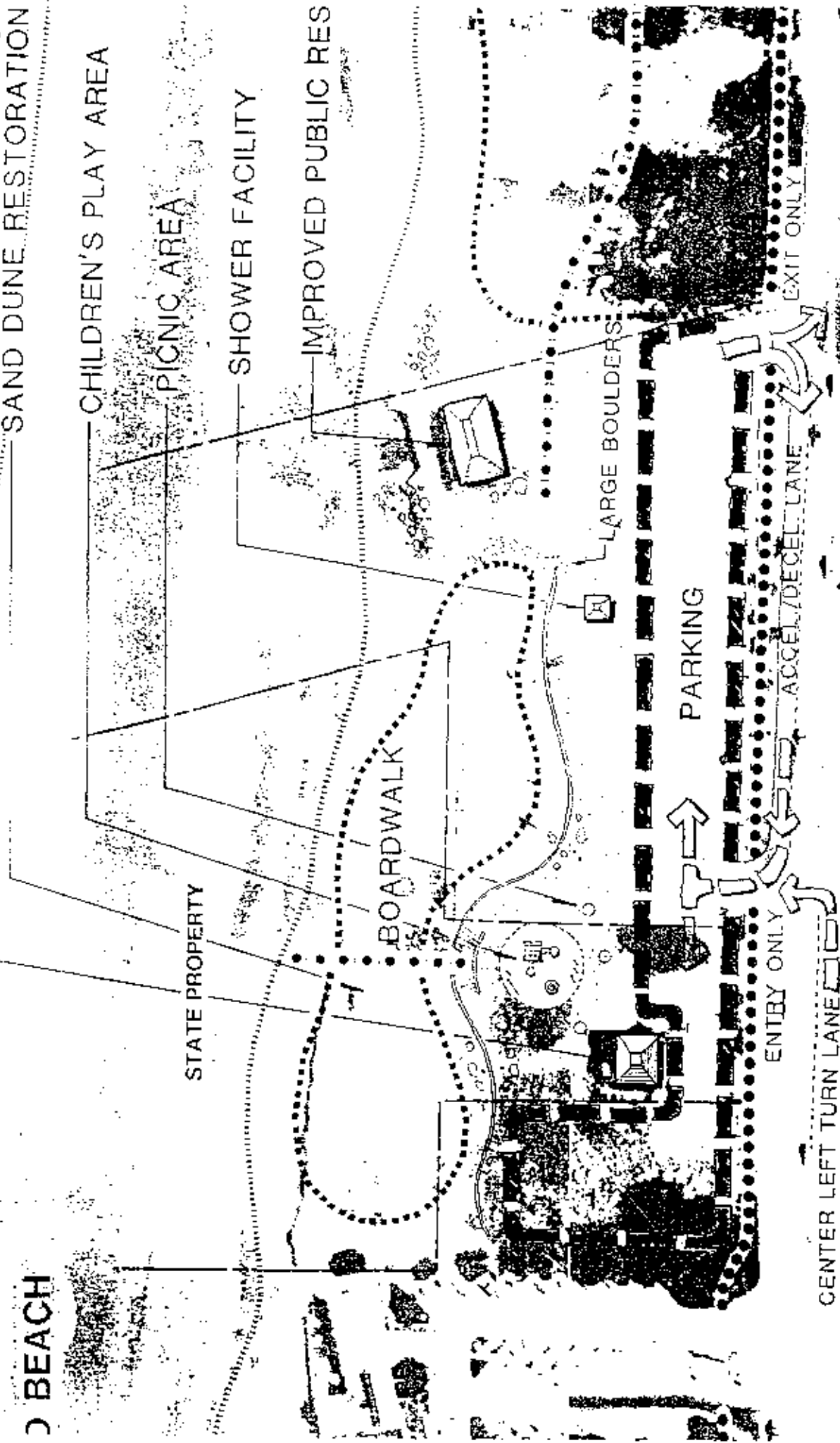
ENTRY ONLY

ACCEL/DECEL LANE

EXIT ONLY

CENTER LEFT TURN LANE

CABRILLO



PACIFICA STATE BEACH ALTERNATIVES

October 12, 1988

Introduction

Site Description

Pacifica State Beach is located in the City of Pacifica, San Mateo County, approximately eight miles south of the City and County of San Francisco and nine miles north of Half Moon Bay. The unit totals 24.12 acres and includes 2,800 feet of ocean frontage.

Land uses adjacent to Pacifica State Beach include State Highway 1 and residential development to the east, San Pedro Creek, private beachfront residential uses and commercial areas to the south, and the Pacific Ocean to the west. To the north is the bluff and rocky promontory known locally as "The Headlands." Further north is the Rockaway Beach Redevelopment Area.

Pacifica State Beach includes State-owned and City-owned property. Privately-owned parcels are not included in the unit.

Background

Historically, most of Pacifica State Beach has been in private ownership. In 1976, the State of California, Department of Parks and Recreation initiated acquisition of the private parcels of Pacifica State Beach. One-quarter of the acquisition funding was obtained from the Collier Park Reservation Fund, one-quarter from the County of San Mateo, and one-half from a federal grant. In 1982, the State entered into a short-term agreement with the City of Pacifica for the care, maintenance, and control by the City of the unit acquired with these funds.

The Local Coastal Land Use Plan for the City of Pacifica adopted March 1980 and amended October 1984, includes general policies applying to Pacific State Beach addressing such issues as public access, public recreational facilities, biological productivity of coastal waters, sensitive habitats and scenic and visual qualities of coastal areas.

The plan specifically addresses San Pedro Beach (now Pacifica State Beach), recommends acquisition of the private properties for public use (now accomplished in some areas), with commercial uses (oriented to coastal recreation) for the remaining private portions. The plan recommends linking parking lots, sharing common well-designed visible access to the highway using the existing intersections of Crespi and Linda Mar wherever possible. Uninterrupted public access along the beach itself should continue with focused access at the rest area (existing restroom) and the Pedro Point Shopping Center across to the south bank of San Pedro Creek.

The plan suggests supplementing the 120 parking spaces at the rest area with 20 parking spaces at the north end of the beach with access from Crespi. The plan also recommends connecting city pathways at Linda Mar and Crespi to the County's inter-city bicycle trail paralleling Highway I. Because of its value as a vista point, importance to coastal views, value as a recreation area and susceptibility to erosion, the plan designates the Headlands as a high priority for public acquisition or visitor serving commercial use with public access. *

In June 1987, the State Park and Recreation Commission named and classified the unit as Pacifica State Beach. As such, the Public Resources Code mandates selecting, developing and operating state recreation units "to provide outdoor recreational opportunities." Further the PRC states that the planning of improvements shall consider the "compatibility of design with the surrounding scenic and environmental characteristics." The PRC offers a more specific definition:

(c) State beaches, consisting of areas with frontage on the ocean, or bays designed to provide swimming, boating, fishing, and other beach-oriented recreational activities. Coastal areas containing ecological, geological, scenic, or cultural resources of significant value shall be preserved within state wildernesses, state reserves, state parks, or natural or cultural preserves.

In the near future, (Fall 1988), the State and the City of Pacifica will enter into a 25 year agreement for the care, maintenance, administration, and control of the State Beach. The City will care for the property in the same manner as it maintains, controls and cares for other City beach properties. The City may adopt rules and regulations for enjoyment of the beach consistent with rules and regulations adopted by the State and generally applicable to the State Park System. The City may have concessions consistent with park and recreation uses and may charge fees

as long as this income is used for the maintenance, operation or new development of the State Beach. The City may make improvements or new construction consistent with a General Plan subject to approval by the State. This evening, we are discussing possible alternatives in preparation for this General Plan.

Declaration of Purpose (as stated in the Draft Resource Element)

The Purpose of Pacifica State Beach is to protect, perpetuate, and make available to the people for their enjoyment, recreation, and inspiration the natural, scenic, and recreational resources of the ocean beach and wetland. Public use and enjoyment of the State Beach is encouraged within the limits established by the state park classification and resource sensitivities.

Alternatives

In planning for Pacifica State Beach, alternatives are suggested with an overall intent for improvement of access, parking, and restrooms with minimal new development other than possible seating areas, a walkway, protection of natural resources and a visitors/interpretive center. This discussion of alternatives synthesizes resource information, public workshop input, project goals and objectives, and State policy into alternative land use proposals. These alternatives will provide the necessary information to prepare a general plan addressing proposed land use; facilities (restroom, visitors center); and operations (maintenance, interpretation).

The objective in reviewing these alternatives is to determine what combination of alternatives or portions of alternatives will constitute the overall General Plan. These alternatives are interrelated and decisions about one issue may have resulting impacts on several alternatives. In some instances proposed alternatives may not conform to State Agency policy as established in the Draft Resource Element (June 1988). This evening's public workshop will be an important forum to discuss these discrepancies.

PACIFICA STATE BEACH

Alternative Land Use Workbook

October 12, 1988

Welcome to tonight's meeting!

1

You will probably work better together as a group if you get acquainted at the outset.

Take a few minutes to get to know one another, introduce yourself to the group, and state your principal interest in coming to the meeting, (eg., resource protection, concerned property owner, surfer, fisherman, etc.)

2

Your first task is to select a group chairperson and recorder. The chairperson will be responsible for keeping the group "on-course" for time-keeping. The recorder will record responses on what type of place Pacifica State Beach should be.

Everyone in the group should be agreeable to the selection of the chairperson and recorder.

Select a group chairperson in 5 minutes or less.

Introduction

2 minutes for the group to read this page.)

Now our planning begins. On the following sheets, you will find a summary of existing factors and concerns and a list of alternatives for potential changes and development for Pacifica State Beach.

These alternatives were developed from public input from the previous meeting, letters, and meetings with city and state representatives.

For planning purposes, we have provided general planning principals, goals of the General Plan, and a choice of three conceptual ideas on what type of place Pacifica State Beach could be.

Individually, please read through the information, and make your choices and comments about what kind of place you think Pacifica State Beach should be. Space is provided to make comments, alterations, and changes.

Individual workbooks will be turned in at the end of the meeting.

If you have any questions, please ask for information from the available city, state park or consultant staff. During the course of discussions, a staff person will be occasionally checking in to listen and see how things are going.

Chairperson:

Make sure everyone goes through the workbook together, section by section.

General Plan Principals

(Chairperson: Allow 15 minutes for the group to read and comment on this section)

Declaration of Purpose (as stated in the Draft Resource Element).

The Purpose of Pacifica State Beach is to protect, perpetuate, and make available to the people for their enjoyment, recreation, and inspiration the natural, scenic, and recreational resources of the ocean beach and wetland. Public use and enjoyment of the State Beach is encouraged within the limits established by the state park classification and resource sensitivities.

In planning for Pacifica State Beach, alternatives are suggested with an overall intent for improvement of access, parking, and restrooms with minimal new development other than possible seating areas, a walkway, protection of natural resources and a visitors center.

Objectives of the General Plan

The following objectives guided our thinking in preparing alternatives for Pacifica State Beach. See if you agree with these objectives- if not, make some suggestions. If you question any of the alternatives or have new suggestions come back to these objectives and see if the alternative agrees with the objective or make suggestions if it needs to be changed.

- o **Access**
 - Provide safe visible vehicle access from State Highway 1
 - Direct vehicles to convenient parking
 - Minimize impact of vehicles on natural resources

- o **Parking**
 - Plan for parking with minimum unobtrusive disturbance of the dunes
 - Provide a minimum of parking to equal existing parking and possibly 20-30% additional parking spaces.
 - Minimize conflict of pedestrian circulation from auto circulation and parking
 - Mitigate parking visibility from State Highway 1
 - Assure convenient access for the elderly and the handicapped.
 - Plan parking area to allow adequate surveillance

- o **Visitor Center**
Provide adequate area and building requirements for information or interpretation.
Locate visitor's center to be "first stop" from parking area.
Locate visitor's center in central or logical place in relation to beach use areas.
Consider using existing structures or foundations.
- o **Restrooms**
Provide easy access both from parking area and beach
Design facility for easy maintenance with natural ventilation and natural lighting
Provide freestanding showers separate from restroom.
Upgrade existing restroom.
Provide additional restroom in northern area of beach.
- o **Picnicking**
Locate picnic tables or picnic area within 100' of parking area.
Locate picnic tables to allow views of beach area
Locate a small group picnic area in close proximity to parking for convenience.
- o **Circulation/Trails**
Provide a separate bike path parallel to Highway 1.
Provide a pedestrian boardwalk parallel to the beach but away from the sandy beach.
Provide a clear pedestrian boardwalk connection from the Crespi pedestrian crossing to the beach
Assure that boardwalks through dunes are well defined to avoid haphazard cutting through dune areas.
Assure that paths or boardwalks lead directly to restrooms with clear signing to avoid walking through dunes.
Provide vantage points along paths or boardwalks with seating to rest, look at the views, or observe beach activities.
- o **Natural Resources**
Restore fresh water marsh in northern area of beach
Preserve existing sand dunes
Restore sand dunes where possible
Interpret the natural processes of dunes and wetlands to help in preservation.

o **Operations**

Provide safe, clean and well managed day use beach.

Provide free access to beach parking areas with no entry kiosk or control gate.

Coordinate with Cal Trans in use of park and ride lot and if needed other lands under their ownership in providing additional parking beyond that possible on the state beach property.

Guard against outside pollutants despoiling the state beach resources (e.g. San Pedro Creek).

Minimize conflicts between private properties and the state beach.

o **Interpretation**

Central location with visual contact with all resources to be interpreted.

Locate near parking lot and portion of beach where most visitors will be concentrated.

Present simple and informal interpretation rather than museum level of detail.

Possible interpretation topics: historic railroad, Sweeney Ridge and Portola's discovery of San Francisco Bay, the crescent shaped beach, offshore and shoreline fishing, San Pedro Creek, the freshwater marsh, the dunes, wave action, and the Devils Slide/San Andreas Fault.

Comments

Land Use Alternatives - Common Features

Chairperson : Allow 5 minutes for the group to review and comment on this section)

At the outset, by following the objectives outlined above and the State resource management policies, all three proposed alternatives share certain features in common. If you have any comments or additions please note them below.

The two **pump facilities** are necessary for stormwater overflow and will remain. Some changes may be possible to the restroom/pump facility near the main parking area although any improvements will need to adhere to the structural and replacement requirements for the pump facility and not change the original building footprint.

The **natural resource** aspects of the site should remain unchanged with improvements only as they work toward the goal for preservation to include: the sandy beach, the steep slopes in the northern area of the site, the fresh water marsh, the sand dunes and San Pedro Creek.

Sandy beach

Maintain existing volleyball fixtures for visitors to bring nets

Steep slopes

Preserve slopes at north end, discourage public access

Fresh water marsh

Explore possibilities of restoring marsh
Discourage public access through the marsh

Dunes

Preserve existing dunes and encourage formation of new dunes by discouraging public access.
Restrict public access to designated areas with a boardwalk, low fencing and clear signing, and an interpretive board to describe the dune processes and the sensitivity to human activities.
Control non-native plant species
Revegetate destabilized areas with native plants

San Pedro Creek

Planning should coordinate with studies along San Pedro Creek to protect the creek environment and possibly provide a trail

Comments _____

Land Use Alternatives : 1, 2, 3 and 4

What kind of place should Pacifica State Beach be?

Please review and discuss each concept. Evaluate each element and recombine if needed into a new alternative.

(Chairperson: Allow 40 minutes for the group to review and comment on this section, 10 minutes for each concept.)

Concept 1: Limited Improvements

Access

- ___ Use existing southern access for entrance with northern egress as exit.
- ___ Provide an acceleration/deceleration lane for entering and exiting.
- ___ Work with Caltrans to add center left turn lane in the middle of the highway for left turns into State Beach going north and left turns out of State Beach to continue north.
- ___ Provide pedestrian access at Crespi Drive to beach.

Parking

- ___ Reduce existing parking lot but increase to 123 ± parking spaces by restriping and new design.
- ___ No additional parking; rely on new park and ride lot for weekend or holiday needs.

Visitor/Interpretive Center

- ___ Use existing realty building.
- ___ Provide limited indoor and outdoor interpretive facilities discussing natural resources, coastal processes, history.

Restrooms

- ___ Improve existing restrooms.
- ___ Provide freestanding shower near restroom.
- ___ Provide restroom near Crespi Drive pedestrian access with freestanding showers.

Seawall

- ___ Redesign existing seawall to west of existing parking lot.
- ___ Provide boulders near wall for seating.

Dune Restoration

- ___ Regrade area to north of Taco Bell and plant to encourage dune restoration.
- ___ Incorporate dune restoration into interpretive program as "restoration in progress".
- ___ Restore sand dunes north of parking lot.

Boardwalk

- ___ Provide boardwalk through dunes from the existing parking lot to Crespi Drive pedestrian access, through sand dune restoration area, and from Crespi Drive to beach.

Comment _____

Concept 2: Moderate New Development

Access

- ___ Improve existing southern entrance for access and egress going south.
- ___ Use existing northern egress for exiting north.
- ___ Provide an acceleration and deceleration lane for entering and exiting.
- ___ Work with Caltrans to add center left turn lane in middle of highway for left turns into State Beach going north, and left turns out of State Beach to continue north.
- ___ Provide pedestrian access at Crespi Drive to beach.

Parking

- ___ Reduce existing parking lot but increase to 123 ± parking spaces by restriping and new design.
- ___ Add smaller parking lot (30 ± spaces) to south of existing lot.
- ___ Rely on new park and ride lot for weekend or holiday needs.

Visitors/Interpretive Center

- ___ Construct new building west of existing realty building site and west of new smaller parking lot
- ___ Provide expanded indoor and outdoor interpretive facilities discussing natural resources, coastal processes, history.
- ___ Provide restrooms in visitor center if needed.
- ___ Provide sand and beach oriented children's play area and picnic area near visitors center.

Restrooms

- ___ If restrooms are provided in visitors center, close existing restrooms.
- ___ Improve existing restrooms if new ones are not provided in visitors center.
- ___ Provide freestanding shower near restroom.
- ___ Provide restroom near Crespi Drive pedestrian access with freestanding showers.

Seawall

- ___ Redesign existing seawall to west of existing parking lot.
- ___ Extend redesigned wall south to Taco Bell property and regrade area to enlarge sandy beach.

Boardwalk

- ___ Provide boardwalk through dunes, from the existing parking lot to Crespi Drive pedestrian access.

Comment _____

Concept 3: Increased Development

Access

- ___ Use existing southern access for entrance with northern egress as exit.
- ___ Provide an acceleration/deceleration lane for entering and exiting.
- ___ Work with Caltrans to add center left turn lane in the middle of the highway for left turns into State Beach going north and left turns out of State Beach to continue north.
- ___ Provide pedestrian access at Crespi Drive to beach.
- ___ Provide separate vehicle entrance at Linda Mar Drive signal to new parking lot.

Parking

- ___ Reduce existing parking lot but increase to 123 \pm parking spaces^{*} by restriping and new design.
- ___ Add smaller parking lot (30 spaces) to south of existing lot.
- ___ Provide additional parking lot (60 spaces) north from Linda Mar Drive entrance.
- ___ Provide overflow parking area (40-60 spaces) south of Linda Mar Drive entrance.

Visitors/Interpretive Center

- ___ Construct new building on center from entrance overlooking beach.
- ___ Provide expanded interpretive facilities.
- ___ Provide observation deck on roof of visitors' center.
- ___ Provide restrooms for visitors if needed.
- ___ Provide childrens' play area near visitors center.

___ Provide picnic area near visitors center.

Restrooms

___ If restrooms are provided in visitors center, close existing restrooms.

___ Improve existing restrooms if new ones are not provided in visitors center.

___ Provide freestanding shower near restroom.

___ Provide restroom and freestanding shower near Crespi Drive pedestrian access.

Seawall

___ Redesign existing seawall to west of existing parking lot.

___ Provide seawall along beachside of visitors center with stairs and ramps to beach.

___ Provide seawall south of visitors center to Taco Bell property and regrade area to enlarge sandy beach.

Boardwalk

___ Provide boardwalk through dunes, from the existing parking lot to Crespi Drive pedestrian access.

___ Continue boardwalk and connect to trail to fresh water marsh with observation platform.

Comment

Concept 4: Natural Beach

Access

- ___ Use existing southern access for entrance with northern egress as exit.
- ___ Provide an acceleration/deceleration lane for entering and exiting.
- ___ Work with Caltrans to add center left turn lane in the middle of the highway for left turns into State Beach going north and left turns out of State Beach to continue north.
- ___ Provide pedestrian access at Crespi Drive to beach.

Parking

- ___ Reduce existing parking lot by 21 spaces.
- ___ Add smaller parking lot (30 spaces) to south of existing lot.
- ___ Provide additional parking lot (60 spaces) north from Linda Mar Drive entrance.

Visitor/Interpretive Center

- ___ Use existing realty building.
- ___ Provide limited indoor and outdoor interpretive facilities discussing natural resources, coastal processes, history.
- ___ Provide children's play area near visitors center.

Restrooms

- ___ Improve existing restrooms.
- ___ Provide freestanding shower near restroom.
- ___ Provide restroom near Crespi Drive pedestrian access with freestanding showers.

Seawall

- ___ Replace seawall to west of existing parking lot.
- ___ Provide boulders near wall for seating.

Dune Restoration

- ___ Regrade area north of Taco Bell to the existing restroom and plant to encourage dune restoration.
- ___ Incorporate dune restoration into interpretive program as "restoration in progress".
- ___ Restore sand dunes north of parking lot.

Boardwalk

- ___ Provide boardwalk spurs from the existing parking lot through the dunes to the beach.
- ___ Provide boardwalk through dunes from the existing parking lot to Crespi Drive pedestrian access through sand dune restoration area, and from Crespi Drive to beach. Provide boardwalk spurs to beach.

Comment

Land Acquisition

(allow 5 minutes to complete this section)

Certain lands outside the State Beach system property boundaries might be considered for potential acquisition. These properties shall only be considered for acquisition when available from a willing seller. Acquisition proposals discussed here are intended for long range planning purposes only and are not a commitment for acquisition.

Objectives of Possible Land Acquisition

o Adjacent Land

Acquire adjacent land that makes physical connections to beach or is an extension of the natural environment.

Acquire land that has potential major visual impact on site.

Alternative A

From Pacifica State Beach south to San Pedro Creek there are several private properties. The property with the Taco Bell concession could continue to serve beach users and essentially replace the need for the State to initiate any kind of food concession operation. If Taco Bell wants to sell in the future, the land could be considered for acquisition.

South from the Taco Bell there are two other properties fronting the sandy beach which are privately owned. These properties make a logical extension to the State Beach, complete the Beach property to San Pedro Creek forming a logical southern boundary and allow the State to make decisions about properties that have both physical and visual relationships to the State Beach property. With acquisition the existing structures might be retained for some public use such as a youth hostel or removed and the property could become part of the sandy beach and dune area.

Alternative B

North of Pacifica State Beach is the bluff and rocky promontory known locally as "The Headlands" might be considered for future acquisition. The property also makes a logical extension to the State Beach property; the area continues the route of the historic railroad, is within the viewshed of the State Beach property, and would allow State control on

visual impacts and development (avoid non-compatible uses). In the long term, "The Headlands" could remain unchanged except for a trail extending north to the point providing dramatic views of the coast.

Comment _____

Individual Report

(allow 5 minutes to complete this section)

1. Were you satisfied with the workbook format of selecting alternatives to develop land use recommendations for Pacifica State Beach?
2. Were you satisfied with your group's discussions on land use recommendations for the beach?
3. List and describe the recommendations which you feel are the most important at Pacifica State Beach.
4. Name (optional)

Comments and Responses
General Plan Draft and Environmental Impact Report
Pacifica State Beach

Review copies were provided to the following on or after December 6, 1989. The review period ended January 19, 1990.

State Clearinghouse
Resource Agency
Coastal Commission
Department of Conservation
Department of Fish and Game
Department of Water Resources
Caltrans , District (4)
Air Resources Board
Regional Water Quality Control Board
Native American Heritage Commission
State Lands Commission
San Mateo County Planning and Development Division
Association of Bay Area Governments
Sierra Club
Pacifica City Council
Pacifica Parks, Beaches and Recreation Commission

A notice announcing locations of copies of document for public review was published in the following newspapers:

The Pacifica Tribune
The San Francisco Chronicle

Documents were available at the following locations for public review:

San Mateo County Public Library
Pacific Branch
134 Hilton Way
Pacifica, CA 94044

San Mateo County Public Library
Sanchez Branch
1111 Terra Nova Blvd.
Pacifica, CA 94044

(continued)

Documents were available at the following locations for public review (continued)

Pacifica Department of Parks, Beaches and Recreation
170 Santa Maria Avenue
Pacifica, CA 94044

Pacifica Community Development and Services
1800 Francisco Blvd.
Pacifica, CA 94044

State Department of Parks and Recreation
Environmental Review Section
1416 9th Street
Sacramento, CA 95814

Comments were received from the following agencies, organizations and individuals:

State Department of Parks and Recreation
California Coastal Commission
Department of Transportation (Caltrans)

Comments and Response to Comments

Following are comments and our responses to each comment. Each comment and response is numbered to correspond with each other.

Response to Comment

California Department of Parks and Recreation

1. The General Plan requires that a coastal dune management plan be done before any proposed human-induced changes take place in the dune areas at Pacifica State Beach (p. 38 44, Coastal Dune Management Policy). The City of Pacifica, or other entity operating this State Park, must thoroughly evaluate the natural ecosystem and cultural factors that have created and sustained the existing sand dune area. This plan should evaluate the effects of the proposed boardwalk on the natural processes of the dune ecosystem. If a sandwall is needed to stop blowing sand on one part of the beach, the boardwalk, if not designed and located properly, may act as a sandwall where we don't want this dune building process interrupted. The dune management plan will propose the ultimate design of the dune system, including the precise location of the boardwalk and details as to how this boardwalk will be moved onto and from the beach. This plan will be subject to review by the Department of Parks and Recreation.
2. The "revetment if needed" label will be taken off the General Plan maps and the following language will be added to the text on page 55 65, paragraph 4: "Before this work is done a thorough evaluation of natural features and dynamics in the area will take place, subject to review by the Department of Parks and Recreation, to determine whether any further stabilization measures would be necessary as a result of this work. If stabilization measures are determined to be necessary, they will be designed according to the standards contained in the policy for shoreline protection devices found on page 37 43 of this plan and other applicable standards used by DPR."

California Coastal Commission

3. The backdune marsh area is largely the result of urban runoff. Although it has not been demonstrated that an adverse condition exists at the marsh now, the General Plan proposes on page 39 45 that "the integrity of the wetland ecosystem at Pacifica State Beach shall be preserved through development and implementation of a wetland management plan. Vegetation management ... and water pollution monitoring shall be important elements of this plan."
4. The City of Pacifica does not feel that the Anza pump facility needs to be upgraded.

Issue #1 beach erosion: The public beach has functioned and continues to function satisfactorily with the present beach erosion caused by storm water

drainage from the Anza pump facility. Wave action tends to redeposit sand that is eroded by storm water discharged from the Anza pump facility. The General Plan, on page ~~37~~ 43, calls for a monitoring program to be established to document beach erosion (sand loss) as well as other coastal erosion processes. One of the purposes of this study will be to determine whether there is a need to mitigate the impact of the Anza pump facility on coastal erosion processes. The General Plan should not preclude the need to upgrade the pump facility if the monitoring program identifies such a need.

Issue #2 discharge of contaminants: The City of Pacifica has an ongoing program to decrease the level of pollutants discharged into the City's storm sewer system (e.g., educating citizens on the proper disposal of household pollutants, motor oil, garden herbicides, etc.).

5. DPR and the City of Pacifica agree with this comment.
6. DPR and the City of Pacifica agree with this comment.
7. The City of Pacifica is in the process of developing an ordinance that would prohibit the use of jet skis and other such "thrill machines" at the State Beach site.
8. The Federal Emergency Management Agency (FEMA) prepared a "Flood Prone Areas" map in 1981 for the City of Pacifica. According to this map, the general area of San Pedro Beach is subject to 100-year coastal flood risk. This map also shows the portion of San Pedro Beach from just south of Crespi Drive to San Pedro Creek as an area between the limits of the 100- and 500-year flood hazard.
9. The sand wall does not function as a shoreline protection device. The intent of the sand wall is to control the deposit of windblown sand into the parking lot area, act as a vehicle barrier to the sandy beach, and it has an aesthetic value in conjunction with a proposed public art piece on axis with the beach parking lot entrance.
10. According to pages ~~38~~ 43 and ~~39~~ 45 of the Resource Element, dune and marsh (wetland) restoration and management plans will be prepared following approval of the General Plan. The exact boundaries and scope of the dune and marsh restoration areas will be determined at that time. The General Plan map on page ~~57~~ 68 only shows the approximate locations of existing dune and marsh areas.

California Department of Transportation (Caltrans)

11. The Draft Environmental Impact Element did not identify existing northbound left-turn storage as inadequate and the proposed parking lot entrance is in the same location as the existing parking lot entrance. The General Plan proposes a minor increase in the number of spaces in this parking lot from 112 to 117. This

addition of five spaces should not significantly increase the number of northbound cars turning left into the parking lot or generate the need for additional northbound left turn storage. A Caltrans encroachment permit will be required for any work within the Caltrans right-of-way, including the new construction of acceleration or deceleration lanes. If Caltrans requires the existing parking lot entrance to be moved northward when an application is made for an encroachment permit, it will not be necessary to amend this General Plan.

12. The General Plan notes the presence of the existing signal and crosswalk at the Highway 1 - Crespi Drive intersection. The EIR states the concern expressed at public meetings that the traffic light at this intersection is not timed to give all people sufficient time to cross Highway 1 before the signal changes.
13. DPR and the City of Pacifica agree with this comment.

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942886

SACRAMENTO 94286-0001



(916) 323-5080

January 19, 1990

Ms. Candice Fullenkamp, Director
Parks, Beaches and Recreation Department
City of Pacifica
170 Santa Maria Avenue
Pacifica, CA 94044

Dear Ms. Fullenkamp:

This letter should serve as a response to your November 30, 1989 letter as well as a CEQA comment letter on the Draft General Plan for Pacifica State Beach.

In your letter dated November 30, 1989 to me, you stated that at the meeting of the Pacifica Parks, Beaches and Recreation Commission November 9, 1989, five of the six changes requested by the Department were approved for inclusion in the Draft General Plan. The sixth change, the removal of the seaward loop of the proposed boardwalk through the sand dunes, was not approved by the Commission.

Please let me attempt to clarify our position regarding the seaward loop of the boardwalk. DPR believes boardwalks can be incorporated into dune ecosystems without adversely interfering with the dune ecosystem processes. An example of such a facility is the one that can be found at Asilomar. DPR has two possible concerns with the City's placement of this boardwalk on the plan maps.

First, the language that used to appear on the plan maps stated "...The exact location of proposed features may vary slightly...". The language implied that the City had determined where the precise location of the boardwalk should be located before any studies had been done to determine the best location. The Department considers the location of these facilities to be illustrative as they are shown on the maps. The coastal dune management plan, required by the Coastal Dune Management Policy (page 39)⁴⁴ of the Draft General Plan, should be developed in conjunction with the evaluations of any structure in the sand dune areas. This management plan should thoroughly study the dynamics of the dune ecosystem, evaluating the effects of the existing pedestrian routes and the proposed boardwalk on sand transport and deposition to the inland dune areas. Once these effects are understood, the appropriate decisions can be made concerning the proper locations for boardwalks through or around the sand dunes. The language now appearing on the plan maps states "... The exact location of proposed features may

vary ..." which eliminated the word "slightly. We are interpreting this to mean that the location of the proposed features could vary greatly from that shown on the maps if the Dune Management Plan requires them to be moved.

Second is the concern that a boardwalk be located in an area away from possible storm wave damage. There is no indication that the City has evaluated this potential hazard and located the boardwalk accordingly.

There is one other comment DPR would like to make on the Draft General Plan. The Land Use and Facilities Element's "General Plan" maps (pages 51,⁶⁰ 52⁶¹ and 58,⁶⁸ 59)⁶⁹ indicate "Revetments if needed" in the area north of the Taco Bell site. This area, per General Plan recommendations, is to be regraded to eliminate the existing fill dirt (old railroad berm) and the sandy beach expanded to take its place. Before this work is done a thorough evaluation of natural features and dynamics in the area should take place to determine whether any stabilization measures are necessary. Other stabilization measures more acceptable to DPR may be adequate to resolve problems arising from future grading. Any grading plans for this site should contain a proposal for measures needed to stabilize the site. The statement "revetments if needed" on the map is not necessary and seems to imply that the City is willing to armor this site "if necessary". There is nothing in this plan that will help determine when such a revetment is necessary. We would rather redesign the site grading plan and avoid constructing a revetment. The policies of the general plan addressing structural protective measures (page 37)⁴³ certainly provide additional guidance on this issue. Language allowing the grading of the site to increase beach area will allow sufficient opportunity to propose a reasonable means to stabilize any disturbed slopes. In my letter of November 2, 1989, I had requested that the revetment language be removed, and in your November 30, 1989 letter you stated that the City Council had agreed to this change. However, because of timing and additional costs involved with map changes, only a minor change in wording could be accomplished. We are still requesting that this language be removed from the final maps entirely.

Again, current levels of knowledge of existing site conditions mandate a closer look at these areas prior to making design choices which, in these cases, may permanently commit State Park resources to unavoidable changes.

DPR will review all comments received and the City's responses to comments before they are included into the general plan, and help the City and consultant prepare responses to the comments concerning DPR policies.

Sincerely,

Wayne O. Woodroof
Wayne O. Woodroof, Manager
General Plan and Policy Development

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE
640 CAPITOLA ROAD
SANTA CRUZ, CA 95062



January 16, 1990

James Doyle
California Department of Parks & Recreation
1416 Ninth Street
Sacramento, CA 94296-0001

Subject: Pacifica State Beach General Plan & Draft
Environmental Impact Report SCH #89030199

Dear Mr. Doyle:

The California Coastal Commission staff has reviewed the draft referenced document and offers the following comments:

Pacifica State Beach

Intro.: It is encouraging to see the strong commitment of Department of Parks and Recreation toward public participation in the development of a general plan for Pacifica State Beach. We're sure that the numerous public workshops and local and agency contacts have aided your staff in the preparation of this plan. This type of cooperative planning process which included detailed references to the existing certified land use plan policies and recommendations of Pacifica's Open Space Task Force Report provides an excellent framework for future improvements and management of Pacifica State Beach.

²³
pg. 19: We recommend that specific programs and projects be included for long-term mitigation of non-point source contaminants from urban runoff into the backdune marsh. A cooperative management agreement between Department of Parks and Recreation and Cal Trans appears appropriate for the long-term management goals of the marsh located within Cal Trans right-of-way.

²³
pg. 19: It appears that a long-term goal should include an upgrade of the Anza pump facility. The continuation of storm discharges from this facility which causes beach erosion and discharge of contaminants to the marine environment does not appear consistent with the plan's objectives.

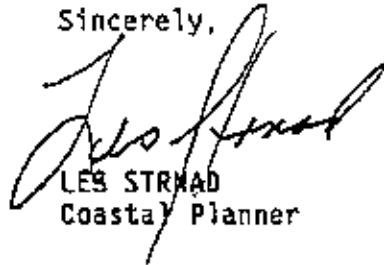
³⁶
pg. 30: We concur that the two ecological units of the dune/marsh system requires an active restoration and management program.

⁴³ ⁴⁷
pgs. 37 thru 47: We agree with all the recommended resource management policies including the "allowable use intensities" for Pacifica State Beach of low and moderate. We understand that while future facility improvements will be made to increase the regional recreational experience (i.e., parking lot improvements, new restrooms, new picnic areas, and access boardwalks), that the uses "on balance" will be protective of the identified sensitive coastal resources.

- 58
pg. ~~50~~: Land Use Recommendations The final E.I.R. and final plan should be more specific on interim park management policies regarding the use of thrill machines (e.g., jet skies) and the incompatibility with resource policies calling for intensities of use in the low to moderate category. These types of existing resource conflicts should not be deferred for future studies. 7
- 56 58
pg. ~~48~~ to ~~50~~: We support the general goals and objectives for future land uses and new facilities. We especially encourage the use of shared facilities (e.g., Cal Trans park & ride lot-use on weekends) rather than increasing impervious development in this highly developed coastal corridor. We strongly advocate the removal of all permanent facilities out of the 100-year flood zone. 8
- 63
pg. ~~53~~: The brief discussion of the removal and reconfiguration of the "existing sand wall" under the section of parking, leaves the reviewer with many questions not addressed under "shoreline processes" in the resource element of this document. If the sand wall is a feature for preventing shoreline erosion, a detailed discussion, including specific design criteria, should be included in the final documents. 9
- 69
pg. ~~59~~: We suggest including a General Plan Map at the same scale for the dune and marsh restoration area (northeastern section of beach). 10

Thank you for considering our comments. With consideration of the above comments the Pacifica State Beach General Plan will provide excellent public recreational opportunities while protecting the natural resources that makes the area desirable for recreational use. If you have any questions, please call.

Sincerely,



LES STRNAD
Coastal Planner

LS/cm

cc: Wendy Cosin, City of Pacifica
Nancy Mitchell, OPR Clearinghouse

4166A

Memorandum

To : Loreen McMahon
State Clearinghouse
1400 Tenth St., Rm 121
Sacramento, CA 95814

Date : January 16, 1990

File No. SM 1 PM40.75
SCH#89030199
SM001128

From : DEPARTMENT OF TRANSPORTATION

Subject : PACIFICA STATE BEACH GENERAL PLAN - D.E.I.R
California Department of Parks and Recreation

The California Department of Transportation (Caltrans) has reviewed the above referenced document and has the following comments:

We recommend that the lot entrance be moved to the north end of the existing lot. By shifting the driveway to the north, additional storage can be provided to accommodate added northbound left-turn traffic. The existing and project-generated traffic should be provided for our analysis to determine the adequacy of left turn storage.

1.1

The document states that pedestrians from the Caltrans Park and Ride lot across Highway 1 could create a traffic safety hazard for themselves while crossing at Crespi Drive. This statement should be clarified since a crosswalk with signalization is already provided at Crespi Drive.

1.2

Please note that any work within Caltrans right-of-way will require an encroachment permit. A completed application, environmental documentation, and five sets of plans should be submitted to:

1.3

Permit Engineer
P.O. Box 7310
San Francisco, CA 94120
(415) 557-1984

SM001128

January 16, 1990

Page 2

We look forward to reviewing the FEIR. Please send a copy to:

Wade Greene
District CEQA Coordinator
Caltrans District 4
P.O. Box 7310
San Francisco, CA 94120

Should you have any questions regarding these comments, please contact Alice Jackson of my staff at (415) 557-2483.



WADE GREENE
District CEQA Coordinator

cc: Susan Pultz, MTC
Sally Germain, ABAG
James M Doyle, Calif. Dept. of Parks and Recreation
Gary Adams, District ATSD Coordinator