



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION Agenda

DATE: October 3, 2016
LOCATION: Council Chambers, 2212 Beach Boulevard
TIME: 7:00 PM

ROLL CALL:

SALUTE TO FLAG:

ADMINISTRATIVE BUSINESS:

Approval of Order of Agenda

Approval of Minutes: None

Designation of Liaison to City Council Meeting: None

Oral Communications:

This portion of the agenda is available to the public to address the Planning Commission on any issue within the subject matter jurisdiction of the Commission that is not on the agenda. The time allowed for any speaker will be three minutes.

CONSENT ITEMS:

1. **CDP-336-13** **EXTENSION OF PERMITS**, filed by Neil Kopping to extend Coastal Development Permit CDP-336-13 to construct a 400 square foot addition to an existing three-story single family residence at 111 Kent Road, Pacifica (APN: 023-032-070).
Recommended Action: Grant one year extension.

PRESENTATION:

2. **Presentation of Fiscal Year 2016-17 City of Pacifica Operating Budget**

CONTINUED PUBLIC HEARING:

3. **CDP-369-16** **COASTAL DEVELOPMENT PERMIT CDP-369-16; SITE DEVELOPMENT PERMIT PSD-810-16; USE PERMIT UP-74-16; PARKING EXCEPTION PE-167-16; and, SIGN PERMIT S-120-16**, filed by Michael O'Connell, to construct a mixed use development of 1,937 sq. ft. of commercial floor space at first floor level and three residential units (two units of two bedrooms and one studio unit) within two buildings at 195 Carmel Avenue, Pacifica (APN 016-022-120). A Parking Exception is required to reduce the required number of off-street parking spaces. Recommended California Environmental Quality Act (CEQA) status: Class 32 Categorical Exemption, Section 15332.
Recommended Action: Approve as conditioned.

NEW PUBLIC HEARING:

4. **CDP-364-16** **COASTAL DEVELOPMENT PERMIT CDP-364-16**, filed by applicant Carissa Savant and owner CRP/PSE Seaside Pacifica Owner LLC, for the renovation of an existing 93-unit mobile home park commonly known as "Pacific Skies Estates" located at 1300 Palmetto Avenue, Pacifica (APN 009-291-020). Recommended California Environmental Quality Act (CEQA) status: Class 2 Categorical Exemption, Section 15302, and, Class 4, Section 15304.
Recommended Action: Approve as conditioned.

CONSIDERATION ITEMS: None

COMMUNICATIONS:

Commission Communications:

Staff Communications:

ADJOURNMENT

Anyone aggrieved by the action of the Planning Commission has 10 calendar days to appeal the decision in writing to the City Council. If any of the above actions are challenged in court, issues which may be raised are limited to those raised at the public hearing or in written **correspondence** delivered to the City at, or prior to, the public hearing. Judicial review of any City administrative decision may be had only if a petition is filed with the court not later than the 90th day following the date upon which the decision becomes final. Judicial review of environmental determinations may be subject to a shorter time period for litigation, in certain cases 30 days following the date of final decision.

The City of Pacifica will provide special assistance for persons with disabilities upon 24 hours advance notice to the City Manager's office at (650) 738-7301, including requests for sign language assistance, written material printed in a larger font, or audio recordings of written material. All meeting rooms are accessible to persons with disabilities.

NOTE: Off-street parking is allowed by permit for attendance at official public meetings. Vehicles parked without permits are subject to citation. You should obtain a permit from the rack in the lobby and place it on the dashboard of your vehicle in such a manner as is visible to law enforcement personnel.



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION Staff Report

DATE: October 3, 2016

FILE: CDP-336-13

ITEM: 1

SUBJECT: Request to Extend Expiration Date of Coastal Development Permit CDP-336-13, to construct 400 square feet addition to existing three-story single family residence at 111 Kent Road.

PROJECT LOCATION: 111 Kent Road, Pacifica (APN 023-032-070) – Pedro Point

APPLICANT Neil Kopping
AND OWNER: 111 Kent Road
Pacifica, CA 94044
(415) 522-5906

RECOMMENDED ACTION: Approve extension request

PREPARED BY: Robert Smith, Assistant Planner

DISCUSSION:

On August 4, 2014, the Planning Commission conditionally approved a Coastal Development Permit, CDP-336-13, to construct a 400 square foot addition to an existing dwelling. In the Coastal Zone appeal area two appeal periods must lapse before the Planning Commission's action is final, appeal to the City Council and appeal to the Coastal Commission. In this case, both periods lapsed with no appeal, therefore; the Planning Commission action to approve the project became final on September 2, 2014. The approval letter is attached along with Resolution No. 900, the staff report, and Planning Commission meeting minutes.

On August 27, 2015, the properties new owner, Neil Kopping submitted a letter requesting to extend the deadline one year to September 2, 2016. The Planning Commission approved this one year extension for which the approval letter is attached. The new owner is requesting a further one year extension on the basis of changing circumstances. The applicant is seeking the extension because additional time is needed to consider an amended design for Code compliance and enhance site design that would be dealt with as part of a new Coastal Development Permit application.

Extension requests are not unusual and are generally granted unless there have been significant changes in conditions or circumstances affecting the project or area. There have not been any changes in conditions or circumstances affecting the project or area. Staff recommends Planning Commission approval of the extension for Coastal Development Permit, CDP-336-13, for one year as requested by the applicant.

Planning Commission Staff Report
Permit Extension Request
111 Kent Road
October 3, 2016
Page 2

COMMISSION ACTION:

MOTION FOR APPROVAL

Move that the Planning Commission **EXTEND** the expiration date of Coastal Development Permit CDP-336-13, to October 3, 2017.

Attachment:

- A. Letter from Applicant
- B. Project Approval letter dated September 2, 2014
- C. Extension Approval Letter dated September 9, 2015
- D. Resolution No. 900
- E. Staff Report Dated August 4, 2014
- F. Planning Commission Minutes August 4, 2014

August 30, 2016

Robert Smith
City of Pacifica

RECEIVED

AUG 30 2016

City of Pacifica

Robert,

We are asking for an extension on the permit approval for our house remodel project at 111 Kent Road in Pacifica. The Coastal Commission design approval was given to previous owners and we have done some work to their design to:

- fix a dangerously steep stairwell in order to meet safety codes
- incorporate a slanted roof for optimal solar panel exposure
- add attic space for much needed storage
- change the orientation of the deck to maximize space and avoid adversely affecting (heavy trimming of) a large 'heritage' cypress tree
- design a storm drainage system that meets the new C3 requirements

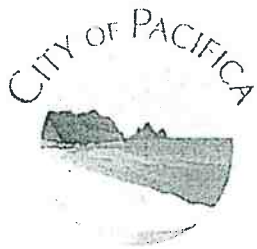
We are finished and ready to submit building plans but need more time to move through the planning approval process. The extension fee has been paid in full.

regards,


Neil Kopping

Neil & Britt Kopping
111 Kent Road.
Pacifica, CA 94044
415-522-5906

ATTACHMENT A



Scenic Pacifica
Incorporated Nov. 22, 1957

CITY OF PACIFICA
Planning, Building, and Code Enforcement
1800 Francisco Blvd. • Pacifica, California 94044-2506
(650) 738-7341 • www.cityofpacifica.org

MAYOR
Mary Ann Nihart

MAYOR PRO TEM
Karen Ervin

COUNCIL
Sue Digre
Mike O'Neill
Len Stone

September 2, 2014

Approval Letter

Jeffrey Mathison
111 Kent Road
Pacifica, CA 94044

Re: Coastal Development Permit, CDP-336-13, for Proposed Single-Family Addition at 111 Kent Road (APN 023-032-070)

Dear Jeffrey:

This letter will serve as notice that on August 4, 2014 the Planning Commission **APPROVED** the above referenced Coastal Development Permit. Staff notified the Coastal Commission on August 15, 2014 of the final local action. Thus, all appeal periods have ended and no appeal was filed.

The permit is approved based on the findings, and subject to the conditions, contained in Resolution No. 900, which I already emailed to you on August 19, 2014. If you have any questions, please contact me at (650) 738-7341.

Sincerely,

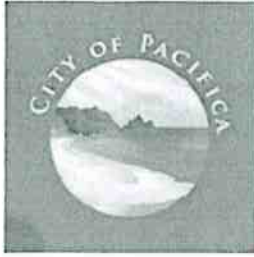
Kathryn Farbstein
Assistant Planner

CC: Building Division
Engineering Division
NCFA
Project File

EXPIRATION DATE: September 2, 2015

The Coastal Development Permit, CDP-336-13 will expire on the above date unless a building permit has been issued, and construction has started and is being diligently pursued toward completion.

THIS IS NOT A BULDING PERMIT



Scenic Pacifica
Incorporated Nov. 22, 1957

CITY OF PACIFICA
Planning Department

1800 Francisco Blvd. • Pacifica, California 94044-2506
650-738-7341 www.cityofpacifica.org

MAYOR
Mary Ann Nih

MAYOR PRO TEM
Karen Ervin

COUNCIL
Sue Digre
Mike O'Neill
Len Stone

September 9, 2015

CDP Extension Request Approved

Neil Kopping
111 Kent Road
Pacifica, CA 94044

Re: Coastal Development Permit, CDP-336-13, Extension Request for Proposed Single-Family Addition at 111 Kent Road (APN 023-032-070)

Dear Neil:

The Planning Commission of the City of Pacifica, at their regular meeting of September 8, 2015, approved a one year extension of Coastal Development Permit, CDP-336-13 to September 2, 2016. The permit extension is approved subject to the conditions of approval as listed in Resolution 900.

When you apply for a building permit, compliance with all conditions of approval should be indicated on the plans and identified in a separate listing for staff review. If you have any questions or need additional help, you can call me at 738-7443 or email farbsteink@ci.pacificaca.us.

Sincerely,

Kathryn Farbstein
Assistant Planner

RESOLUTION NO. 900

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
PACIFICA APPROVING COASTAL DEVELOPMENT PERMIT (CDP-336-13)
SUBJECT TO CONDITIONS AT 111 KENT ROAD.**

Initiated by: Jeffrey Mathison, Owner and Applicant

WHEREAS, an application has been submitted to add approximately 400 square feet of living area to an existing three story single-family dwelling at 111 Kent Road; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act Class 3 per Section 15301 Class 1 (e); and

WHEREAS, the project requires approval of a Coastal Development Permit because it is more than a 10% increase in floor area within the Coastal Zone; and

WHEREAS, the project is in conformity with the City's certified Local Coastal Program in that the single-family dwelling is a permitted use at this particular location and the proposed additions comply with the development standards; and

WHEREAS, the project is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act in that the project is maintaining coastal access; and

WHEREAS, the project is not between the nearest public road and the shoreline due to the public street Blackburn Terrace being located between the project site and the ocean; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica does hereby approve the Coastal Development Permit, CDP-336-13 subject to conditions of approval attached in Exhibit A.

* * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 4th day of August 2014.

AYES, Commissioners: Brown, Cooper, Vaterlaus, Gordon, and Campbell

NOES, Commissioners:

ABSENT, Commissioners: Evans and Nibbelin

ABSTAIN, Commissioners:

 8/18/14
Mike Brown, Chair

ATTEST:


George White, Planning Director

APPROVED AS TO FORM:

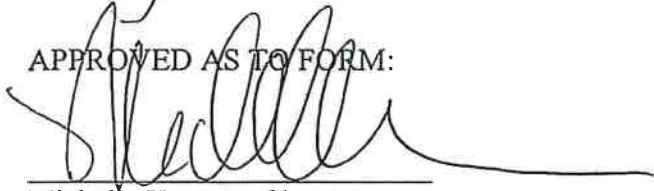

Michelle Kenyon, City Attorney

Exhibit A

Conditions of Approval for 111 Kent Road Planning Commission Meeting August 4, 2014

Planning Department

1. Development shall be substantially in accord with the plans entitled "Jeff and Jenny Mathison, 111 Kent Road," consisting of fourteen (14) sheets, received May 7, 2014 except as modified by the following conditions.
2. Prior to the issuance of a building permit, the applicant shall submit information on exterior finishes, including colors and materials, subject to approval of the Planning Director.
3. All recommendations identified in the Tree Protection Plan shall be implemented as specified by the arborist.
4. The applicant shall submit a final landscape plan for approval by the Planning Director prior to the issuance of a building permit. The landscape plan shall show each type, size, and location of plant materials. Landscaping materials included on the plan shall be coastal compatible, drought tolerant and shall be predominantly native. All landscaping shall be completed consistent with the final landscape plans prior to occupancy. In addition, the landscaping shall be maintained and shall be designed to incorporate efficient irrigation to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides, and pesticides. Landscaping on the site shall be adequately maintained and replaced when necessary as determined by the Planning Director.
5. All trash and recycling materials, if stored outdoors, shall be fully contained and screened from public view within the proposed enclosure. The enclosure design shall be consistent with the adjacent and/or surrounding building materials, and shall be sufficient in size to contain all trash and recycling materials, as may be recommended by Recology of the Coast. Trash enclosure and dumpster areas shall be covered and protected from roof and surface drainage. If water cannot be diverted from these areas, self-contained drainage systems that drain to sand filters shall be installed. The property owner/homeowner's association shall inspect and clean the filters as needed. Applicant shall provide construction details for the enclosure for review and approval by the Planning Director, prior to building permit issuance.
6. All transformers, HVAC units, backflow preventors and other ground-mounted utility equipment shall be shown on the landscape and irrigation plans and shall be located out of public view and/or adequately screened through the use or combination of walls or fencing, berming, painting, and/or landscaping, to the satisfaction of the Planning Director.

7. Applicant shall submit a roof plan with spot elevations showing the location of all roof equipment including vents, stacks and skylights, prior to building permit issuance. All roof equipment shall be screened to the Planning Director's satisfaction.
8. All vents, gutters, downspouts, flashing, and conduits shall be painted to match the colors of adjacent building surfaces. In addition, any mechanical or other equipment such as HVAC attached to or protruding from the building shall be appropriately housed and/or screened to the Planning Director's satisfaction.
9. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever possible.
10. All outstanding and applicable fees associated with the processing of this project shall be paid prior to the issuance of a building permit.
11. A detailed on-site exterior lighting plan shall be submitted for review and approval by the Planning Director prior to the issuance of a building permit. Said plan shall indicate fixture design, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties. Lighting shall be directed away from adjacent residences. Buffering techniques to reduce light and glare impacts to residences shall be required. Building lighting shall be architecturally integrated with the building style, materials and colors and shall be designed to minimize glare. Show fixture locations, where applicable, on all building elevations.
12. As a condition of the Coastal Development Permit, CDP-336-13, the applicant shall indemnify, defend and hold harmless the City, its Council, Planning Commission, advisory boards, officers, employees, consultants and agents (hereinafter "City") from any claim, action or proceeding (hereinafter "Proceeding") brought against the City to attack, set aside, void or annul the City's actions regarding any development or land use permit, application, license, denial, approval or authorization, including, but not limited to, variances, use permits, developments plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and /or any mitigation monitoring program, or brought against the City due to actions or omissions in any way connected to the applicant's project, but excluding any approvals governed by California Government Code Section 66474.9. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorneys fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, City, and /or parties initiating or bringing such Proceeding. If the applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall defend the City.

13. The applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Planning Director's satisfaction prior to approval of a building permit.

Engineering Division of Public Works

14. Construction shall be in conformance with the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented.
15. Applicant shall overlay existing asphalt with minimum 2 inch AC to street centerline across entire property frontage.
16. All recorded survey points, monuments, railroad spikes, pins, cross cuts on top of sidewalks and tags on top of culvert headwalls or end walls whether within private property or public right-of-way shall be protected and preserved. If survey point/s are altered, removed or destroyed, the applicant shall be responsible for obtaining the services of a licensed surveyor or qualified Civil Engineer to restore or replace the survey points and record the required map prior to completion of the building permit.
17. No debris box or equipment shed is allowed in the street or sidewalk.
18. Add a note on the Site Plan that says, "Existing curb, sidewalk or street adjacent to property frontage that is damaged or displaced shall be repaired or replaced even if damage or displacement occurred prior to any work performed for this project."
19. Add a note on the Site Plan that says, "Any damage to improvements within the city right-of-way or to any private property, whether adjacent to subject property or not, that is determined by the City Engineer to have resulted from construction activities related to this project shall be repaired or replaced as directed by the City Engineer."
20. An Encroachment Permit must be obtained for all work within the City right-of-way. All proposed improvements within the City right-of-way shall be constructed per City Standards.
21. A sidewalk agreement must be signed for unimproved streets.



Scenic Pacifica
Incorporated Nov. 22,
1957

PLANNING COMMISSION
Staff Report

DATE: August 4, 2014

ITEM: 1

PROJECT SUMMARY/RECOMMENDATION AND FINDINGS

Notice of Public Hearing was published in the Pacifica Tribune on July 23, 2014 and 35 surrounding property owners and tenants were notified by mail.

FILE: CDP-336-13

APPLICANT and OWNER: Jeffrey Mathison, 111 Kent Road, Pacifica, CA 94044

LOCATION: 111 Kent Road (APN 023-032-070)

PROJECT DESCRIPTION: Construct an addition of 400 square feet to an existing three story, single-family residence in Pedro Point.

General Plan: Low Density Residential
Zoning: R-1/CZ (Single-Family Residential/Coastal Zone)

RECOMMENDED CEQA STATUS: Exempt Section 15301 Class 1 (e)

ADDITIONAL REQUIRED APPROVALS: None. Appealable to the City Council and Coastal Commission.

RECOMMENDED ACTION: Approval with conditions.

PREPARED BY: Kathryn Farbstein, Assistant Planner

ZONING STANDARDS CONFORMANCE:

<u>Standards</u>	<u>Required</u>	<u>Proposed</u>
Lot Size	5,000 sf	5,591
Coverage	40% max.	25%
Height	35' max.	32' approximately
Landscaping	20% min.	25%
Setbacks		
-Front yard	15'	15'
-Garage	20'	20'
-Interior side	5'	9'
-Street side	10'	10'
-Rear	20'	20'+
-Deck Projection	9'	9'
Parking	2 car garage	2 car attached garage
Garage Inner Dimensions	18' wide by 19' deep	21' wide by 25' deep

PROJECT SUMMARY

1. **Project Description:** In February of 2013, the applicant submitted a Coastal Development Permit application which I determined incomplete within a month. In May of 2014, the applicant resubmitted the requested information and the project which was determined to be complete on June 5, 2014. Although staff was prepared to bring this project forward for Planning Commission review in July, the applicant requested the August 4th meeting date due to a family vacation.

The applicant is proposing to add 91 square feet to the first floor for a new entry to the house. Approximately 100 square feet of enclosed stairway is proposed for the second floor. Conversion of approximately 80 square feet of deck into a den and a new bathroom of 135 square feet are proposed for the third floor. The total addition of enclosed area is approximately 400 square feet. An entry porch of approximately 50 feet and a second floor deck of 400 square feet are included in this project.

2. **General Plan, Zoning, and Surrounding Land Use:** The General Plan designation for the subject site is Low Density Residential and the same designation applies to all the surrounding properties. The project site and surrounding lots have a zoning classification of R-1/CZ. The properties in the area have been developed with multi-story single-family residential homes.

3. **Municipal Code:** Section 9-4.4303 (a) of the Zoning Code requires additions that exceed 10% of the existing floor area in the Coastal Zone appeal area obtain approval of a Coastal Development Permit. The subject site is west of Highway 1 which is within the Coastal Zone,

and also, within the appeal area. The 400 square foot addition is represents a 26% increase in floor area; thus approval of a Coastal Development Permit is necessary.

4. CEQA Recommendation: Staff recommends that the Planning Commission find the project exempt from CEQA per Section 15301 Class 1 (e) which states:

Section 15301. Existing Facilities. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use.

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

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

Proposed is construction of a 400 square foot addition to an existing single-family dwelling of 1,500 square feet. The proposed addition is an increase of less than 30% of the floor area of the existing dwelling which is the type of construction that is exempt from CEQA as stated above.

5. Coastal Development Permit: Section 9-4304(k) of the Municipal Code allows the Planning Commission to issue a Coastal Development Permit based on the findings specified below:

1. The proposed development is in conformity with the City's certified Local Coastal Program.
2. Where the Coastal Development Permit is issued for a development between the nearest public road and the shoreline, the development is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act.

6. Staff Analysis:

Coastal Development Permit – The Coastal Program regulates new development in the Coastal Zone to ensure that additions such as this one are compatible with the neighborhood, coastal views are preserved and appropriate landscaping is encouraged. The applicant is proposing an addition to an existing single-family dwelling within the Pedro Point neighborhood comprised of single family dwellings. The addition is less than a 30% increase in square footage and once

the project is complete, the total square footage of living area will be less than 2,000 square feet.

The house exists as a three story dwelling although the third story will be expanded. The third story addition will be less than 10 feet in width which will minimize the impacts to the neighbors across the street at 103 Kent Road. No public view areas will be affected. The City has no provision for the protection of private views but this project already exists as a three story dwelling and will not exceed the height limit.

The subject site is not located between the nearest public road and the shoreline; therefore, the public recreation policies of Chapter 3 do not apply.

Design – In the Conclusion section regarding Community Scale and Design of the Local Coastal Program (page. C-106), new development within the appeal zone that requires discretionary review must also undergo design review. Design review is necessary to assure attractive, appropriate development and factors such as architectural style, scale, site use, materials and landscaping shall be considered. The Pedro Point neighborhood lacks a unifying theme; however, common elements are maximization of views through the use of large windows and decks, and distinctive designs in terms of style, color and use of materials. In this case, there are several architectural elements that add visual interest to the proposed building. The dwelling has a varied roofline and a large deck added on the second floor. Hardi plank siding is proposed for the upper floors and stucco on the ground level to add visual interest.

The proposed additions to the existing residence are consistent with the City's Design Guidelines. The elevations indicate that the new additions on each floor will enhance the design of the building as well as provide more usable space for the owner.

Arborist's Report - The applicant provided an arborist's report (see Attachment d) to discuss the impacts of the proposed addition to the three heritage trees on site. A tree protection plan has been identified on the second page of the report. A condition of approval requiring that the applicant comply with the tree protection plan has been incorporated as condition #3.

6. Summary: Staff believes, as conditioned, the project satisfies all the Zoning Code development standards and it is consistent with the Design Guidelines. The existing dwelling is consistent with the R-1 zoning and the addition complies with all the development standards. Several architectural features such as the varied roofline, different siding materials and second story deck, add visual interest to the street view of the dwelling. Thus, staff recommends approval of the project subject to the conditions in Exhibit A of the Resolution.

COMMISSION ACTION

MOTION FOR APPROVAL:

Move that the Planning Commission find that the project is exempt from CEQA; APPROVE Coastal Development Permit, CDP-336-13 by ADOPTING the attached resolution for the proposed addition to a single-family dwelling at 111 Kent Road, including conditions of approval in Exhibit A; and incorporate all maps and testimony into the record by reference.

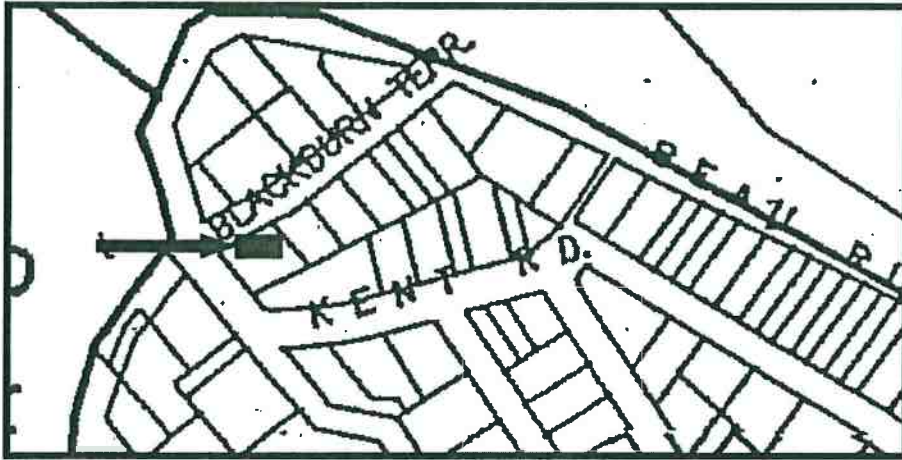
Attachments:

- a. Land Use and Zoning Exhibit
- b. Resolution for Coastal Development Permit
- c. Exhibit A for Resolution – Conditions of Approval
- d. Arborist Report
- e. Plans and Colored Elevation (Planning Commission only)

Zoning & Land Use Exhibit
City of Pacifica
Planning & Economic Development Department

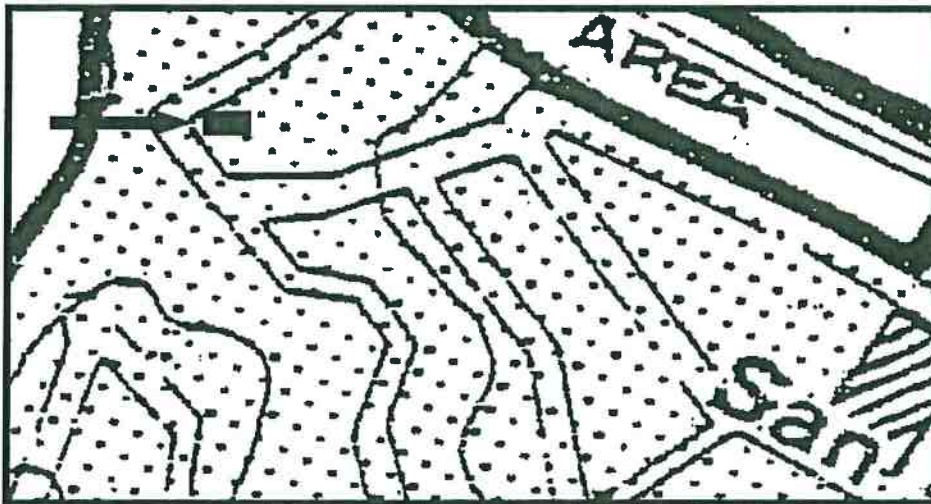
General Plan Diagram


Neighborhood: Pedro Point
Land Use Designation: Low Density Residential



Zoning Map Diagram

Existing Zoning District: R-1/CZ (Single-Family Residential- District/Coastal Zone)



North Arrow 
Maps Not to Scale

Attachment a

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING COASTAL DEVELOPMENT PERMIT (CDP-336-13) SUBJECT TO CONDITIONS AT 111 KENT ROAD.

Initiated by: Jeffrey Mathison, Owner and Applicant

WHEREAS, an application has been submitted to add approximately 400 square feet of living area to an existing three story single-family dwelling at 111 Kent Road; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act Class 3 per Section 15301 Class 1 (e); and

WHEREAS, the project requires approval of a Coastal Development Permit because it is more than a 10% increase in floor area within the Coastal Zone; and

WHEREAS, the project is in conformity with the City's certified Local Coastal Program in that the single-family dwelling is a permitted use at this particular location and the proposed additions comply with the development standards; and

WHEREAS, the project is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act in that the project is maintaining coastal access; and

WHEREAS, the project is not between the nearest public road and the shoreline due to the public street Blackburn Terrace being located between the project site and the ocean; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica does hereby approve the Coastal Development Permit, CDP-336-13 subject to conditions of approval attached in Exhibit A.

Attachment b

* * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 4th day of August 2014.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

Mike Brown, Chair

ATTEST:

George White, Planning Director

APPROVED AS TO FORM:

Michelle Kenyon, City Attorney

Exhibit A

Conditions of Approval for 111 Kent Road Planning Commission Meeting August 4, 2014

Planning Department

1. Development shall be substantially in accord with the plans entitled "Jeff and Jenny Mathison, 111 Kent Road," consisting of fourteen (14) sheets, received May 7, 2014 except as modified by the following conditions.
2. Prior to the issuance of a building permit, the applicant shall submit information on exterior finishes, including colors and materials, subject to approval of the Planning Director.
3. All recommendations identified in the Tree Protection Plan shall be implemented as specified by the arborist.
4. The applicant shall submit a final landscape plan for approval by the Planning Director prior to the issuance of a building permit. The landscape plan shall show each type, size, and location of plant materials. Landscaping materials included on the plan shall be coastal compatible, drought tolerant and shall be predominantly native. All landscaping shall be completed consistent with the final landscape plans prior to occupancy. In addition, the landscaping shall be maintained and shall be designed to incorporate efficient irrigation to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides, and pesticides. Landscaping on the site shall be adequately maintained and replaced when necessary as determined by the Planning Director.
5. All trash and recycling materials, if stored outdoors, shall be fully contained and screened from public view within the proposed enclosure. The enclosure design shall be consistent with the adjacent and/or surrounding building materials, and shall be sufficient in size to contain all trash and recycling materials, as may be recommended by Recology of the Coast. Trash enclosure and dumpster areas shall be covered and protected from roof and surface drainage. If water cannot be diverted from these areas, self-contained drainage systems that drain to sand filters shall be installed. The property owner/homeowner's association shall inspect and clean the filters as needed. Applicant shall provide construction details for the enclosure for review and approval by the Planning Director, prior to building permit issuance.
6. All transformers, HVAC units, backflow preventors and other ground-mounted utility equipment shall be shown on the landscape and irrigation plans and shall be located out of public view and/or adequately screened through the use or combination of walls or fencing, berming, painting, and/or landscaping, to the satisfaction of the Planning Director.

Attachment c

7. Applicant shall submit a roof plan with spot elevations showing the location of all roof equipment including vents, stacks and skylights, prior to building permit issuance. All roof equipment shall be screened to the Planning Director's satisfaction.
8. All vents, gutters, downspouts, flashing, and conduits shall be painted to match the colors of adjacent building surfaces. In addition, any mechanical or other equipment such as HVAC attached to or protruding from the building shall be appropriately housed and/or screened to the Planning Director's satisfaction.
9. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever possible.
10. All outstanding and applicable fees associated with the processing of this project shall be paid prior to the issuance of a building permit.
11. A detailed on-site exterior lighting plan shall be submitted for review and approval by the Planning Director prior to the issuance of a building permit. Said plan shall indicate fixture design, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties. Lighting shall be directed away from adjacent residences. Buffering techniques to reduce light and glare impacts to residences shall be required. Building lighting shall be architecturally integrated with the building style, materials and colors and shall be designed to minimize glare. Show fixture locations, where applicable, on all building elevations.
12. As a condition of the Coastal Development Permit, CDP-336-13, the applicant shall indemnify, defend and hold harmless the City, its Council, Planning Commission, advisory boards, officers, employees, consultants and agents (hereinafter "City") from any claim, action or proceeding (hereinafter "Proceeding") brought against the City to attack, set aside, void or annul the City's actions regarding any development or land use permit, application, license, denial, approval or authorization, including, but not limited to, variances, use permits, developments plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and /or any mitigation monitoring program, or brought against the City due to actions or omissions in any way connected to the applicant's project, but excluding any approvals governed by California Government Code Section 66474.9. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorneys fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, City, and /or parties initiating or bringing such Proceeding. If the applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall defend the City.

13. The applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Planning Director's satisfaction prior to approval of a building permit.

Engineering Division of Public Works

14. Construction shall be in conformance with the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented.
15. Applicant shall overlay existing asphalt with minimum 2 inch AC to street centerline across entire property frontage.
16. All recorded survey points, monuments, railroad spikes, pins, cross cuts on top of sidewalks and tags on top of culvert headwalls or end walls whether within private property or public right-of-way shall be protected and preserved. If survey point/s are altered, removed or destroyed, the applicant shall be responsible for obtaining the services of a licensed surveyor or qualified Civil Engineer to restore or replace the survey points and record the required map prior to completion of the building permit.
17. No debris box or equipment shed is allowed in the street or sidewalk.
18. Add a note on the Site Plan that says, "Existing curb, sidewalk or street adjacent to property frontage that is damaged or displaced shall be repaired or replaced even if damage or displacement occurred prior to any work performed for this project."
19. Add a note on the Site Plan that says, "Any damage to improvements within the city right-of-way or to any private property, whether adjacent to subject property or not, that is determined by the City Engineer to have resulted from construction activities related to this project shall be repaired or replaced as directed by the City Engineer."
20. An Encroachment Permit must be obtained for all work within the City right-of-way. All proposed improvements within the City right-of-way shall be constructed per City Standards.
21. A sidewalk agreement must be signed for unimproved streets.



RECEIVED
MAY 16 2014
City of Pacifica

FRED JUNGBLUTH

Certified Arborist

215 Stanley Ave.
Pacifica, CA 94044
650-359-0734

April 16, 2014

Planning Department
Town of Pacifica
1800 Francisco Blvd.
Pacifica, CA 94044

To: Town Arborist

From: Fred Jungbluth, ISA Certified Arborist WC5203


I have inspected the sight of the proposed house remodel at the Mathison Residence at 111 Kent Street, Pacifica, California. My survey of the property found that there are three trees that have heritage status. I have included a sight plan that shows the size and location of the trees. Tree 1: Monterey Cypress, *Cupressus macrocarpa* with a diameter of 40 inches at 48 inches above grade and approximate height of 40 feet. Tree 2: Monterey Cypress, *Cupressus macrocarpa* with a diameter of 60 inches at 48 inches above grade and approximate height of 45 feet. Tree 3: Monterey Cypress, *Cupressus macrocarpa* with a diameter of 60 inches at 48 inches above grade and approximate height of 40 feet.

My review of the plans for the project showed clearly that the new construction is outside the root zone/drip line of the two trees in the front yard, Trees number 2 and 3. These trees will not be harmed at all by the construction.

In the back yard there is a proposed deck and the pier footings for the deck do enter into the root zone of Tree number 1. The damage to the roots will be minimized because only a few small wholes will be dug inside the root zone. A linear footing would be far more damaging.

I do not think the trees will be harmed by the construction for the home remodel.

Sincerely,


Fred Jungbluth

Attachment d



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION Minutes

DATE: August 4, 2014
LOCATION: Council Chambers, 2212 Beach Boulevard

CHAIR BROWN CALLED THE MEETING TO ORDER AT 7:00 pm.

ROLL CALL:

Present: Cooper, Vaterlaus, Gordon, Campbell (late) and Chair Brown
Absent: Evans and Nibbelin

SALUTE TO FLAG

ADMINISTRATIVE BUSINESS:

Approval of Order of Agenda:

Moved by Gordon, seconded by Cooper. Motion passed 4-0-3

Approval of Minutes:

July 21 Minutes:

Moved by Vaterlaus, seconded by Cooper. Motion passed 4-0-3.

April 7 Minutes:

Moved by Cooper, seconded by Vaterlaus. Motion passed 4-0-2-1 (Gordon abstained).

Designation of Liaison to City Council Meeting:

None

PUBLIC HEARINGS:

Assistant Planner Kathryn Farbstein presented the staff report for the following:

1. **CDP-336-14** **COASTAL DEVELOPMENT PERMIT, CDP-336-13**, filed by the applicant/owner, Jeffrey Mathison, to construct approximately 400 square foot addition to an existing 3-story single-family residence of approximately 1,500 square feet at 111 Kent Road (APN 023-032-070). Recommended CEQA status: Exempt Proposed Action: Approved as conditioned.

Applicant Jeffrey Mathison spoke about his project.

Public Hearing: No speakers.

Move that the Planning Commission find that the project is exempt from CEQA; APPROVE Coastal Development Permit, CDP-336-13 by ADOPTING the resolution for the proposed addition to a single-family dwelling at 111 Kent Road, including conditions of approval in Exhibit A; and incorporate all maps and testimony into the record by reference.

Moved by Gordon, seconded by Campbell. Motion passed 5-0-2.

COMMUNICATIONS:

Commission Communications: None

Staff Communications: None

Oral Communications: None

ADJOURNMENT:

Motion to adjourn at 7:15 pm. Moved by Vaterlaus, seconded by Cooper. Motion passed 5-0-2.



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION Staff Report

DATE: October 3, 2016

FILE: CDP-369-16

PSD-810-16

ITEM: 3

UP-74-16

PE-167-16

S-120-16

PUBLIC NOTICE: Notice of Public Hearing was published in the Pacifica Tribune on September 7, 2016, and mailed to 43 surrounding property owners and occupants. This item was continued to October 3rd at the September 19th meeting.

**APPLICANT &
CO-OWNER:**

Michael O'Connell
900 Rosita Rd.
Pacifica, CA 94044

CO-OWNER: Consult Design Build, Inc.
648 Navarre Dr.
Pacifica, CA 94044

PROJECT LOCATION: 195 Carmel Avenue (APN 016-022-120).

PROJECT DESCRIPTION: Mixed use development of 1,821 sq. ft. of commercial floor space at first floor and three residential units (two units of two bedrooms and one studio unit) within two buildings.

SITE DESIGNATIONS: General Plan: Commercial

Zoning: C-1 (Neighborhood Commercial) /CZ (Coastal Zone Combining)

RECOMMENDED CEQA STATUS: Class 32 Categorical Exemption, Section 15332.

ADDITIONAL REQUIRED APPROVALS: None. Subject to appeal to the City Council.

RECOMMENDED ACTION: Approve as conditioned.

PREPARED BY: Robert Smith, Assistant Planner

PROJECT SUMMARY, RECOMMENDATION, AND FINDINGS

ZONING STANDARDS CONFORMANCE:

<u>Major Standards</u>	<u>Required</u>	<u>Existing</u>	<u>Proposed</u>
Building	5,000 sq. ft. min	6,643sq. ft.	No change
Site (sq. ft.)			
Lot Width	50'	70'	No change
Building Height	35'-0" max	N/A	33'-7"
Landscaping	10% min	N/A	11%
Setbacks			
<i>Front</i>	none	N/A	7" ₁
<i>Side</i>	none	N/A	3' (right) 3" (left) ₂
<i>Rear</i>	none	N/A	36'-0" ₂
Parking	11 spaces	N/A	8 spaces

1 At the shortest point.

2 When viewing the property from Francisco Boulevard.

PROJECT SUMMARY

1. Project Description

The proposed project consists of two buildings, the first fronting Francisco Boulevard as a two-story building with a small three-story element containing commercial floor space at first floor of 1,331 Square feet (sq. ft.) and two residential units of two bedrooms each at second and one with third floor. The building to the rear contains a first floor of 490 sq. ft. commercial floor space with a 490 sq. ft. studio residential unit above. The existing site is currently a vacant lot following demolition of the Single Family Residence in 2010. Substantially different in size and layout, the proposed building towards the rear will be subordinate to the main building on Francisco Boulevard. Design will be driven by the commercial frontage on Francisco Boulevard and City parking requirements.

The project site is within an older section of commercially focused land uses within the City. The Community Design Element of the General Plan identifies the need to revitalize these older commercial districts by encouraging commercial development. The proposal provides a neighborhood commercial use which will enhance the existing neighborhood and create a valuable mix of uses on a long term vacant property. Incorporating residential units into the development creates an effective use of land, in a form that is consistent with the residential density standards of the Municipal Code and the City's housing priorities. The design and scale of the project is compatible with surrounding development and provides a good mix of housing units including a studio unit which is likely to be available for occupation by tenants at a lower rent. The form of development makes best available use of the site by providing functional commercial spaces and good quality residential floorspace, without compromising land uses in the surrounding area.

Project Background

On September 19th 2016, the Planning Commission was asked to give direction to staff on the above proposed development. The Planning Commission gave Staff direction to explore with the Applicant the following considerations:

- Amend the location of the rear building to account for the existing property at 185 Carmel Avenue (design Option 2c).
- Address issues associated with parking space/driveway off Francisco Boulevard.
- Although a parking exception for three spaces appears to be appropriate in this specific set of circumstances, the applicant should explore the opportunities to maximize parking on the site.
- Proposing the rear building as a live-work unit with provisions to secure its operation in this manner.
- Access to the rear building, avoiding the use of fences or gates, particularly on Francisco Boulevard.

Planning Commission noted the pressing need for housing within the City and the housing benefit the development of the smaller residential studio would provide. The Planning Commission suggested possible measures the City might implement to address parking demand in Sharp Park including improved wayfinding, upgrading existing parking lots, street lighting, maintaining existing facilities, and creation of a parking district with associated fees.

Live/Work Housing

The Applicant has responded to Planning Commission comments regarding the rear commercial/studio unit in the revised proposed plans. Access to the second floor studio remains independent from the commercial use at the first floor. This will ensure that there is no opportunity for future tenants to migrate the residential use into the first floor.

The Applicant has evaluated the possibility of restricting the rear building to a combined live-work space. Practical difficulties exist in restricting the use of the rear building including narrowing the available tenants for both first and second floor uses and the potential niche uses of the rear commercial space may result in the residential floorspace subsidizing the remaining commercial floorspace. The Applicant advocates for the importance of retaining flexibility of these spaces.

No condition is currently included in the resolution exhibit to restrict the use of the entire rear building to one live-work unit. The Planning Commission's discussion was split on this issue at the last meeting. If the Commission feels that a dedicated live-work unit at the rear building would also serve to reduce parking demand somewhat, staff can assist the Commission with a condition at the hearing for inclusion in the motion.

Parking

The Applicant has removed the parking space accessed from Francisco Boulevard and requests a Parking Exception for three (3) off-street parking spaces. In exploring the possibilities to locate additional

parking spaces around the site, the Applicant considered standards for circulation, spaces sizes, sensitive visual impact of vehicles, and the viability of Commercial floorspace.

The practical difficulty in providing vehicle circulation driveways and access to parking spaces significantly restricts the availability to incorporate additional parking spaces around the site. The PMC requires the parking back-up space to be a minimum of 25 feet. The Applicant explored a number of amended parking scenarios however the result in creating additional spaces would mean parking spaces would either fall within the required accessible path of travel or overly interfere with the buildings first floor commercial space. The resulting hardship in either not meeting the requirements of the California Building Code or practical difficulties in creating viable commercial floorspace through incorporating more parking space is undesirable, therefore the Parking Exception for three spaces is considered appropriate.

Landscaping

Additional pervious pavers have been proposed in the position of the removed parking space accessed from Francisco Boulevard. Hardscape treatment is integrated throughout the design, and the additional pervious pavers will aid stormwater, rain and irrigation infiltration to the ground and maintain the positive visual appearance of the building.

2. General Plan, Zoning, and Surrounding Land Uses

The project amendments maintain the compliance with the General Plan land use designation. The Commercial designation allows a range of retail and service uses as well as residential development when the dwelling units are located above the commercial uses.

3. Municipal Code

Included in the following sections are amended findings from the September 19, 2016 Staff Report. Where findings are not required to be re-evaluated, they are not included in this additional staff report and remain as findings the Planning Commission has made to support a project approval in the September 19, 2016 staff report and the resolution provided.

Coastal Development Permit: Planning Commission findings for approval of a Coastal Development Permit (CDP) will not be altered from the previous analysis attached (Attachment G) in the Staff Report from September 19th 2016.

Site Development Permit: Pursuant to Section 9-4.3204, a Site Development Permit cannot be issued if the Commission makes any of the following findings, amended from the staff report dated September 19, 2016, and briefly summarized:

- i. Potential traffic hazards
- ii. Parking accessibility problems
- iv. Restricted light and air on the property or other surrounding properties
- viii. Insufficient site and structural design variety

Use Permit: The Planning Commission shall grant approval of a Use Permit to allow residential use above commercial use and to allow construction abutting an R District only when all of the following findings are made:

- i. That the establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, and welfare of the persons residing or working in the neighborhood or to the general welfare of the City;
- ii. That the use or building applied for is consistent with the applicable provisions of the General Plan and other applicable laws of the City and, where applicable, the Local Coastal Plan; and
- iii. Where applicable, that the use or building applied for is consistent with the City's adopted Design Guidelines.

Parking Exception: In the event of practical difficulties and unusual hardship, the Commission may grant exceptions to the provisions of Article 28 'Off-Street Parking and Loading.' The findings of the Commission need include only that the establishment, maintenance, and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this article as are reasonably possible.

4. Required Findings

- A. Coastal Development Permit CDP-369-16 findings are as set out in the Staff Report dated September 19th, 2016.
- B. In order to approve the subject Site Development Permit PSD-810-16, the Planning Commission must not make any of nine findings. The amended proposal requires reanalysis of findings i, ii, iv and viii in addition to the analysis carried out in the Staff Report of September 19th, 2016, in relation to PMC Section 9-4.3.204(a) as follows:

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

Discussion: The proposed project will provide upgrades and modifications to the existing roadway and pedestrian facilities on both Carmel Avenue and Francisco Boulevard. The proposed bulb out on Francisco Boulevard has been removed

The off-street parking space on Francisco Boulevard has been removed therefore the project overall will improve existing traffic patterns for vehicles and pedestrians around the site because it would not create a hazardous and inconvenient vehicular and pedestrian traffic pattern.

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

Discussion: The proposed 12-foot-wide driveway on Carmel Avenue will not create a hazardous or inconvenient condition related to accessing off-street parking areas. The proposed 12-foot-wide driveway on Carmel Avenue is located more than 70 feet from the corner (intersection with Francisco Boulevard), more than the 10 feet required by PMC Sec. 9-4.2813(h). The open nature of the rear of the site and the limited height of the retaining wall and fence will allow adequate visibility for drivers operating vehicles entering and exiting the site to view pedestrians in the vicinity of the driveway.

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

Discussion: The proposed revised rear building setback takes account of the special site circumstances of the neighboring residential site and responds to the need to preserve light and air at neighboring properties. The proposed setback to the rear property line has been amended to ensure a setback of 5 feet from the rear first floor wall of 185 Carmel Avenue. The bulk and mass of the proposed two-story building in this location, adjacent to the property line, would mean habitable rooms in the rear of this property would not be detrimentally affected in terms of levels of light and air. The proposal as presented is unlikely to cause harm to the adjacent residential site.

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

Discussion:

The City has adopted Design Guidelines which are intended to accomplish the following purposes:

- Ensure at least a minimum standard of design through the application of consistent policies.
- Encourage new construction which exceeds minimum standards and discourage construction which falls short of those standards.
- Provide a framework for review and evaluation of design proposals.
- Implement applicable General Plan and Local Coastal Plan goals and policies.
- Expedite and facilitate the planning permit process.
- Provide direction for design and redesign of projects.

The Design Guidelines are advisory in nature and, unlike zoning, do not contain explicit standards for determining strict compliance. Rather, the guidelines address significant elements of project design that, when balanced overall, result in the best possible site layout and building architecture for a project. An applicant may propose a project which complies with some but not all guidelines and the Planning Commission may still find the project consistent with the Design Guidelines. It is up to the Commission's discretion to determine the appropriate balance and relative priority of the guidelines

for a particular project when considering whether a project has achieved Design Guidelines consistency.

The Design Guidelines require safety to be considered when siting buildings, and building placement “should take into account potential impacts on adjacent property” (Design Guidelines, § I.A.2). The rear building is proposed to be located with a 5 foot setback from the adjacent residential property line. The applicant has proposed to reduce the impact of the building to the rear by moving the rear building towards the north on the site. The mass at second floor level would be reduced sufficiently to limit the harm to the single family dwelling. Therefore, the project is consistent with the Design Guidelines in the placement of the rear building.

Staff contends the proposed improvements at the site, subject to conditions, are consistent with the City’s adopted Design Guidelines.

C. In order to approve the subject Use Permit (UP-74-16), the Planning Commission must make the following three findings required by PMC Section 9-4.3303(a). The following discussion supports the Commission’s findings in this regard.

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

Discussion: The revised proposed setback at 185 Carmel Avenue takes account of the special site circumstances and responds to the need for light and air at this property. The proposed setbacks at the rear building would be 5 feet from the boundary with 185 Carmel Avenue. The bulk, mass and location of the proposed building at this property line would mean habitable rooms in the rear of this property would not be significantly impacted in terms of light and air. The proposed alternative design provided by the applicant would set back the entire rear building to account for the introduction of additional bulk at the neighboring rear elevation.

Second floor residential use in the main building is an appropriate form of development in this location. The building along Francisco Boulevard is adequately setback from the property lines. The provided parking which includes the parking exception for three spaces, and due to the removal of the Francisco parking space, will not generate adverse impacts to health, safety, and welfare of surrounding residents or this part of the City. The requirement for the parking exception is to ensure that the project can create commercial floorspace which is viable. Including the parking spaces in any other portion of the site would require the Applicant to make changes to the building which would compromise the function of the commercial use.

The provision of eight off-street parking spaces for the project is adequate, and granting a parking exception for the additional three parking spaces required by the zoning standards

is accepted due to the practical difficulties preventing the applicant from providing further parking.

In staff's opinion, the project will not be detrimental to public health, safety, and welfare of those persons residing or working in the neighborhood or to the general welfare of the City.

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

Discussion: The proposed project as conditioned would be consistent with the applicable policies of the General Plan, applicable laws of the City and the Local Coastal Plan. The revised location of the rear proposed building will ensure compliance with the applicable City policies by protecting the impact of development to surrounding residential districts.

A. Community Design Element, Policy 2: Encourage the upgrading and maintenance of existing neighborhoods.

- i. The proposed project will bring an existing vacant lot back into productive use. The quality of design and function of the proposed development will upgrade the existing neighborhood. Having active uses in this location will ensure the maintenance of the neighborhood to the overall benefit of the area and this section of the City.

The project would intensify the existing development and use on the site, however this would not be to the detriment of the surrounding area. The applicant has addressed Planning Commission comments in terms of vehicle parking and circulation as well as the relationship of the proposed rear building with adjacent properties. The proposed setbacks will create sufficiently limited mass and bulk. Thus, the introduction of the rear building and location to adjacent residence, will not cause safety and welfare impacts, and therefore the project upgrades the neighborhood.

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

Discussion: The proposed project, as conditioned, will be consistent with the City of Pacifica's adopted Design Guidelines.

Site Planning

1. Site Improvements. Locate site improvements such as buildings, parking areas, and walkways to take advantage of desirable site features. For example, existing healthy trees and distinctive berms or rock outcroppings should be incorporated into site design. Buildings should be oriented to capitalize on views of hills and ocean.

Discussion: The proposed project has been designed and situated to maximize the view of the hills and coastal area. Numerous and large windows are included to

maximize natural light and capture views. In addition, the project includes roof decks, to allow additional outdoor private space with views of the ocean.

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

Discussion: Applicant has not proposed centralized, tall light fixtures. Exterior lighting at the project site shall be down-facing and will not adversely affect adjacent properties.

Building Design

3. Scale. An important aspect of design compatibility is scale. Scale is the measure of the relationship of the relative overall size of one structure with one or more other structures. Scale is also used to refer to a group of buildings, a neighborhood, or an entire city. A development can be “out of scale” with its surroundings due to its relative height, bulk, mass, or density.

A structure which is out of scale with its site and neighborhood threatens the integrity of the overall streetscape, and residential projects, particularly single-family dwellings, which are much larger than neighboring structures are therefore discouraged. The City’s height limitation is a maximum only, and the maximum height may often be inappropriate when considered in the context of surrounding development and topography. The “carrying capacity” of a given site is also an important factor in determining appropriate scale and lot coverage. As with the height limitation, the City’s lot coverage limitation is a maximum only.

Discussion: The overall building design will be consistent with the scale of nearby developments. The height and scale of the project, while large, will remain in character with many other structures in the project area.

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

Discussion: The project includes a mix of materials consistent with the surrounding neighborhood. Exterior materials include painted stucco, painted wood siding, metal railings and conceal trash storage.

5. Consistency. There should be architectural consistency among all building elevations. All elevations need not be identical, but a sense of overall design

continuity must occur. Window treatment and trim, for example, should be carried out around the entire building, not just on the most visible sites.

Discussion: The proposed project architectural style and design is consistent with the surrounding neighborhood, including the proposed building materials to be used. The architectural style and design features will be carried through on all proposed building elevations. The ground level is landscaped with site appropriate native coastal plants which complement the architectural style. The use of horizontal and vertical building components such as balconies, windows, front canopies all serve to add visual interest and texture. The combination of smooth stucco, siding windows, doors, balconies, railings, create an openness, lightness and transparency to the project.

D. In order to approve the subject Parking Exception (PE-162-16), the Planning Commission must make the following findings required by PMC Section 9-4.2824. Staff recommends conditions to allow approval of the requested Parking Exception based on the following findings.

- i. Required Finding: In the event of practical difficulties and unusual hardship, the Commission may grant exceptions to the provisions of this article. Applications for exceptions shall be filed with the Planning Administrator on a form provided by the City. No public hearing need be held thereon, and the findings of the Commission need include only that the establishment, maintenance, and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this article as are reasonably possible.

Discussion: The parking requirement generated by the proposed mixed use development creates practical difficulty in meeting requirements for both commercial and residential floorspace. While the General Plan identifies the need to revitalize older commercial districts by encouraging commercial development, the zoning code requirements for parking practically impact the form of the site design. Introducing additional parking spaces in areas of the site currently designed for commercial use would have an adverse effect on the viable and functional use of the commercial facilities or would create an unacceptable arrangement in terms of accessibility around the site.

The project must meet the requirement for parking space size and circulation area dimensions. The minimum parking stall size is 9 feet wide (7.5 feet for compact) x 19 feet long with additional space required for drive isle access and back up space provisions of 25 feet. The unusual arrangement in shape towards the north west corner of the site which creates a practical difficulty for maneuvering, would not be an appropriate location for additional parking spaces or vehicle circulation.

Alternative parking arrangements would impact the existing site design in a number of ways. The General Plan is clear when it comes to the value of commercial floorspace in this area of Sharp Park. Commercial uses can be strengthened by consolidation to stimulate foot traffic and visitor serving uses. Reducing the size of the proposed commercial space by either moving the building or creating intrusions into the commercial space to accommodation

additional parking spaces would be contrary to the priority of strengthening the commercial nature of this area. Hardship would be created in significantly limiting the size of commercial floorspace and limiting the range in diversity of available commercial operations, attractiveness of this part of the City and viability of the commercial use.

As required by the California Building Code, the Applicant has proposed an accessible 'path of travel' around the site. Amending the existing parking stall arrangement to create additional parking spaces would affect the 'path of travel' and as such create conflict with the Building Code. The applicant would face a hardship if required to meet off-street parking provision on site, due to the impact on accessibility. No justification can be made to limit accessibility throughout this site and as such, rearranging parking spaces is not a viable approach.

The Applicant has indicated that in order to propose a viable development, each of the proposed residential units is required. Without the residential floorspace, the General Plan and Zoning Code goals for commercial viability as it relates to this specific site would not be accomplished.

The off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in article 28 as are reasonably possible. Staff recommends the Planning Commission find that the provision of eight off-street parking spaces for the project is adequate, and grant a parking exception for the additional three parking spaces required by the zoning standards but which practical difficulties prevent the applicant from providing. The exception is appropriate, and the overall parking requirement remains at 11 off-street parking spaces. The applicant has provided justification to identify why a parking exception shall be considered.

5. CEQA Recommendation

Staff analysis of the proposed project supports a Planning Commission finding that it qualifies for a categorical exemption from the California Environmental Quality Act (CEQA). The project qualifies as a Class 32 exemption provided in Section 15332 of the CEQA Guidelines (In-Fill Development Projects). Section 15332 states in part:

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

A. Staff Analysis: The following analysis supports staff's recommendation of a categorical exemption for the subject project:

- a. Section 15332 requirement: The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The City's 1980 General Plan designates the subject site as "commercial." Applicant has proposed a mixed commercial and residential use for the site which is consistent with the commercial designation and which will include a) first floor commercial floor space; and, b) upper floor residential units. The site has a zoning designation of C-1 (Neighborhood Commercial District), identifies a number of permitted commercial uses and provides for residential development as a conditional use with density controlled by a minimum lot area per dwelling unit of 2,000 square feet. The proposed development meets development standards of the C-1 zone, including but not limited to lot size, lot coverage, height, landscaping, setbacks, and parking. Setbacks and parking numbers are arranged as directed by sections of the zoning regulations.

With respect to consistency with applicable General Plan policies, the following is a summary of the policies with which the subject development will be consistent:

- Circulation Element, Policy 14: Ensure adequate off-street parking in all development.
 - o The proposed development will not provide sufficient off-street parking spaces, due to the restrictive nature of the site. The applicant is applying for a parking exception for three parking spaces under Pacifica Municipal Code (PMC) which establishes an opportunity for approving a reduction in required parking which in this case is acceptable and therefore the project meets Policy 14 objectives.
- Community Design Element, Policy 2: Encourage the upgrading and maintenance of existing neighborhoods.
 - o The existing vacant site is unappealing and does not meet the needs for the City's adopted Design Guidelines which calls for high-quality design of buildings in the City. The building proposed with the subject project will include a mix of materials and colors which will upgrade the appearance of the site and the surrounding neighborhood.

- Community Design Element, Policy 5: Require underground utilities in all new development.
 - o Utilities shall be installed underground from the nearest joint pole.

Staff concludes that the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

- B. Section 15332 requirement: The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The subject site is located at the intersection of Carmel Avenue and Francisco Boulevard. This site is within approximately 1500 feet due east of the western City limits of the City of Pacifica, along the Pacific coastline. The land area of the project site is 0.15 acres (6,643 square feet), which is less than 5.0 acres (217,800 square feet). Land uses surrounding the site include commercial uses to the north and south, single-family residential home to the west and the Coast Highway 1 to the east. There are no vacant, undeveloped sites surrounding the project site. Therefore, the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

- C. Section 15332 requirement: The project site has no value as habitat for endangered, rare or threatened species.

The 6,643 square foot site was developed as a single family home, now removed, built in the early 1900s. The site is currently vacant with along Carmel Avenue. The site is currently unpaved with ground cover previous site occupation and grading in this urban setting have resulted in a site which has no value as habitat for endangered, rare or threatened species.

- D. Section 15332 requirement: Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

- a. Traffic: The mix of uses proposed by the Applicant is not substantially different from uses surrounding the site. The prior use of the site was as a single family dwelling, although the General Plan and Zoning Code designate the site for Commercial development.

Trip generation estimates are a common method relied upon by local agencies to estimate expected traffic impacts from a project. Staff referenced the 9th Edition of the Trip Generation Manual (TGM) published by the Institute of Transportation Engineers to develop its estimates of project-related traffic impacts. The TGM provides a table of various land uses and assigns an estimated number of trips generated during the PM peak hour. Trip generation rates are estimated to be lower during other, non-peak hours of the day.

Based on the TGM table of land uses provided, staff classified the proposed project as any use provided for within the permitted uses of the C-1 Zoning District. Although the permitted uses cover a broad range of uses, for retail uses generally the TGM identifies trips per unit up to 6.82 for a variety store (Code 814), 6.21 for arts and craft store (Code 879) with other uses identified as having trip generation in the 3 to 5 trips per unit range. Personal services such as office, tend to be below 5 trips per unit, with a walk-in bank at 12.13 trips per unit (Code 912). The TGM would indicate a maximum use generation of 12.13 (based on permitted uses) trips per 1,000 square feet of floor area. In the case of the subject project with 1,900 square feet of floor area, the unadjusted estimated trip generation rate is 23.05 trips during the PM peak hour. Since not all trips begin for the sole purpose of visiting a single land use (as in this case with many other surrounding commercial uses), the TGM allows a reduction of 60 percent from the estimated trip generation rate for certain uses to account for “passby” trips. Passby trips are those trips that were generated by another land use but resulted in a mid-trip stop at the land use being analyzed. The TGM allows the passby reduction for uses with codes in the 800 and 900 series, and this may apply to the subject project. The adjusted trip generation rate for the subject project would be 9.22 trips during the PM peak hour.

The residential uses on the site would generate 0.62 trip per unit and therefore three PM peak hour trips are expected at the site.

Due to the vacant nature of the site, there are currently no trips associated with its use. The former use would have generated some trips to the single-family detached housing at a rate of 1 trip per unit. The expected trips during peak PM hour including both the commercial and residential uses would be 11.08 (9.22 trips during PM peak hour for the commercial uses and 1.86 for the residential element of the use).

The City does not have an adopted threshold of significance for trip generation from development projects. San Mateo County’s Congestion Management Program (CMP) relies upon a standard of 100 trips during the peak hour to determine whether a project will create significant traffic impacts on its CMP road network. The overall number of trips generated by the project during the PM peak hour – 11.08 trips – is approximately 89 percent below the threshold of significance.

Because both the incremental and overall trips generated during the PM peak hour for this project are below the 100 trip threshold of significance, staff concludes the subject project will result in less than significant impacts related to traffic.

- b. Noise: Figure 5-14 in the “Existing Conditions and Key Issues” report (July 2010) prepared as part of the City’s General Plan update process identifies the subject site as being within an area experiencing 75 decibels (dB) of ambient noise during the daily peak hour of traffic. The noise is attributable to its proximity to Coast Highway (SR-1). The Noise Element of the 1980 General Plan identifies Coast Highway as the primary source of surface noise in Pacifica, generating up to 75 dB of noise immediately adjacent to the highway. The Noise Element regards noise levels above 60 dB as undesirable for residential areas, a level that shall serve as the threshold for analysis of significant noise

impacts. The City does not have a noise ordinance or other adopted threshold of significance for analysis of noise impacts.

There are two types of noise impacts that staff assessed for the subject project: on-site uses and vehicle noise from arriving and departing customers and residents. The intensity of noise depends greatly on the distance between the source and the receptor. As with light intensity, sound intensity decreases exponentially as distance from the source increases (inverse square law). For simple purposes of comparison, the intensity of a noise at 90 feet from the source would be approximately .11 percent of the intensity of the same noise at 3 feet setback in the proposed and 5 feet setback in the revised proposal from the source. However, noise is generally quantified in decibels, which relies on a logarithmic function to compare intensities. Rather than reflecting an exponential reduction, every doubling of the distance from a noise source results in a reduction of 6 dB in sound level. Using the same example as above, a noise with 75 dB of intensity at a distance of 3 feet from the source would diminish to an intensity of slightly more than 45 dB at a distance of 90 feet.

For purposes of this analysis, staff identified two potential noise receptors: residents at 185 Carmel Avenue to the west of the subject site; and residents in 190 Paloma Avenue to the northwest. The adjacent site at 185 Carmel is separated by the proposed parking lot on one side and a 5 feet setback to the rear boundary from the boundary line. 190 Paloma is slightly over 40 feet from the application site boundary. Staff considered noise impacts based upon the 5 foot receptor distance only since the values above will be lower.

Applicant will conduct a variety of potential uses at the subject site, with all uses being internal to the building. External activity will be limited to car parking and the comings and goings of residents and customers. Staff was unable to identify any other potential sources of outdoor noise. The Planning Commission, with Condition No. 12, prohibited amplified audio of any kind in any exterior portion of the site. Should any exterior element of use be introduced to the site, this would require a Use Permit on the basis of the existing Pacific Zoning Code regulations.

Operation of the subject site may result in a number of customer trips to and from the site daily. These vehicles entering and exiting the site will generate noise. California Department of Transportation Technical Advisory, Noise TAN 95-03 (September 22, 1995) provides a formula for calculating the noise emitted by automobiles. The formula – $5.2 + 38.8 \log_{10}(\text{Speed, miles per hour})$ – is largely dependent on vehicle speed, and yields sound intensity in decibels at 50 feet from the source. The speed limit is 25 miles per hour on Francisco Boulevard and Carmel Avenue adjacent to the subject site. Based on this speed, the maximum volume expected from automobiles traveling to the site is 59.44 decibels. A noise intensity of 59.44 decibels is less than the 60 dB threshold of significance, and therefore, this noise impact is not significant for purposes of this analysis. Furthermore, actual vehicle speeds in the vicinity of the subject site are expected to be much lower, particularly on the Carmel Avenue side. As vehicles approach the subject site, they will be traveling much slower than the posted speed

limit on Carmel Avenue, either to stop at the intersection or to turn into the subject site. Reduced vehicle speeds will result in lower actual noise emissions from automobile traffic visiting the site.

When assessing potential noise impacts from the subject project, staff also considered whether any similar uses existed in the vicinity in order to determine if those uses were currently generating significant noise impacts. Staff identified a number of uses on Francisco Boulevard containing comparable land use. These mixed uses operate at various times throughout the day with restaurant, retail and personal services operating. Staff searched code enforcement records from August 2011 to present and identified no code enforcement complaints of any sort had been filed, including noise complaints.

Because of the distance between noise receptors and the project site; the limitations on noise sources established in Condition No. 12; and the low speed of traffic in the vicinity of the project, the project will have less than significant impacts on noise.

- c. Air Quality: The Bay Area Air Quality Management District, or BAAQMD, is the regional body charged under state law with implementing California's air quality standards. BAAQMD has adopted thresholds of significance for determining whether air quality impacts from development are considered significant for purposes of CEQA analysis. These thresholds address the project construction phase as well as ongoing operation of a project.

Under BAAQMD's 1999 CEQA Guidelines, BAAQMD considers air quality impacts from the project construction phase less than significant if all of the control measures indicated in Table 2 "Feasible Control Measures for Construction Emissions of PM10" (as appropriate, depending on the size of the project area) are implemented. When a project involves demolition of a building constructed prior to 1980 (as is the case with the subject project), BAAQMD also requires compliance with District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing in order to find air quality impacts less than significant. Staff has included Condition No. 10 to require Applicant to implement the Table 2 control measures appropriate to a 6,643 square foot (0.15 acre) project site and to abide by the limitations of District Regulation 11, Rule 2. Therefore, demolition and construction phase impacts will be less than significant.

BAAQMD's CEQA Guidelines provide information for local jurisdictions seeking to screen projects to determine whether additional analysis of air quality impacts is necessary. Section 2.4 of the BAAQMD CEQA Guidelines indicates that "the District generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting." As indicated in the analysis of traffic impacts (above), the subject project has an adjusted trip generation rate of 11.08 trips during the PM peak hour. Assuming all hours of the day generated trips at the same rate as the PM peak hour, total daily trips generated by the subject project would equal 266 trips, less than the 2,000 daily trips

threshold established by BAAQMD. Actual daily trips are expected to be much lower than 266 trips, in particular during late evening and early morning hours. There is no information in the record to suggest there are circumstances unique to the nature of the project or the project setting that would justify additional analysis of air quality impacts.

Because of the project's compliance with BAAQMD standards during demolition and construction; and the project's generation of less than 2,000 vehicle trips per day; the project will have less than significant impacts on air quality.

- d. Water Quality: The CEQA Initial Study Checklist prepared by the Governor's Office of Planning and Research identifies 10 areas of analysis for determining whether a project may have significant environmental impacts related to hydrology and water quality. Affirmative responses to these areas of analysis warrant further study and indicate the potential for a significant environmental impact to exist. The Initial Study Checklist requires a determination of whether a project will:

- i. Violate any water quality standards or waste discharge requirements.

The subject project is not a "regulated project" under Section C.3.b of the City of Pacifica's Municipal Regional Stormwater (MRS) Permit adopted on October 14, 2009, and revised on November 28, 2011. Low Impact Development (LID) measure are therefore required to be implemented for these small projects. The proposed landscaping and permeable paving at the site will ensure the site meets the LID requirements and will not have a detrimental effect on water quality standards.

The project is not a regulated project and therefore on the basis of the project size, it is not likely to have a detrimental impact on water quality or violate any water quality standards based on the project thresholds identifies in the latest MRP governing the City's stormwater discharges.

Because the project is an unregulated project and, it will have a less than significant impact on water quality.

- ii. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The project will not draw from groundwater supplies and will not interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The project will connect to the municipal water supply operated by the North Coast County Water District; therefore, Applicant has not proposed a well for this project. The absence of a well will prevent any impact to groundwater supplies in the project area. Local water supplies to the surrounding

developed areas are not provided from groundwater supplies; rather, they are sourced from the San Francisco Public Utilities Commission Hetch Hetchy water supply system which derives its water from runoff from the Sierra Nevada mountains.

Because the project site and surrounding developed areas source their water from non-groundwater sources, the project will have less than a significant effect on groundwater supplies and groundwater recharge.

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

The surrounding area is already developed in a manner substantially similar to that proposed in the project. The existing drainage pattern is established and will discharge into the municipal separate storm sewer system (MS4) along Francisco Boulevard. The project will not include the alteration of the course of a stream or river. Furthermore, during the construction phase of the project, Applicant must comply with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) Best Management Practices (BMPs) to reduce off-site erosion or siltation.

Because the project involves redevelopment of an existing urbanized project site, and because it will comply with SMCWPPP BMPs during construction, it will not result in conditions which would result in substantial erosion or siltation on- or off-site.

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

The project area is previously developed in a manner similar to that proposed in the project. The existing drainage pattern is established and will discharge into the municipal separate storm sewer system (MS4). The subject project is not a "regulated project" under Section C.3.b of the City of Pacifica's Municipal Regional Stormwater (MRS) Permit adopted on October 14, 2009, and revised on November 28, 2011. proposed LID measures incorporated into the scheme will ensure sufficient stormwater control standards are achieved for this unregulated project.

Because of Applicant's compliance with the City's adopted LID measures, the project will have less than significant impacts on surface runoff and flooding.

- v. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The project will reduce the amount of runoff currently generated from the existing, urbanized site. Existing landscaped area at the site equals 11 percent of site area.

landscaping will collect stormwater and prevent runoff. Furthermore, the subject project incorporates LID measures to comply with the stormwater control standards.

Because of Applicant's compliance with the City's LID measures, including infiltration, the project will have less than significant effects on existing or planned stormwater drainage systems and will not provide substantial additional sources of polluted runoff.

- vi. Otherwise substantially degrade water quality.

Applicant's compliance with the City's MRS permit, including infiltration of stormwater, will preserve and improve water quality. No other sources of pollution at the site will degrade water quality. Because of the project's compliance with the City's MRS permit, the project will have a less than significant effect on water quality.

- vii. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

The Federal Emergency Management Agency (FEMA) establishes flood zone maps for the United States. The flood zone map for area number 06081C0038E (effective on 10/16/2012), which includes the project site, indicates the area is within Zone X. Zone X includes areas determined to be outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The potential for flooding in a 500-year floodplain is five times less likely than flooding in a 100-year flood plain.

- viii. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The Federal Emergency Management Agency (FEMA) establishes flood zone maps for the United States. The flood zone map for area number 06081C0038E (effective on 10/16/2012), which includes the project site, indicates the area is within Zone X. Zone X includes areas determined to be outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The potential for flooding in a 500-year floodplain is five times less likely than flooding in a 100-year flood plain.

Because the project site is outside a 100-year flood hazard area, the project will have a less than significant effect on impeding or redirecting flood flows.

- ix. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

According to FEMA's flood zone maps for the project area, it is within Zone X and located outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The County of San Mateo Dam Failure Inundation Areas map does not identify any areas in Pacifica that are at significant risk of flooding as a result of the failure of a levee or dam.

Because the project site is outside of the 0.2 percent annual chance floodplain according to FEMA flood zone maps, and the project area is outside of a dam failure inundation area, the project will not expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

- x. Expose people or structures to inundation by seiche, tsunami, or mudflow.

Seiches and tsunamis are phenomena resulting from severe wave action of large bodies of water including lakes, bays, and the ocean. The project site is located at an elevation of approximately 50 feet above mean sea level according to the site conditions engineering analysis. It is located approximately 1,500 feet away from the Pacific Ocean. There are no other bodies of water in proximity to the project site. The project site is not located within a tsunami inundation area as defined in the Tsunami Inundation Map for Emergency Planning prepared by the California Emergency Management Agency. The Seismic Safety and Safety Element of the General Plan, in the Geotechnical Hazards exhibit, also does not identify the site as within a potential tsunami hazard area.

The project site is not situated beneath surrounding areas of greater elevation. There are no landforms from which the site may be subject to mudflow or landslides. The Seismic Safety and Safety Element of the 1980 General Plan, in the Geotechnical Hazards exhibit, does not identify the project site as lying in or near concentrations of landslides or a large landslide area.

Because the project site is not located nearby inland bodies of water, is located 1,500 feet distant from the Pacific Ocean and outside identified tsunami hazard areas, and is not within an area of known geotechnical hazard from landslides and mudflows, the project will not expose people or structures to inundation by seiche, tsunami, or mudflow.

Conclusion: As the analysis above demonstrates, approval of the subject project would result in less than significant impacts related to traffic, noise, air quality, and water quality.

- xi. Section 15332 requirement: The site can be adequately served by all required utilities and public services.

As noted above, the subject site is substantially surrounded by urban land uses. The existing building at the site is currently served by all required utilities and public services, including but not limited to water, wastewater, electrical, gas, and telecommunications utilities, as well as police, fire, and emergency medical services. Furthermore, the site is adjacent to and receives access from two existing, developed public rights-of-way – Carmel Avenue and Francisco Boulevard. The project will not require construction of new streets or roads. Therefore, the site can be adequately served by all required utilities and public services.

The subject proposal to introduce development on an existing vacant lot fits within the scope of a Class 32 categorical exemption. Specifically, the project (1) is consistent with the Commercial general plan designation and policies for the site, as well as with the CZ zoning designation and C-1 zoning regulations; (2) will occur within the Pacifica City Limits on a site less than 5 acres that is surrounded by high-density residential and commercial uses; (3) will occur on a developed urban site with no value as habitat for endangered, rare or threatened species; (4) will not result in any significant effects relating to traffic, noise, air quality, or water quality; and, (5) has all required utilities available on-site or within the immediate vicinity of the site. Therefore, the project fits within the scope of a Class 32 exemption.

6. Staff Analysis

Overall, the revised project will result is a positive addition to this part of the City, creating compliant land uses in a mixed-use development that will generate benefits to the City as a whole. With the amended location of the rear building, potential impacts to a neighboring property are overcome by setting back of the rear building. The removal of a proposed inappropriate parking arrangement is acceptable and safety concerns for pedestrians and road users on Francisco Boulevard are no longer present. The removal of one off-street parking space will require a parking exception for three spaces which is appropriate given the site specific circumstances discussed above. In all other regards the project is acceptable.

Inclusive of the findings in the attached Resolution (Attachment B) and conditions of approval, staff recommends that the Planning Commission approve the project.

COMMISSION ACTION

MOTION FOR APPROVAL AS CONDITIONED:

Move that the Planning Commission finds the project is exempt from the California Environmental Quality Act; APPROVES Coastal Development Permit CDP-369-16; Site Development Permit PSD-810-16; Use Permit UP-74-16; and Parking Exception PE-167-16, and Sign Permit S-120-16, by adopting the attached resolution, including conditions of approval in Attachment A; and, incorporates all maps and testimony into the record by reference.

Attachments:

- A. Land Use and Zoning Exhibit
- B. Draft Resolution
- C. Site Plan, Floor Plan, Elevations, materials, and Landscape Plan
- D. Revised Site Plan, Floor Plan, Elevations, and Landscape Plan
- E. Master Sign Program
- F. Parking Exemption
- G. Staff Report dated September 19, 2016

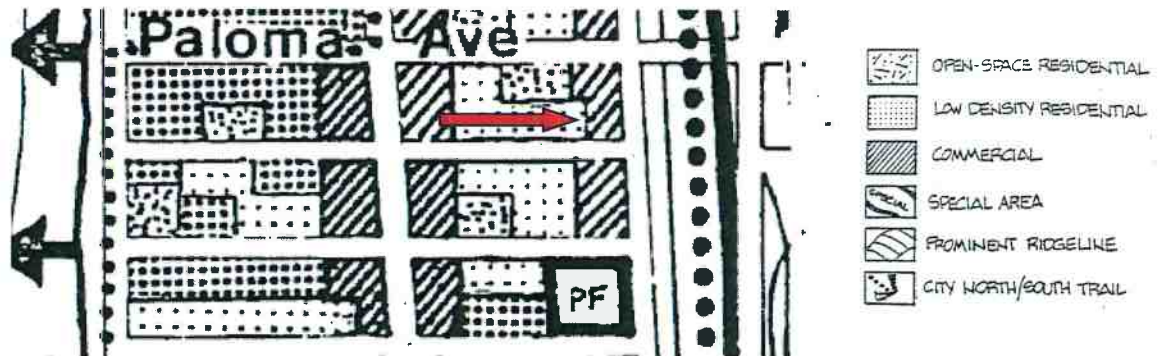
Land Use & Zoning Exhibit

City of Pacifica Planning Department

General Plan Diagram

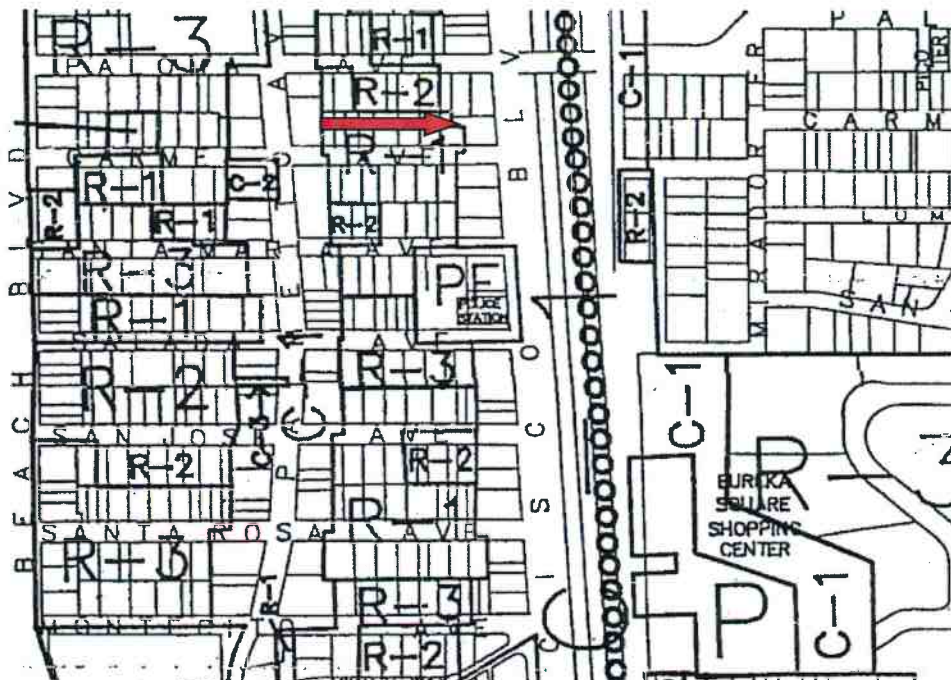
Neighborhood: West Sharp Park

Land Use Designation: Commercial



Zoning Map Diagram

Zoning District: R-1 (Single-family Residential) and CZ (Coastal Zone Combining)



(Maps Not to Scale)

RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA TO APPROVE COASTAL DEVELOPMENT PERMIT CDP-369-16; SITE DEVELOPMENT PERMIT PSD-810-16; USE PERMIT UP-74-16; PARKING EXCEPTION PE-167-16; AND, SIGN PERMIT S-120-16, FOR MIXED USE DEVELOPMENT OF 1,821 SQUARE FEET OF COMMERCIAL FLOOR SPACE AT FIRST FLOOR AND THREE RESIDENTIAL UNITS WITHIN TWO BUILDINGS AT 195 CARMEL AVENUE (APN 016-022-120), AND FINDING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

Initiated by: Mike O'Connell ("Applicant").

WHEREAS, an application has been submitted to construct 1,821 square foot of commercial floorspace and, three residential units (two units of two bedrooms and one studio unit) within two buildings on a 6,643 square feet vacant lot at 195 Carmel (APN 016-022-120); and

WHEREAS, the project requires approval of a Coastal Development Permit because the project site is within the Coastal Zone; and

WHEREAS, the project requires approval of a Site Development Permit as the project is new construction within a commercial district; and

WHEREAS, introduction of residential properties in conjunction with commercial floorspace on a commercially zoned site abutting a residential district requires approval of a Use Permit; and

WHEREAS, the project requires approval of a parking exception as the project is not able to provide three additional off-street parking spaces; and

WHEREAS, the project requires approval of a Master Sign Program as the project represents a multi-unit commercial development in accordance with Pacifica Municipal Code Sec 9-4.2907; and

WHEREAS, the project requires approval of the removal of one heritage tree in accordance with City of Pacifica Municipal Code Sec. 4-12.05; and

WHEREAS, the Planning Commission of the City of Pacifica did hold a duly noticed public hearing on September 19, 2016 and continued the public hearing to October 3, 2016, at which time it considered all oral and documentary evidence presented, and incorporated all testimony and documents into the record by reference; and

WHEREAS, the Planning Commission has determined, based on the analysis contained in the staff report that the project is exempt from the Class 32 exemption provided in Section 15332 of the CEQA Guidelines (In-Fill Development Projects).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica does hereby approve Coastal Development Permit CDP-369-16; Specific Plan PSD-810-16; Use Permit UP-74-16; Parking Exception PE-167-16; and, Sign Permit S-120-16, at 195 Carmel Avenue based on the following findings:

A. In order to approve the subject Coastal Development Permit CDP-369-16, the Planning Commission must make the two findings required by PMC Section 9-4.4304(k). The following discussion supports the Commission's findings in this regard.

i. Required Finding: The proposed development is in conformity with the City's certified Local Coastal Program.

Discussion: The City's certified Local Coastal Program includes a Local Coastal Land Use Plan (LCLUP) that contains policies to further the City's coastal planning activities. The proposed project is consistent with several of these policies, as discussed below.

i. Coastal Act Policy No. 2: Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rock coastal beaches to the first line of terrestrial vegetation.

The proposed project will not interfere with the public's right of access to the sea. The proposed project is located east of the shoreline, two blocks from the coast, and will not affect the existing public promenade that provides coastal access; therefore, the project will not impact or otherwise interfere with the public's right of access to the sea.

ii. Coastal Act Policy No. 18: Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

The project will not occur on or adjacent to an environmentally sensitive habitat area. The development site is a vacant lot surrounded by a substantially developed subdivision, and has no value as habitat. Therefore, the project is consistent with this LCP policy.

- iii. Coastal Act Policy No. 23: New development, except as otherwise provided in this policy, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. This section also references Visitor-serving facilities that cannot feasibly be located in existing developed areas.

The new development proposed with this project is located within an existing developed area. The surrounding neighborhood is a substantially developed neighborhood with subdivided lots, most of which have already been developed with commercial buildings and residential units. Therefore, development will not occur outside of existing developed areas and this location is compatible for visitor serving uses.

Because the proposed project will be located in an existing area substantially developed with commercial and residential units, and will be setback from the sea, substantial evidence exists to support a Planning Commission finding that the proposed development is in conformity with the City's certified Local Coastal Program.

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

Discussion: The project site is not located between the nearest public road (Beach Boulevard) and the shoreline; therefore, this Coastal Development Permit finding does not apply in this case.

- B. In order to approve the subject Site Development Permit PSD-810-16-, the Planning Commission must not make any of the nine findings required by PMC Section 9-4.3.204(a):

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

Discussion: The proposed project will provide upgrades and modifications to the existing roadway and pedestrian facilities on both Carmel Avenue and Francisco Boulevard. The proposed bulb out on Francisco Boulevard has been removed.

The off-street parking space on Francisco Boulevard has been removed therefore the project overall will improve existing traffic patterns for vehicles and pedestrians around the site because it would not create a hazardous and inconvenient vehicular and pedestrian traffic pattern.

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

Discussion: The proposed 12-foot-wide driveway on Carmel Avenue will not create a hazardous or inconvenient condition related to accessing off-street parking areas. The proposed 12-foot-wide driveway on Carmel Avenue is located more than 70 feet from the corner (intersection with Francisco Boulevard), more than the 10 feet required by PMC Sec. 9-4.2813(h). The open nature of the rear of the site and the limited height of the retaining wall and fence will allow adequate visibility for drivers operating vehicles entering and exiting the site to view pedestrians in the vicinity of the driveway.

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

Discussion: The initially proposed landscaping (11 percent) exceeds the minimum amount of landscaping required by the zoning regulations (10 percent). Additionally, with removal of the off-street parking space along Francisco Boulevard, the proportion of the site planted is further increased. Proposed throughout the site are native coastal drought resistant plants to complement the architectural style. The landscaping areas will separate and soften the building from the street and adjoining building sites.

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

Discussion: The proposed revised rear building setback takes account of the special site circumstances of the neighboring residential site and responds to the need to preserve light and air at neighboring properties. The proposed setback to the rear property line has been amended to ensure a setback of 5 feet from the rear first floor wall of 185 Carmel Avenue. The bulk and mass of the proposed two-story building in this location, adjacent to the property line, would mean habitable rooms in the rear of this property would not be detrimentally affected in terms of levels of light and air. The proposal as presented is unlikely to cause harm to the adjacent residential site.

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

Discussion: The proposed revised rear building setback takes account of the special site circumstances of the neighboring residential site and responds to the need to preserve light and air at neighboring properties. The proposal in total will not be detrimental to the adjacent residential site.

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

Discussion: The project site includes an existing heritage tree which will be removed and replaced with three native trees in an organized landscaping arrangement. On the basis that the Heritage Tree would be removed, the Applicant did not submit an Arboricultural Assessment. Therefore, no evidence has been submitted to evaluate the health of the heritage tree to establish its current condition or the opportunity to develop around it. It is unlikely that retention would be feasible given the proposed rear building position in relation to tree roots and dripline. A cumulative increase of two trees will benefit the site and largely mitigate the heritage tree removal. Shrubs, creeks, rocks, or prominent natural slopes do not occur on the site.

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

Discussion: The proposed project will incorporate variety in the detail of elevational treatments, type of materials, and roof lines while maintaining a cohesive style that will be compatible with surrounding development in the Sharp Park neighborhood. The combination of high-quality architectural elements will result in a structure that is not monotonous in appearance.

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

Discussion: The City has adopted Design Guidelines which are intended to accomplish the following purposes:

- Ensure at least a minimum standard of design through the application of consistent policies.

- Encourage new construction which exceeds minimum standards and discourage construction which falls short of those standards.
- Provide a framework for review and evaluation of design proposals.
- Implement applicable General Plan and Local Coastal Plan goals and policies.
- Expedite and facilitate the planning permit process.
- Provide direction for design and redesign of projects.

The Design Guidelines are advisory in nature and, unlike zoning, do not contain explicit standards for determining strict compliance. Rather, the guidelines address significant elements of project design that, when balanced overall, result in the best possible site layout and building architecture for a project. An applicant may propose a project which complies with some but not all guidelines and the Planning Commission may still find the project consistent with the Design Guidelines. It is up to the Commission's discretion to determine the appropriate balance and relative priority of the guidelines for a particular project when considering whether a project has achieved Design Guidelines consistency.

The Design Guidelines require safety to be considered when siting buildings, and building placement "should take into account potential impacts on adjacent property" (Design Guidelines, § I.A.2). The rear building is proposed to be located with a 5 foot setback from the adjacent residential property line. The applicant has proposed to reduce the impact of the building to the rear by moving the rear building towards the north on the site. Therefore, the project is consistent with the Design Guidelines in the placement of the rear building.

Staff contends the proposed improvements at the site, subject to conditions, are consistent with the City's adopted Design Guidelines.

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

Discussion: The proposed project, as conditioned, is consistent with the General Plan, Local Coastal Plan, and Zoning Regulations, as described in more detail in the staff report incorporated by reference.

- C. In order to approve the subject Use Permit (UP-74-16), the Planning Commission must make the following three findings required by PMC Section 9-4.3303(a). The following discussion supports the Commission's findings in this regard.
- i. Required Finding: That the establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, and welfare of the persons residing or working in the neighborhood or to the general welfare of the City.

Discussion: The revised proposed setback adjacent to 185 Carmel Avenue takes account of the special site circumstances and responds to the need for light and air at this property. The proposed setbacks at the rear building would be 5 feet from the boundary with 185 Carmel Avenue. The bulk, mass and location of the proposed building at this property line would mean habitable rooms in the rear of this property would not be significantly impacted in terms of light and air.

Second floor residential use in the main building is an appropriate form of development in this location. The building along Francisco Boulevard is adequately setback from the property lines. The provided parking which includes the parking exception for three spaces, and due to the removal of the Francisco parking space, will not generate adverse impacts to health, safety, and welfare of surrounding residents or this part of the City. The requirement for the parking exception is to ensure that the project can create commercial floorspace which is viable. Including the parking spaces in any other portion of the site would require the Applicant to make changes to the building which would compromise the function of the commercial use.

The provision of eight off-street parking spaces for the project is adequate, and granting a parking exception for the additional three parking spaces required by the zoning standards is accepted due to the practical difficulties preventing the applicant from providing further parking.

In staff's opinion, the project will not be detrimental to public health, safety, and welfare of those persons residing or working in the neighborhood or to the general welfare of the City.

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

Discussion: The proposed project as conditioned would be consistent with the applicable policies of the General Plan, applicable laws of the City and the Local Coastal Plan. The revised location of the rear proposed building will ensure compliance with the applicable City policies by protecting the impact of development to surrounding residential districts.

- A. Community Design Element, Policy 2: Encourage the upgrading and maintenance of existing neighborhoods.
 - i. The proposed project will bring an existing vacant lot back into productive use. The quality of design and function of the proposed development will upgrade the existing neighborhood. Having active uses in this location will ensure the maintenance of the neighborhood to the overall benefit of the area and this section of the City.

The project would intensify the existing development and use on the site, however this would not be to the detriment of the surrounding area and is consistent with the General Plan and Local Coastal Plan. The applicant has addressed Planning Commission comments in terms of vehicle parking and circulation as well as the relationship of the proposed rear building with adjacent properties. The proposed setbacks will reduce perceived impacts of mass and bulk. Thus, the introduction of the rear building and location to adjacent residence will not cause safety and welfare impacts, and therefore the project upgrades the neighborhood.

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

Discussion: The proposed project, as conditioned, will be consistent with the City of Pacifica's adopted Design Guidelines.

Site Planning

1. Site Improvements. Locate site improvements such as buildings, parking areas, and walkways to take advantage of desirable site features. For example, existing healthy trees and distinctive berms or rock outcroppings should be incorporated into site design. Buildings should be oriented to capitalize on views of hills and ocean.

Discussion: The proposed project has been designed and situated to maximize the view of the hills and coastal area. Numerous and large windows are included to maximize natural light and capture views. In addition, the project includes decks, to allow additional outdoor private space.

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

Discussion: Applicant has not proposed centralized, tall light fixtures. Exterior lighting at the project site shall be down-facing and will not adversely affect adjacent properties.

Building Design

3. Scale. An important aspect of design compatibility is scale. Scale is the measure of the relationship of the relative overall size of one structure

with one or more other structures. Scale is also used to refer to a group of buildings, a neighborhood, or an entire city. A development can be “out of scale” with its surroundings due to its relative height, bulk, mass, or density.

A structure which is out of scale with its site and neighborhood threatens the integrity of the overall streetscape, and residential projects, particularly single-family dwellings, which are much larger than neighboring structures are therefore discouraged. The City’s height limitation is a maximum only, and the maximum height may often be inappropriate when considered in the context of surrounding development and topography. The “carrying capacity” of a given site is also an important factor in determining appropriate scale and lot coverage. As with the height limitation, the City’s lot coverage limitation is a maximum only.

Discussion: The overall building design will be consistent with the scale of nearby developments. The height and scale of the project, while large, will remain in character with many other structures in the project area.

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

Discussion: The project includes a mix of materials consistent with the surrounding neighborhood. Exterior materials include painted stucco, painted wood siding, metal railings and conceal trash storage.

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

Discussion: The proposed project architectural style and design is consistent with the surrounding neighborhood, including the proposed building materials to be used. The architectural style and design features will be carried through on all proposed building elevations. The ground level is landscaped with site appropriate native coastal plants which complement the architectural style. The use of horizontal and vertical building components such as balconies, windows, front canopies all serve

to add visual interest and texture. The combination of smooth stucco, siding windows, doors, balconies, railings, create an openness, lightness and transparency to the project.

- D. In order to approve the subject Parking Exception (PE-162-16), the Planning Commission must make the following findings required by PMC Section 9-4.2824. Staff recommends conditions to allow approval of the requested Parking Exception based on the following findings.
- i. Required Finding: In the event of practical difficulties and unusual hardship, the Commission may grant exceptions to the provisions of this article. Applications for exceptions shall be filed with the Planning Administrator on a form provided by the City. No public hearing need be held thereon, and the findings of the Commission need include only that the establishment, maintenance, and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this article as are reasonably possible.

Discussion: The parking requirement generated by the proposed mixed use development creates practical difficulty in meeting requirements for both commercial and residential floorspace. While the General Plan identifies the need to revitalize older commercial districts by encouraging commercial development, the zoning code requirements for parking practically impact the form of the site design. Introducing additional parking spaces in areas of the site currently designed for commercial use would have an adverse effect on the viable and functional use of the commercial facilities or would create an unacceptable arrangement in terms of accessibility around the site.

The project must meet the requirement for parking space size and circulation area dimensions. The minimum parking stall size is 9 feet wide (7.5 feet for compact) x 19 feet long with additional space required for drive isle access and back up space provisions of 25 feet. The unusual arrangement in shape towards the northwest corner of the site creates a practical difficulty for maneuvering, would not be an appropriate location for additional parking spaces or vehicle circulation.

Alternative parking arrangements would impact the existing site design in a number of ways. The General Plan is clear when it comes to the value of commercial floorspace in this area of Sharp Park. Commercial uses can be strengthened by consolidation to stimulate foot traffic and visitor serving uses. Reducing the size of the proposed commercial space by either moving the building or creating intrusions into the commercial space to accommodate additional parking spaces would be contrary to the priority of strengthening the commercial nature of this area. Hardship would be created in significantly limiting the size of commercial floorspace and limiting the range in diversity of available commercial operations, attractiveness of this part of the City and viability of the commercial use.

As required by the California Building Code, the Applicant has proposed an accessible ‘path of travel’ around the site. Amending the existing parking stall arrangement to create additional parking spaces would affect the ‘path of travel’ and as such create conflict with the Building Code. The applicant would face a hardship if required to meet off-street parking provision on site, due to the impact on accessibility. No justification can be made to limit accessibility throughout this site and as such, rearranging parking spaces is not a viable approach.

The Applicant has indicated that in order to propose a viable development, each of the proposed residential units is required. Without the residential floorspace, the General Plan and Zoning Code goals for commercial viability as it relates to this specific site would not be accomplished.

- E. In order to approve the Sign Permit (S-120-16), the Planning Commission may approve a master sign program if consistent with the provisions of PMC Section 9-4.2910. Staff recommends conditions to allow approval of the requested Master Sign Program based on the following assessment:

The applicant proposes to install several signs in conjunction with this project, as detailed on the proposed drawings. These include wall signs on the south and east building elevations. Staff supports the applicant’s signage proposal.

The proposed master sign program applied for under the Sign Permit S-120-16 for a multi-unit development is consistent with the provisions of Article 29 of Chapter 4 of Title 9 of the Pacifica Municipal Code.

- F. CEQA Findings: The Planning Commission finds that the project is exempt from the California Environmental Quality Act (CEQA) as a Class 32 project per Section 15332 of the CEQA Guidelines. Section 15332 of the CEQA Guidelines categorically exempts in-fill development from CEQA if the project “is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.” As discussed in detail in the findings above, the project is consistent with the City’s 1980 General Plan and the findings required by the zoning code for the issuance of a Coastal Development Permit, Site Development Permit, use permit and Parking Exception for the project can be made. Therefore, the project is categorically exempt from CEQA under Section 15332 of the CEQA Guidelines as follows:

- i. The project is consistent with the applicable general plan designation and all applicable

Discussion: general plan policies as well as with applicable zoning designation and regulations.

The City's 1980 General Plan designates the subject site as "commercial." Applicant has proposed a mixed commercial and residential use for the site which is consistent with the commercial designation and which will include a) first floor commercial floor space; and, b) upper floor residential units. The site has a zoning designation of C-1 (Neighborhood Commercial District), identifies a number of permitted commercial uses and provides for residential development as a conditional use with density controlled by a **minimum** lot area per dwelling unit of 2,000 square feet. The proposed development meets development standards of the C-1 zone, including but not limited to lot size, lot coverage, height, landscaping, setbacks, and parking. Setbacks and parking numbers are arranged as directed by sections of the zoning regulations.

With respect to consistency with applicable General Plan policies, the following is a summary of the policies with which the subject development will be consistent:

- Circulation Element, Policy 14: Ensure adequate off-street parking in all development.
 - The proposed development will not provide sufficient off-street parking spaces, due to the restrictive nature of the site. The applicant is applying for a parking exception for three parking spaces under Pacifica Municipal Code (PMC) which establishes an opportunity for approving a reduction in required parking which in this case is acceptable and therefore the project meets Policy 14 objectives.
- Community Design Element, Policy 2: Encourage the upgrading and maintenance of existing neighborhoods.
 - The existing vacant site is unappealing and does not meet the needs for the City's adopted Design Guidelines which calls for high-quality design of buildings in the City. The building proposed with the subject project will include a mix of materials and colors which will upgrade the appearance of the site and the surrounding neighborhood.
- Community Design Element, Policy 5: Require underground utilities in all new development.
 - Utilities shall be installed underground from the nearest joint pole.

Staff concludes that the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

ii. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

Discussion: The subject site is located at the intersection of Carmel Avenue and Francisco Boulevard. This site is within approximately 1500 feet due east of the western City limits of the City of Pacifica, along the Pacific coastline. The land area of the project site is 0.15 acres (6,643 square feet), which is less than 5.0 acres (217,800 square feet). Land uses surrounding the site include commercial uses to the north and south, single-family residential home to the west and the Coast Highway 1 to the east. There are no vacant, undeveloped sites surrounding the project site. Therefore, the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

iii. The project site has no value as habitat for endangered, rare or threatened species.

Discussion: The 6,643 square foot site was developed as a single family home, now removed, built in the early 1900s. The site is currently vacant with along Carmel Avenue. The site is currently unpaved with ground cover previous site occupation and grading in this urban setting have resulted in a site which has no value as habitat for endangered, rare or threatened species.

iv. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Discussion:

- Traffic: The mix of uses proposed by the Applicant is not substantially different from uses surrounding the site. The prior use of the site was as a single family dwelling, although the General Plan and Zoning Code designate the site for Commercial development.

Trip generation estimates are a common method relied upon by local agencies to estimate expected traffic impacts from a project. Staff referenced the 9th Edition of the Trip Generation Manual (TGM) published by the Institute of Transportation Engineers to develop its estimates of project-related traffic impacts. The TGM provides a table of various land uses and assigns an estimated number of trips generated during the PM peak hour. Trip generation rates are estimated to be lower during other, non-peak hours of the day.

Based on the TGM table of land uses provided, staff classified the proposed project as any use provided for within the permitted uses of the C-1 Zoning District. Although the permitted uses cover a broad range of uses, for retail uses generally the TGM identifies trips per unit up to 6.82 for a variety store (Code 814), 6.21 for arts and craft store (Code 879) with

other uses identified as having trip generation in the 3 to 5 trips per unit range. Personal services such as office, tend to be below 5 trips per unit, with a walk-in bank at 12.13 trips per unit (Code 912). The TGM would indicate a maximum use generation of 12.13 (based on permitted uses) trips per 1,000 square feet of floor area. In the case of the subject project with 1,900 square feet of floor area, the unadjusted estimated trip generation rate is 23.05 trips during the PM peak hour. Since not all trips begin for the sole purpose of visiting a single land use (as in this case with many other surrounding commercial uses), the TGM allows a reduction of 60 percent from the estimated trip generation rate for certain uses to account for “passby” trips. Passby trips are those trips that were generated by another land use but resulted in a mid-trip stop at the land use being analyzed. The TGM allows the passby reduction for uses with codes in the 800 and 900 series, and this may apply to the subject project. The adjusted trip generation rate for the subject project would be 9.22 trips during the PM peak hour.

The residential uses on the site would generate 0.62 trips per unit and therefore three PM peak hour trips are expected at the site.

Due to the vacant nature of the site, there are currently no trips associated with its use. The former use would have generated some trips to the single-family detached housing at a rate of 1 trip per unit. The expected trips during peak PM hour including both the commercial and residential uses would be 11.08 (9.22 trips during PM peak hour for the commercial uses and 1.86 for the residential element of the use).

The City does not have an adopted threshold of significance for trip generation from development projects. San Mateo County’s Congestion Management Program (CMP) relies upon a standard of 100 trips during the peak hour to determine whether a project will create significant traffic impacts on its CMP road network. The overall number of trips generated by the project during the PM peak hour – 11.08 trips – is approximately 89 percent below the threshold of significance.

Because both the incremental and overall trips generated during the PM peak hour for this project are below the 100 trip threshold of significance, staff concludes the subject project will result in less than significant impacts related to traffic.

- Noise: Figure 5-14 in the “Existing Conditions and Key Issues” report (July 2010) prepared as part of the City’s General Plan update process identifies the subject site as being within an area experiencing 75 decibels (dB) of ambient noise during the daily peak hour of traffic. The noise is attributable to its proximity to Coast Highway (SR-1). The Noise Element of the 1980 General Plan identifies Coast Highway as the primary source

of surface noise in Pacifica, generating up to 75 dB of noise immediately adjacent to the highway. The Noise Element regards noise levels above 60 dB as undesirable for residential areas, a level that shall serve as the threshold for analysis of significant noise impacts. The City does not have a noise ordinance or other adopted threshold of significance for analysis of noise impacts.

There are two types of noise impacts that staff assessed for the subject project: on-site uses and vehicle noise from arriving and departing customers and residents. The intensity of noise depends greatly on the distance between the source and the receptor. As with light intensity, sound intensity decreases exponentially as distance from the source increases (inverse square law). For simple purposes of comparison, the intensity of a noise at 90 feet from the source would be approximately .11 percent of the intensity of the same noise at 3 feet setback in the proposed and 5 feet setback in the revised proposal from the source. However, noise is generally quantified in decibels, which relies on a logarithmic function to compare intensities. Rather than reflecting an exponential reduction, every doubling of the distance from a noise source results in a reduction of 6 dB in sound level. Using the same example as above, a noise with 75 dB of intensity at a distance of 3 feet from the source would diminish to an intensity of slightly more than 45 dB at a distance of 90 feet.

For purposes of this analysis, staff identified two potential noise receptors: residents at 185 Carmel Avenue to the west of the subject site; and residents in 190 Paloma Avenue to the northwest. The adjacent site at 185 Carmel is separated by the proposed parking lot on one side and a 5 feet setback to the rear boundary from the boundary line. 190 Paloma is slightly over 40 feet from the application site boundary. Staff considered noise impacts based upon the 5 foot receptor distance only since the values above will be lower.

Applicant will conduct a variety of potential uses at the subject site, with all uses being internal to the building. External activity will be limited to car parking and the comings and goings of residents and customers. Staff was unable to identify any other potential sources of outdoor noise. The Planning Commission, with Condition No. 12, prohibited amplified audio of any kind in any exterior portion of the site. Should any exterior element of use be introduced to the site, this would require a Use Permit on the basis of the existing Pacific Zoning Code regulations.

Operation of the subject site may result in a number of customer trips to and from the site daily. These vehicles entering and exiting the site will generate noise. California Department of Transportation Technical Advisory, Noise TAN 95-03 (September 22, 1995) provides a formula for calculating the noise emitted by automobiles. The formula - $5.2 +$

$38.8 \log_{10}$ (Speed, miles per hour) – is largely dependent on vehicle speed, and yields sound intensity in decibels at 50 feet from the source. The speed limit is 25 miles per hour on Francisco Boulevard and Carmel Avenue adjacent to the subject site. Based on this speed, the maximum volume expected from automobiles traveling to the site is 59.44 decibels. A noise intensity of 59.44 decibels is less than the 60 dB threshold of significance, and therefore, this noise impact is not significant for purposes of this analysis. Furthermore, actual vehicle speeds in the vicinity of the subject site are expected to be much lower, particularly on the Carmel Avenue side. As vehicles approach the subject site, they will be traveling much slower than the posted speed limit on Carmel Avenue, either to stop at the intersection or to turn into the subject site. Reduced vehicle speeds will result in lower actual noise emissions from automobile traffic visiting the site.

When assessing potential noise impacts from the subject project, staff also considered whether any similar uses existed in the vicinity in order to determine if those uses were currently generating significant noise impacts. Staff identified a number of uses on Francisco Boulevard containing comparable land use. These mixed uses operate at various times throughout the day with restaurant, retail and personal services operating. Staff searched code enforcement records from August 2011 to present and identified no code enforcement complaints of any sort had been filed, including noise complaints.

Because of the distance between noise receptors and the project site; the limitations on noise sources established in Condition No. 12; and the low speed of traffic in the vicinity of the project, the project will have less than significant impacts on noise.

- Air Quality: The Bay Area Air Quality Management District, or BAAQMD, is the regional body charged under state law with implementing California's air quality standards. BAAQMD has adopted thresholds of significance for determining whether air quality impacts from development are considered significant for purposes of CEQA analysis. These thresholds address the project construction phase as well as ongoing operation of a project. Under BAAQMD's 1999 CEQA Guidelines, BAAQMD considers air quality impacts from the project construction phase less than significant if all of the control measures indicated in Table 2 "Feasible Control Measures for Construction Emissions of PM10" (as appropriate, depending on the size of the project area) are implemented. When a project involves demolition of a building constructed prior to 1980 (as is the case with the subject project), BAAQMD also requires compliance

with District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing in order to find air quality impacts less than significant. Staff has included Condition No. 10 to require Applicant to implement the Table 2 control measures appropriate to a 6,643 square foot (0.15 acre) project site and to abide by the limitations of District Regulation 11, Rule 2. Therefore, demolition and construction phase impacts will be less than significant.

BAAQMD's CEQA Guidelines provide information for local jurisdictions seeking to screen projects to determine whether additional analysis of air quality impacts is necessary. Section 2.4 of the BAAQMD CEQA Guidelines indicates that "the District generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting." As indicated in the analysis of traffic impacts (above), the subject project has an adjusted trip generation rate of 11.08 trips during the PM peak hour. Assuming all hours of the day generated trips at the same rate as the PM peak hour, total daily trips generated by the subject project would equal 266 trips, less than the 2,000 daily trips threshold established by BAAQMD. Actual daily trips are expected to be much lower than 266 trips, in particular during late evening and early morning hours. There is no information in the record to suggest there are circumstances unique to the nature of the project or the project setting that would justify additional analysis of air quality impacts.

Because of the project's compliance with BAAQMD standards during demolition and construction; and the project's generation of less than 2,000 vehicle trips per day; the project will have less than significant impacts on air quality.

- d. Water Quality: The CEQA Initial Study Checklist prepared by the Governor's Office of Planning and Research identifies 10 areas of analysis for determining whether a project may have significant environmental impacts related to hydrology and water quality. Affirmative responses to these areas of analysis warrant further study and indicate the potential for a significant environmental impact to exist. The Initial Study Checklist requires a determination of whether a project will:

- Violate any water quality standards or waste discharge requirements.

The subject project is not a "regulated project" under Section C.3.b of the City of Pacifica's Municipal Regional Stormwater (MRS) Permit adopted on October 14, 2009, and revised on November 28, 2011. Low Impact Development (LID) measures are therefore

required to be implemented for these small projects. The proposed landscaping and permeable paving at the site will ensure the site meets the LID requirements and will not have a detrimental effect on water quality standards.

The project is not a regulated project and therefore on the basis of the project size, it is not likely to have a detrimental impact on water quality or violate any water quality standards based on the project thresholds identifies in the latest MRP governing the City's stormwater discharges.

Because the project is an unregulated project and, it will have a less than significant impact on water quality.

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The project will not draw from groundwater supplies and will not interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The project will connect to the municipal water supply operated by the North Coast County Water District; therefore, Applicant has not proposed a well for this project. The absence of a well will prevent any impact to groundwater supplies in the project area. Local water supplies to the surrounding developed areas are not provided from groundwater supplies; rather, they are sourced from the San Francisco Public Utilities Commission Hetch Hetchy water supply system which derives its water from runoff from the Sierra Nevada mountains.

Because the project site and surrounding developed areas source their water from non-groundwater sources, the project will have less than a significant effect on groundwater supplies and groundwater recharge.

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

The surrounding area is already developed in a manner substantially similar to that proposed in the project. The existing

drainage pattern is established and will discharge into the municipal separate storm sewer system (MS4) along Francisco Boulevard. The project will not include the alteration of the course of a stream or river. Furthermore, during the construction phase of the project, Applicant must comply with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) Best Management Practices (BMPs) to reduce off-site erosion or siltation.

Because the project involves redevelopment of an existing urbanized project site, and because it will comply with SMCWPPP BMPs during construction, it will not result in conditions which would result in substantial erosion or siltation on- or off-site.

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

The project area is previously developed in a manner similar to that proposed in the project. The existing drainage pattern is established and will discharge into the municipal separate storm sewer system (MS4). The subject project is not a “regulated project” under Section C.3.b of the City of Pacifica’s Municipal Regional Stormwater (MRS) Permit adopted on October 14, 2009, and revised on November 28, 2011. Proposed LID measures incorporated into the scheme will ensure sufficient stormwater control standards are achieved for this unregulated project.

Because of Applicant’s compliance with the City’s adopted LID measures, the project will have less than significant impacts on surface runoff and flooding.

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

The project will reduce the amount of runoff currently generated from the existing, urbanized site. Existing landscaped area at the site equals 11 percent of site area. Landscaping will collect stormwater and prevent runoff. Furthermore, the subject project incorporates LID measures to comply with the stormwater control standards.

Because of Applicant’s compliance with the City’s LID measures, including infiltration, the project will have less than significant

effects on existing or planned stormwater drainage systems and will not provide substantial additional sources of polluted runoff.

- Otherwise substantially degrade water quality.
Applicant's compliance with the City's MRS permit, including infiltration of stormwater, will preserve and improve water quality. No other sources of pollution at the site will degrade water quality. Because of the project's compliance with the City's MRS permit, the project will have a less than significant effect on water quality.

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
The Federal Emergency Management Agency (FEMA) establishes flood zone maps for the United States. The flood zone map for area number 06081C0038E (effective on 10/16/2012), which includes the project site, indicates the area is within Zone X. Zone X includes areas determined to be outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The potential for flooding in a 500-year floodplain is five times less likely than flooding in a 100-year flood plain.

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
The Federal Emergency Management Agency (FEMA) establishes flood zone maps for the United States. The flood zone map for area number 06081C0038E (effective on 10/16/2012), which includes the project site, indicates the area is within Zone X. Zone X includes areas determined to be outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The potential for flooding in a 500-year floodplain is five times less likely than flooding in a 100-year flood plain.
Because the project site is outside a 100-year flood hazard area, the project will have a less than significant effect on impeding or redirecting flood flows.

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

According to FEMA's flood zone maps for the project area, it is within Zone X and located outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The County of San Mateo Dam Failure Inundation Areas map does not identify any areas in Pacifica that are at significant risk of flooding as a result of the failure of a levee or dam.

Because the project site is outside of the 0.2 percent annual chance floodplain according to FEMA flood zone maps, and the project area is outside of a dam failure inundation area, the project will not expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

- Expose people or structures to inundation by seiche, tsunami, or mudflow.

Seiches and tsunamis are phenomena resulting from severe wave action of large bodies of water including lakes, bays, and the ocean. The project site is located at an elevation of approximately 50 feet above mean sea level according to the site conditions engineering analysis. It is located approximately 1,500 feet away from the Pacific Ocean. There are no other bodies of water in proximity to the project site. The project site is not located within a tsunami inundation area as defined in the Tsunami Inundation Map for Emergency Planning prepared by the California Emergency Management Agency. The Seismic Safety and Safety Element of the General Plan, in the Geotechnical Hazards exhibit, also does not identify the site as within a potential tsunami hazard area.

The project site is not situated beneath surrounding areas of greater elevation. There are no landforms from which the site may be subject to mudflow or landslides. The Seismic Safety and Safety Element of the 1980 General Plan, in the Geotechnical Hazards exhibit, does not identify the project site as lying in or near concentrations of landslides or a large landslide area.

Because the project site is not located nearby inland bodies of water, is located 1,500 feet distant from the Pacific Ocean and outside identified tsunami hazard areas, and is not within an area of known geotechnical hazard from landslides and mudflows, the project will not expose people or structures to inundation by seiche, tsunami, or mudflow.

Conclusion: As the analysis above demonstrates, approval of the subject project would result in less than significant impacts related to traffic, noise, air quality, and water quality.

- v. The site can be adequately served by all required utilities and public services.

Discussion: The subject site is substantially surrounded by urban land uses. The existing building at the site is currently served by all required utilities and public services, including but not limited to water, wastewater, electrical, gas, and telecommunications utilities, as well as police, fire, and emergency medical services. Furthermore, the site is adjacent to and receives access from two existing, developed public rights-of-way – Carmel Avenue and Francisco Boulevard. The project will not require construction of new streets or roads. Therefore, the site can be adequately served by all required utilities and public services.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does hereby approve Coastal Development Permit CDP-369-16; PSD-810-16; Use Permit UP-74-16; Parking Exception PE-167-16; and Sign Permit S-120-16.

* * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 3rd day of October 2016.

AYES, Commissioner:

NOES, Commissioner:

ABSENT, Commissioner:

ABSTAIN, Commissioner:

Josh Gordon, Chair

ATTEST:

APPROVED AS TO FORM:

Tina Wehrmeister, Planning Director

Michelle Kenyon, City Attorney

Exhibit A

Conditions of Approval: Coastal Development Permit CDP-369-16; Site Development Permit PSD-810-16; Use Permit UP-74-16; Parking Exception PE-167-16; and Sign Permit S-120-16, for mixed use commercial and residential, 195 Carmel Avenue (APN 016-022-120)

Planning Commission Meeting of October 3, 2016

Planning Department

1. Development shall be substantially in accord with the plans entitled “New Mixed Use Development: 195 Carmel Avenue,” date stamped September 14, 2016; and September 28, 2016, and “195 Carmel Materials List,” dated March 9, 2015, except as modified by the following conditions.
2. This approval is valid for a period of two years from the date of final determination. If the use approved is not established within such period of time, the approval shall expire unless Applicant submits a written request for an extension and applicable fee prior to the expiration date, and the Planning Director or Planning Commission approves the extension request as provided below. The Planning Director may administratively grant a single, one year extension provided, in the Planning Director’s sole discretion, the circumstances considered during the initial project approval have not materially changed. Otherwise, the Planning Commission shall consider a request for a single, one year extension.
3. Prior to the issuance of a building permit, Applicant shall submit information on exterior finishes, including colors and materials, subject to approval of the Planning Director. Where California Building Code or California Fire Code compliance requires use of noncombustible materials at the exterior of the structure, any combustible materials previously proposed in the staff report or other conditions of approval for the exterior of the structure (including without limitation wood siding or decking) may be replaced with comparable noncombustible materials with a similar aesthetic, to the satisfaction of the Planning Director
4. Prior to the issuance of a building permit, Applicant shall submit a final landscape plan for approval by the Planning Director and City Engineer. The landscape plan shall show each type, size, and location of plant materials, as well as the irrigation system. Landscaping materials included on the plan shall be coastal compatible, drought tolerant and shall be predominantly native. All landscaping shall be installed consistent with the final landscape plan prior to issuance of a certificate of occupancy. In addition, the landscaping shall be maintained as shown on the landscape plan and shall be designed to incorporate efficient irrigation to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides, and pesticides. Landscaping on the site shall be adequately maintained in a healthful condition and replaced when necessary as determined by the Planning Director.

5. All transformers, HVAC units, backflow preventers and other ground-mounted utility equipment shall be shown on the plans and shall be located out of public view and/or adequately screened through the use or combination of walls or fencing, berming, painting, and/or landscaping, to the satisfaction of the Planning Director.
6. The proposed trash stores shown on Sheet A2.1 shall be installed and permanently maintained to the satisfaction of the Planning Director. Additional trash and recycling materials, if stored outdoors, shall be fully contained and screened from public view within an approved enclosure. The enclosure design shall be consistent with the adjacent and/or surrounding building materials, and shall be sufficient in size to contain all trash and recycling materials, as may be recommended by Recology of the Coast. Trash enclosure and dumpster areas shall be covered and protected from roof and surface drainage, and shall be connected to the sanitary sewer system in a manner approved by the Waste Water Treatment Plant. Prior to the issuance of a building permit, Applicant shall provide construction details for enclosures for review and approval by the Planning Director.
7. Prior to the issuance of a building permit, Applicant shall submit a roof plan with spot elevations showing the location of all roof equipment including vents, stacks and skylights. All roof equipment shall be screened to the Planning Director's satisfaction.
8. The applicant must undertake work in accordance with BAAQMD considerations for air quality impacts from project construction. All control measures indicated in Table 2 "Feasible Control Measures for Construction Emissions of PM10" (as appropriate, depending on the size of the project area) must be implemented throughout the construction process to the satisfaction of the Planning Director.
9. All vents, gutters, downspouts, flashing, and conduits shall be painted to match the colors of adjacent building surfaces or alternative colors submitted to the satisfaction of the Planning Director. In addition, any mechanical or other equipment such as HVAC attached to or protruding from the building shall be appropriately housed and/or screened to the Planning Director's satisfaction.
10. Applicant shall maintain its site in a fashion that does not constitute a public nuisance and that does not violate any provision of the Pacifica Municipal Code.
11. Amplified audio of any kind, including but not limited to the use of audible advertising devices, is prohibited in any exterior portion of the site.
12. All construction shall comply with the C.3 and C.6 Development Review Checklist submitted by Applicant, stamped received on June 8, 2016.
13. All outstanding and applicable fees associated with the processing of this project shall be

paid prior to the issuance of a building permit.

14. Prior to the issuance of a building permit, Applicant shall submit a detailed on-site exterior lighting plan for review and approval by the Planning Director. Said plan shall indicate fixture design, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties. Lighting shall be directed away from adjacent residences. Buffering techniques to reduce light and glare impacts to residences shall be required. Building lighting shall be architecturally integrated with the building style, materials and colors and shall be designed to minimize glare. The plan shall show fixture locations, where applicable, on all building elevations.
15. Signage shall be permitted in accordance with the submitted master sign program stamped received on July 18 2016 and regulated as part of signage under Pacifica Municipal Code Title 9, Chapter 4, Article 29.
16. The applicant shall indemnify, defend and hold harmless the City, its Council, Planning Commission, advisory boards, officers, employees, consultants and agents (hereinafter "City") from any claim, action or proceeding (hereinafter "Proceeding") brought against the City to attack, set aside, void or annul the City's actions regarding any development or land use permit, application, license, denial, approval or authorization, including, but not limited to, variances, use permits, developments plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and/or any mitigation monitoring program, or brought against the City due to actions or omissions in any way connected to the applicant's project, but excluding any approvals governed by California Government Code Section 66474.9. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorneys fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, City, and/or parties initiating or bringing such Proceeding. If the applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall defend the City.
17. Applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Planning Director's satisfaction prior to approval of a building permit.
18. The permits granted may be revoked if any of the conditions or terms of such permit are violated or if any law is violated in connection therewith, including any provision of the Pacifica Municipal Code. Revocation proceedings shall be conducted in accordance with Pacifica Municipal Code Section 9-4.3309. The implementation of any use which requires a parking provision of greater than 1 space per 300 square feet at the rear building shall be submitted for approval by the Planning Commission on the basis of the impact on the Parking Exception agreed as part of this approval.

Building Division

19. The Applicant's proposal requires review and approval of a building permit by the Building Official.

North County Fire Authority

20. The applicant shall provide Fire sprinklers per Pacifica Municipal Code to NFPC 13R standards.
21. The Applicant shall provide a horn strobe on the front of the building for the fire sprinkler.
22. The Applicant shall provide a fire flow report from North Coast County Water District (NCCWD) showing a fire flow per 2013 CFC Appendix B, section B105.2 and Table 8105.1 with a maximum reduction of 50% for fire sprinklers under B10.1.1.
23. If a fire hydrant identified on C1.01 does not currently meet fire hydrant spacing requirements per 2013 CFC Appendix C, Table C105.1, the applicant shall provide one for the proposed development.
24. The applicant shall provide clearly visible illuminated premises identification (address) per 2013 CFC.
25. The applicant shall install smoke detectors and CO monitors per 2013 CFC and 2013 CBC.
26. The Applicant shall install and make serviceable all fire service features including fire hydrant, if required, prior to beginning construction.
27. The Applicant shall conform to 2013 CFC Chapter 33 for fire Safety during all construction.
28. The applicant shall not begin construction without approved plans and a permit on site at all times.

Waste Water Department

29. Prior to the issuance of a building permit, Applicant shall obtain a sewer lateral compliance certificate from the Waste Water Treatment Plant.

North Coast County Water District (NCCWD)

30. The Applicant must meet the requirements of the Board of Directors adopted Ordinance 56, August 20, 2014 in relation to California Drought Restrictions relating to Stage 2 of the Districts Water Shortage Contingency Plan regarding Mandatory Restrictions on Outdoor Water Use. Also the Governor of California mandatory 25% reduction in water usage across the State of California. The Districts Board addressed additional requirements in Ordinance No. 57 passed on June 23.
31. Prior to the issuance of a building permit, applicant shall complete a Water Service Agreement with the North Coast County Water District because the location of the project may require a water main extension.
32. Prior to the issuance of a building permit, Applicant shall determine the domestic water requirements in accordance with the Uniform Plumbing Code so that the NCCWD can provide the properly sized domestic meter or meters. Applicant must complete a *Commercial/Mixed-Use/multi-Family Water Service Application* and submit it to the District. Storage and Transmission Fees, Administrative Fee, and Installation Deposit must be paid in accordance with the District's Rate and Fee Schedule before the District installs any meters. The application is available on the District's website at http://nccwd.com/images/PDFs/_WATER%20SERVICE%20APPLICATION.pdf.
33. The fire sprinkler designer and/or owner/applicant may be required to have a fire flow test performed to ensure the system is designed using accurate information. Due to the current drought conditions in California, the District will avoid performing a Fire Flow Test, when possible. In agreement with the North County Fire Authority, the District will use past fire flow tests performed in the vicinity, if available. If fire flows for the area are not available, the District will perform a Fire Flow Test. The District requires a \$500 deposit towards the cost of performing this work. The Fire Flow Test application is available on the District's website:
http://nccwd.com/images/PDFs/Request%20for%20Static_Fire%20Flow_form.pdf.
34. Prior to the issuance of a certificate of occupancy, the fire sprinkler designer shall obtain the latest version of the NCCWD's Standard Specifications and Construction Details (available online at <http://nccwd.com/projects/standard-specifications-and-construction-details.html> or may be purchased at the District Office). The sprinkler designer must design the sprinkler system to meet NCCWD standards. The fire sprinkler designer must submit plans and Hydraulic Fire Sprinkler Calculations approved and stamped by a registered Fire Protection Engineer to the District for review along with the appropriate fees to cover District costs related to plan review. The fire sprinkler plans and hydraulic calculations must first obtain approval from the North County Fire Authority before submitting them to the District.

35. Prior to issuance of a certificate of occupancy, Applicant is responsible for trenching, backfilling, and resurfacing the roadway and/or sidewalk from water main, as identified by the District Engineer, to the proposed meter(s) to NCCWD (NC-23; see link) & City of Pacifica standards. http://nccwd.com/images/PDFs/standardspecs_2013/_NC-21%20to%20NC-23.pdf.

Engineering Division of Public Works Department

36. Construction shall be in conformance with the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented, and the construction BMPs plans sheet from the Countywide program shall be included in the project plans.
37. Roadways shall be maintained clear of construction materials, equipment, storage, and debris, especially mud and dirt tracked onto Carmel Avenue and Francisco Boulevard. Dust control and daily road cleanup will be strictly enforced. A properly signed no-parking zone may be established during normal working hours only.”
38. Existing curb, sidewalk or other street improvements adjacent to the property frontage that are damaged or displaced shall be repaired or replaced as determined by the City Engineer even if damage or displacement occurred prior to any work performed for this project.”
39. All recorded survey points, monuments, railroad spikes, pins, cross cuts on top of sidewalks and tags on top of culvert headwalls or end walls whether within private property or public right-of-way shall be protected and preserved. If survey point/s are altered, removed or destroyed, the applicant shall be responsible for obtaining the services of a licensed surveyor or qualified Civil Engineer to restore or replace the survey points and record the required map prior to occupancy of the first unit.
40. Applicant shall submit to Engineering Division the construction plans and necessary reports and engineering calculations for all on-site and off-site improvements to the satisfaction of the City Engineer. Such plans and reports shall include but are not limited to:
 - A. An accurate survey plan, showing:
 - i. survey marks and identifying the reference marks or monuments used to establish the property lines;
 - ii. property lines labeled with bearings and distances;
 - iii. edge of public right-of-way;
 - iv. any easements on the subject property.
 - B. A site plan, showing:
 - i. the whole width of right-of-way of Carmel Avenue and Francisco Boulevard, including existing and proposed improvements such as, but not

- limited to, pavement overlay, under-sidewalk drain, driveway approach, sidewalk, curb & gutter, existing underground utilities and trenches for proposed connections, boxes for underground utility connections and meters, existing power poles and any ground-mounted equipment, street monuments, any street markings and signage;
 - ii. the slope of Carmel Avenue and Francisco Boulevard at the centerline;
 - iii. adjacent driveways within 25' of the property lines;
 - iv. any existing fences, and any structures on adjacent properties within 10' of the property lines.
- C. All plans and reports must be signed and stamped by a California licensed professional.
 - D. All site improvements including utilities and connections to existing mains must be designed according to the City Standards and to the satisfaction of the City Engineer.
41. An Encroachment Permit must be obtained for all work within public right-of-way. All proposed improvements within public right-of-way shall be constructed per City Standards.
 42. No private structures, including but not limited to walls or curbs, fences, mailboxes, or stairs shall encroach into the public right-of-way.
 43. All utilities shall be installed underground.
 44. All proposed sanitary sewer system and storm drain system elements, including detention facilities, shall be privately maintained up to their connections to the existing mains.
 45. The driveway approach must be ADA compliant with no more than 2% cross slope for a width of at least 48 inches.
 46. Applicant shall provide a pedestrian/vehicle crossing warning signs at the driveways to warn pedestrian/vehicle of oncoming pedestrian/vehicle.
 47. Provide a Site Distance Analysis for the intersection of Carmel Avenue and Francisco Boulevard as well as for all site access at Carmel Avenue, which shall be signed and stamped by a registered engineer.
 48. Bulb out shall only be along Carmel Avenue as indicated on plan sheet C2.01.
 49. Curb along Carmel Avenue and Francisco Boulevard shall be painted red. Parking spaces along Francisco Boulevard shall be painted green.
 50. Provide a traffic control plan addressing any impact the construction activity may have with the residents on Carmel Avenue and the businesses in Francisco Avenue.

51. The existing street pavement shall be cold-planed (ground) to a depth of 2” across the entire frontage of the property and out to the centerline of Carmel Avenue and Francisco Boulevard, or to the extent of the longest utility trench if beyond the centerline, and an overlay of Caltrans specification ½” Type ‘A’ hot mix asphalt concrete shall be placed. If, in the opinion of the City Engineer, damage to the pavement during construction is more extensive, a larger area may have to be ground & overlaid. All pavement markings and markers within the restored pavement areas shall be replaced in kind.

END

NEW MIXED USE DEVELOPMENT 195 CARMEL AVENUE, PACIFICA, CA



PKM, INC.
PO Box 866
Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	05/20/16	PLANNING RESUBMITTAL

DRAWING INDEX	
ARCHITECTURAL SHEETS	
A0.1	PROPOSED PERSPECTIVES - MAIN BUILDING
A0.2	PROPOSED PERSPECTIVES - REAR BUILDING
A0.3	PROPOSED SITE PHOTOS
C1.0	EXISTING CONDITIONS
C1.01	SITE PLAN
C3.01	GRADING PLAN
C3.02	LANDSCAPE PLAN
A2.0	GRADE SECTION
A2.1	MAIN BUILDING - 1ST FLOOR PLAN
A2.2	MAIN BUILDING - 2ND FLOOR PLAN
A2.3	MAIN BUILDING - ROOF PLAN
A2.4	REAR BUILDING - FLOOR PLANS
A3.1	MAIN BUILDING - EAST ELEVATION
A3.2	MAIN BUILDING - WEST ELEVATION
A3.3	MAIN BUILDING - NORTH ELEVATION
A3.4	REAR BUILDING - ELEVATIONS

PROJECT INFORMATION	
LOT SIZE	6,643 SF
(E) LOT COVERAGE	1,100 SF / 6,643 SF = 16.56%
(E) LANDSCAPED AREA	5,143 SF / 6,643 SF = 77.42%
(E) LANDSCAPED PAVING	400 SF / 6,643 SF = 6.02%
(E) TOTAL IMPERVIOUS SURFACES	1,500 SF / 6,643 SF = 22.58%
(N) LOT COVERAGE	3,066 SF / 6,643 SF = 46.15%
(N) IMPERVIOUS PAVING (CONCRETE)	900 SF / 6,643 SF = 14.90%
(N) TOTAL IMPERVIOUS SURFACES	4,056 SF / 6,643 SF = 61.06%
(N) LANDSCAPED AREA	732 SF / 6,643 SF = 11.02%
(N) PREVIOUS PAVING (PAVERS)	1,855 SF / 6,643 SF = 27.72%
MAIN BUILDING	
(N) COMMERCIAL SPACE (1ST FLOOR)	1,311 SF (GROSS LEASABLE SPACE)
(N) GARAGE SPACE (1ST FLOOR)	728 SF
(N) MECHANICAL CHASE (1ST FLOOR)	5 SF
(N) TRASH/STORAGE SPACE FOR COMMERCIAL (1ST FLOOR)	84 SF
(N) TRASH/STORAGE SPACE FOR REAR UNIT RESIDENTIAL (1ST FLOOR)	26 SF
(N) RESIDENTIAL ENTRY & STAIRS (1ST FLOOR)	201 SF
(N) TOTAL 1ST FLOOR AREA (1ST FLOOR, EXTERIOR)	2,176 SF
(N) RESIDENTIAL COVERED PORCHES (1ST FLOOR, EXTERIOR)	25 SF
REAR BUILDING	
(N) RESIDENTIAL SOUTH UNIT 2ND FLOOR LIVING AREA	1,365 SF (CONDITIONED SPACE)
(N) RESIDENTIAL NORTH UNIT 2ND FLOOR LIVING AREA	1,084 SF (CONDITIONED SPACE)
(N) TOTAL 2ND FLOOR AREA	2,439 SF
(N) RESIDENTIAL SOUTH UNIT DECK AREA (2ND FLOOR)	148 SF (UNCONDITIONED)
(N) RESIDENTIAL NORTH UNIT DECK AREA (2ND FLOOR)	148 SF (UNCONDITIONED)
(N) RESIDENTIAL SOUTH UNIT 3RD FLOOR LIVING AREA	298 SF (CONDITIONED SPACE)
(N) TOTAL 3RD FLOOR AREA	298 SF
(N) COMMERCIAL SPACE (1ST FLOOR)	436 SF (GROSS LEASABLE SPACE)
(N) ENTRY/STAIRS FOR REAR UNIT	68 SF
(N) TOTAL 1ST FLOOR AREA	504 SF
(N) RESIDENTIAL REAR UNIT 2ND FLOOR LIVING AREA	468 SF (CONDITIONED SPACE)
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SYMBOLS	
	SECTION CUT, DETAIL NUMBER SHEET ON WHICH IT OCCURS
	DETAIL NUMBER SHEET ON WHICH IT OCCURS
	REVISION CLOUD
	REVISION NUMBER
	GRIDLINE IDENTIFICATION
	DOWNSLOPE INDICATION
	SHOWER HEAD

PROJECT SCOPE	
MIXED USE DEVELOPMENT CONSISTING OF 2 BUILDINGS WITH A TOTAL OF 1,767 SF OF COMMERCIAL SPACE, (2) 3-BR/1-BATH RESIDENTIAL UNITS, AND (1) STUDIO RESIDENTIAL UNIT.	
PLANNING DATA	
PROJECT COMMON ADDRESS:	195 CARMEL AVENUE, PACIFICA, CA 94044
ASSESSOR'S PARCEL NUMBER:	016-022-120
ZONING:	C-1 NEIGHBORHOOD COMMERCIAL
BUILDING CODE DATA	
TYPE OF OCCUPANCY:	SRSU
CONSTRUCTION TYPE:	VB
BEARING AND NON-BEARING WALLS LESS THAN 5' FROM PROPERTY LINE:	1-HOUR
NUMBER OF STORES:	3/2
ALL WORK TO CONFORM TO 2013 CBC, OFC, CPC, CMC, CEC, 2013 CALIFORNIA ENERGY CODE AND 2013 CBC	

PROJECT DIRECTORY			
SERVICE	COMPANY	CONTACT	TELEPHONE
CO-OWNER	CONSULT DESIGN BUILD, INC.	MICHAEL PANESI	(415) 252-8390
CO-OWNER / APPLICANT		MIKE O'CONNELL	(850) 302-0485
BUILDER / DESIGN	PKM CONSTRUCTION	MICHAEL PANESI	(415) 202-4300
DRAFTING / AGENT	PKM CONSTRUCTION	BRIAN BRINKMAN	(850) 922-7093
SOILS ENGINEER	GEOPRENSICS INC.	DAVID DICKMAN	(850) 348-3269

VICINITY MAP	

ABBREVIATIONS	
AT NUMBER	N
ANCHOR BOLT	(N)
APPROXIMATE FLOOR ABOVE SLAB	NA
APPROXIMATE FLOOR BELOW SLAB	NR
BUILDING	O
BLOCKING	OB
BOTTOM	CC
CATCH BASIN	CB
CENTRELINE	CL
CLOSET	CLST
CONCRETE MASONRY UNIT	CMU
CONCRETE	CONC
CONTINUOUS	CONT
DRYER	D
DEPARTMENT	DEPT
DEGREES	DEG
DIMENSION	DIM
DOWN	DN
DOOR	DR
DISHWASHER	DW
DRAWING	DWG
EXISTING	(E)
ELECTRICAL	ELEC
ELEVATION	ELEV
ENGINEER	ENGR
EXTERIOR	EXT
FORCED AIR UNIT	FAU
FLOOR AREA RATIO	FAR
FLOOR FINISH	FF
FLOOR JOIST	FJ
FLOOR FINISH	FF
FOUNDATION	FOUND
FRAMING	FR
FURNACE	FURN
GAS	G
GAUGE	GA
GENERAL CONTRACTOR	GC
GARBAGE DISPOSAL	GD
GLASS	GL
GYP BOARD	GYP
HAND CAP	HC
HEADER	HDR
HIGH	HT
HORIZONTAL	HR
HOUR	H
INSULATION	INSUL
INTERIOR	INT
JOINT OR JOINT TRENCH	JT
JOINT	J
LAMINATE	LAM
LAVATORY	LAV
LIGHT	L
MAXIMUM	MAX
MANUFACTURER	MFG
MISCELLANEOUS	MISC
MOLDING	MOLDG
MOUNTED	MTD
METAL	MTL

PROJECT NOTES	
* FIRE SPRINKLERS REQUIRED UNDER A SEPARATE PERMIT	

PARKING CALCULATIONS	
TOTAL REQUIRED PARKING	6 RECD SPACES
COMMERCIAL - GROSS LEASABLE SPACE - 1,937 SF	1,767 SF / 900 SF (PER RECD SPACE) = 5.86
RESIDENTIAL - (2) 2-BEDROOM UNITS & (1) STUDIO UNIT	2 BEDROOM UNITS = 2 RECD SPACES EACH
STUDIO UNITS = 1 RECD SPACE EACH	(2) * 2 = (1) * 1 = 5 RECD SPACES
PROJECT REQUIRES 11 PARKING SPACES, 9 SPACES PROVIDED	

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(N) RESIDENTIAL REAR UNIT DECK AREA (2ND FLOOR)	56 SF (UNCONDITIONED)

PROJECT SCOPE	
MIXED USE DEVELOPMENT CONSISTING OF 2 BUILDINGS WITH A TOTAL OF 1,767 SF OF COMMERCIAL SPACE, (2) 3-BR/1-BATH RESIDENTIAL UNITS, AND (1) STUDIO RESIDENTIAL UNIT.	
PLANNING DATA	
PROJECT COMMON ADDRESS:	195 CARMEL AVENUE, PACIFICA, CA 94044
ASSESSOR'S PARCEL NUMBER:	016-022-120
ZONING:	C-1 NEIGHBORHOOD COMMERCIAL
BUILDING CODE DATA	
TYPE OF OCCUPANCY:	SRSU
CONSTRUCTION TYPE:	VB
BEARING AND NON-BEARING WALLS LESS THAN 5' FROM PROPERTY LINE:	1-HOUR
NUMBER OF STORES:	3/2
ALL WORK TO CONFORM TO 2013 CBC, OFC, CPC, CMC, CEC, 2013 CALIFORNIA ENERGY CODE AND 2013 CBC	

VICINITY MAP	

PROJECT DIRECTORY			
SERVICE	COMPANY	CONTACT	TELEPHONE
CO-OWNER	CONSULT DESIGN BUILD, INC.	MICHAEL PANESI	(415) 252-8390
CO-OWNER / APPLICANT		MIKE O'CONNELL	(850) 302-0485
BUILDER / DESIGN	PKM CONSTRUCTION	MICHAEL PANESI	(415) 202-4300
DRAFTING / AGENT	PKM CONSTRUCTION	BRIAN BRINKMAN	(850) 922-7093
SOILS ENGINEER	GEOPRENSICS INC.	DAVID DICKMAN	(850) 348-3269

ABBREVIATIONS	
AT NUMBER	N
ANCHOR BOLT	(N)
APPROXIMATE FLOOR ABOVE SLAB	NA
APPROXIMATE FLOOR BELOW SLAB	NR
BUILDING	O
BLOCKING	OB
BOTTOM	CC
CATCH BASIN	CB
CENTRELINE	CL
CLOSET	CLST
CONCRETE MASONRY UNIT	CMU
CONCRETE	CONC
CONTINUOUS	CONT
DRYER	D
DEPARTMENT	DEPT
DEGREES	DEG
DIMENSION	DIM
DOWN	DN
DOOR	DR
DISHWASHER	DW
DRAWING	DWG
EXISTING	(E)
ELECTRICAL	ELEC
ELEVATION	ELEV
ENGINEER	ENGR
EXTERIOR	EXT
FORCED AIR UNIT	FAU
FLOOR AREA RATIO	FAR
FLOOR FINISH	FF
FLOOR JOIST	FJ
FLOOR FINISH	FF
FOUNDATION	FOUND
FRAMING	FR
FURNACE	FURN
GAS	G
GAUGE	GA
GENERAL CONTRACTOR	GC
GARBAGE DISPOSAL	GD
GLASS	GL
GYP BOARD	GYP
HAND CAP	HC
HEADER	HDR
HIGH	HT
HORIZONTAL	HR
HOUR	H
INSULATION	INSUL
INTERIOR	INT
JOINT OR JOINT TRENCH	JT
JOINT	J
LAMINATE	LAM
LAVATORY	LAV
LIGHT	L
MAXIMUM	MAX
MANUFACTURER	MFG
MISCELLANEOUS	MISC
MOLDING	MOLDG
MOUNTED	MTD
METAL	MTL

SYMBOLS	
	SECTION CUT, DETAIL NUMBER SHEET ON WHICH IT OCCURS
	DETAIL NUMBER SHEET ON WHICH IT OCCURS
	REVISION CLOUD
	REVISION NUMBER
	GRIDLINE IDENTIFICATION
	DOWN SLOPE INDICATION
	SHOWER HEAD

DRAWING INDEX	
ARCHITECTURAL SHEETS	
A0.1	PROPOSED PERSPECTIVES - MAIN BUILDING
A0.2	PROPOSED PERSPECTIVES - REAR BUILDING
A0.3	PROPOSED SITE PHOTOS
C1.0	EXISTING CONDITIONS
C1.01	SITE PLAN
C3.01	GRADING PLAN
C3.02	LANDSCAPE PLAN
A2.0	GRADE SECTION
A2.1	MAIN BUILDING - 1ST FLOOR PLAN
A2.2	MAIN BUILDING - 2ND FLOOR PLAN
A2.3	MAIN BUILDING - ROOF PLAN
A2.4	REAR BUILDING - FLOOR PLANS
A3.1	MAIN BUILDING - EAST ELEVATION
A3.2	MAIN BUILDING - WEST ELEVATION
A3.3	MAIN BUILDING - NORTH ELEVATION
A3.4	REAR BUILDING - ELEVATIONS

PROJECT INFORMATION	
LOT SIZE	6,643 SF
(E) LOT COVERAGE	1,100 SF / 6,643 SF = 16.56%
(E) LANDSCAPED AREA	5,143 SF / 6,643 SF = 77.42%
(E) LANDSCAPED PAVING	400 SF / 6,643 SF = 6.02%
(E) TOTAL IMPERVIOUS SURFACES	1,500 SF / 6,643 SF = 22.58%
(N) LOT COVERAGE	3,066 SF / 6,643 SF = 46.15%
(N) IMPERVIOUS PAVING (CONCRETE)	900 SF / 6,643 SF = 14.90%
(N) TOTAL IMPERVIOUS SURFACES	4,056 SF / 6,643 SF = 61.06%
(N) LANDSCAPED AREA	732 SF / 6,643 SF = 11.02%
(N) PREVIOUS PAVING (PAVERS)	1,855 SF / 6,643 SF = 27.72%
MAIN BUILDING	
(N) COMMERCIAL SPACE (1ST FLOOR)	1,311 SF (GROSS LEASABLE SPACE)
(N) GARAGE SPACE (1ST FLOOR)	728 SF
(N) MECHANICAL CHASE (1ST FLOOR)	5 SF
(N) TRASH/STORAGE SPACE FOR COMMERCIAL (1ST FLOOR)	84 SF
(N) TRASH/STORAGE SPACE FOR REAR UNIT RESIDENTIAL (1ST FLOOR)	26 SF
(N) RESIDENTIAL ENTRY & STAIRS (1ST FLOOR)	201 SF
(N) TOTAL 1ST FLOOR AREA (1ST FLOOR, EXTERIOR)	2,176 SF
(N) RESIDENTIAL COVERED PORCHES (1ST FLOOR, EXTERIOR)	25 SF
REAR BUILDING	
(N) RESIDENTIAL SOUTH UNIT 2ND FLOOR LIVING AREA	1,365 SF (CONDITIONED SPACE)
(N) RESIDENTIAL NORTH UNIT 2ND FLOOR LIVING AREA	1,084 SF (CONDITIONED SPACE)
(N) TOTAL 2ND FLOOR AREA	2,439 SF
(N) RESIDENTIAL SOUTH UNIT DECK AREA (2ND FLOOR)	148 SF (UNCONDITIONED)
(N) RESIDENTIAL NORTH UNIT DECK AREA (2ND FLOOR)	148 SF (UNCONDITIONED)
(N) RESIDENTIAL SOUTH UNIT 3RD FLOOR LIVING AREA	298 SF (CONDITIONED SPACE)
(N) TOTAL 3RD FLOOR AREA	298 SF
(N) COMMERCIAL SPACE (1ST FLOOR)	436 SF (GROSS LEASABLE SPACE)
(N) ENTRY/STAIRS FOR REAR UNIT	68 SF
(N) TOTAL 1ST FLOOR AREA	504 SF
(N) RESIDENTIAL REAR UNIT 2ND FLOOR LIVING AREA	468 SF (CONDITIONED SPACE)
(N) TOTAL 2ND FLOOR AREA	468 SF
(N) RESIDENTIAL REAR UNIT DECK AREA (2ND FLOOR)	56 SF (UNCONDITIONED)

PROJECT NOTES	
* FIRE SPRINKLERS REQUIRED UNDER A SEPARATE PERMIT	

PARKING CALCULATIONS	
TOTAL REQUIRED PARKING	6 RECD SPACES
COMMERCIAL - GROSS LEASABLE SPACE - 1,937 SF	1,767 SF / 900 SF (PER RECD SPACE) = 5.86
RESIDENTIAL - (2) 2-BEDROOM UNITS & (1) STUDIO UNIT	2 BEDROOM UNITS = 2 RECD SPACES EACH
STUDIO UNITS = 1 RECD SPACE EACH	(2) * 2 = (1) * 1 = 5 RECD SPACES
PROJECT REQUIRES 11 PARKING SPACES, 9 SPACES PROVIDED	

DRAWING INDEX	
ARCHITECTURAL SHEETS	
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A0.3	PROPOSED SITE PHOTOS
C1.0	EXISTING CONDITIONS
C1.01	SITE PLAN
C3.01	GRADING PLAN
C3.02	LANDSCAPE PLAN
A2.0	GRADE SECTION
A2.1	MAIN BUILDING - 1ST FLOOR PLAN

SHEET TITLE
PROPOSED
PERSPECTIVES
- MAIN
BUILDING

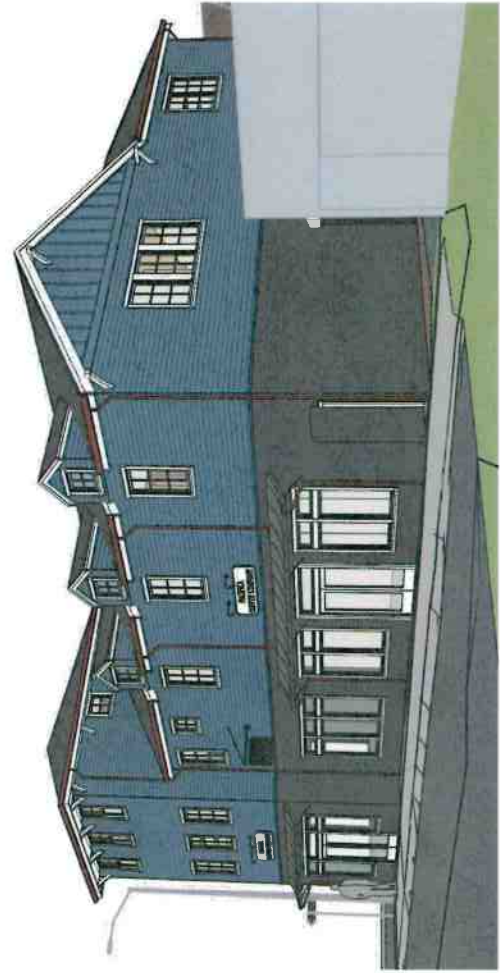
PROJECT NAME
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
PROJECT ADDRESS
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL



PKM, INC.
PO Box 868
Pacifica, CA 94044



PROPOSED
PERSPECTIVES
- REAR
BUILDING

PROJECT NAME
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
PROJECT ADDRESS
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

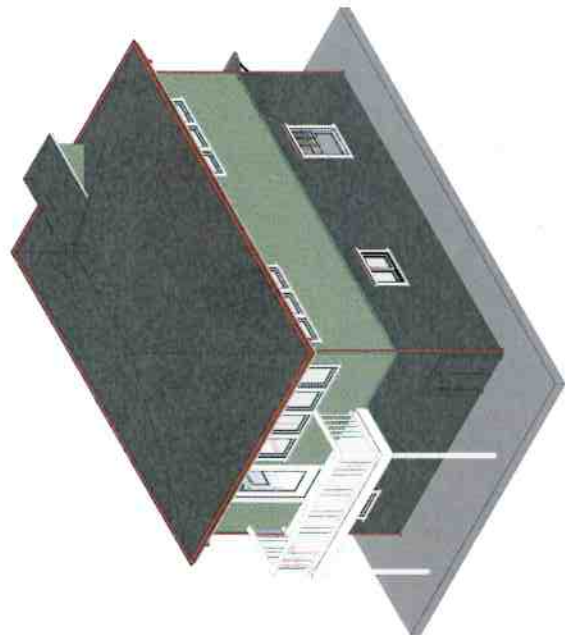
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1	06/20/16	PLANNING RESUBMITTAL



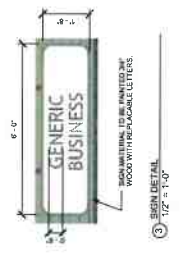
PKM, INC.
PO Box 888
Pacifica, CA 94044



① Camera



② 3D



③ SIGN DETAIL
1/2" = 1'-0"



1
A0.3
VIEW LOOKING SOUTH FROM (E)
SIDEWALK AT NORTHEAST
CORNER OF 195 CARMEL AVENUE



2
A0.3
VIEW LOOKING WEST FROM
SOUTHEAST CORNER OF 195
CARMEL AVENUE



3
A0.3
VIEW LOOKING NORTH FROM (E)
SIDEWALK AT SOUTHEAST
CORNER OF 195 CARMEL AVENUE



4
A0.3
VIEW LOOKING WEST AT 195
CARMEL AVENUE FROM
FRANCISCO BOULEVARD



5
A0.3
VIEW LOOKING NORTHWEST
FROM SOUTHEAST CORNER OF
195 CARMEL AVENUE

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PO Box 888
Pacific, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

SHEET TITLE:
EXISTING SITE
PHOTOS

SHEET:
A0.3



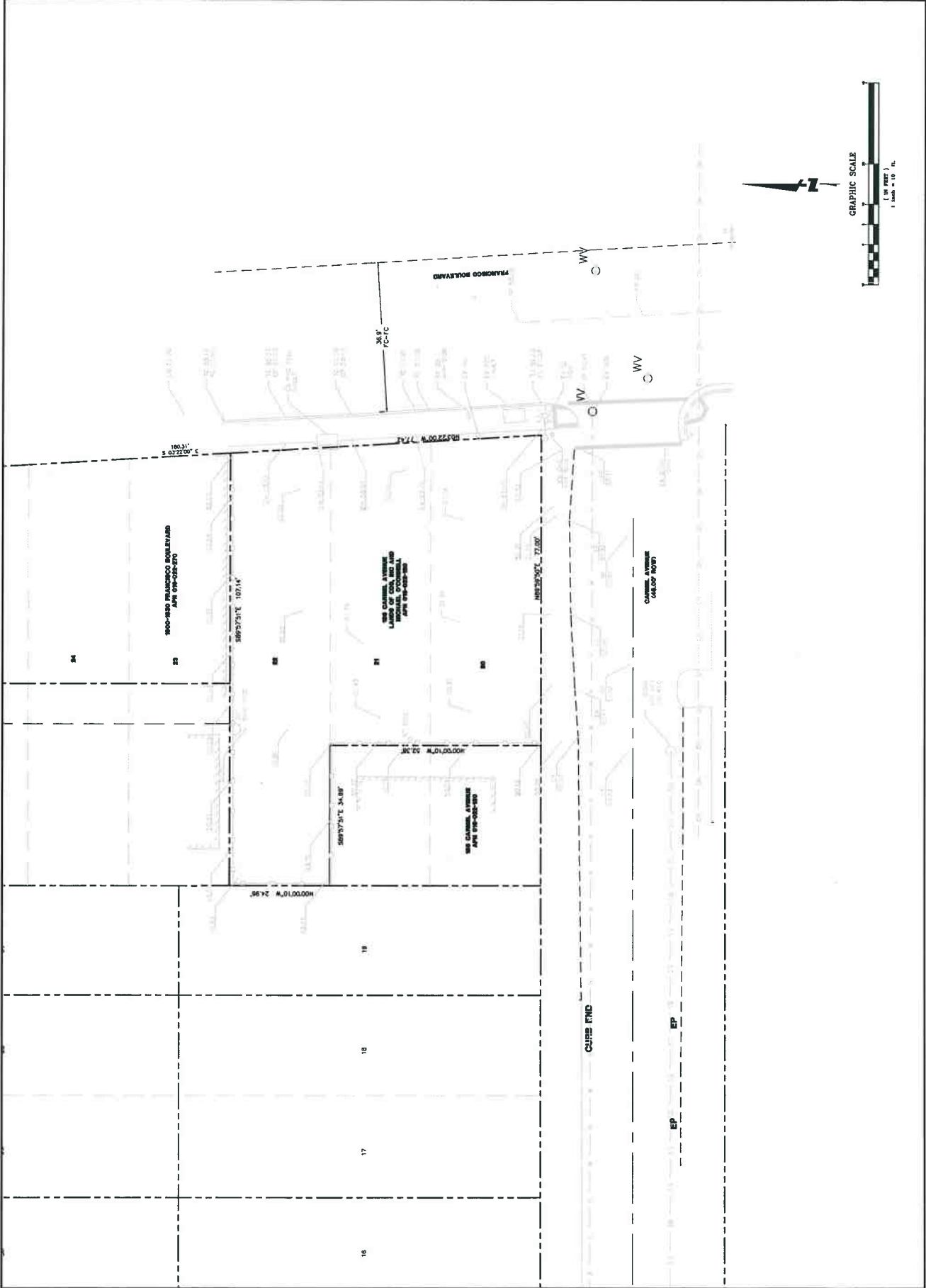
DATE: 6.15.16
 SCALE: 1"=10'
 DRAWN: JHO
 JOB NO: 2015-041
 SHEET

C1.01

MIXED-USE DEVELOPMENT
195 CARMEL AVENUE
PACIFICA, CA 94044

EXISTING CONDITIONS

ROUND HOUSE INDUSTRIES, INC.
 900 ROSITA ROAD
 PACIFICA, CA 94044
 650.303.0495





DATE: 6.15.16
 SCALE: 1"=10'
 DRAWN: MO
 JOB NO: 2015-041
 SHEET

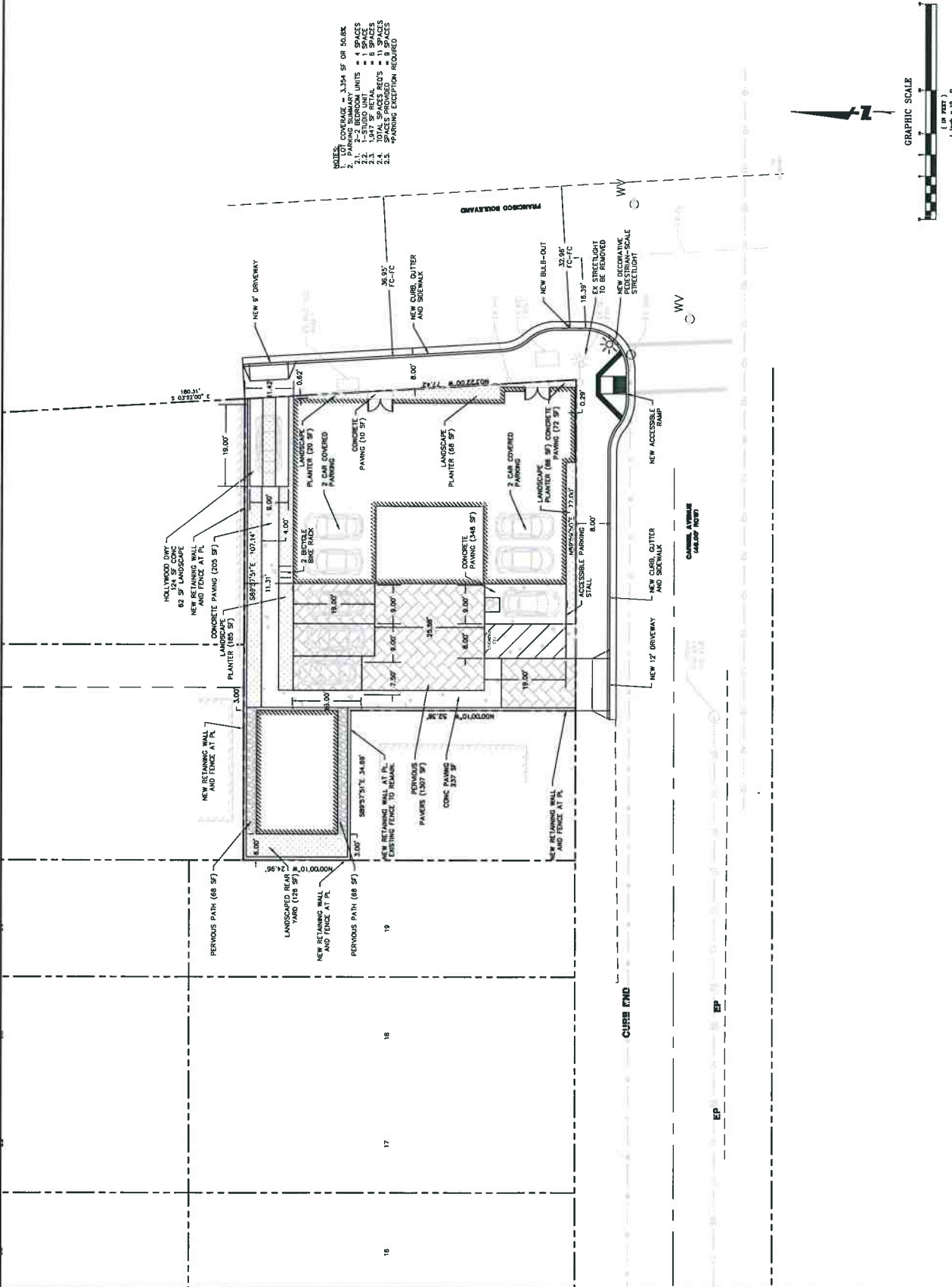
C2.01

MIXED-USE DEVELOPMENT
195 CARMEL AVENUE
PACIFICA, CA 94044

SITE PLAN

ROUND HOUSE INDUSTRIES, INC.
900 ROSITA ROAD
PACIFICA, CA 94044
650.303.0495

- NOTES:**
1. TOTAL COVERAGE = 1,354 SF ON SOURCE
 2. PARKING SUMMARY:
 - 2.1. 1-1,350 UNIT = 1 SPACE
 - 2.2. 1-1,350 UNIT = 1 SPACE
 - 2.3. 1,847 SF RETAIL = 6 SPACES
 - 2.4. 1,847 SF RETAIL = 9 SPACES
 - 2.5. PARKING EXCEPTION REQUIRED





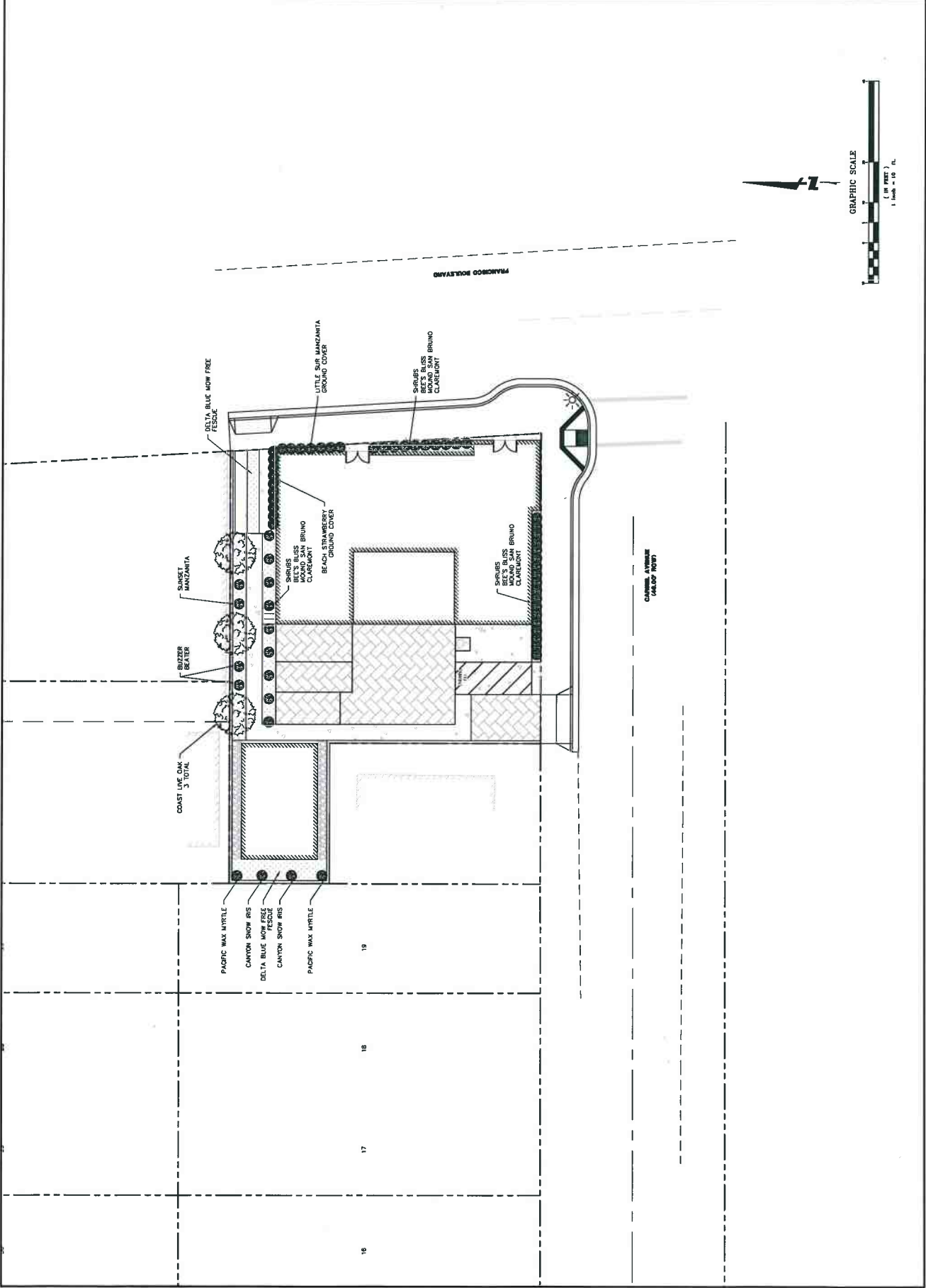
DATE: 6.15.16
 SCALE: 1" = 10'
 DRAWN: JO
 JOB NO: 2015-041
 SHEET

L1.01

MIXED-USE DEVELOPMENT
195 CARMEL AVENUE
PACIFICA, CA 94044

LANDSCAPE PLAN

ROUND HOUSE INDUSTRIES, INC.
 900 ROSITA ROAD
 PACIFICA, CA 94044
 650.303.0495



No.	Revisions	Approved

SECTION
GRADE

PROJECT NAME
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE

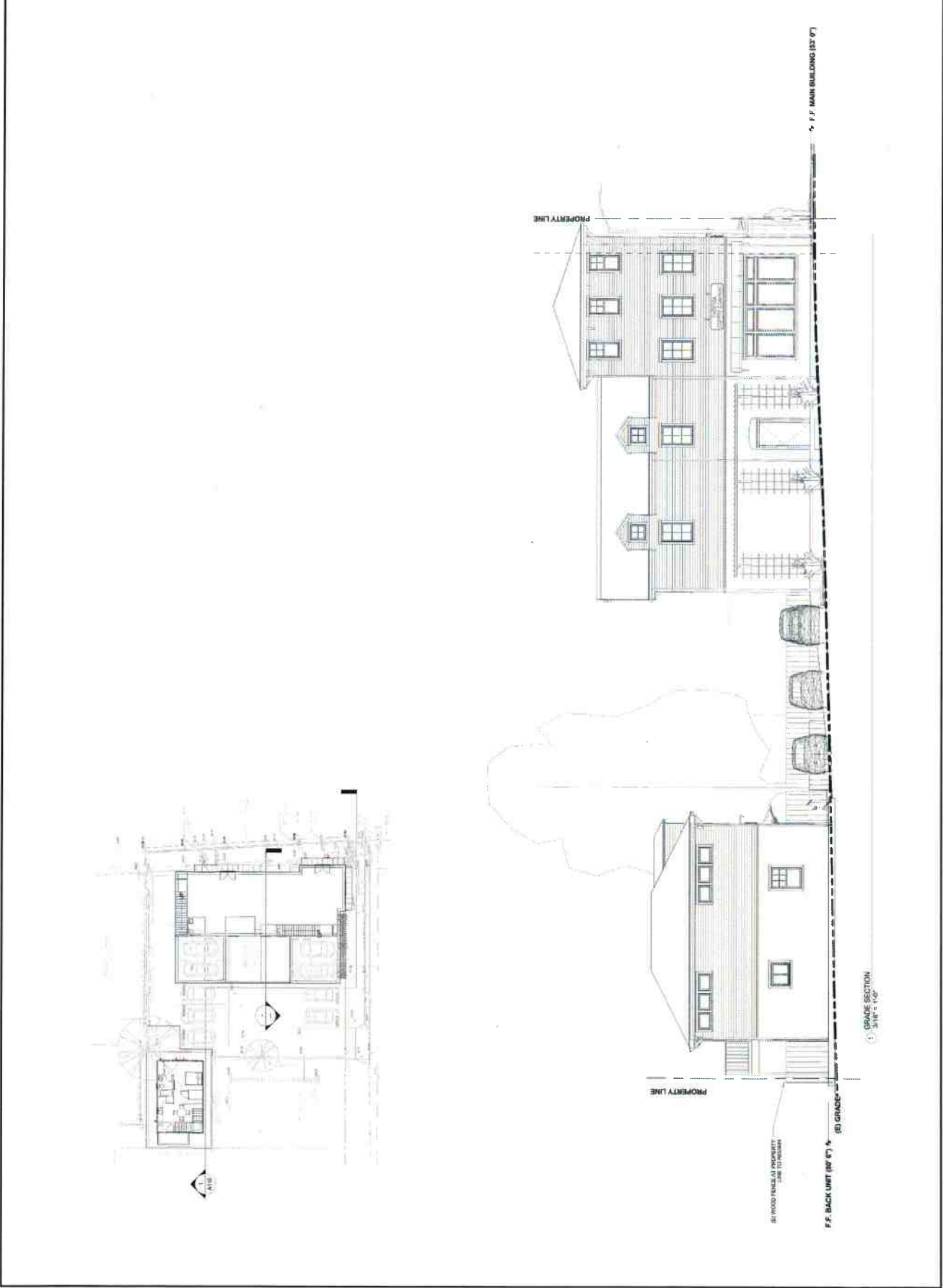
PROJECT ADDRESS
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL



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Pacifica, CA 94044



GRADE SECTION
1/4" = 1'-0"

(B) GRADE
F.F. BACK UNIT (BY 6")

BY WOOD FENCE AT PROPERTY
LINE TO PARKING

F.F. MAIN BUILDING (BY 6")

PROPERTY LINE

PROPERTY LINE



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Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/29/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

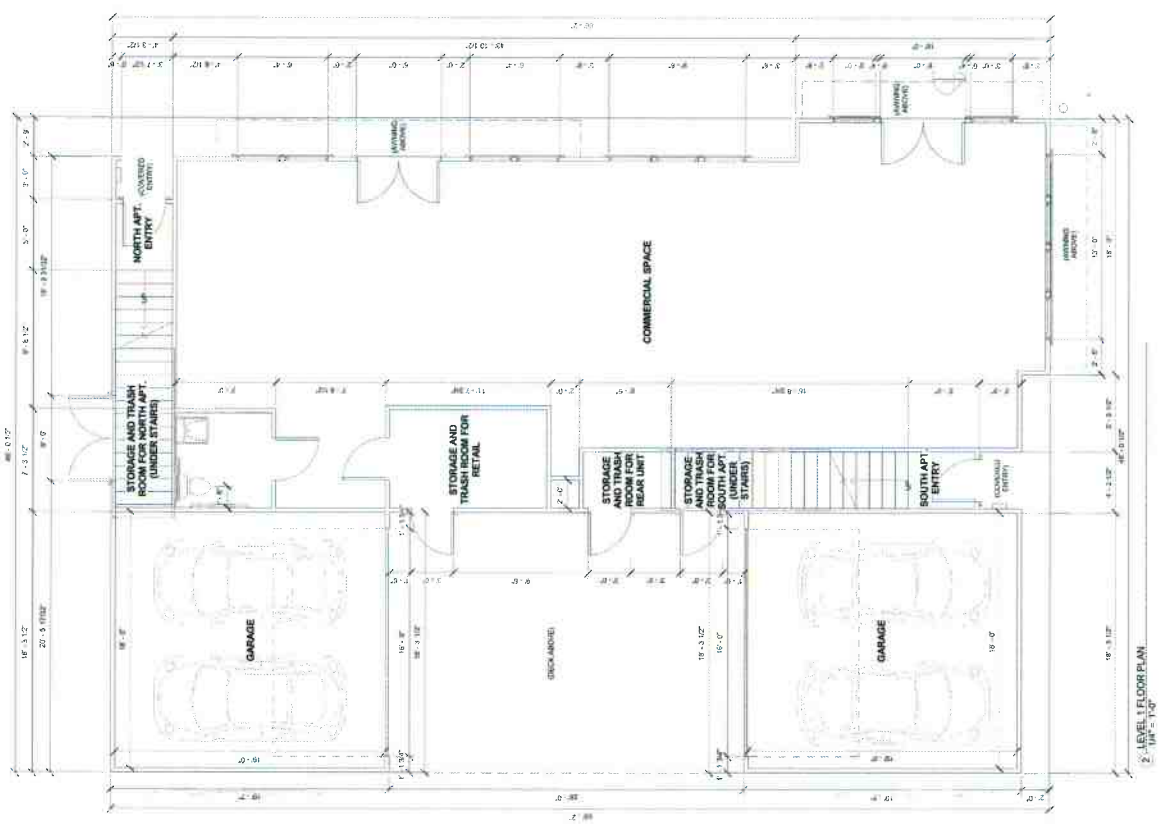
PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE

PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCORE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
MAIN
BUILDING -
1ST FLOOR
PLAN

SHEET:
A2.1



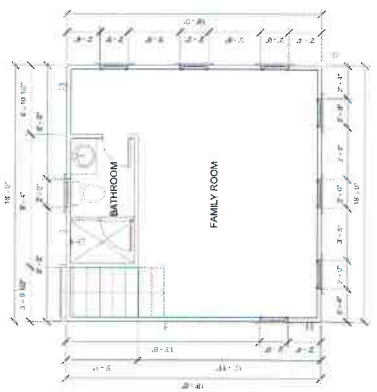
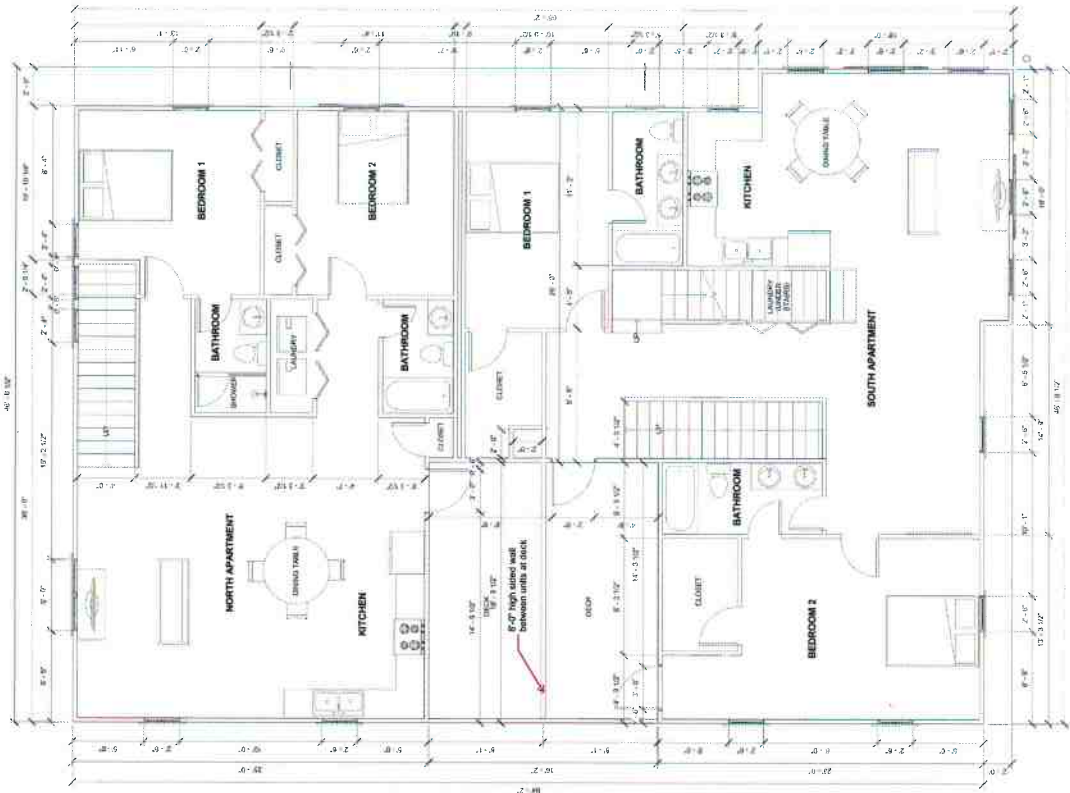
2nd LEVEL FLOOR PLAN
SCALE: 1/4" = 1'-0"



REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING SUBMITTAL

PROJECT NAME:
NEW MIXED USE DEVELOPMENT
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044
PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
MAIN
BUILDING -
2ND & 3RD
FLOOR PLANS
SHEET:
A2.2



MAIN
BUILDING -
ROOF PLAN

PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

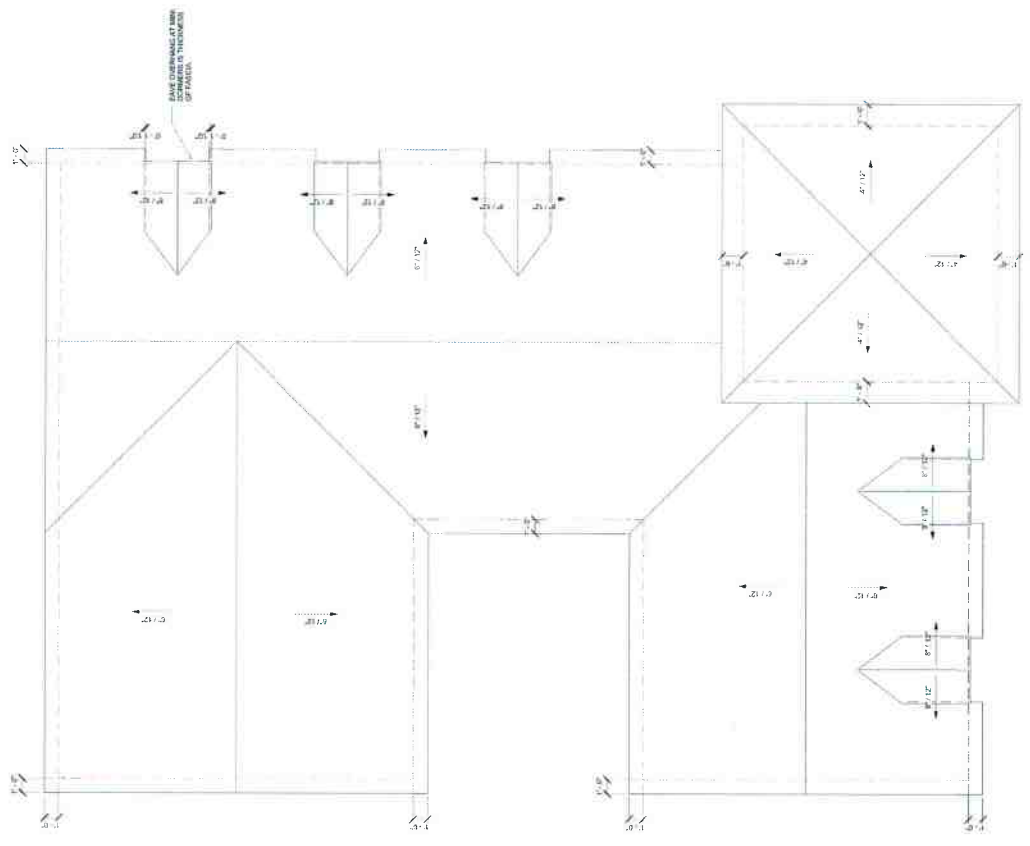
PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/22/16	PLANNING RESUBMITTAL



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Pacifica, CA 94044



1 / ROOF PLAN
1/4" = 1'-0"

REAR BUILDING - 1ST & 2ND FLOOR PLANS

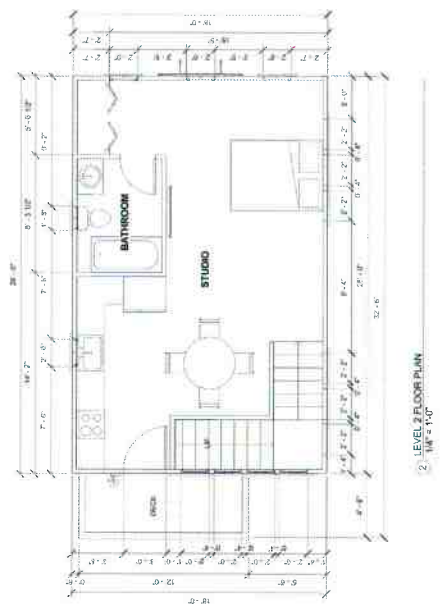
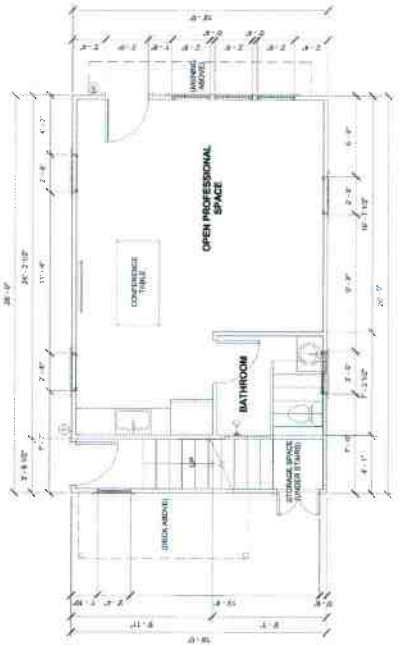
PROJECT NAME: NEW MIXED USE DEVELOPMENT :
 PROJECT ADDRESS: 195 CARMEL AVENUE
 PACIFICA, CA 94044

PROJECT SCOPE: 2 (N) BUILDINGS WITH APPROX 1,900 SF OF COMMERCIAL SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL



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 Pacifica, CA 94044





PKM, INC.
PO Box 666
Pacifica, CA 94044

REV.	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

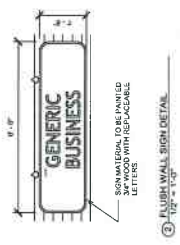
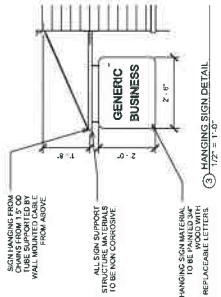
PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

SHEET TITLE:
MAIN BUILDING - EAST ELEVATION

SHEET: A3.1



① EAST ELEVATION
1/8" = 1'-0"



③ HANGING SIGN DETAIL
1/2" = 1'-0"

③ BLANK WALL SIGN DETAIL
1/2" = 1'-0"



REV	DATE	DESCRIPTION
0	04/28/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

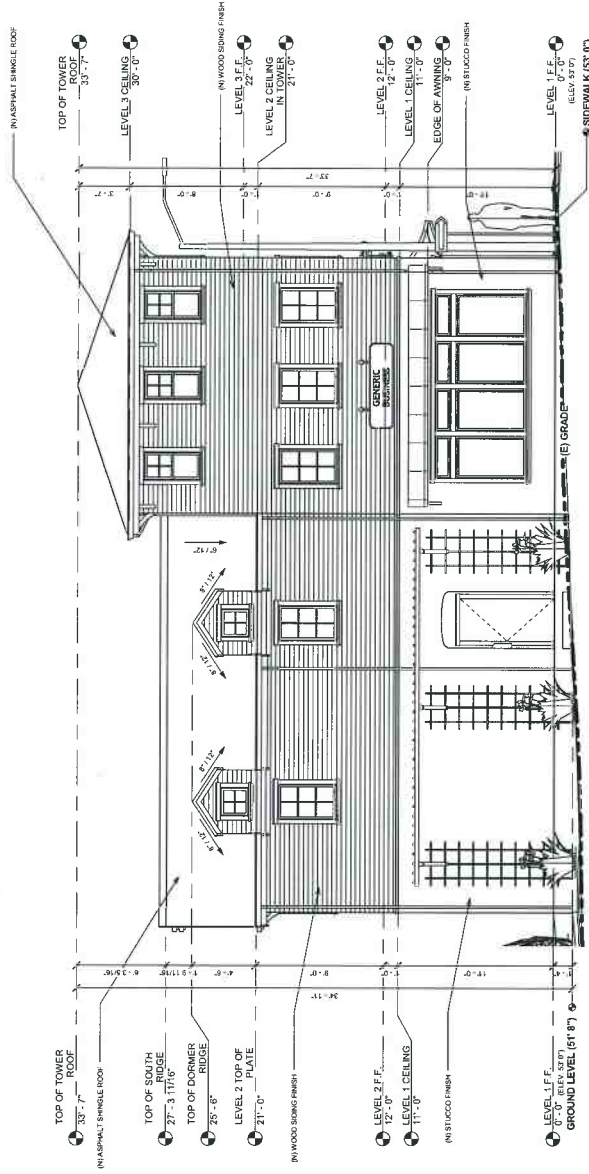
PROJECT SCOPE:
 2 (N) BUILDINGS WITH APPROX.
 1,900 SF OF COMMERCIAL
 SPACE & 3 RESIDENTIAL UNITS

PROJECT ADDRESS:
 195 CARMEL AVENUE
 PACIFICA, CA 94044

SHEET TITLE:
 MAIN
 BUILDING -
 SOUTH
 ELEVATION

SHEET:
 A3.2

PROJECT NAME:
 NEW MIXED USE DEVELOPMENT
 195 CARMEL AVENUE



① SOUTH ELEVATION
 1/4" = 1'-0"



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Pacifica, CA 94044

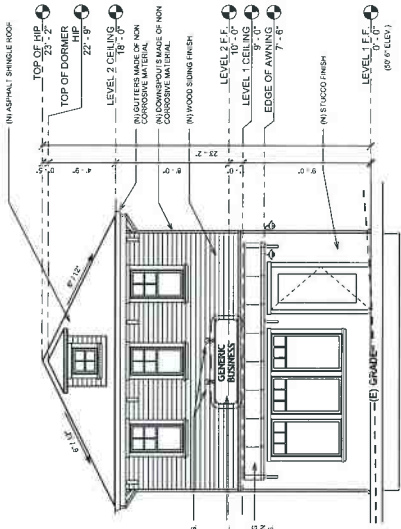
REV	DATE	DESCRIPTION
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1	06/20/16	PLANNING RESUBMITTAL

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

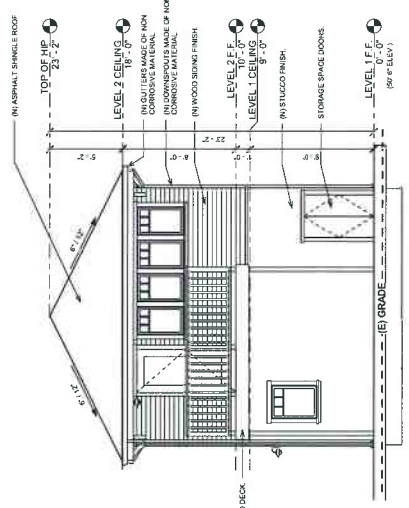
PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
PACIFICA, CA 94044

SHEET TITLE:
REAR
BUILDING -
ELEVATIONS

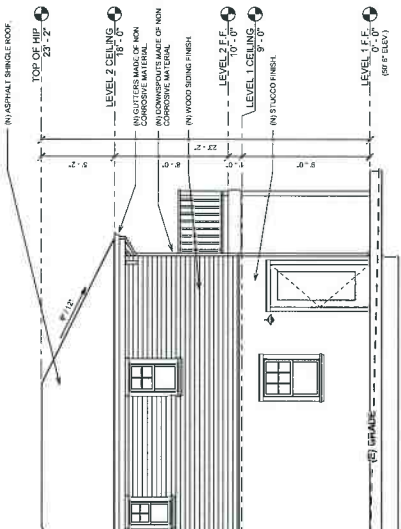
SHEET:
A3.5



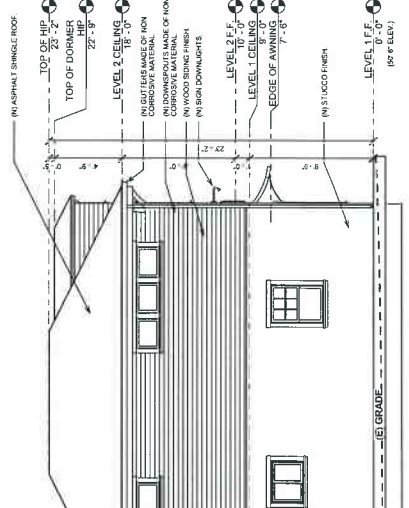
② EAST ELEVATION
1/4" = 1'-0"



④ WEST ELEVATION
1/4" = 1'-0"



① NORTH ELEVATION
1/4" = 1'-0"



③ SOUTH ELEVATION
1/4" = 1'-0"

September 9, 2016

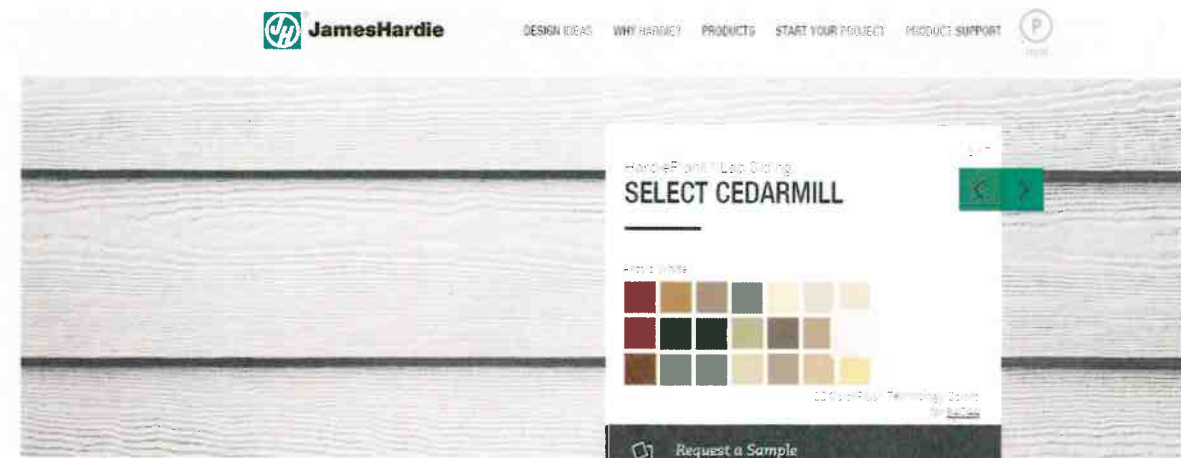
City of Pacifica
Planning Department

RE: Exterior Materials List for
195 Carmel Avenue
Pacifica, CA 94044
APN: 016-022-120

ROOF - GAF Timberline HD Weathered Wood Asphalt Composition Shingles

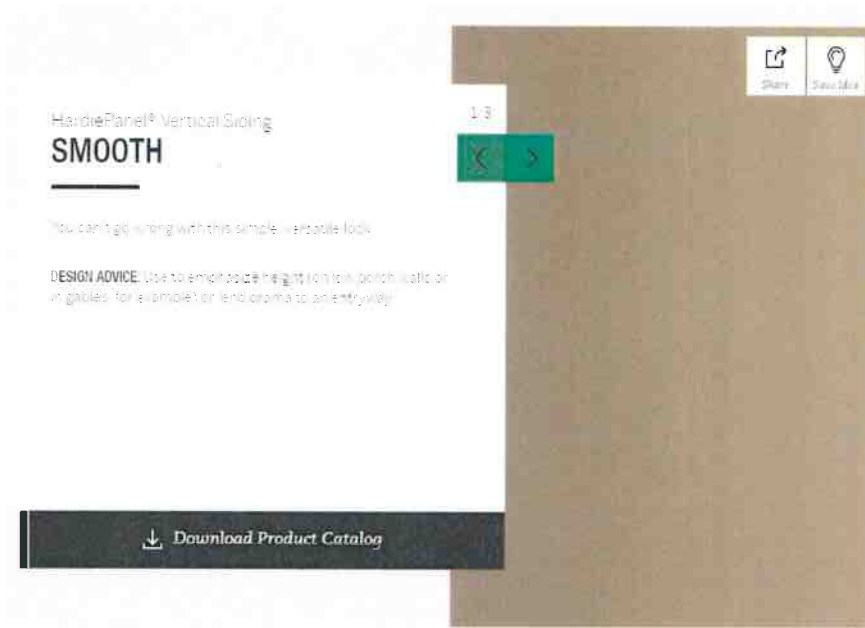


SIDING MATERIAL #1- HardiePlank Lap Siding – Select Cedarmill



SIDING MATERIAL #2-

HardiePanel Vertical Siding - Smooth



SIDING COLOR (MAIN BUILDING)-

Benjamin Moore BM 2067-30 Twilight Blue



SIDING COLOR (REAR BUILDING)-

Benjamin Moore BM 433 Forest Hills Green



Forest Hills Green

433

[BUY SAMPLE](#)

[BUY PAINT](#)

This color is part of the Classic Color Collection. Surround yourself with your color favorites. These timeless, elegant, Classic Colors guarantee beautiful, usable color all the time, every time. A collection of 1,680 inspired hues that consumers and professionals have enjoyed for years, the colors in this palette are as timeless as they are forward.

LRV: 27

[EMBED COLOR](#) [BUY PAINT](#) [STORE LOCATOR](#)

STUCCO COLOR (BOTH BUILDINGS)-

Benjamin Moore BM 1631 Midnight Oil



Midnight Oil

1631

[BUY SAMPLE](#)

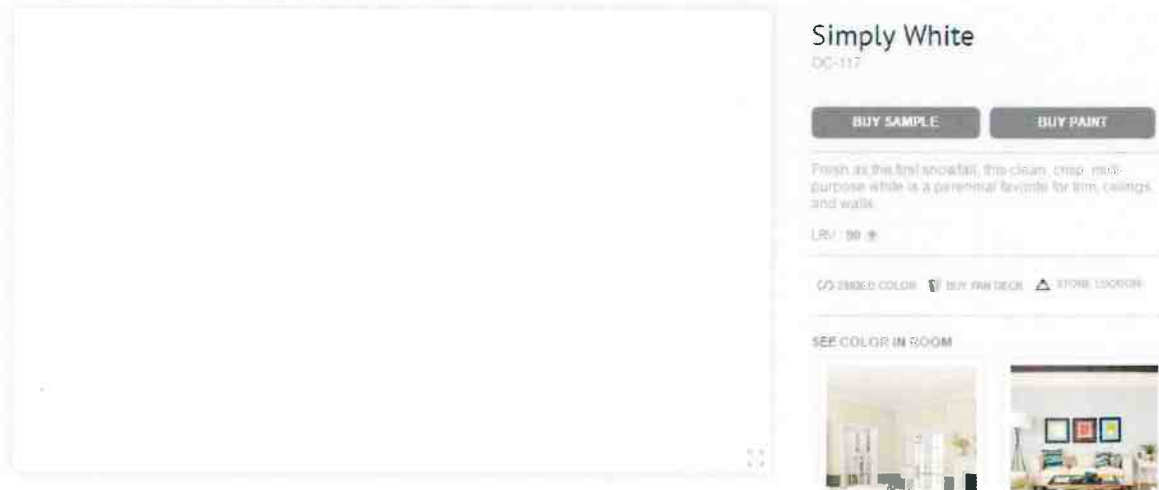
[BUY PAINT](#)

Though its name suggests working late into the night, this darkest shade of blue-black is a worry-free workhorse in just about any space, adding drama and a sense of theatricality.

LRV: 2

[EMBED COLOR](#) [BUY PAINT](#) [STORE LOCATOR](#)

Exterior Trim - Redwood painted with
Benjamin Moore color: OC-117 Simply White



WINDOWS - Milgard Vinyl Windows with white sash

White
(standard)

GUTTERS - K Style (Ogee) Copper Gutters

 <p>click photo for details</p>	<p><i>K STYLE (OGEE) COPPER RAIN GUTTER</i></p> <p>Available in: 4", 5", 6", and 7.6" sizes 18 oz. and 20 oz. copper 20 foot lengths</p>
--	---

NEW MIXED USE DEVELOPMENT 195 CARMEL AVENUE, PACIFICCA, CA



REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

DRAWING INDEX	
ARCHITECTURAL / CIVIL	TITLE SHEET
A0.1	PROPOSED PERSPECTIVES - MAIN BUILDING
A0.2	PROPOSED PERSPECTIVES - REAR BUILDING
A0.3	EXISTING SITE PHOTOS
C1.0	EXISTING CONDITIONS
C1.1	SITE PLAN
C1.2	LANDSCAPE PLAN
C1.3	UTILITY PLAN
C1.4	LANDSCAPE PLAN
L1.0	GRADE SECTION
A2.0	MAIN BUILDING - 1ST FLOOR PLAN
A2.1	MAIN BUILDING - 2ND & 3RD FLOOR PLANS
A2.2	REAR BUILDING - FLOOR PLANS
A2.3	REAR BUILDING - WEST ELEVATION
A2.4	REAR BUILDING - SOUTH ELEVATION
A2.5	REAR BUILDING - NORTH ELEVATION
A2.6	REAR BUILDING - ELEVATIONS

PROJECT INFORMATION	
LOT SIZE	6,643 SF
(E) LOT COVERAGE	1,100 SF / 6,643 SF = 16.56%
(E) LANDSCAPED AREA	5,143 SF / 6,643 SF = 77.42%
(E) IMPERVIOUS PAVING	400 SF / 6,643 SF = 6.02%
(E) TOTAL IMPERVIOUS SURFACES	1,500 SF / 6,643 SF = 22.58%
(N) LOT COVERAGE	3,065 SF / 6,643 SF = 46.15%
(N) IMPERVIOUS PAVING	990 SF / 6,643 SF = 14.90%
(N) TOTAL IMPERVIOUS SURFACES	4,056 SF / 6,643 SF = 61.06%
(N) LANDSCAPED AREA	732 SF / 6,643 SF = 11.02%
(N) PVIOUS PAVING (PAVERS)	1,825 SF / 6,643 SF = 27.32%
MAIN BUILDING	
(N) COMMERCIAL SPACE (1ST FLOOR)	1,331 SF (GROSS LEASABLE SPACE)
(N) GARAGE SPACE (1ST FLOOR)	728 SF
(N) MECHANICAL CHASE (1ST FLOOR)	5 SF
(N) TRASH/STORAGE SPACE FOR COMMERCIAL (1ST FLOOR)	84 SF
(N) TRASH/STORAGE SPACE FOR RESIDENTIAL (1ST FLOOR)	79 SF
(N) RESIDENTIAL ENTRY STAIRS (1ST FLOOR)	201 SF
(N) TOTAL 1ST FLOOR AREA (1ST FLOOR, EXTERIOR)	2,376 SF
(N) TOTAL 2ND FLOOR AREA (2ND FLOOR, EXTERIOR)	25 SF
(N) RESIDENTIAL SOUTH UNIT 2ND FLOOR LIVING AREA	1,346 SF (CONDITIONED SPACE)
(N) RESIDENTIAL NORTH UNIT 2ND FLOOR LIVING AREA	1,066 SF (CONDITIONED SPACE)
(N) TOTAL 2ND FLOOR AREA	2,444 SF
(N) RESIDENTIAL SOUTH UNIT DECK AREA (2ND FLOOR)	148 SF (UNCONDITIONED)
(N) RESIDENTIAL NORTH UNIT DECK AREA (2ND FLOOR)	148 SF (UNCONDITIONED)
(N) RESIDENTIAL SOUTH UNIT 3RD FLOOR LIVING AREA	298 SF (CONDITIONED SPACE)
(N) TOTAL 3RD FLOOR AREA	298 SF
REAR BUILDING	
(N) COMMERCIAL SPACE (1ST FLOOR)	436 SF (GROSS LEASABLE SPACE)
(N) ENTRY STAIRS FOR REAR UNIT	68 SF
(N) TOTAL 1ST FLOOR AREA	504 SF
(N) RESIDENTIAL REAR UNIT 2ND FLOOR LIVING AREA	468 SF (CONDITIONED SPACE)
(N) TOTAL 2ND FLOOR AREA	468 SF
(N) RESIDENTIAL REAR UNIT DECK AREA (2ND FLOOR)	34 SF (UNCONDITIONED)

SYMBOLS	
	SECTION CUT, DETAIL NUMBER SHEET ON WHICH IT OCCURS
	DETAIL NUMBER SHEET ON WHICH IT OCCURS
	REVISION CLOUD
	REVISION NUMBER
	GRIDLINE IDENTIFICATION
	DOWNSLOPE INDICATION
	SHOWER HEAD

PROJECT SCOPE	
MIXED USE DEVELOPMENT CONSISTING OF 7 BLDGS. WITH MIXED USE OF COMMERCIAL, RESIDENTIAL, AND (H) STUDIO RESIDENTIAL UNIT.	
PLANNING DATA	
PROJECT COMMON ADDRESS	195 CARMEL AVENUE, PACIFICCA, CA 94044
ASSESSORS PARCEL NUMBER	016-022-120
ZONING	C-1 NEIGHBORHOOD COMMERCIAL
BUILDING CODE DATA	
TYPE OF OCCUPANCY	BERU
CONSTRUCTION TYPE	VB
BEARING AND NON-BEARING WALLS LESS THAN 5' FROM OPENINGS	1-HOUR
OPENINGS NOT PERMITTED LESS THAN 9' FROM PROPERTY LINE	3/2
NUMBER OF STORIES	3/2
ALL WORK TO CONFORM TO 2013 CBC, CPC, AND 2013 CALIFORNIA ENERGY CODE AND 2013 CECB.	

PROJECT DIRECTORY			
SERVICE	COMPANY	CONTACT	TELEPHONE
CO-OWNER	CONSULT DESIGN BUILD, INC.	MICHAEL PANESI	(415) 205-6590
CO-OWNER/APPLICANT	MICHAEL PANESI	MICHAEL PANESI	(650) 300-0405
BUILDER / DESIGN	PKM CONSTRUCTION	MICHAEL PANESI	(415) 205-6590
DRAFTING / AGENT	PKM CONSTRUCTION	BRIAN BRINKMAN	(650) 922-7993
SOILS ENGINEER	GEOFORENSICS INC.	DAN DYCKMAN	(650) 349-3369

VICINITY MAP	

ABBREVIATIONS	
1 NUMBER	NORTH
2 ANCHOR BOLT	NOT APPLICABLE
3 AIR CONDITIONER	NA
4 ABOVE FINISHED FLOOR	N/A
5 APPROX	APPROXIMATE
6 AS	AS ABOVE
7 ABOVE SLAB	NON-RATED
8	NON-RATED SQUARE FEET
9	NON-RATED SQUARE
10	OVERALL
11	ON CENTER
12	ON CENTER MEMBER OR OVERLAP JOINT
13	OFF
14	OFF CENTER
15	OFF CENTER MEMBER OR OVERLAP JOINT
16	OFF CENTER MEMBER OR OVERLAP JOINT
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98	OFF CENTER MEMBER OR OVERLAP JOINT
99	OFF CENTER MEMBER OR OVERLAP JOINT
100	OFF CENTER MEMBER OR OVERLAP JOINT

PROPOSED
PERSPECTIVES
- MAIN
BUILDING

SHEET TITLE:

PROJECT NAME:
NEW MIXED USE DEVELOPMENT :

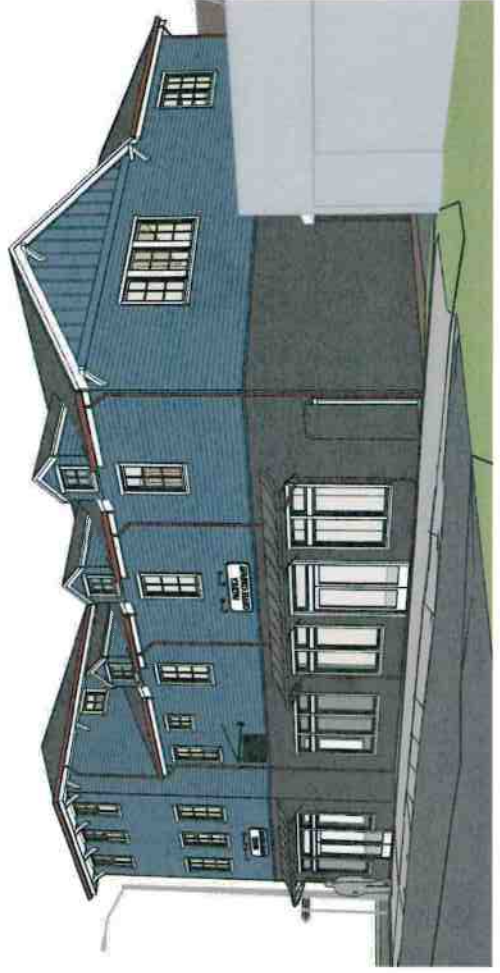
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX.
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL



PKM, INC.
PO Box 866
Pacifica, CA 94044



PROPOSED
PERSPECTIVES
- REAR
BUILDING

PROJECT NAME:
NEW MIXED USE DEVELOPMENT
195 CARMEL AVENUE

PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

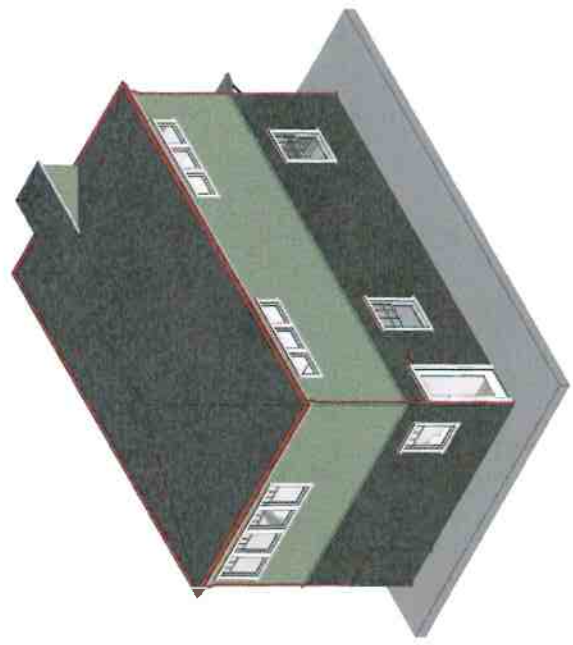
REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL
2	09/26/16	MINOR DESIGN CHANGES



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Pacifica, CA 94044



2 Camera



1 3D



8'-0"
4'-0"
GENERIC BUSINESS

8'-0"
4'-0"
GENERIC BUSINESS

GEN DETAIL
102" x 1'-0"



1
A0.3

VIEW LOOKING SOUTH FROM (E)
SIDEWALK AT NORTHEAST
CORNER OF 195 CARMEL AVENUE



2
A0.3

VIEW LOOKING WEST FROM
SOUTHEAST CORNER OF 195
CARMEL AVENUE



3
A0.3

VIEW LOOKING NORTH FROM (E)
SIDEWALK AT SOUTHEAST
CORNER OF 195 CARMEL AVENUE



4
A0.3

VIEW LOOKING WEST AT 195
CARMEL AVENUE FROM
FRANCISCO BOULEVARD



5
A0.3

VIEW LOOKING NORTHWEST
FROM SOUTHEAST CORNER OF
195 CARMEL AVENUE

REV	DATE	DESCRIPTION
0	02/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE

PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

SHEET TITLE:
EXISTING SITE
PHOTOS



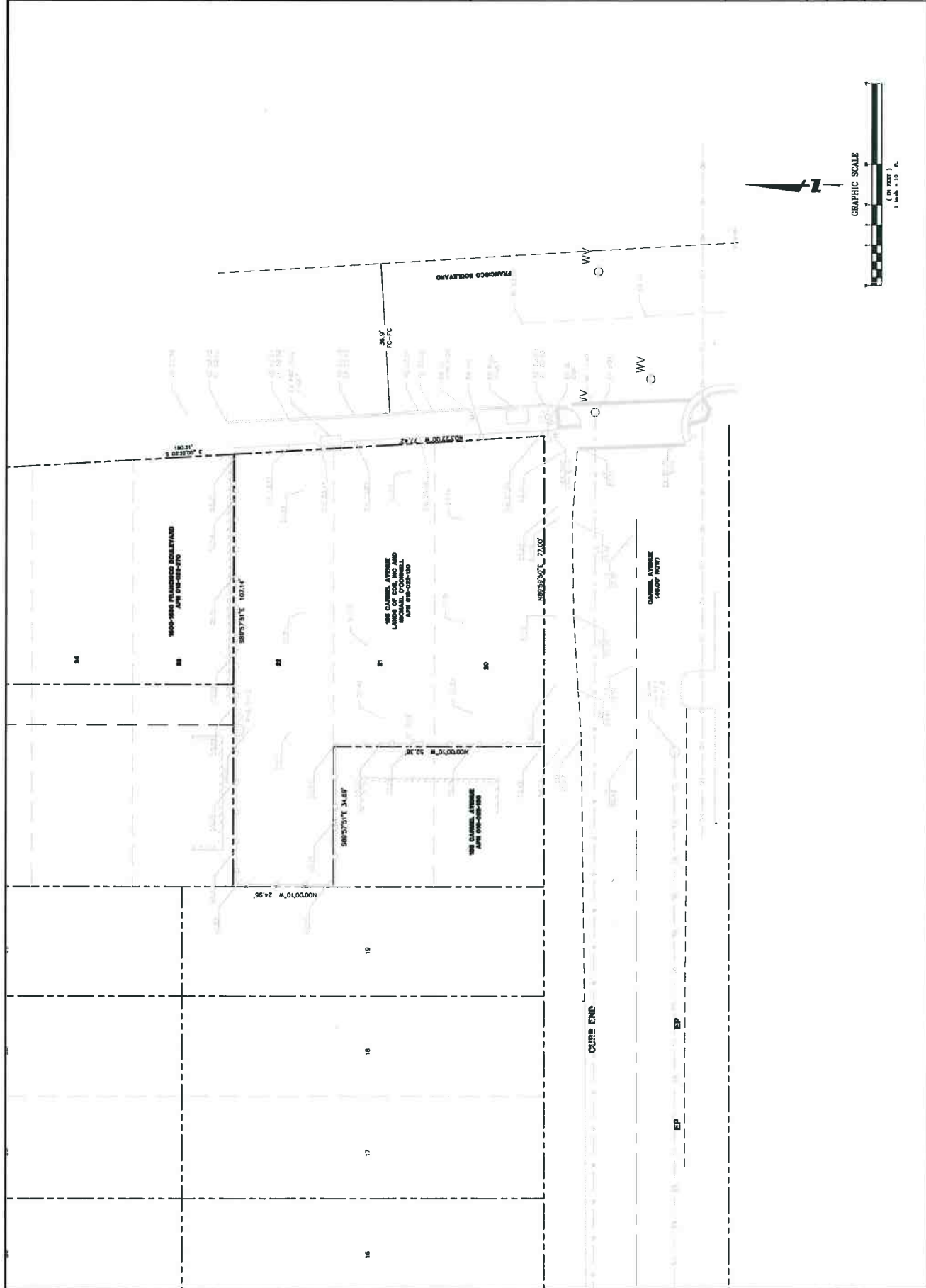
DATE: 6.13.16
 SCALE: 1"=10'
 DRAWN: MO
 JOB NO: 2015-041
 SHEET

C1.01

**MIXED-USE DEVELOPMENT
 195 CARMEL AVENUE
 PACIFICA, CA 94044**

EXISTING CONDITIONS

ROUND HOUSE INDUSTRIES, INC.
 900 ROSTA ROAD
 PACIFICA, CA 94044
 650.303.0495



No.	Revisions
	Approved



DATE: 6.13.18
 SCALE: 1"=10'
 DRAWN: JMO
 JOB NO: 2018-041
 SHEET

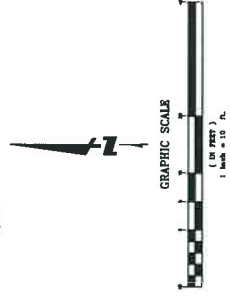
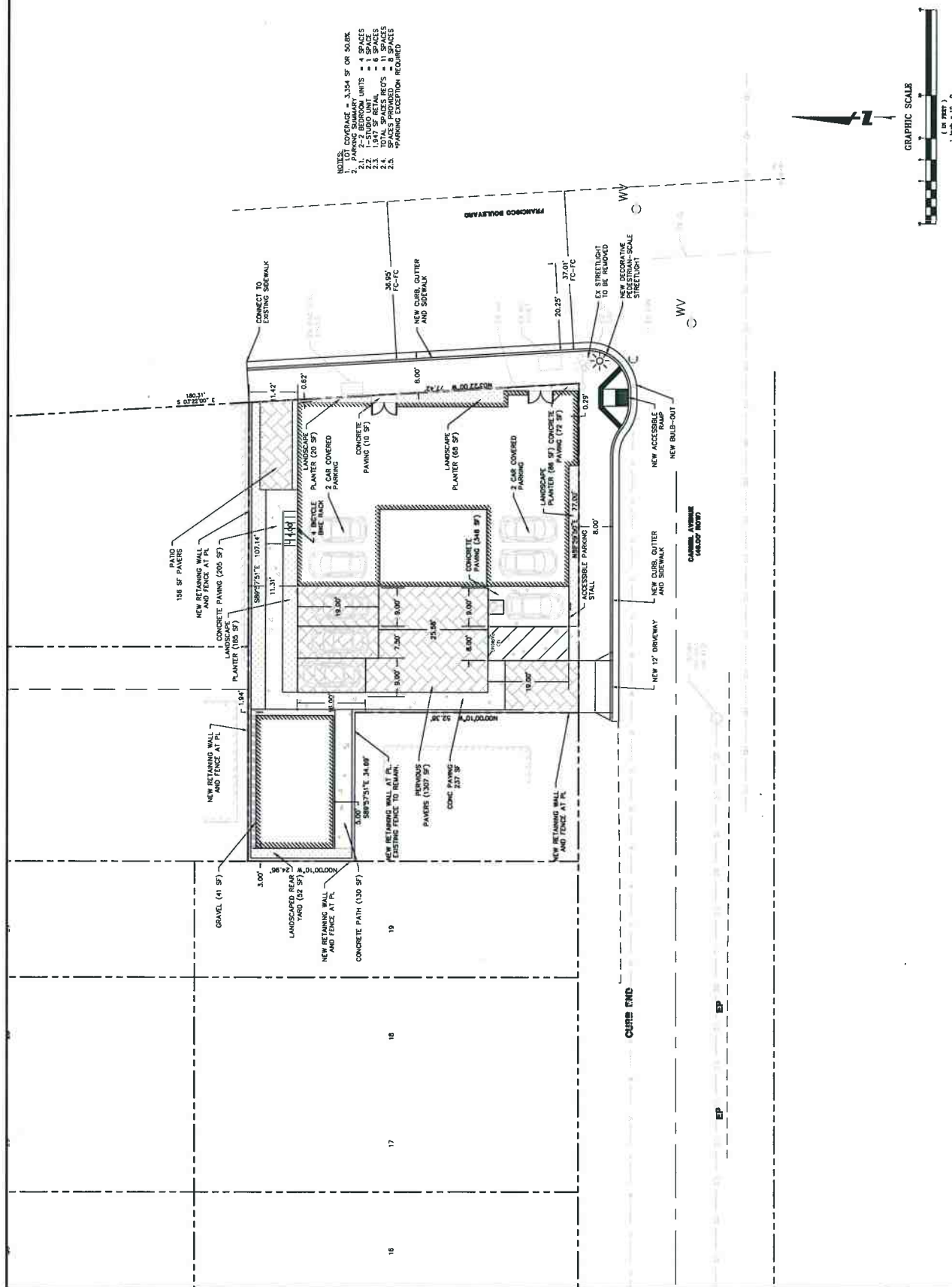
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MIXED-USE DEVELOPMENT
195 CARMEL AVENUE
PACIFICA, CA 94044

SITE PLAN

ROUND HOUSE INDUSTRIES, INC.
900 ROSITA ROAD
PACIFICA, CA 94044
650.303.0495

- NOTES:
1. CONFORMANCE - 3.134 SF OR SO. OR.
 2. PARKING SUMMARY:
 - 2.1. 11 STALLS
 - 2.2. 11 STALLS
 - 2.3. 1.67 SF RETAIL SPACES
 - 2.4. 1.67 SF RETAIL SPACES
 - 2.5. 1.67 SF RETAIL SPACES
 - 2.6. 1.67 SF RETAIL SPACES
 - 2.7. 1.67 SF RETAIL SPACES
 - 2.8. 1.67 SF RETAIL SPACES
 - 2.9. 1.67 SF RETAIL SPACES
 - 2.10. 1.67 SF RETAIL SPACES
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 - 2.95. 1.67 SF RETAIL SPACES
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 - 2.97. 1.67 SF RETAIL SPACES
 - 2.98. 1.67 SF RETAIL SPACES
 - 2.99. 1.67 SF RETAIL SPACES
 - 2.100. 1.67 SF RETAIL SPACES
 3. PARKING EXCEPTION REQUIRED





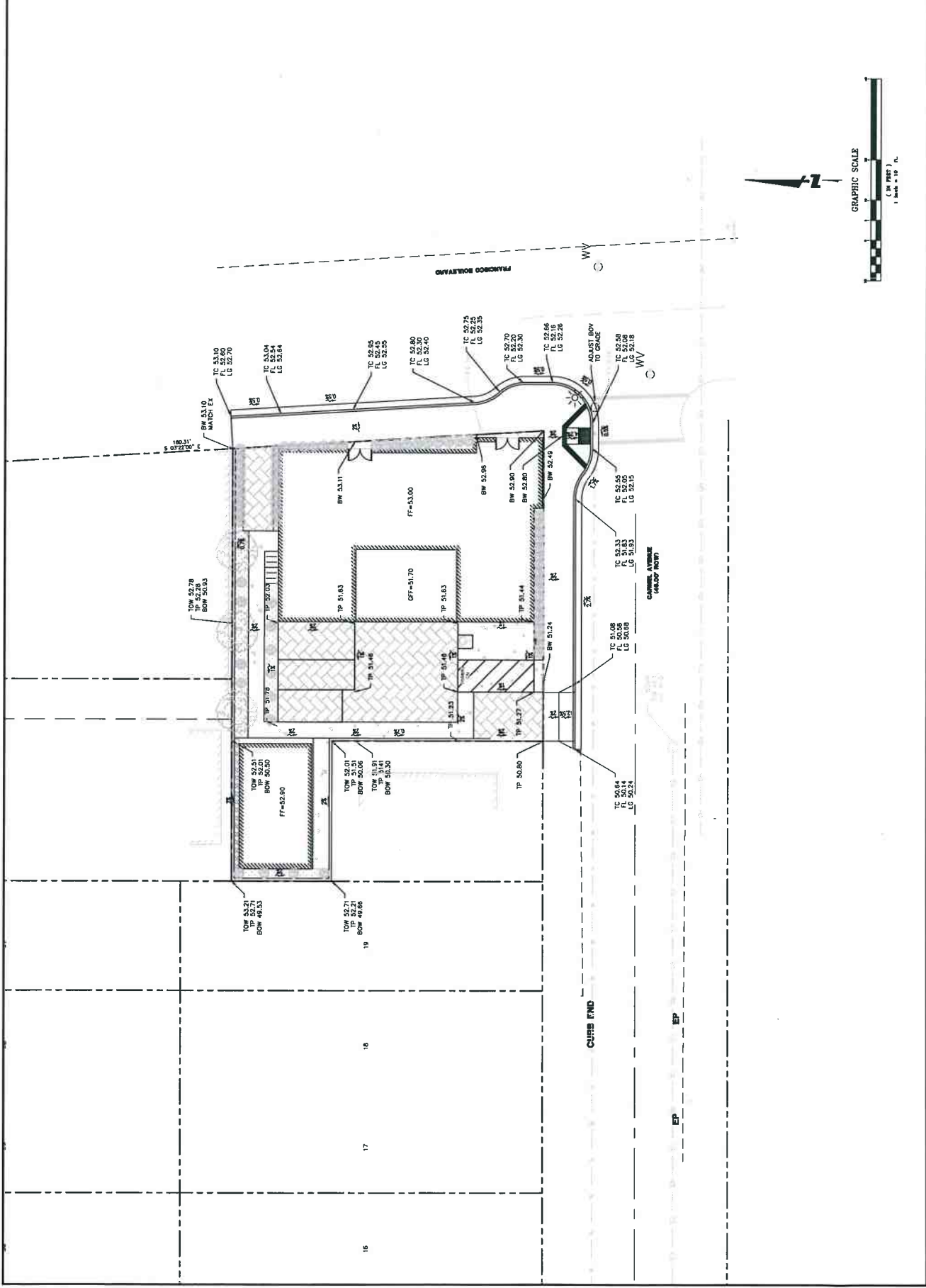
DATE: 6/13/16
 SCALE: 1"=10'
 DRAWN: RD
 JOB NO: 2013-041
 SHEET

C3.01

MIXED-USE DEVELOPMENT
195 CARMEL AVENUE
PACIFICA, CA 94044

GRADING PLAN

ROUND HOUSE INDUSTRIES, INC.
 900 ROSITA ROAD
 PACIFICA, CA 94044
 650.303.0495



GRADE SECTION

PROJECT NAME: NEW MIXED USE DEVELOPMENT :
 SHEET TITLE: GRADE SECTION
 PROJECT ADDRESS: 195 CARMEL AVENUE
 PACIFICA, CA 94044

PROJECT SCOPE:
 2 (N) BUILDINGS WITH APPROX
 1,900 SF OF COMMERCIAL
 SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL
2	09/26/16	MINOR DESIGN CHANGES



PKM, INC.

Po Box 868
 Pacifica, CA 94044



F.F. MAIN BUILDING (57 FT)

PROPERTY LINE

PROPERTY LINE

(E) WOODS/HILLS AT PROPERTY LINE (10' MIN)

F.F. BACK UNIT (39 FT)

(E) GRADE

GRADE SECTION
 1/8" = 1'-0"



PKM, INC.
PO Box 868
Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

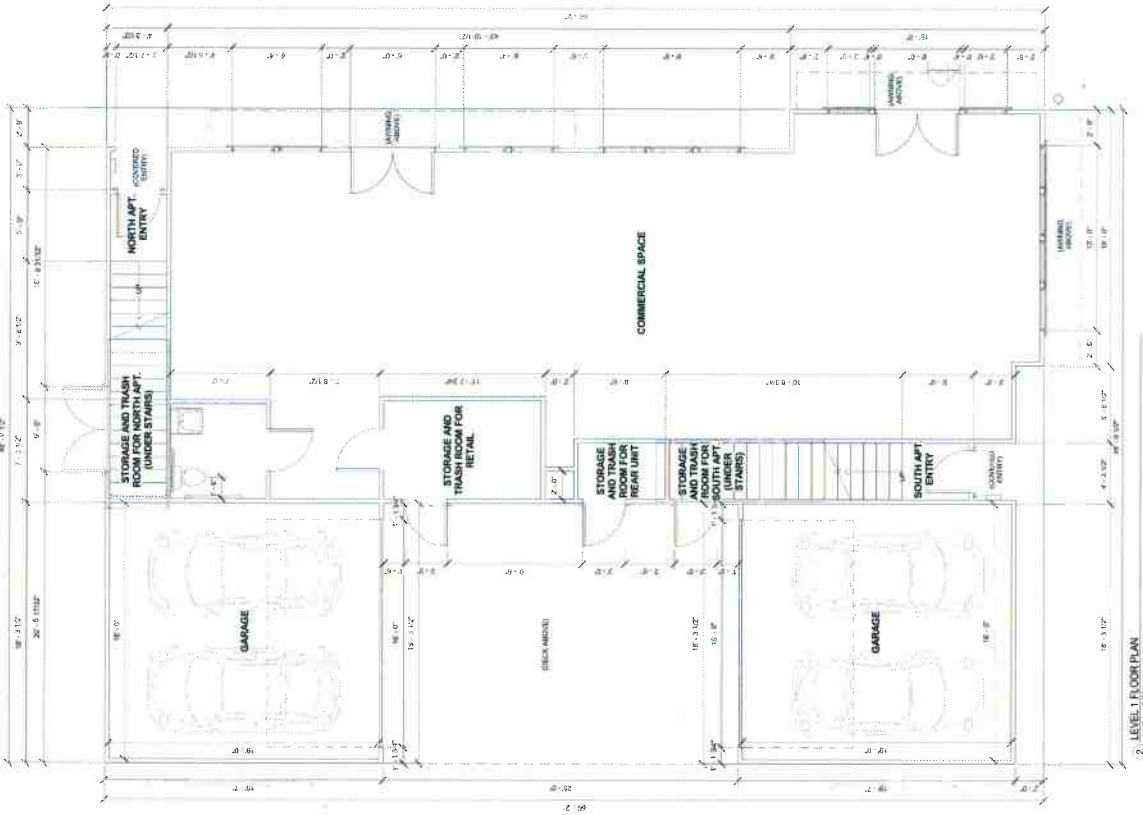
PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE

SHEET TITLE:
MAIN
BUILDING -
1ST FLOOR
PLAN

SHEET:
A2.1



LEVEL 1 FLOOR PLAN
1/4" = 1'-0"



REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

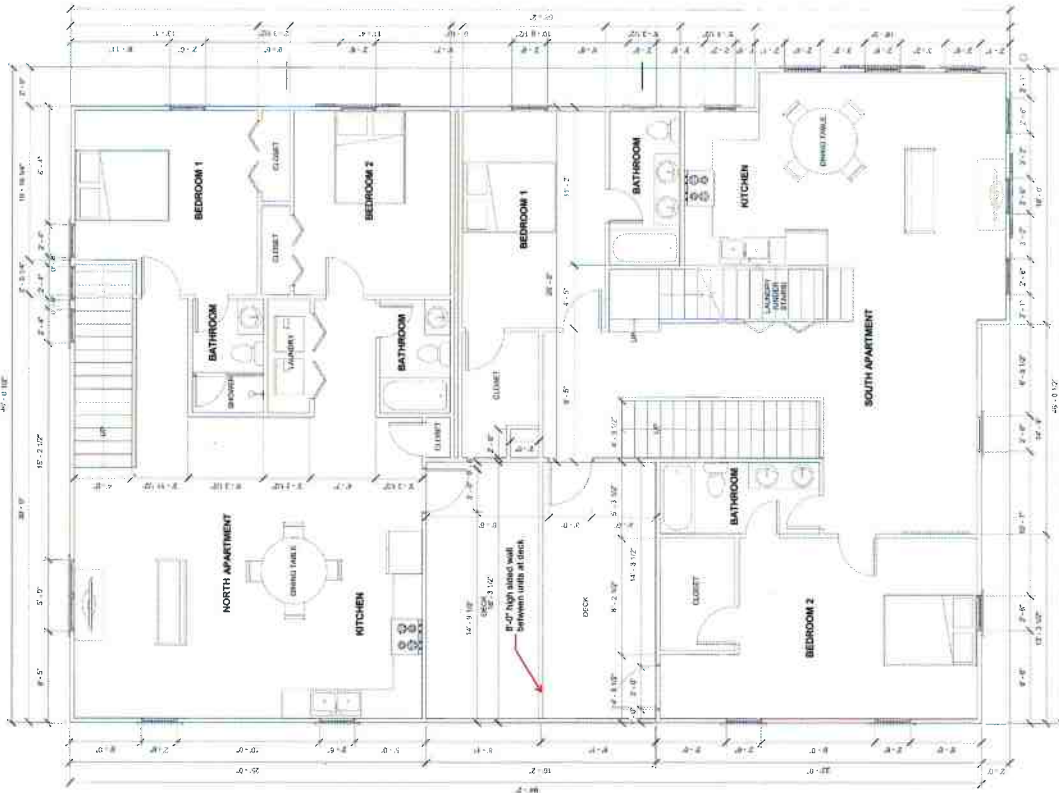
PROJECT SCOPE:
 2 (N) BUILDINGS WITH APPROX
 1,900 SF OF COMMERCIAL
 SPACE & 3 RESIDENTIAL UNITS

PROJECT ADDRESS:
 195 CARMEL AVENUE
 PACIFICA, CA 94044

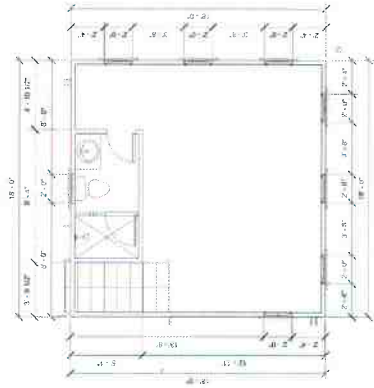
PROJECT NAME:
 NEW MIXED USE DEVELOPMENT :
 195 CARMEL AVENUE

SHEET TITLE:
 MAIN
 BUILDING -
 2ND & 3RD
 FLOOR PLANS

SHEET:
 A2.2



1. LEVEL 2 FLOOR PLAN
 1/4" = 1'-0"



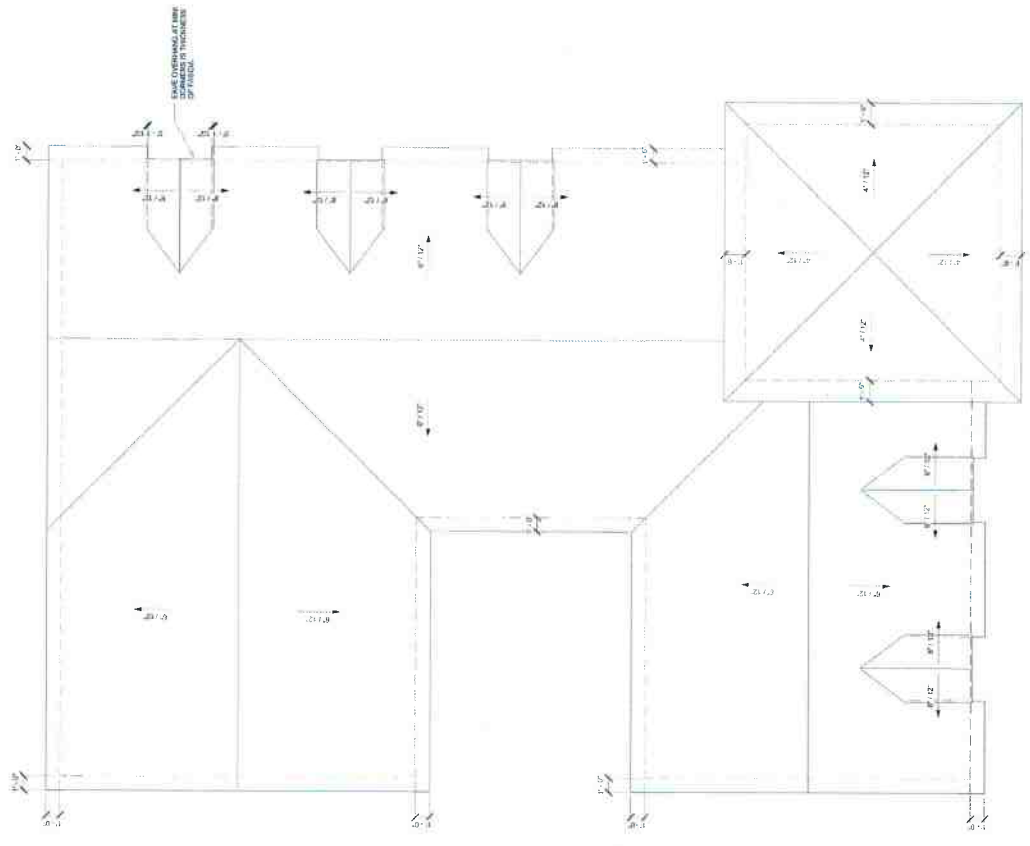
2. LEVEL 3 TOWER FLOOR PLAN
 1/4" = 1'-0"

MAIN BUILDING - ROOF PLAN

PROJECT NAME: NEW MIXED USE DEVELOPMENT : 195 CARMEL AVENUE
PROJECT ADDRESS: 195 CARMEL AVENUE PACIFICA, CA 94044

PROJECT SCORE: 2 (N) BUILDINGS WITH APPROX 1 900 SF OF COMMERCIAL SPACE & 3 RESIDENTIAL UNITS

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	05/20/16	PLANNING RESUBMITTAL



1 ROOF PLAN 1/4" = 1'-0"



PKM, INC.
P.O. Box 868
Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL
2	09/26/16	MINOR DESIGN CHANGES

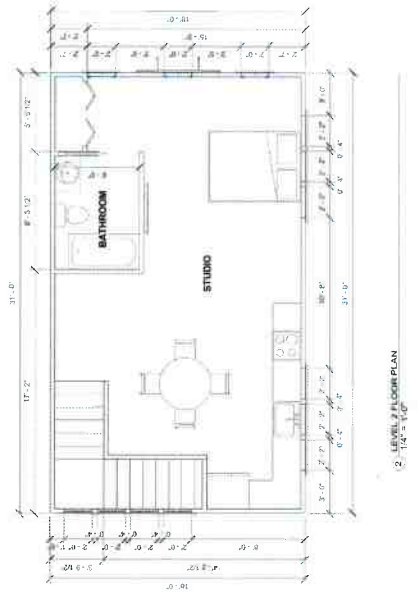
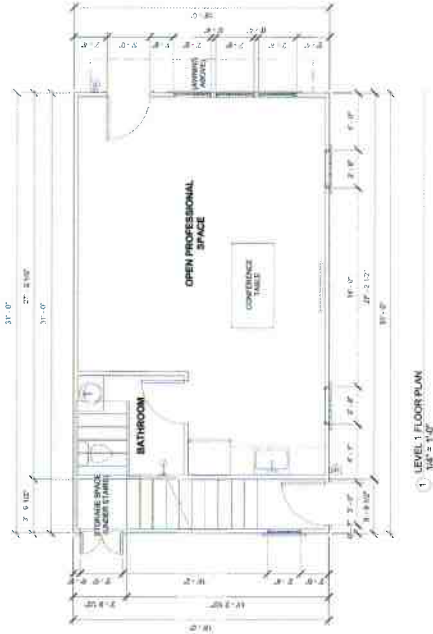
PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
REAR
BUILDING -
1ST & 2ND
FLOOR PLANS

PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
REAR
BUILDING -
1ST & 2ND
FLOOR PLANS

SHEET:
A2.4





PKM, INC.
P.O. Box 858
Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/22/16	PLANNING RESUBMITTAL

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

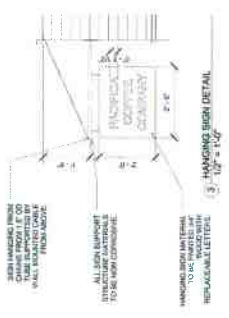
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

SHEET TITLE:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE
MAIN BUILDING - EAST ELEVATION

SHEET
A3.1



1 - EAST ELEVATION
1/4" = 1'-0"



2 - HANGING SIGN DETAIL
1/2" = 1'-0"



3 - FLUSH WALL SIGN DETAIL
1/2" = 1'-0"

200% IMAGING FROM TABLE IS PROVIDED BY CLIENT. ALL DIMENSIONS FROM MODEL.

ALL SIGN SUPPORT STRUCTURE MATERIALS TO BE PROVIDED BY CLIENT FOR APPROVAL.

HANGING SIGN WITH 2" X 4" WOOD POSTS TO SUPPORT SIGN. SIGN TO BE MOUNTED TO REPLACEMENT LETTERS.

SIGN AND SIGNAL TO BE FINISHED 3/4" WOOD WITH REPLACEMENT LETTERS.



PKM, INC.
PO Box 888
Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

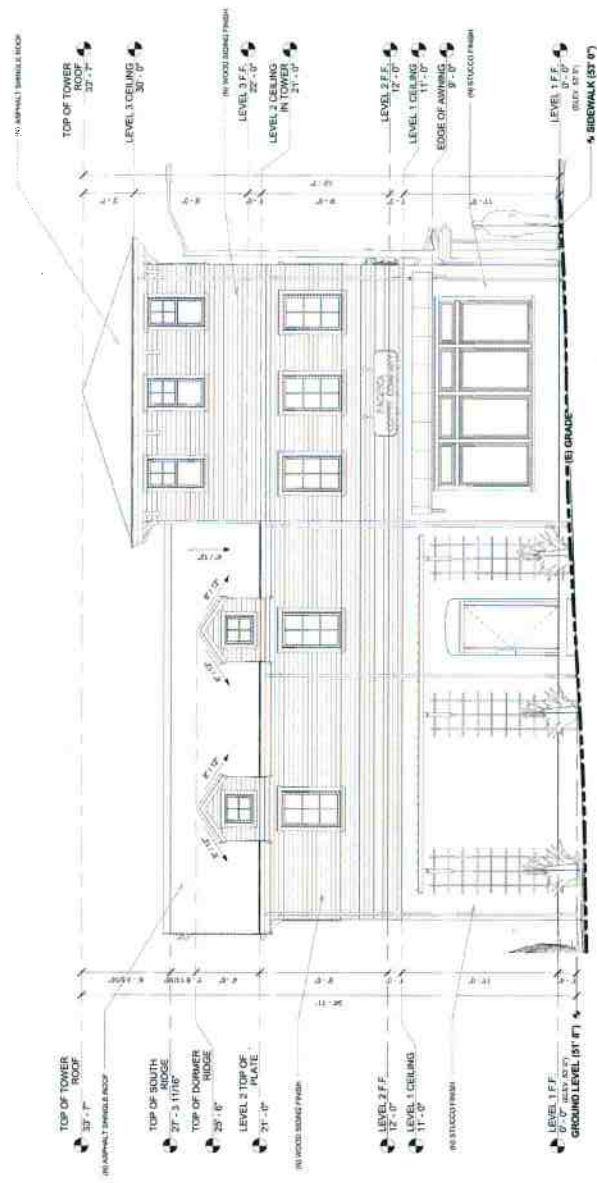
PROJECT NAME:
NEW MIXED USE DEVELOPMENT :
195 CARMEL AVENUE

PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
**MAIN
BUILDING -
SOUTH
ELEVATION**

SHEET:
A3.2





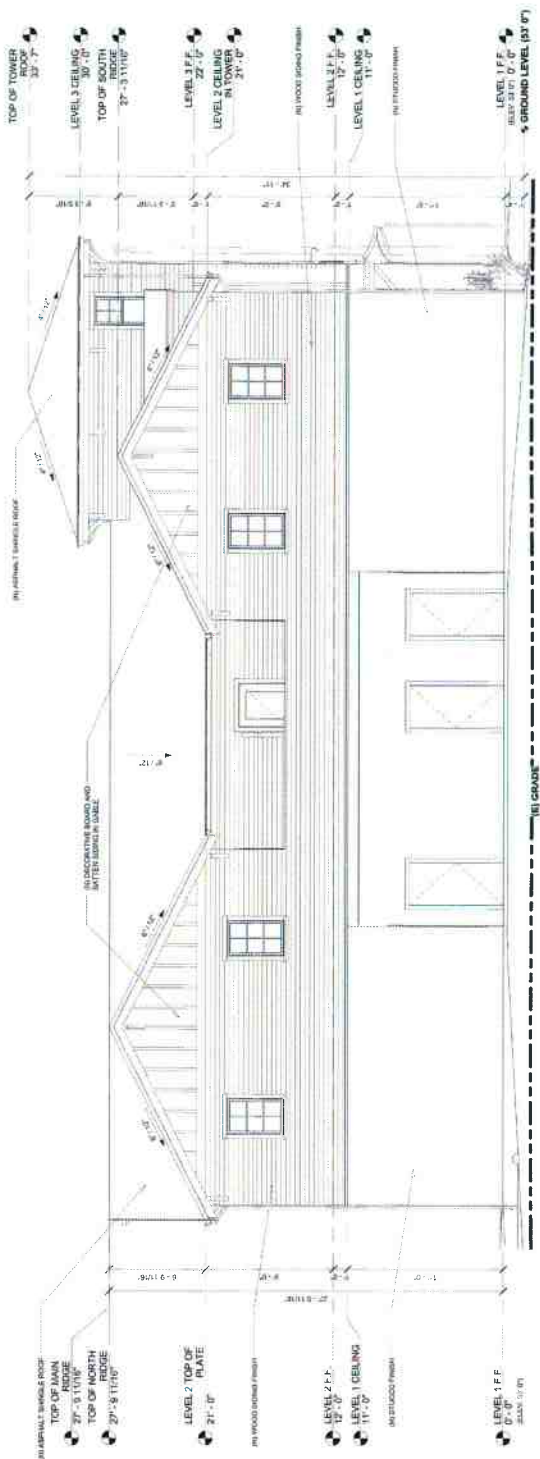
PKM, INC.
P.O. Box 868
Pacifica, CA 94044

REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

PROJECT NAME:
NEW MIXED USE DEVELOPMENT
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044
PROJECT SCOPE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
MAIN
BUILDING -
WEST
ELEVATION

SHEET
A3.3



1. WEST ELEVATION
1/4" = 1'-0"



PKM, INC.
P.O. Box 698
Pacifica, CA 94044

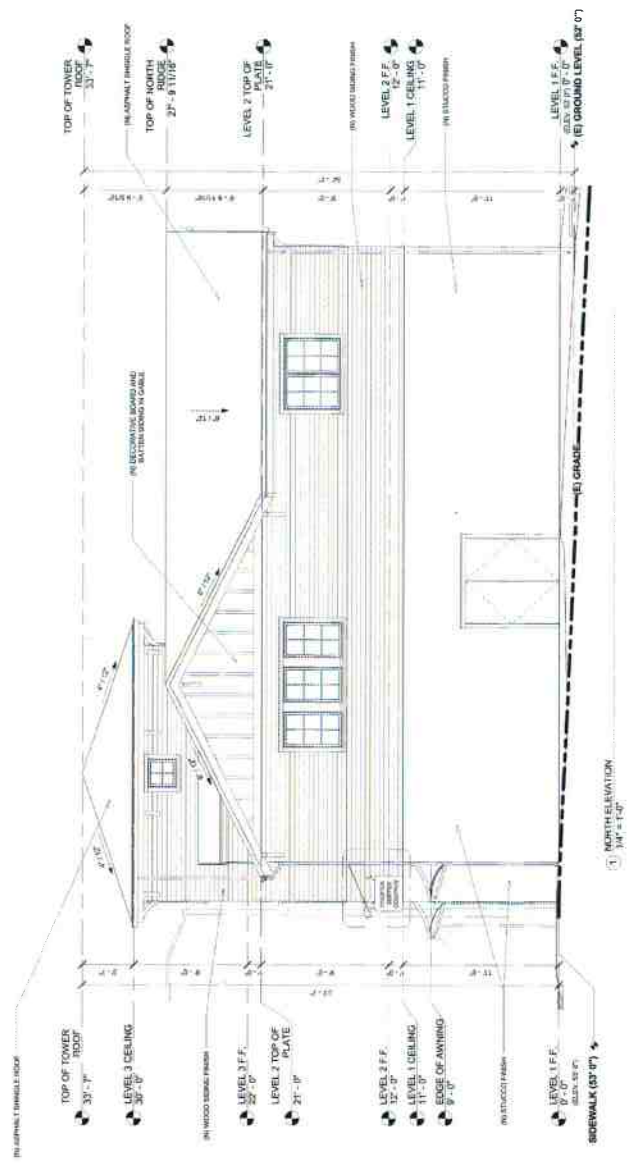
REV	DATE	DESCRIPTION
0	04/25/16	PLANNING SUBMITTAL
1	06/20/16	PLANNING RESUBMITTAL

PROJECT NAME:
NEW MIXED USE DEVELOPMENT
PROJECT ADDRESS:
195 CARMEL AVENUE
PACIFICA, CA 94044

PROJECT SCORE:
2 (N) BUILDINGS WITH APPROX
1,900 SF OF COMMERCIAL
SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
MAIN
BUILDING -
NORTH
ELEVATION

SHEET:
A3.4



1 NORTH ELEVATION
1/4" = 1'-0"

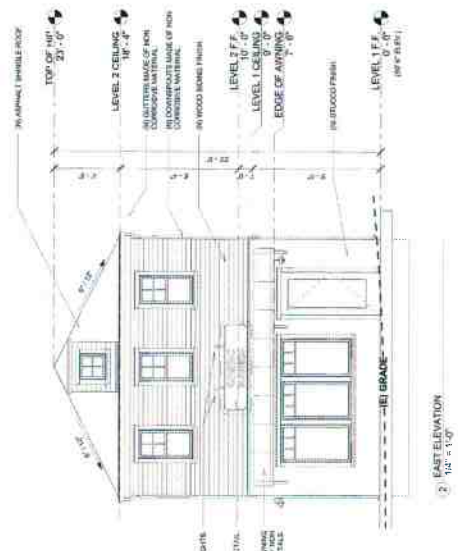


REV	DATE	DESCRIPTION
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1	06/20/16	PLANNING RESUBMITTAL
2	09/26/16	MINOR DESIGN CHANGES

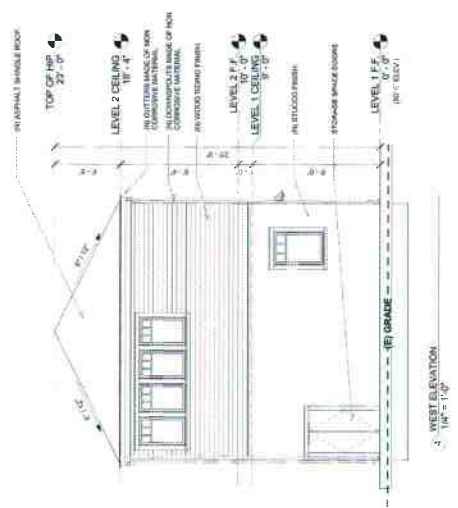
PROJECT NAME:
NEW MIXED USE DEVELOPMENT
 195 CARMEL AVENUE
 195 CARMEL AVENUE
 PACIFICA, CA 94044
 PROJECT ADDRESS
 PROJECT SCOPE:
 2 (N) BUILDINGS WITH APPROX
 1,900 SF OF COMMERCIAL
 SPACE & 3 RESIDENTIAL UNITS

SHEET TITLE:
**REAR
 BUILDING -
 ELEVATIONS**

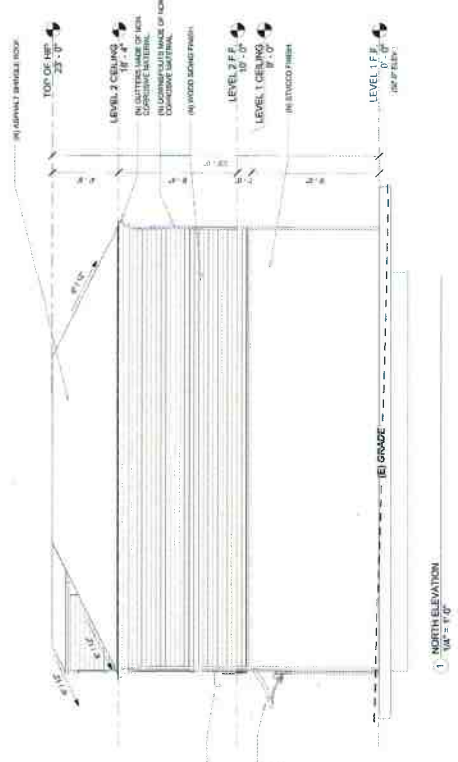
SHEET
A3.5



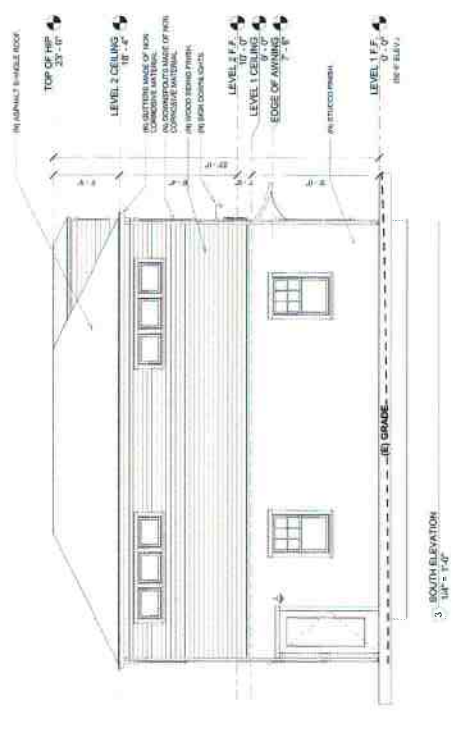
2 EAST ELEVATION
 1/4" = 1'-0"



3 WEST ELEVATION
 1/4" = 1'-0"



1 NORTH ELEVATION
 1/4" = 1'-0"



3 SOUTH ELEVATION
 1/4" = 1'-0"

SIGN PROGRAM & TENANT SIGN CRITERIA

MIXED USE DEVELOPMENT

195 CARMEL AVENUE, PACIFICA

Submitted 07.18.2016

A. Design Intent

1. This signage criteria has been established to provide uniformity within the proposed development, to maintain the character of the development, and to assure that signage installed within the development will stand up to the coastal elements.
2. Signage for commercial uses shall adhere to the size and material requirements as stipulated in this program, unless prior approval from both the Landlord and the City of Pacifica is obtained.

B. General Requirements

1. Tenants shall submitted detailed drawings of any proposed sign to the Landlord, and obtain approval from the Landlord, prior to any sign being installed.
2. All permits required by the City of Pacifica for installation of a sign(s) shall be obtained prior to any sign being installed.
3. All signs shall be designed, constructed, and installed at the Tenant's expense.
4. All required permits for signs shall be obtained at the Tenant's expense.
5. Tenants shall be responsible for maintaining all signage they have installed, to the satisfaction of the Landlord.
6. No illuminated, animated, flashing, or audible signs shall be permitted.
7. A maximum total of 3 wall mounted signs and 3 hanging signs shall be permitted for the building that fronts Carmel Avenue and Francisco Boulevard. A maximum total of 1 wall mounted sign and 1 hanging sign shall be permitted for the rear building.

C. Construction Requirements

1. All exterior signs shall comply with the specifications included in the approved development plan set.
2. Signs shall adhere to maximum size and lettering dimensions as indicated in the approved development plan set.
3. All wood used for exterior signage shall be of a weather-resistant type, such as redwood or cedar.
4. All metal fasteners, connectors, cables, chains, etc. shall be made of a non-corrosive material such as stainless steel.
5. Colors used for painting of signs shall approved by the Landlord, and shall compliment the colors of the building it is attached to. The intended color scheme is for the lettering and sign border to match the stucco siding color of the building, with a white / off-white background.

D. Miscellaneous Requirements

1. Sign locations shall be approved by the Landlord prior to installation.
2. No signs shall be placed on any roof, or on the rear of the buildings.
3. All signage shall be removed by the Tenant in its entirety, and all walls patched to condition prior to sign installation, upon expiration of the Tenant's lease. Landlord reserves the right to sole judgement of the acceptability of the patching, and can use its own contractors to provide acceptable patching if the Tenant is unable to do so. All sign removal and patching costs are the responsibility of the Tenant.

E. Wall Mounted Sign Requirements

1. Wall mounted signs shall be constructed of a 3/4" thick weather-resistant wood (redwood, cedar, or other approved wood).
2. The overall dimensions of the sign shall be 72" in width and 20" in height.
3. The corners of the sign shall be rounded with a 3" outer radius.
4. Lettering shall be a max of 6" in height, and shall be a legible font approved by the Landlord.
5. The background of the sign shall be painted white / off-white to match the trim or other adjacent materials as approved by the Landlord.
6. The lettering shall be painted to match (to an extent feasible) the stucco siding of the building it is located, as approved by the Landlord.
7. All fasteners shall be concealed / painted to match adjacent surfaces.
8. Accent lighting shall be allowed, as approved by the Landlord and the City of Pacifica. Lights shall be oriented to project light onto the sign only. All conduits, etc. shall be concealed. Housings for the light fixtures may be approved (at the discretion of the Landlord), and must match the adjacent building surfaces or the light fixture..
9. Any accent lighting shall be rated for exterior installation.
10. The Landlord must approve the style and exterior materials of any light fixture, to assure conformity with the building's design.

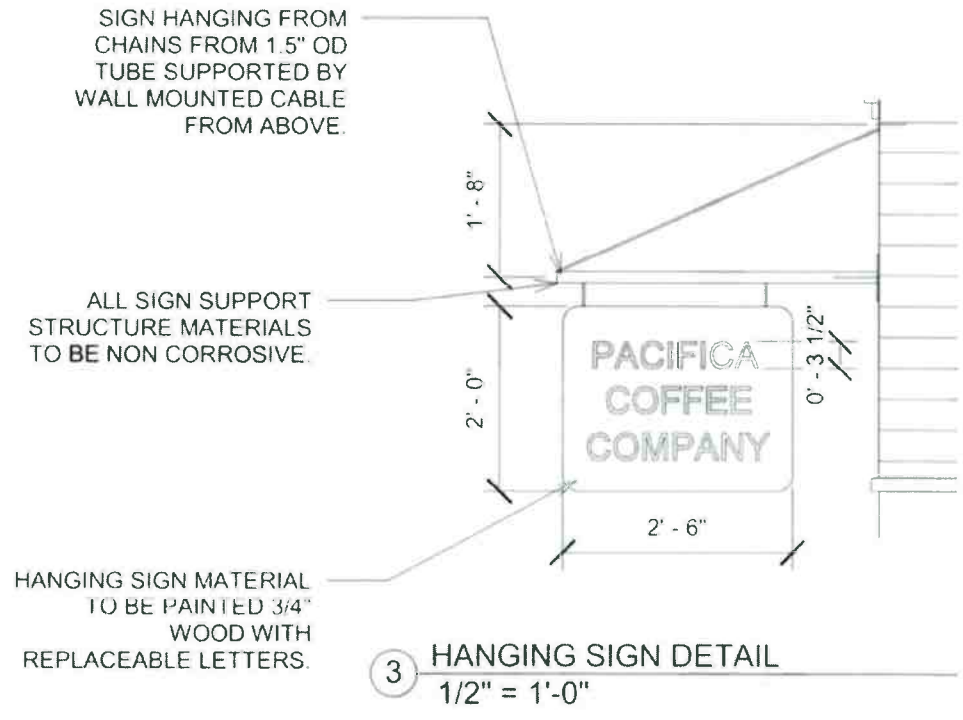
F. Hanging Sign Requirements

1. Hanging signs shall be constructed of a 3/4" thick weather-resistant wood (redwood, cedar, or other approved wood).
2. The overall dimensions of the sign shall be 30" in width and 24" in height.

3. The corners of the sign shall be rounded with a 2" outer radius.
4. Lettering shall be a max of 3.5" in height, and shall be a legible font approved by the Landlord.
5. The background of the sign shall be painted white / off-white to match the trim or other adjacent materials as approved by the Landlord.
6. The lettering shall be painted to match (to an extent feasible) the stucco siding of the building it is located, as approved by the Landlord.
7. Signs shall be supported by a 1.5" diameter tube made of a non-corrosive metal, projecting horizontally, perpendicular to the building face it is projecting from. The tube shall project 38" - 42" from the building face. Attachment to the building face shall be concealed.
8. A non-corrosive metal cable shall extend from the outer end of the supporting tube (within 2" of the end), and be anchored to the building at a point 20" (+/- 2") directly above the tube.
9. Sign shall be hung from 2 chains made of non-corrosive metal extending from the underside of the tube into the top of the sign. The maximum length of the chains shall be 4". The chains shall be anchored to the sign 2.5" – 3.5" from the sides of the sign, and the chain furthest from the building face shall be anchored a max. of 4" from the end of the tube.
10. No accent lighting shall be allowed for the hanging signs.
11. All fasteners shall be concealed / painted to match adjacent surfaces.



② FLUSH WALL SIGN DETAIL
1/2" = 1'-0"



③ HANGING SIGN DETAIL
1/2" = 1'-0"

Rob Smith
Planning Department
City of Pacifica
1800 Francisco Boulevard
Pacifica, California 94044

Subject: 195 Carmel Avenue – Parking Exemption Request

Dear Rob,

Per your request, please find below our request for a parking exception for 2 parking spots for the 195 Carmel Avenue project. We believe a parking exception for 2 parking spots is practical for the following reasons:

1. The required number of parking spaces cannot reasonably be provided without impacting the project's commercial viability. Reducing the commercial space below the 1,300 sf of leasable area severely limits the types of businesses this development will be able to attract. At 1,300 sf the space will be able to attract a variety of different potential businesses. The larger commercial space will attract a larger number of new businesses and/or will help retain existing businesses. Existing businesses cannot grow without expanding to larger spaces or to a more prominent location, such as this new development that has excellent freeway access to on- and off-ramps. We've received several inquiries from existing Pacifica businesses who would like to lease this larger space.
2. The parking exception will serve to help promote specific goals of the Economic Development Division and City Council, such as attracting new business, retaining existing businesses, and providing opportunities for existing businesses grow, and fiscal sustainability.
3. Unlike other commercial sites in the vicinity, this site does provide parking. There are 10 other businesses along Francisco within one block and 9 of them provide no off-street parking (Sonny's – which is a similar size site, provides 9 parking spots). It is important to note that as the street is redeveloped each site will likely provide some parking, thereby reducing the demand for street parking.
4. The parking exception will not be detrimental to the public welfare, adjacent properties, or public improvements. Present and anticipated uses of the site and other sites in the vicinity require a strict interpretation of the parking requirements in the Zoning code. The parking exception would not interfere with the flow of traffic on the street. The parking exception would not create an unsafe condition.
5. There is a good amount of public parking available nearby. There is an existing public parking lot within 500 feet of the site that has approximately 32 parking stalls at Francisco and Salada. City hall is technically a public lot.

6. The proposed off-street parking is as nearly in compliance with the Zoning requirements as is reasonably possible. The development provides 82% of its required parking stalls (9 out of 11 stalls).
7. The site is adjacent to public transit. There are two bus stops within 500 feet of the site, 2 more bus stops within 800 feet of the site, and 2 more bus stops within ¼ mile of the site (6 bus stops total).
8. The site is adjacent to many services. The site is within a 1.4 mile of several restaurants and cafes, the civic center, grocery store, delis, a bank, bars, veterinary services, and fitness studios. The site is within 1,000 feet of the beach and within a half mile of Mori Point.
9. I understand that El Toro Loco will be moving down the street to Sonny's location. They are an eat-in restaurant which requires people to park on the street for a significant amount of time (more than 20 minutes). Sonny's is not currently occupied so the area will be essentially utilizing 9 additional stalls that it current is.
10. The previous development at the site was a single family home with no garage, so the occupants had to park on the street. Essentially, removing that development has reduced the number of cars parking on the street by 2 cars, and so in a way the proposed development has no net impact on the existing off-street parking.
11. There is regulated short term parking on the west side of Francisco (20 minute green zone) and unregulated parking on the east side of Francisco. Residential tenants would not necessarily be utilizing the short term parking on the west side since it is limited to 20 minutes.
12. The project is formalizing parking along the Carmel frontage by constructing new curb, gutter, and sidewalk.
13. The mixed-use of the development creates different peak hours between the residential and commercial, and so it is unlikely that each use requires maximum parking at the same time.

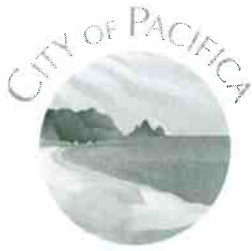
Please contact me with any questions or comments.

Thanks,

Mike O'Connell, P.E.

650.303.0495

mike@roundhouseindustries.com



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION
Staff Report

DATE: September 19, 2016

FILE: CDP-369-16
PSD-810-16
UP-74-16
PE-167-16
S-120-16

ITEM: 1

PUBLIC NOTICE: Notice of Public Hearing was published in the Pacifica Tribune on September 7, 2016, and mailed to 43 surrounding property owners and occupants.

APPLICANT & CO-OWNER:	Michael O'Connell 900 Rosita Rd. Pacifica, CA 94044	CO-OWNER: Consult Design Build, Inc. 648 Navarre Dr. Pacifica, CA 94044
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PROJECT LOCATION: 195 Carmel Avenue (APN 016-022-120).

PROJECT DESCRIPTION: Mixed use development of 1,767 sq. ft. of commercial floor space at first floor and three residential units (two units of two bedrooms and one studio unit) within two buildings.

SITE DESIGNATIONS: General Plan: Commercial
Zoning: C-1 (Neighborhood Commercial) /CZ (Coastal Zone Combining)

RECOMMENDED CEQA STATUS: Class 32 Categorical Exemption, Section 15332.

ADDITIONAL REQUIRED APPROVALS: None. Subject to appeal to the City Council.

RECOMMENDED ACTION: Approve as conditioned.

PREPARED BY: Robert Smith, Assistant Planner

PROJECT SUMMARY, RECOMMENDATION, AND FINDINGS

ZONING STANDARDS CONFORMANCE:

<u>Major Standards</u>	<u>Required</u>	<u>Existing</u>	<u>Proposed</u>
Building	5,000 sq. ft. min	6,643sq. ft.	No change
Site (sq. ft.)			
Lot Width	50'	70'	No change
Building Height	35'-0" max	N/A	33'-7"
Landscaping	10% min	N/A	11%
Setbacks			
<i>Front</i>	none	N/A	18'-0" ₁
<i>Side</i>	none	N/A	5'-0" ₂
<i>Rear</i>	none	N/A	20'-0" ₂
Parking	11 spaces	N/A	9 spaces

1 At the shortest point.

2 When viewing the property from Francisco Boulevard.

PROJECT SUMMARY

1. Project Description

The proposed project consists of two buildings, the first fronting Francisco Boulevard as a two-story building with a small three-story element containing commercial floor space at first floor of 1,331 Square feet (sq. ft.) and two residential units of two bedrooms each at second and third floor. The building to the rear contains a first floor of 436 sq. ft. commercial floor space with a 468 sq. ft. studio residential unit above. The existing site is currently a vacant lot. Substantially different in size and layout the proposed building towards the rear will be subordinate to the main building on Francisco Boulevard. Design will be driven by the commercial frontage on Francisco Boulevard and City parking requirements.

Parking is provided in the rear of the main building (8 off-street spaces) accessed by a driveway from Carmel Avenue. The driveway is adjacent to a single-family dwelling at 185 Carmel Avenue. The scheme also proposes one off-street parking space from Francisco Boulevard which would result in a loss of a green zone, time restricted, on-street parking space.

Project Site

The project site is currently a vacant corner infill lot, formerly the site of a single residential dwelling, demolished a number of years ago. The site has an unusual layout with a small rectangular section to the rear adjacent with the property fronting 185 Carmel Avenue. This flat site has little vegetation except for some invasive plants, with a heritage tree to the rear of the lot, requested to be removed as part of this application, with three new trees proposed along the north elevation.

Project Architecture

Variation in elevation planes, the use of stucco, timber siding, pitched roofs, dormer windows, modern doors and windows, and the introduction of a tower element add to the overall aesthetic and design quality. The modern style and design of the proposed project will be consistent with the variety of existing buildings in the neighborhood.

The ground-floor commercial portion of the main building will create an active frontage on Francisco Boulevard by incorporating substantial glazing (i.e. windows), and two access points to allow interior flexibility. Landscaping along Francisco Boulevard, although restricted to a small area, will add visual interest to the building and create a more visitor friendly appearance.

The second-story residential portion of the main building will feature a modern open interior floor plan with windows carefully placed to maximize natural light and airflow on each level as well as capturing hillside and some ocean views. The southerly unit will include a small third story within the tower element that will serve as a family room. Both residential units in the main building will include external terraces, which allow additional outdoor private space.

The building to the rear will replicate many of the same architectural themes and details found in the main building, but on a smaller scale. The building is proposed to have a single ground-floor commercial space and a second-story studio residential space. As discussed in greater detail later in this report, staff does not support construction of a residential unit atop the proposed building at the rear of the site.

Neighborhood Context

The adjoining property at 185 Carmel Avenue exists on a small lot with a significantly reduced setback to the rear. No floorplans are available for this property, however a large section of glazing exists at first floor at the rear. This property was designated a Historic Landmark in 1985. An application for minor modifications to the front porch was made for the property in 1989. The submitted drawings show the limited nature of the rear setback at this site but does not address how this lot arrangement came about.

The PMC requires Historic Preservation Permits when historic landmarks are demolished, altered or relocated. The proposal will not make any physical alterations to the adjoining historic landmark and therefore, no provisions exist to require a Historic Preservation Permit for this project. Moreover, the high-quality architectural design of the proposed project will not adversely affect the neighborhood context in which the historic landmark at 185 Carmel Avenue is experienced.

The proposed project design incorporates numerous elements of the City of Pacifica's adopted Design Guidelines, which will complement, enhance, and reinforce many of the positive architectural characteristics of the neighborhood while raising the standard and quality of the architecture. The West Sharp Park neighborhood is a mixture of single-family and multiple-family residential buildings as well limited commercial development with a wide variety designs, sizes and scale. Buildings vary in height from one- to three-stories, lot widths range from 25 to 75 feet, with the typical lot depth is 90 feet.

The typical neighborhood streetscape color palette is composed of mostly lighter shades of color including pastel yellow, white, blue, green, tan, and grey. Exterior materials include painted stucco, painted wood siding, painted fiber cement siding and some painted vertical groove plywood. Flat roofs are common on multiple-family dwellings. Most buildings, both single-family and multiple-family, have garage doors at first floor at the base of the building as the most dominant architectural feature on the lower part of these structures.

The proposed project includes the following positive architectural elements from the surrounding neighborhood:

- Abundant large sized windows and doors;
- Balconies with open, usable space;
- Pitched roofs with dormer windows;
- Stucco walls;
- Low concrete walls;
- Appropriately sized commercial and residential windows;
- Front entry canopies defining entrances;
- Native drought resistant landscaping

The proposed project avoids the following negative architectural elements from the surrounding neighborhood:

- Poor design and use of nondurable lower quality construction materials and techniques unsuitable for this coastal location;
- Garage doors and driveways dominating the front elevation and minimizing landscaping in the streetscape area; and
- Lack of architectural detail and interest.

Site Specific Design & Construction Details

The front entries are defined by entrance canopies and doors. The parking will be located at the rear of the main building, accessed from Carmel Avenue to provide the following benefits:

- Fewer curb cuts increases pedestrian enjoyment of the public right-of-way.
- Preserves the most visible front elevation for landscaping and greater street appeal of more attractive architecture and landscaping.

Signage

The Applicant has submitted a Master Sign Program, as required by PMC Sec 9-4.2907, because the site will contain a multi-unit development. The Master Sign Program (Attachment D) conforms with the PMC Sign requirements and is therefore acceptable with a condition securing its implementation.

Parking

The applicant has proposed to locate all but one of the parking spaces to the rear of the main building, screened from Francisco Boulevard, which will reduce the visual impact of vehicles at the site. The arrangement of parking spaces, landscape areas and permeable paving will offer variation in site treatments. Four of the nine proposed parking spaces will be located under cover of the main building at first floor to further screen the parking and to locate it closer to the residential units, thus making it more convenient for residents. The four remaining spaces behind the main building will be in an open parking area.

The ninth parking space is proposed in a dedicated parking stall adjacent to the main building. The space would be accessed from a dedicated driveway from Francisco Boulevard. The space would not be screened from view from Francisco Boulevard, and would create a potentially hazardous pedestrian condition by creating the only vehicular driveway along the entire block. Staff discusses this project element in greater detail, below.

The rear parking area meets a number of PMC requirements and is largely appropriate. The Pacifica Municipal Code requires the parking back-up space to be a minimum of 25 feet. The proposed back-up would be 25'-5" in conformance with the zoning standards. The proposed commercial floorspace requires six (6) off-street parking spaces, with five (5) off-street parking spaces required for the residential units ((11 total required spaces). The applicant has proposed nine total parking spaces including one accessible parking space and one compact parking space. The result is a deficiency of two parking spaces from zoning standards, which requires approval of a parking exception.

The off-street parking space accessed from Francisco Boulevard represents an inappropriate location for an off-street parking space on the basis it would reduce space for on-street parking; interrupt the pedestrian sidewalk; and create an unusual, hazardous space to enter and egress from. The removal of this space would result in an increase in the number of off-street spaces to be considered for a Parking Exception. Amending the proposed scheme by condition to remove the off-street parking space on Francisco Boulevard will improve the visual appearance of the building, remove a hazardous situation and create an opportunity to plant a greater portion of the site with landscaping.

The applicant has requested approval of Parking Exception PE-167-16 to allow a reduction of two required off-street parking spaces. The applicant contends additional parking spaces provided on-site would compromise the first floor commercial space; that sufficient on-street parking in the immediate and surrounding area is available; and, that the uses have complimentary (opposite) peak hour parking demand.

If the Commission approves the project with a condition to eliminate the dwelling unit atop the rear commercial building, as well as a condition to eliminate the parking space along Francisco Boulevard, the number of spaces included in the applicant's request for relief under the parking exception would remain at two spaces. This results from a reduction in parking demand by one parking space (attributable to the parking demand for a studio residential unit), with a corresponding reduction in parking supply of one space (attributable to the space along Francisco Boulevard).

Planning Commission Staff Report

Coastal Development Permit CDP-369-16; Site Development Permit PSD-810-16; Use Permit UP-74-16; Parking Exception PE-167-16; and, Sign Permit S-120-16.

195 Carmel Ave.

September 19, 2016

Page 6

Landscaping

Landscaping is integrated throughout the design, slightly exceeding the minimum required and incorporating drought resistant native California coastal species. Areas not landscaped on the ground level will use permeable pavers to allow stormwater, rain and irrigation water to permeate the ground. If the Commission approves the project with a condition to eliminate the parking space proposed along Francisco Boulevard, then on-site landscaping would increase to approximately 14 percent from 11 percent.

2. General Plan, Zoning, and Surrounding Land Uses

Single-family residences in the R-1/CZ zoning districts exist to the west, commercial uses to the north and south, and the Coast Highway to the east, beyond Francisco Boulevard. The majority of properties within this area are one- and two-story structures. Francisco Boulevard supports a number of commercial and public buildings.

General Plan land use designation is Commercial which allows a range of retail and service uses as well as residential development when the dwelling units are located above the commercial uses. The intensity of residential development is regulated with a minimum lot area requirement of 2,000 square feet (sq. ft.) per unit. Based on the site's 6,643 sq. ft lot area, it may contain no more than three residential units.

The C-1 zone allows a variety of retail and service uses as well as development of residential dwellings with a Use Permit, provided the units are entirely above the first floor commercial use and the site has at least 2000 sq. ft. of lot area per dwelling unit. In the Coastal Zone, the only permitted uses within the C-1 zoning district are visitor serving uses. All non-visitor serving uses require approval of a Use Permit. A Use Permit is also required for development abutting a residential district.

3. Municipal Code

Coastal Development Permit: Planning Commission approval of a Coastal Development Permit (CDP) is required. The project does not qualify as a category of excluded development. Planning Commission must make two findings [PMC Sec. 9-4.4304(k)]:

- i. The proposed development is in conformity with the City's certified Local Coastal Program; and
- ii. Where the Coastal Development Permit is issued for any development between the nearest public road and the shoreline, the development is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act.

Site Development Permit: Pursuant to Section 9-4.3204, a Site Development Permit cannot be issued if the Commission makes any of the following findings, briefly summarized:

- i. Potential traffic hazards
- ii. Parking accessibility problems
- iii. Insufficient landscape areas
- iv. Restricted light and air on the property or other surrounding properties
- v. Creation of a substantial detriment to an adjacent residential district
- vi. Excessive damage to the natural environment
- vii. Insufficient site and structural design variety

Use Permit: The Planning Commission shall grant approval of a Use Permit to allow residential use above commercial use and to allow construction abutting an R District only when all of the following findings are made:

- i. That the establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, and welfare of the persons residing or working in the neighborhood or to the general welfare of the City;
- ii. That the use or building applied for is consistent with the applicable provisions of the General Plan and other applicable laws of the City and, where applicable, the Local Coastal Plan; and
- iii. Where applicable, that the use or building applied for is consistent with the City's adopted Design Guidelines.

Parking Exception: In the event of practical difficulties and unusual hardship, the Commission may grant exceptions to the provisions of Article 28 'Off-Street Parking and Loading.' The findings of the Commission need include only that the establishment, maintenance, and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this article as are reasonably possible.

Master Sign Program: Pursuant to PMC Section 9-4.2907, the "Planning Administrator, or designee, at their discretion, may approve a master sign program if consistent with the provisions of this article. However, master sign programs approved by the Commission may not be changed without prior Commission approval." The Planning Administrator (i.e. the Planning Director) has deferred approval of the sign program to the Planning Commission in conjunction with its consideration of the overall development. The Commission, in order to approve the master sign program, must only find that the sign sizes, locations, and types are consistent with the sign standards in the PMC.

4. Required Findings

- A. In order to approve the subject Coastal Development Permit CDP-369-16, the Planning Commission must make the two findings required by PMC Section 9-4.4304(k). The following discussion supports the Commission's findings in this regard.
 - i. Required Finding: The proposed development is in conformity with the City's certified Local Coastal Program.

Discussion: The City's certified Local Coastal Program includes a Local Coastal Land Use Plan (LCLUP) that contains policies to further the City's coastal planning activities. The proposed project is consistent with several of these policies, as discussed below.

- Coastal Act Policy No. 2: Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rock coastal beaches to the first line of terrestrial vegetation.

The proposed project will not interfere with the public's right of access to the sea. The proposed project is located east of the shoreline, two blocks from the coast, and will not affect the existing public promenade that provides coastal access; therefore, the project will not impact or otherwise interfere with the public's right of access to the sea.

- Coastal Act Policy No. 18: Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

The project will not occur on or adjacent to an environmentally sensitive habitat area. The development site is a vacant lot surrounded by a substantially developed subdivision, and has no value as habitat. Therefore, the project is consistent with this LCP policy.

- Coastal Act Policy No. 23: New development, except as otherwise provided in this policy, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. This section also references Visitor-serving facilities that cannot feasibly be located in existing developed areas.

The new development proposed with this project is located within an existing developed area. The surrounding neighborhood is a substantially developed neighborhood with subdivided lots, most of which have already been developed with commercial buildings and residential units. Therefore, development will not occur outside of existing developed areas and this location is compatible for visitor serving uses.

Because the proposed project will be located in an existing area substantially developed with commercial and residential units, and will be setback from the sea, substantial evidence exists to support a Planning Commission finding that the proposed development is in conformity with the City's certified Local Coastal Program.

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

Discussion: The project site is not located between the nearest public road (Beach Boulevard) and the shoreline; therefore, this Coastal Development Permit finding does not apply in this case.

- B. In order to approve the subject Site Development Permit PSD-810-16-, the Planning Commission must not make any of the nine findings required by PMC Section 9-4.3.204(a):

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

Discussion: The proposed project will mostly provide upgrades and modifications to the existing roadway and pedestrian facilities on both Carmel Avenue and Francisco Boulevard. However the off-street parking arrangement on Francisco Boulevard would not improve existing traffic patterns for vehicles and pedestrians around the site because it would create a hazardous and inconvenient vehicular and pedestrian traffic pattern. The position of the off-street parking space on the main elevation of Francisco Boulevard between buildings would restrict sight lines, cause vehicles to cross the sidewalk from a busy road and through existing parked cars, will create conflict between pedestrians and vehicles. By conditioning the removal of this parking space along Francisco Boulevard, the remainder of the project would not create a hazardous or inconvenient vehicular or pedestrian pattern.

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

Discussion: The proposed 12-foot-wide driveway on Carmel Avenue will not create a hazardous or inconvenient condition related to accessing off-street parking areas. The proposed 12-foot-wide driveway on Carmel Avenue is located more than 70 feet from the corner (intersection with Francisco Boulevard), more than the 10 feet required by PMC Sec. 9-4.2813(h). The open nature of the rear of the site and the limited height of the retaining wall and fence will allow adequate visibility for drivers operating vehicles entering and exiting the site to view pedestrians in the vicinity of the driveway.

However, the proposed driveway accessing off-street parking on Francisco Boulevard would present a hazardous and inconvenient condition to adjacent and surrounding uses. The position of the off-street parking space on the main elevation of Francisco Boulevard between buildings would restrict sight lines, cause vehicles to cross the sidewalk from a busy road and through existing parked cars, and will create conflict between pedestrians and vehicles. By conditioning the removal of this parking space

along Francisco Boulevard, the remainder of the project would not create a hazardous or inconvenient condition to adjacent or surrounding uses.

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

Discussion: The proposed landscaping (11 percent) exceeds the minimum amount of landscaping required by the zoning regulations (10 percent). Additionally, if the Planning Commission requires removal of the off-street parking space along Francisco Boulevard, the proportion of the site planted with landscaping will increase further. Proposed throughout the site are native coastal drought resistant plants to complement the architectural style. The landscaping areas will separate and soften the building from the street and adjoining building sites.

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

Discussion: Based on the unusual arrangement of the project site, development within the rear portion of the lot is very closely adjacent to the existing single-family home at 185 Carmel Avenue. The existing reduced setback at 185 Carmel Avenue means that any development on the subject site must take account of the special site circumstances and respond to the need for light and air at this property. The proposed setbacks at the rear property would be 3 feet from 185 Carmel Avenue. The bulk and mass of the proposed two-story building in this location, adjacent to the property line, would mean habitable rooms in the rear of this property would be compromised in terms of reduced levels of light and air. The applicant has proposed an alternative option to set back the upper floor of this building to account for the introduction of additional bulk at the neighboring rear elevation. The alternative setback option is limited to 3 feet however and would only produce minimal additional benefit. In total, the distance to the existing rear building would be 12 feet.

The proposal as presented in both options is therefore likely to cause harm and staff recommends that the Planning Commission amend the site design by condition to eliminate the second floor of the rear building. Although the existing building at 185 Carmel Avenue is a nonconforming structure, it represents an existing condition which both the General Plan and Zoning Code calls on applicants to consider in site design. Removing the second floor by condition of approval would allow the Planning Commission to make this required finding.

On the remaining elevations, setbacks of 11 feet and 28'-6" are proposed from the interior side property lines to the building – the sides of the site closest to adjacent

buildings – will provide adequate building separation so as not to unreasonably restrict or cut out light and air on the property and along other properties adjoining the site.

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

Discussion: No existing commercial structures are currently present on the site.

The removal of the proposed second story on the rear building would result in a project that does not impair the adjacent property at 185 Carmel Avenue.

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

Discussion: The project site includes an existing heritage tree which will be removed and replaced with three native trees in an organized landscaping arrangement. On the basis that the Heritage Tree would be removed, the Applicant did not submit a Arboricultural Assessment. Therefore, no evidence has been submitted to evaluate the health of the heritage tree to establish its current condition or the opportunity to develop around it. It is unlikely that retention would be feasible given the proposed rear building position in relation to tree roots and dripline. A cumulative increase of two trees will benefit the site and largely mitigate the heritage tree removal. Shrubs, creeks, rocks, or prominent natural slopes do not occur on the site.

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

Discussion: The proposed project will incorporate variety in the detail of elevational treatments, type of materials, and roof lines while maintaining a cohesive style that will be compatible with surrounding development in the Sharp Park neighborhood. The combination of high-quality architectural elements will result in a structure that is not monotonous in appearance.

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

Discussion:

The City has adopted Design Guidelines which are intended to accomplish the following purposes:

- Ensure at least a minimum standard of design through the application of consistent policies.
- Encourage new construction which exceeds minimum standards and discourage construction which falls short of those standards.
- Provide a framework for review and evaluation of design proposals.
- Implement applicable General Plan and Local Coastal Plan goals and policies.
- Expedite and facilitate the planning permit process.
- Provide direction for design and redesign of projects.

The Design Guidelines are advisory in nature and, unlike zoning, do not contain explicit standards for determining strict compliance. Rather, the guidelines address significant elements of project design that, when balanced overall, result in the best possible site layout and building architecture for a project. An applicant may propose a project which complies with some but not all guidelines and the Planning Commission may still find the project consistent with the Design Guidelines. It is up to the Commission's discretion to determine the appropriate balance and relative priority of the guidelines for a particular project when considering whether a project has achieved Design Guidelines consistency.

The Design Guidelines require safety to be considered when siting buildings, and building placement "should take into account potential impacts on adjacent property" (Design Guidelines, § I.A.2). The rear building is proposed to be located with just a 3 foot setback from the adjacent residential property, with 9'-9" distance between the buildings at first floor. The applicant has proposed to reduce the impact of the building to the rear by stepping back the second floor, however the degree of step-back and remaining mass at second floor level would not be reduced sufficiently to limit the harm to the single family dwelling. Therefore, the project is inconsistent with the Design Guidelines in that the placement of the rear building so close to the property lines creates negative impacts on the adjacent residences, causing welfare and safety concerns. The proposed building is inconsistent with the Design Guidelines.

Approval of a condition to remove the 2nd story of the rear building would overcome the concern related to Design Guidelines. A condition is included to that effect as part of the resolution.

Staff contends the proposed improvements at the site, subject to conditions, are consistent with the City's adopted Design Guidelines. Major areas of project consistency with the Design Guidelines include the following:

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

Discussion: The proposed project, as conditioned, will be consistent with the General Plan, Local Coastal Plan, and Zoning Regulations, as described in more detail in the preceding staff report.

C. In order to approve the subject Use Permit (UP-74-16), the Planning Commission must make the following three findings required by PMC Section 9-4.3303(a). The following discussion supports the Commission's findings in this regard.

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

Discussion: The existing reduced setback at 185 Carmel Avenue means that any development on the application site must take account of the special site circumstances and respond to the need for light and air at this property. The proposed setbacks at the rear building would be 3 feet from 185 Carmel Avenue. The bulk, mass and location of the proposed building at this property line would mean habitable rooms in the rear of this property, including a large glazed window at first floor, would be impacted in terms of light and air. The proposed alternative design provided by the applicant (option 2) would set back the upper floor of this building to account for the introduction of additional bulk at the neighboring rear elevation. The setback is limited however and would only produce an additional 3 feet setback at second floor. In total, the distance between the rear of 185 Carmel Avenue and side of the rear building would be 9 feet at first floor, 12 feet at second floor with a pitched roof above raising to 23' 2" at the hip of the roof.

The proposed impact from the proposed driveway on Francisco due to its location, the need for vehicles to traverse the sidewalk and the limited sightlines created by its position will impact the health, safety, and welfare of pedestrians using the sidewalk.

Residential use in the main building is an appropriate form of development in this location. The residential building along Francisco Boulevard is adequately setback from the property lines. The provided parking which includes the parking exception for 2 spaces and the removal of the Francisco parking space, will not generate adverse impacts to health, safety, and welfare of surrounding residents or this part of the City.

In staff's opinion, with elimination by condition of the second story of the rear building and of the Francisco Boulevard parking stall, the remainder of the project will not be detrimental to public health, safety, and welfare of those persons residing or working in the neighborhood or to the general welfare of the City.

A condition of approval is included in the Resolution that would remove the second floor element of the proposed rear building, to ensure the proposal will meet the requirements of the above finding. Removing the second story would preserve the light and air to 185 Carmel Avenue.

A condition of approval is included in the Resolution that would remove the second floor element of the proposed rear building, to ensure the proposal will meet the requirements of

the above finding. Removing the second story would preserve the light and air to 185 Carmel Avenue.

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

Discussion: The proposed project as conditioned would be consistent with the applicable policies of the General Plan, applicable laws of the City and the Local Coastal Plan. The removal by condition of the second story of the rear proposed building will ensure compliance with the applicable City policies by protecting the impact of development to surrounding residential districts

A. Community Design Element, Policy 2: Encourage the upgrading and maintenance of existing neighborhoods.

- i. The proposed project will bring an existing vacant lot back into productive use. The quality of design and function of the proposed development will upgrade the existing neighborhood. Having active uses in this location will ensure the maintenance of the neighborhood to the overall benefit of the area and this section of the City.

The project would intensify the existing development and use on the site to the detriment of the surrounding area. Specifically, the impact of the rear building due to its mass, bulk and location adjacent to a single family dwelling at 185 Carmel Avenue would negatively impact the existing structure by creating an overbearing building in close proximity to a residential use. The applicant sought to address this relationship with an alternative option, providing 5 feet setback at second floor level, however, the proposed rear building line would retain a negative impact to the adjacent property. The limited setbacks will create a large mass and bulk with a very narrow separation at a sensitive location. Thus, the introduction of the rear building and proximity of the building to the adjacent residence, will cause safety and welfare impacts in terms of the loss of light and air that do not presently exist, and therefore the project does not upgrade the neighborhood.

A condition of approval is included in the Resolution that would remove the second floor element of the proposed rear building, to ensure the proposal will meet the requirements of the above finding. Removing the second story would preserve the light and air to 185 Carmel Avenue.

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

Discussion: The proposed project, as conditioned, will be consistent with the City of Pacifica's adopted Design Guidelines, as described in more detail in the Site Development discussion (Section B viii) above.

Site Planning

1. Site Improvements. Locate site improvements such as buildings, parking areas, and walkways to take advantage of desirable site features. For example, existing healthy trees and distinctive berms or rock outcroppings should be incorporated into site design. Buildings should be oriented to capitalize on views of hills and ocean.

Discussion: The proposed project has been designed and situated to maximize the view of the hills and coastal area. The proposed project includes numerous and large windows to maximize natural light and capture views. In addition, the project includes roof decks, to allow additional outdoor private space with views of the ocean.

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

Discussion: Applicant has not proposed centralized, tall light fixtures. Exterior lighting at the project site shall be down-facing and will not adversely affect adjacent properties.

Building Design

3. Scale. An important aspect of design compatibility is scale. Scale is the measure of the relationship of the relative overall size of one structure with one or more other structures. Scale is also used to refer to a group of buildings, a neighborhood, or an entire city. A development can be "out of scale" with its surroundings due to its relative height, bulk, mass, or density.

A structure which is out of scale with its site and neighborhood threatens the integrity of the overall streetscape, and residential projects, particularly single-family dwellings, which are much larger than neighboring structures are therefore discouraged. The City's height limitation is a maximum only, and the maximum height may often be inappropriate when considered in the context of surrounding development and topography. The "carrying capacity" of a given site is also an important factor in determining appropriate scale and lot coverage. As with the height limitation, the City's lot coverage limitation is a maximum only.

Discussion: Setting aside the impact on the residential property at 185 Carmel, in terms of building design alone, the project will be consistent with the scale of nearby developments. The height and scale of the project, while large, will remain in character with many other structures in the project area.

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

Discussion: The project includes a mix of materials consistent with the surrounding neighborhood. Exterior materials include painted stucco, painted wood siding, metal railings and conceal trash storage.

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

Discussion: The proposed project architectural style and design is consistent with the surrounding neighborhood, including the proposed building materials to be used. The architectural style and design features will be carried through on all proposed building elevations. The ground level is landscaped with site appropriate native coastal plants which complement the architectural style. The use of horizontal and vertical building components such as balconies, windows, front canopies all serve to add visual interest and texture. The combination of smooth stucco, siding windows, doors, balconies, railings, create an openness, lightness and transparency to the project.

- D. In order to approve the subject Parking Exception (PE-162-16), the Planning Commission must make the following findings required by PMC Section 9-4.2824. Staff recommends conditions to allow approval of the requested Parking Exception based on the following findings.

- i. **Required Finding:** In the event of practical difficulties and unusual hardship, the Commission may grant exceptions to the provisions of this article. Applications for exceptions shall be filed with the Planning Administrator on a form provided by the City. No public hearing need be held thereon, and the findings of the Commission need include only that the establishment, maintenance, and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this article as are reasonably possible.

Discussion: Practical difficulties and unusual hardships apply to the project site that would justify granting an exception to the parking standards. The subject property is of an unusual rectangular shape, size, and topography compared other properties in the area. In particular, it has an unusual rectangular notch at the rear of the property that presents practical challenges in terms of the design of any project on the site. Available area to increase the number of on-site spaces is limited, including in the additional notched corner area of the property. While the corner notched portion of the property can be properly constructed with a commercial structure, the additional parking demand created by such construction cannot be adequately addressed immediately adjacent to the structure

because of the confining nature and narrow dimensions of this portion of the property. The introduction of additional parking spaces outside of the area immediately surrounding the notched corner is likely to compromise the main commercial floor space in the main building to the detriment of the overall site design.

The applicant has attempted to address the parking demand by creating a parking space at the front-right (northeast) corner of the site between the proposed building and the existing commercial building to the north. The parking space in question would be accessed from Francisco Boulevard which would create a poorly conceived driveway access and egress. The parking space is closely arranged between the sheer faces of buildings on either side. Recognizing the incompatible nature of this space a condition of approval seeks the removal of this space from the proposed project. In combination with a condition to remove the second floor of the rear building, the parking exception would remain for two (2) off-street spaces.

The applicant has submitted evidence identifying the practical difficulty and hardship that would justify the parking exception request. Justification has also been made to identify further parking provision on surrounding streets and more broadly in parking lots in the area. The Applicant identifies that the complimentary nature of the uses would allow operation with peak user times being at different points in the day between the proposed uses.

Staff recommends the Planning Commission find that the provision of eight off-street parking spaces for the project is adequate, and grant a parking exception for the additional two parking spaces required by the zoning standards but which practical difficulties prevent the applicant from providing. The exception is appropriate on the basis that the off-street space on Francisco Boulevard is removed and the second-story of the rear building is removed, by condition of approval, and the overall parking requirement remains at 10 off-street parking spaces. The applicant has provided justification to identify why a parking exception shall be considered which relates to the site's position adjacent to existing commercial properties on Francisco Boulevard, the availability of both restricted and unrestricted parking on Francisco Boulevard, wider parking availability in the area, the likely complimentary mix of uses in relation to availability of parking at different peak times and general site benefits.

- E. In order to approve the Sign Permit (S-120-16), the Planning Commission may approve a master sign program if consistent with the provisions of PMC Section 9-4.2910. Staff recommends conditions to allow approval of the requested Master Sign Program based on the following assessment:

The applicant proposes to install several signs in conjunction with this project, as detailed on the proposed drawings. These include wall signs on the south and east building elevations. Staff supports the applicant's signage proposal.

The project site has two street frontages, resulting in the introduction of both wall signs and hanging signs. The total frontage along Carmel Avenue is 77 feet and along Francisco is 77 feet.

The City's sign code identifies a sign area limitation based on building frontage rather than property line frontage (PMC Sec. 9-4.2907(f)). Staff has assigned the sign area of each proposed sign to its appropriate frontage and is found to be in conformance with the sign permit requirements.

Wall signs will be installed on the building elevations with two signs fronting Francisco Boulevard, one fronting Carmel Avenue and one on the front of the proposed building to the rear. Each sign will be constructed of wood with replaceable letters with the overall dimensions to be 72" in width and 20" in height. Wall signs will be externally illuminated. There is one proposed hanging sign on the Francisco elevation. The hanging sign will consist of 2'-0" tall by 2'-6" wide by 1'-8" from the building face, with no illumination.

The proposed master sign program applied for under the Sign Permit S-120-16 for a multi-unit development is consistent with the provisions of Article 29 of Chapter 4 of Title 9 of the Pacifica Municipal Code.

5. CEQA Recommendation

Staff analysis of the proposed project supports a Planning Commission finding that it qualifies for a categorical exemption from the California Environmental Quality Act (CEQA). The project qualifies as a Class 32 exemption provided in Section 15332 of the CEQA Guidelines (In-Fill Development Projects). Section 15332 states in part:

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

A. Staff Analysis: The following analysis supports staff's recommendation of a categorical exemption for the subject project:

a. Section 15332 requirement: The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The City's 1980 General Plan designates the subject site as "commercial." Applicant has proposed a mixed commercial and residential use for the site which is consistent with the commercial designation and which will include a) first floor commercial floor space; and, b) upper floor residential units. The site has a zoning designation of C-1 (Neighborhood Commercial District), identifies a number of permitted commercial uses and provides for residential development as a conditional use with density controlled by a minimum lot area per dwelling unit of 2,000 square feet. The proposed development meets development standards of the C-1 zone, including but not limited to lot size, lot coverage, height, landscaping, setbacks, and parking. Setbacks and parking numbers are arranged as directed by sections of the zoning regulations.

With respect to consistency with applicable General Plan policies, the following is a summary of the policies with which the subject development will be consistent:

- Circulation Element, Policy 14: Ensure adequate off-street parking in all development.
 - o The proposed development will not provide sufficient off-street parking spaces, due to the restrictive nature of the site. The applicant is applying for a parking exception for two parking spaces under Pacifica Municipal Code (PMC) which establishes an opportunity for approving a reduction in required parking which in this case is acceptable and therefore the project meets Policy 14 objectives.
- Community Design Element, Policy 2: Encourage the upgrading and maintenance of existing neighborhoods.
 - o The existing vacant site is unappealing and does not meet the needs for the City's adopted Design Guidelines which calls for high-quality design of buildings in the City. The building proposed with the subject project will include a mix of materials and colors which will upgrade the appearance of the site and the surrounding neighborhood.
- Community Design Element, Policy 5: Require underground utilities in all new development.
 - o Utilities shall be installed underground from the nearest joint pole.

Staff concludes that the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

- B. Section 15332 requirement: The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The subject site is located at the intersection of Carmel Avenue and Francisco Boulevard. This site is within approximately 1500 feet due east of the western City limits of the City of Pacifica, along the Pacific coastline. The land area of the project site

is 0.15 acres (6,643 square feet), which is less than 5.0 acres (217,800 square feet). Land uses surrounding the site include commercial uses to the north and south, single-family residential home to the west and the Coast Highway 1 to the east. There are no vacant, undeveloped sites surrounding the project site. Therefore, the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

- C. Section 15332 requirement: The project site has no value as habitat for endangered, rare or threatened species.

The 6,643 square foot site was developed as a single family home, now removed, built in the early 1900s. The site is currently vacant with along Carmel Avenue. The site is currently unpaved with ground cover previous site occupation and grading in this urban setting have resulted in a site which has no value as habitat for endangered, rare or threatened species.

- D. Section 15332 requirement: Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

- a. Traffic: The mix of uses proposed by the Applicant is not substantially different from uses surrounding the site. The prior use of the site was as a single family dwelling, although the General Plan and Zoning Code designate the site for Commercial development.

Trip generation estimates are a common method relied upon by local agencies to estimate expected traffic impacts from a project. Staff referenced the 9th Edition of the Trip Generation Manual (TGM) published by the Institute of Transportation Engineers to develop its estimates of project-related traffic impacts. The TGM provides a table of various land uses and assigns an estimated number of trips generated during the PM peak hour. Trip generation rates are estimated to be lower during other, non-peak hours of the day.

Based on the TGM table of land uses provided, staff classified the proposed project as any use provided for within the permitted uses of the C-1 Zoning District. Although the permitted uses cover a broad range of uses, for retail uses generally the TGM identifies trips per unit up to 6.82 for a variety store (Code 814), 6.21 for arts and craft store (Code 879) with other uses identified as having trip generation in the 3 to 5 trips per unit range. Personal services such as office, tend to be below 5 trips per unit, with a walk-in bank at 12.13 trips per unit (Code 912). The TGM would indicate a maximum use generation of 12.13 (based on permitted uses) trips per 1,000 square feet of floor area. In the case of the subject project with 1,900 square feet of floor area, the unadjusted estimated trip generation rate is 23.05 trips during the PM peak hour. Since not all trips begin for the sole purpose of visiting a single land use (as in this case with many other surrounding commercial uses), the TGM allows a reduction of 60 percent from the estimated trip generation rate for certain uses to account for "passby" trips. Passby trips are those trips that were generated by another land use but resulted in a mid-trip

stop at the land use being analyzed. The TGM allows the passby reduction for uses with codes in the 800 and 900 series, and this may apply to the subject project. The adjusted trip generation rate for the subject project would be 9.22 trips during the PM peak hour.

The residential uses on the site would generate 0.62 trip per unit and therefore three PM peak hour trips are expected at the site.

Due to the vacant nature of the site, there are currently no trips associated with its use. The former use would have generated some trips to the single-family detached housing at a rate of 1 trip per unit. The expected trips during peak PM hour including both the commercial and residential uses would be 11.08 (9.22 trips during PM peak hour for the commercial uses and 1.86 for the residential element of the use).

The City does not have an adopted threshold of significance for trip generation from development projects. San Mateo County's Congestion Management Program (CMP) relies upon a standard of 100 trips during the peak hour to determine whether a project will create significant traffic impacts on its CMP road network. The overall number of trips generated by the project during the PM peak hour – 11.08 trips – is approximately 89 percent below the threshold of significance.

Because both the incremental and overall trips generated during the PM peak hour for this project are below the 100 trip threshold of significance, staff concludes the subject project will result in less than significant impacts related to traffic.

- b. Noise: Figure 5-14 in the "Existing Conditions and Key Issues" report (July 2010) prepared as part of the City's General Plan update process identifies the subject site as being within an area experiencing 75 decibels (dB) of ambient noise during the daily peak hour of traffic. The noise is attributable to its proximity to Coast Highway (SR-1). The Noise Element of the 1980 General Plan identifies Coast Highway as the primary source of surface noise in Pacifica, generating up to 75 dB of noise immediately adjacent to the highway. The Noise Element regards noise levels above 60 dB as undesirable for residential areas, a level that shall serve as the threshold for analysis of significant noise impacts. The City does not have a noise ordinance or other adopted threshold of significance for analysis of noise impacts.

There are two types of noise impacts that staff assessed for the subject project: on-site uses and vehicle noise from arriving and departing customers and residents. The intensity of noise depends greatly on the distance between the source and the receptor. As with light intensity, sound intensity decreases exponentially as distance from the source increases (inverse square law). For simple purposes of comparison, the intensity of a noise at 90 feet from the source would be approximately .11 percent of the intensity of the same noise at 3 feet setback in the proposed and 5 feet setback in the alternative option 2 from the source. However, noise is generally quantified in decibels, which relies on a logarithmic function to compare intensities. Rather than reflecting an exponential reduction, every doubling of the distance from a noise source results in a reduction of 6 dB in sound level. Using the same example as above, a noise with 75 dB

of intensity at a distance of 3 feet from the source would diminish to an intensity of slightly more than 45 dB at a distance of 90 feet.

For purposes of this analysis, staff identified two potential noise receptors: residents at 185 Carmel Avenue to the west of the subject site; and residents in 190 Paloma Avenue to the northwest. The adjacent site at 185 Carmel is separated by the proposed parking lot on one side and a 3 feet setback to the rear boundary from the boundary line. 190 Paloma is slightly over 40 feet from the application site boundary. Staff considered noise impacts based upon the 5 foot receptor distance only since the values above will be lower.

Applicant will conduct a variety of potential uses at the subject site, with all uses being internal to the building. External activity will be limited to car parking and the comings and goings of residents and customers. Staff was unable to identify any other potential sources of outdoor noise. The Planning Commission, with Condition No. 12, prohibited amplified audio of any kind in any exterior portion of the site. Should any exterior element of use be introduced to the site, this would require a Use Permit on the basis of the existing Pacific Zoning Code regulations.

Operation of the subject site may result in a number of customer trips to and from the site daily. These vehicles entering and exiting the site will generate noise. California Department of Transportation Technical Advisory, Noise TAN 95-03 (September 22, 1995) provides a formula for calculating the noise emitted by automobiles. The formula $- 5.2 + 38.8 \log_{10}(\text{Speed, miles per hour})$ is largely dependent on vehicle speed, and yields sound intensity in decibels at 50 feet from the source. The speed limit is 25 miles per hour on Francisco Boulevard and Carmel Avenue adjacent to the subject site. Based on this speed, the maximum volume expected from automobiles traveling to the site is 59.44 decibels. A noise intensity of 59.44 decibels is less than the 60 dB threshold of significance, and therefore, this noise impact is not significant for purposes of this analysis. Furthermore, actual vehicle speeds in the vicinity of the subject site are expected to be much lower, particularly on the Carmel Avenue side. As vehicles approach the subject site, they will be traveling much slower than the posted speed limit on Carmel Avenue, either to stop at the intersection or to turn into the subject site. Reduced vehicle speeds will result in lower actual noise emissions from automobile traffic visiting the site.

When assessing potential noise impacts from the subject project, staff also considered whether any similar uses existed in the vicinity in order to determine if those uses were currently generating significant noise impacts. Staff identified a number of uses on Francisco Boulevard containing comparable land use. These mixed uses operate at various times throughout the day with restaurant, retail and personal services operating. Staff searched code enforcement records from August 2011 to present and identified no code enforcement complaints of any sort had been filed, including noise complaints.

Because of the distance between noise receptors and the project site; the limitations on noise sources established in Condition No. 12; and the low speed of traffic in the vicinity of the project, the project will have less than significant impacts on noise.

- c. Air Quality: The Bay Area Air Quality Management District, or BAAQMD, is the regional body charged under state law with implementing California's air quality standards. BAAQMD has adopted thresholds of significance for determining whether air quality impacts from development are considered significant for purposes of CEQA analysis. These thresholds address the project construction phase as well as ongoing operation of a project.

Under BAAQMD's 1999 CEQA Guidelines, BAAQMD considers air quality impacts from the project construction phase less than significant if all of the control measures indicated in Table 2 "Feasible Control Measures for Construction Emissions of PM10" (as appropriate, depending on the size of the project area) are implemented. When a project involves demolition of a building constructed prior to 1980 (as is the case with the subject project), BAAQMD also requires compliance with District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing in order to find air quality impacts less than significant. Staff has included Condition No. 10 to require Applicant to implement the Table 2 control measures appropriate to a 6,643 square foot (0.15 acre) project site and to abide by the limitations of District Regulation 11, Rule 2. Therefore, demolition and construction phase impacts will be less than significant.

BAAQMD's CEQA Guidelines provide information for local jurisdictions seeking to screen projects to determine whether additional analysis of air quality impacts is necessary. Section 2.4 of the BAAQMD CEQA Guidelines indicates that "the District generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting." As indicated in the analysis of traffic impacts (above), the subject project has an adjusted trip generation rate of 11.08 trips during the PM peak hour. Assuming all hours of the day generated trips at the same rate as the PM peak hour, total daily trips generated by the subject project would equal 266 trips, less than the 2,000 daily trips threshold established by BAAQMD. Actual daily trips are expected to be much lower than 266 trips, in particular during late evening and early morning hours. There is no information in the record to suggest there are circumstances unique to the nature of the project or the project setting that would justify additional analysis of air quality impacts.

Because of the project's compliance with BAAQMD standards during demolition and construction; and the project's generation of less than 2,000 vehicle trips per day; the project will have less than significant impacts on air quality.

- d. Water Quality: The CEQA Initial Study Checklist prepared by the Governor's Office of Planning and Research identifies 10 areas of analysis for determining whether a project may have significant environmental impacts related to hydrology and water quality. Affirmative responses to these areas of analysis warrant further study and indicate the

potential for a significant environmental impact to exist. The Initial Study Checklist requires a determination of whether a project will:

- i. Violate any water quality standards or waste discharge requirements.

The subject project is not a “regulated project” under Section C.3.b of the City of Pacifica’s Municipal Regional Stormwater (MRS) Permit adopted on October 14, 2009, and revised on November 28, 2011. Low Impact Development (LID) measure are therefore required to be implemented for these small projects. The proposed landscaping and permeable paving at the site will ensure the site meets the LID requirements and will not have a detrimental effect on water quality standards.

The project is not a regulated project and therefore on the basis of the project size, it is not likely to have a detrimental impact on water quality or violate any water quality standards based on the project thresholds identifies in the latest MRP governing the City’s stormwater discharges.

Because the project is an unregulated project and, it will have a less than significant impact on water quality.

- ii. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The project will not draw from groundwater supplies and will not interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The project will connect to the municipal water supply operated by the North Coast County Water District; therefore, Applicant has not proposed a well for this project. The absence of a well will prevent any impact to groundwater supplies in the project area. Local water supplies to the surrounding developed areas are not provided from groundwater supplies; rather, they are sourced from the San Francisco Public Utilities Commission Hetch Hetchy water supply system which derives its water from runoff from the Sierra Nevada mountains.

Because the project site and surrounding developed areas source their water from non-groundwater sources, the project will have less than a significant effect on groundwater supplies and groundwater recharge.

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

The surrounding area is already developed in a manner substantially similar to that proposed in the project. The existing drainage pattern is established and will discharge into the municipal separate storm sewer system (MS4) along Francisco Boulevard. The project will not include the alteration of the course of a stream or river. Furthermore, during the construction phase of the project, Applicant must comply with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) Best Management Practices (BMPs) to reduce off-site erosion or siltation.

Because the project involves redevelopment of an existing urbanized project site, and because it will comply with SMCWPPP BMPs during construction, it will not result in conditions which would result in substantial erosion or siltation on- or off-site.

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

The project area is previously developed in a manner similar to that proposed in the project. The existing drainage pattern is established and will discharge into the municipal separate storm sewer system (MS4). The subject project is not a "regulated project" under Section C.3.b of the City of Pacifica's Municipal Regional Stormwater (MRS) Permit adopted on October 14, 2009, and revised on November 28, 2011. proposed LID measures incorporated into the scheme will ensure sufficient stormwater control standards are achieved for this unregulated project.

Because of Applicant's compliance with the City's adopted LID measures, the project will have less than significant impacts on surface runoff and flooding.

- v. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The project will reduce the amount of runoff currently generated from the existing, urbanized site. Existing landscaped area at the site equals 11 percent of site area. landscaping will collect stormwater and prevent runoff. Furthermore, the subject project incorporates LID measures to comply with the stormwater control standards.

Because of Applicant's compliance with the City's LID measures, including infiltration, the project will have less than significant effects on existing or planned stormwater drainage systems and will not provide substantial additional sources of polluted runoff.

- vi. Otherwise substantially degrade water quality.

Applicant's compliance with the City's MRS permit, including infiltration of stormwater, will preserve and improve water quality. No other sources of pollution at the site will

degrade water quality. Because of the project's compliance with the City's MRS permit, the project will have a less than significant effect on water quality.

- vii. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

The Federal Emergency Management Agency (FEMA) establishes flood zone maps for the United States. The flood zone map for area number 06081C0038E (effective on 10/16/2012), which includes the project site, indicates the area is within Zone X. Zone X includes areas determined to be outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The potential for flooding in a 500-year floodplain is five times less likely than flooding in a 100-year flood plain.

- viii. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The Federal Emergency Management Agency (FEMA) establishes flood zone maps for the United States. The flood zone map for area number 06081C0038E (effective on 10/16/2012), which includes the project site, indicates the area is within Zone X. Zone X includes areas determined to be outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The potential for flooding in a 500-year floodplain is five times less likely than flooding in a 100-year flood plain.

Because the project site is outside a 100-year flood hazard area, the project will have a less than significant effect on impeding or redirecting flood flows.

- ix. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

According to FEMA's flood zone maps for the project area, it is within Zone X and located outside the 0.2 percent annual chance (i.e. 500-year) floodplain. The County of San Mateo Dam Failure Inundation Areas map does not identify any areas in Pacifica that are at significant risk of flooding as a result of the failure of a levee or dam.

Because the project site is outside of the 0.2 percent annual chance floodplain according to FEMA flood zone maps, and the project area is outside of a dam failure inundation area, the project will not expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

- x. Expose people or structures to inundation by seiche, tsunami, or mudflow.

Seiches and tsunamis are phenomena resulting from severe wave action of large bodies of water including lakes, bays, and the ocean. The project site is located at an elevation of approximately 50 feet above mean sea level according to the site conditions

engineering analysis. It is located approximately 1,500 feet away from the Pacific Ocean. There are no other bodies of water in proximity to the project site. The project site is not located within a tsunami inundation area as defined in the Tsunami Inundation Map for Emergency Planning prepared by the California Emergency Management Agency. The Seismic Safety and Safety Element of the General Plan, in the Geotechnical Hazards exhibit, also does not identify the site as within a potential tsunami hazard area.

The project site is not situated beneath surrounding areas of greater elevation. There are no landforms from which the site may be subject to mudflow or landslides. The Seismic Safety and Safety Element of the 1980 General Plan, in the Geotechnical Hazards exhibit, does not identify the project site as lying in or near concentrations of landslides or a large landslide area.

Because the project site is not located nearby inland bodies of water, is located 1,500 feet distant from the Pacific Ocean and outside identified tsunami hazard areas, and is not within an area of known geotechnical hazard from landslides and mudflows, the project will not expose people or structures to inundation by seiche, tsunami, or mudflow.

Conclusion: As the analysis above demonstrates, approval of the subject project would result in less than significant impacts related to traffic, noise, air quality, and water quality.

- xi. Section 15332 requirement: The site can be adequately served by all required utilities and public services.

As noted above, the subject site is substantially surrounded by urban land uses. The existing building at the site is currently served by all required utilities and public services, including but not limited to water, wastewater, electrical, gas, and telecommunications utilities, as well as police, fire, and emergency medical services. Furthermore, the site is adjacent to and receives access from two existing, developed public rights-of-way – Carmel Avenue and Francisco Boulevard. The project will not require construction of new streets or roads. Therefore, the site can be adequately served by all required utilities and public services.

The subject proposal to introduce development on an existing vacant lot fits within the scope of a Class 32 categorical exemption. Specifically, the project (1) is consistent with the Commercial general plan designation and policies for the site, as well as with the CZ zoning designation and C-1 zoning regulations; (2) will occur within the Pacifica City Limits on a site less than 5 acres that is surrounded by high-density residential and commercial uses; (3) will occur on a developed urban site with no value as habitat for endangered, rare or threatened species; (4) will not result in any significant effects relating to traffic, noise, air quality, or water quality; and, (5) has all required utilities available on-site or within the immediate vicinity of the site. Therefore, the project fits within the scope of a Class 32 exemption.

6. Staff Analysis

Overall, the project will result is a positive addition to this part of the City, creating compliant land uses in a mix of development that will generate benefits to the City as a whole. With the implementation of appropriate conditions the existing detrimental impact of the proposed rear building to the adjacent site at 185 Carmel Avenue can be overcome by removal of the second story of the rear building. Further conditions to remove a proposed inappropriate parking arrangement will remove safety concerns for pedestrians and road users on Francisco Boulevard. Conditions to remove one off-street parking space and the second story single residential studio element of the scheme will maintain the need for a parking exception requirement for two spaces. In all other regards the project is acceptable.

Inclusive of the findings in the attached Resolution (Attachment B) and conditions of approval, staff recommends that the Planning Commission approve the project.

COMMISSION ACTION

MOTION FOR APPROVAL AS CONDITIONED:

Move that the Planning Commission finds the project is exempt from the California Environmental Quality Act; APPROVES Coastal Development Permit CDP-369-16; Site Development Permit PSD-810-16; Use Permit UP-74-16; and Parking Exception PE-167-16, by adopting the attached resolution, including conditions of approval in Attachment A; and, incorporates all maps and testimony into the record by reference.

Attachments:

- A. Land Use and Zoning Exhibit
- B. Draft Resolution
- C. Site Plan, Floor Plan, Elevations, and Landscape Plan
- D. Master Sign Program
- E. Alternate Option 2 Rear Building
- F. Parking Exemption