



PLANNING COMMISSION Agenda

Scenic Pacifica

Incorporated Nov. 22, 1957

DATE: June 1, 2015
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:

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:

None

PUBLIC HEARINGS:

- Special UP-45-15 MM-162-15** SPECIAL USE PERMIT, UP-45-15, AND MINOR MODIFICATION, MM-162-15, filed by Virgil D. Capetti, applicant, on behalf of Missionaries of Charity, owner, to convert duplex into an institution of a charitable nature associated with the adjacent nursing home and increase the second story by an addition of 800 square feet within the rear setback at 164 Milagra Drive (APN 009-253-090) Recommended California Environmental Quality Act (CEQA) status: Categorical Exemption. Proposed Action: Approve as conditioned.
- UP-034-14 PSD-787-14 PV-511-14** INTERPRETATION OF PLANNING COMMISSION CONDITION OF APPROVAL #18 OF RESOLUTION 897, filed by Michelle and David Garcia, owners, for new single family residence at 650 Corona Drive (APN 022-210-080). Proposed Action: Clarify intent of condition.

CONSIDERATION ITEMS:

- Determination that the Calera Parkway Project, part of the 2015-2020 Capital Improvements Program is Consistent with the General Plan (continued from May 18, 2015).
Proposed Action: Continue item to June 15, 2015.

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: June 1, 2015

ITEM: 1

PROJECT SUMMARY/RECOMMENDATION AND FINDINGS

Notice of Public Hearing was published in the Pacifica Tribune on May 20, 2015 and 33 surrounding property owners were notified by mail.

FILE: Special UP-045-15
MM-162-15

APPLICANT: Virgil D. Capetti, 10 Seahaven Court, Pacifica, CA 94044

OWNER: Missionaries of Charity, 164 Milagra Drive, Pacifica, CA 94044

LOCATION: 164 Milagra Drive (APN 009-253-090)

PROJECT DESCRIPTION: Convert duplex into an institution of a charitable nature associated with the adjacent use similar to a nursing home and increase second story by an addition of approximately 800 square feet within rear setback.

General Plan: Low Density Residential
Zoning: R-2 (Two-Family Residential)

RECOMMENDED CEQA STATUS: Class 1 Categorical Exemption, Section 15301 (e) and Class 3, Categorical Exemption, Section 15303 (a)

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

RECOMMENDED ACTION: Approve as conditioned.

PREPARED BY: Kathryn Farbstein, Assistant Planner

ZONING STANDARDS CONFORMANCE:

<u>Standards</u>	<u>Required</u>	<u>Existing</u>	<u>Proposed</u>
Lot Size	5,000 sf	6,000 sf	No change
Lot Area per Dwelling Unit	2,900 sf	3,000 sf	6,000 sf
Lot Width	50 feet	60 feet	No change
Setbacks			
-Front	15 feet	25 feet	No change
-Garage	20 feet'	20 feet	No change
-Interior side	5 feet	5 feet	No change
-Street side	10 feet	10 feet	No change
-Rear	20 feet	18 feet	18 feet*
Height	35 feet	23 feet	26 feet
Lot Coverage	50%	33%	No change
Landscaped Area	20%	20%	No change
Parking	2 car garage	3 car attached garage	2 car attached garage
Garage Inner Dimensions	18 feet wide by 19 feet deep	18 feet wide by 19 feet deep; 9 feet by 15 feet	18 feet wide by 19 feet deep

***Note:** A minor modification is requested to allow reduction in the rear setback.

PROJECT SUMMARY

1. Background: Missionaries of Charity own 164 Milagra Drive and use it to provide living facilities for the nuns that operate a residential care facility for the elderly located next door at 160 Milagra Drive. The Planning Commission approved Use Permit, UP-799-97 on August 4, 1997 to operate the adjacent residential care facility for up to 12 occupants. The applicant is proposing to finish the conversion of the duplex into an institution of charitable nature to better accommodate the nuns that work next door in the residential care facility. The building was constructed as a duplex in 1973 with a dwelling unit on each floor.

2. Project Description: The subject site is located on the southwest corner of Milagra Drive and Edgemar Avenue. Proposed is the completion of the conversion of the duplex into an institutional type living space with bathrooms that have multiple stalls and sinks, and a total of seven bedrooms. Several years ago the kitchen on the ground floor was converted into a parlor but the kitchen on the upper floor will remain. The porch area on the ground floor of 25 sf will be converted into a bathroom and the one car garage of approximately 140 sf will be converted into a vestibule with a doorway into the dwelling. One of the bedrooms downstairs will be converted into office and storage space. The addition on the upper level will consist of two new bedrooms, a bathroom and closet space. The project will result in an increase in one additional bedroom.

3. 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 the properties to the east and south of the subject site. The property to the north across Milagra Drive has a General Plan designation of Public Facility since it has been developed with the Pacific Manor District Fire Station. The residential care facility, located to the west of the subject site, has a General Plan designation of commercial and a zoning designation of C-1. The zoning designation for the property to the south is R-2 and to the east across Edgemar Avenue, the lots are zoned R-1. Most of the residential properties in the area have been developed with multi-story single-family residential homes.

4. Municipal Code: Pacifica Municipal Code (PMC) Section 9-4.2306 “Special use permit procedures” does specify an institution of charitable nature can be located in any zoning district and general plan designation. The R-2 zoning of the subject site does allow duplexes as the building was originally constructed; however, conversion of a duplex into the institutional use as proposed requires approval of a special use permit. In this case, the subject site is being used as an institution of a charitable nature to provide group housing for the nuns that operate the residential care facility at 160 Milagra Drive. The proposed rear setback of 18 feet instead of 20 feet required rear setback for the upper level addition necessitates approval of a minor modification as specified in PMC 9-4.3803.

5. CEQA Recommendation: Two categorical exemptions apply to this project based on the applicant’s proposal. For the conversion, staff recommends that the Planning Commission find the project to convert the duplex into an institution of a charitable nature to better provide housing for the nuns that operate the adjacent residential care facility, including converting the existing one car garage space and porch into living area, exempt from CEQA per Section 15303 Class 3 (a) which states:

Section 15303. New Construction or Conversion of Small Structures Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

Proposed is conversion of the duplex into an institution of charitable nature to provide housing for the nuns that operate the residential care facility next door, and conversion of the garage and porch space into living area which is considered conversion of existing small structures into another use. Only minor modifications would be made to the exterior of the structure which is the type of conversion that is exempt from CEQA as stated above.

CEQA Categorical Exemption Class 1, Section 15301 (e) also applies and is restated below:

(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;

The applicant is also proposing new construction of approximately 800 sf in a second story addition. The existing dwelling is approximately 3, 500 square feet so the percentage increase in floor area proposed is 23% which is less than half of the threshold listed in the CEQA exemption. Thus, the above exemption applies to the addition proposed on the second floor which is part of this project.

6. Staff Analysis:

Conversion to an Institutional Use: The duplex has essentially functioned as an institution of a charitable nature by providing housing for the nuns that work in the adjacent residential care facility for some time and there have been no complaints or issues raised by the neighbors and surrounding community. Due to Missionaries of Charity needing additional space to house the nuns working next door in the nursing home, only one kitchen is needed, and multiple bathroom stalls and sinks are necessary to satisfy the needs of the occupants at 164 Milagra Drive.

The nuns are providing a worthwhile service to the community by working in the residential care facility next door and the nuns can be available since they are close by. In addition, the institutional use of this building provides a transition between the commercial properties and the single family residences.

Staff is recommending two conditions of approval regarding the future use of the building at 164 Milagra Drive. If the Missionaries of Charity no occupy the residence, a building permit will be needed to convert the structure into a single family dwelling or a duplex. Another condition of approval recommended by staff would limit the future use of the institution of a charitable nature as living quarters but would not allow another type of community service to operate out of the building at 164 Milagra Drive.

Minor Modification: The proposed rear setback of 18 feet for the upper level addition is the same setback as the existing rear setback for the ground level. Although a 20 foot rear setback is required, PMC 9-4.3803 Minor modifications would allow the Planning Commission to approve up to 20% reduction for yard area. In this case, the 2 foot reduction from 20 feet required to 18 feet proposed is a 10% reduction for the rear yard (setback). The second floor addition will be placed on top of the existing first floor and will result in addition being integrated into the existing structure.

7. Summary: Staff believes, as conditioned, the project satisfies all the Zoning Code development standards. Thus, staff recommends approval of the project subject to the conditions in Exhibit A of the attached Resolutions.

COMMISSION ACTION

MOTION FOR APPROVAL:

Move that the Planning Commission find that the project is exempt from CEQA; APPROVE Special Use Permit, UP-045-15 and Minor Modification, MM-162-15 by ADOPTING the attached resolutions for the proposed conversion of the duplex into an institutional use of charitable nature to assist the residential care facility next door and a second story addition within the rear setback at 164 Milagra Drive, 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 Special Use Permit
- C. Resolution for Minor Modification
- D. Exhibit A for Resolutions – Conditions of Approval
- E. Plans

Zoning & Land Use Exhibit

City of Pacifica

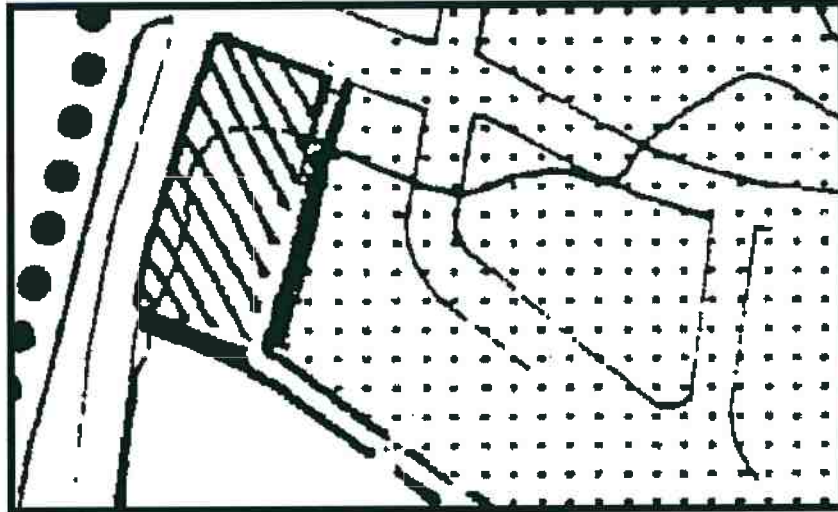
Planning & Economic Development Department

General Plan Diagram



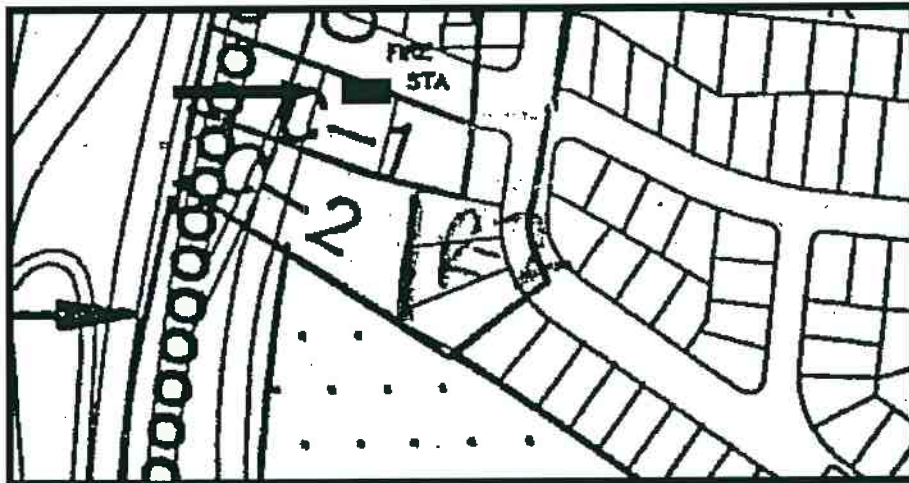
Neighborhood: East Edgemar/Pacific Manor

Land Use Designation: Low Density Residential



Zoning Map Diagram

Existing Zoning District: R-2 (Two-Family Residential District)



North Arrow 

Maps Not to Scale

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING SPECIAL USE PERMIT UP-45-15, SUBJECT TO CONDITIONS, FOR CONVERSION OF DUPLEX INTO AN INSTITUTION OF A CHARITABLE NATURE TO PROVIDE HOUSING FOR THE NUNS THAT OPERATE THE RESIDENTIAL CARE FACILITY NEXT DOOR AND SECOND STORY ADDITION AT 164 MILAGRA DRIVE (APN 009-253-090).

Initiated by: Virgil D. Cappetti (“Applicant”).

WHEREAS, an application has been submitted to 1) convert an existing duplex into an institution of a charitable nature in association with the adjacent residential care facility, and 2) construct a second story addition of approximately 800 sf within the rear setback at 164 Milagra Drive; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act (CEQA) as Class 1 project per Section 15301 (e) of the CEQA Guidelines and a Class 3 project per Section 15303 (a) of the CEQA Guidelines; and

WHEREAS, the project requires approval of a Special Use Permit because it involves conversion of an existing duplex into an institution of a charitable nature; and

WHEREAS, approval of the project will allow the owner, Missionaries of Charity to better operate the adjacent residential care facility at 160 Milagra Drive; and

WHEREAS; the Missionaries of Charity have occupied the building for more than 10 years without complaints from the neighborhood; and

WHEREAS, the proposed use will make minor changes to the existing building that will result in the structure continuing to resemble a residence similar to the other residences in the neighborhood; and

WHEREAS; the proposed development will continue to buffer the adjacent residential uses because the site is on a busy corner lot between the residential care facility and the primarily single family dwellings nearby; and

WHEREAS; the operation of the residential care facility provides a valuable service to the community to provide assisted housing to those in need; and

WHEREAS; upon approval of the Minor Modification, the project will conform to the zoning regulations and will result in a two story dwelling similar to other two story dwellings in the neighborhood; and

WHEREAS, the project is in conformity with the City's adopted General Plan and the proposed structure complies with the development standards of the underlying zoning district, upon approval of a Minor Modification for the encroachment into the rear yard, and the addition will be integrated into the existing building as recommended in the Design Guidelines;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica does hereby make the following findings pertaining to Special Use Permit UP-045-15:

1. That the proposed use will be of such size, design, and operating characteristics as will tend to keep it compatible with permitted uses in the district under consideration with respect to bulk, scale, coverage, density, noise, and the generation of traffic;

The proposed use will be similar to the surrounding residential uses in the neighborhood in that the structure will appear to be a single family residence, and will be of similar size to the other nearby dwellings in terms of bulk and scale. Upon approval of the Minor Modification, the project will satisfy all the development standards for lot coverage and density. No increase in noise level, and generation of traffic beyond noise and traffic associated with a single family dwelling is anticipated.

2. That the proposed development will enhance the successful operation of the community or will provide a service to the community;

The proposed conversion of the use into an institution of a charitable nature will provide a service to the community because the nuns that will occupy 164 Milagra Drive operate the adjacent residential care facility at 160 Milagra Drive to take care of people that need assisted living.

3. That particular attention is given to the provision of buffering of uses from surrounding neighborhood;

The subject site is located on a corner lot across from the Pacific Manor Fire Station; therefore, this type of use is a transitional use between the residential care facility and fire station, and the residential uses nearby.

4. That the project conforms with the setback, coverage, landscaping, and other zoning regulations of the district where a use is proposed; and

The project will comply with all the setback, lot coverage, landscaping and other zoning regulations upon approval of the Minor Modification for the second story addition.

5. That the project is consistent with the goals and policies of the General Plan and Local Coastal Plan and with the adopted Design Guidelines.

The project is consistent with the goals and policies of the General Plan to provide an optimum mix of community services as stated within the Goal Statement. In addition, the proposal is consistent with the Design Guidelines in that the second story addition will be consistent with the positive architectural features of the existing building such as using the same gable roof and materials for the addition.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does hereby approve Special Use Permit UP-45-15, 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 1st day of June 2015.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

Richard Campbell, Chair

ATTEST:

Tina Wehrmeister, Planning Director

APPROVED AS TO FORM:

Michelle Kenyon, City Attorney

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING MINOR MODIFICATION, MM-162-15, SUBJECT TO CONDITIONS, FOR A SECOND STORY ADDITION WITHIN THE REAR SETBACK AT 164 MILAGRA DRIVE (APN 009-253-090).

Initiated by: Virgil D. Cappetti (“Applicant”).

WHEREAS, an application has been submitted to 1) convert an existing duplex into an institution of a charitable nature in association with the adjacent residential care facility, and 2) construct a second story addition of approximately 800 sf within the rear setback at 164 Milagra Drive; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act (CEQA) as Class 1 project per Section 15301 (e) of the CEQA Guidelines and a Class 3 project per Section 15303 (a) of the CEQA Guidelines; and

WHEREAS, the project requires approval of a Minor Modification because the second story addition will encroach into the 20 foot rear setback by 2 feet; and

WHEREAS, that because of special circumstances applicable to the property in that the site is a corner lot with an existing first floor that already exists within the rear setback; and

WHEREAS, approval of the project will allow the owner, Missionaries of Charity to better operate the adjacent residential care facility at 160 Milagra Drive and the operation of the existing building as an institutional use has not impacted the adjacent residential neighborhood; and

WHEREAS; upon approval of the Minor Modification, the project will conform to the zoning regulations and will result in a two story dwelling similar to other two story dwellings in the neighborhood; and

WHEREAS, the project is in conformity with the City’s adopted General Plan and the proposed structure complies with the development standards of the underlying zoning district, upon approval of a Minor Modification for the encroachment into the rear yard, and the addition will be integrated into the existing building as recommended in the Design Guidelines;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica does hereby make the following findings pertaining to Minor Modification, MM-162-15:

- 1) That because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the provisions of this chapter deprives such property of privileges enjoyed by other property in the vicinity and under an identical zoning classification;

The project site is located on corner lot next to a residential care facility and across the street from a fire station. A second story addition including a bedroom and office space is proposed over an existing single story in a location that will be away from the noisy corner and fire station. In this particular case, the addition into the rear yard setback is the best location to add living area; thus, the strict application of the rear setback requirement would deprive this property owner of the privileges enjoyed by other property in the vicinity.

- 2) That the granting of such variance will not, under the circumstances of the particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the subject property and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the area;

The granting of the variance will not, in this particular case for the proposed project, materially affect adversely the health or safety of persons residing or working in the neighborhood because the addition will result in an extension of a the existing second story addition and will resemble other two story dwellings in the neighborhood. Due to special circumstances in that the dwelling is located on a corner lot across from a fire station, the project will not be materially detrimental to the public welfare or injurious to property or improvements in the area but will be similar to the other two story dwellings in the neighborhood.

- 3) Where applicable, that the application is consistent with the City's adopted Design Guidelines.

The second story addition as proposed is consistent with the City's adopted Design Guidelines in that the addition will be integrated with the existing building by using the same gable roofline, and the same siding and roofing materials.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does hereby approve Minor Modification, MM-162-15, 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 1st day of June 2015.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

Richard Campbell, Chair

ATTEST:

Tina Wehrmeister, Planning Director

APPROVED AS TO FORM:

Michelle Kenyon, City Attorney

Exhibit A

Conditions of Approval: Special Use Permit UP-045-15 For Institutional Use of a Charitable Nature and Minor Modification for Addition within Rear Setback at 164 Milagra Drive (APN 009-253-090)

Planning Commission Meeting of June 1, 2015

Planning Department

1. Development shall be substantially in accord with the plans entitled “Residential Addition, 164 Milagra Drive, Pacifica Ca ” consisting of seventeen (17) sheets, and dated February 2, 2015, except as modified by the following conditions.
2. If the Missionaries of Charity no longer occupy the building at 164 Milagra Drive, a building permit shall be required to convert the building into a single-family dwelling, a duplex or another type of use as an institution of a charitable nature.
3. The Special Use Permit granted by the Planning Commission shall only allow 164 Milagra Drive to be utilized as a residence associated with an institution of a charitable nature. No services to the community may be provided at 164 Milagra Drive.
4. 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.
5. Prior to the issuance of a building permit, Applicant shall submit a final landscape plan for approval by the Planning Director. The landscape plan shall show each type, size, and location of plant materials, as well as the irrigation system. Landscaping materials included on the plan shall be coastal compatible, drought tolerant and shall be predominantly native. All landscaping shall be completed consistent with the final landscape plans prior to 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.
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 D

7. All trash and recycling materials, if stored outdoors, shall be fully contained and screened from public view within an approved enclosure. The enclosure design shall be consistent with the adjacent and/or surrounding building materials, and shall be sufficient in size to contain all trash and recycling materials, as may be recommended by Recology of the Coast.
8. 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.
9. 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.
10. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever possible.
11. All outstanding and applicable fees associated with the processing of this project shall be paid prior to the issuance of a building permit.
12. 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. Show fixture locations, where applicable, on all building elevations.
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, attorney's 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.

14. 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 Department

15. Construction shall be in conformance with the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented.
16. Add a note on the Site Plan that says, "Existing curb and sidewalk 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."
17. 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."
18. All utilities shall be installed underground from the nearest joint pole.
19. Roadways shall be maintained clear of construction materials and debris, especially mud and dirt tracked onto Edgemar Avenue and Milagra Drive. No material storage along Edgemar Avenue. Dust control and daily road cleanup will be strictly enforced.
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 and to the satisfaction of the City Engineer.

Wastewater Division of Public Works

21. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning wash water) shall be discharged to the storm drain system, the street or gutter. New storm drain inlets shall be protected from being blocked by large debris to the Public Work Director's satisfaction.



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION
Staff Report

DATE: June 1, 2015

ITEM: 2

PROJECT SUMMARY/RECOMMENDATION AND FINDINGS

Notice of Public Hearing was published in the Pacifica Tribune on May 20, 2015 and 28 surrounding property owners were notified by mail.

FILE: UP-034-14
PSD-787-14
PV-511-14

APPLICANT and OWNER: Michelle and David Garcia, 1091 Park Pacifica, Pacifica, CA 94044

LOCATION: 650 Corona Drive (APN 022-210-080)

INTERPRETATION OF PLANNING COMMISSION CONDITION OF APPROVAL #18 of Resolution No. 897, filed by the owners and applicants, Michelle and David Garcia.

RECOMMENDED ACTION: It is recommended that the Planning Commission consider written and oral communication and testimony, and clarify by resolution the intent of condition #18 of Resolution No. 897.

PREPARED BY: Kathryn Farbstein, Assistant Planner and Ray Donguines, Acting Senior Civil Engineer

1. Background: On July 21, 2014, the Planning Commission approved construction of a single family dwelling with an attached garage and an access road to the dwelling at 650 Corona Drive. The access road included both (1) extending the existing Corona Drive on public right of way (ROW), which segment is mostly adjacent to the neighboring property (674 Corona Drive) and a portion of which is adjacent to the applicants' property, and (2) constructing a driveway on applicants' private property. The staff report and meeting minutes are attached. The meeting can also be viewed on YouTube using the following link: <https://www.youtube.com/watch?v=cbIDCqggLU> Three resolutions including conditions of approval were also adopted by the Planning Commission on July 21, 2014 and those documents are attached to this report. The applicants filed a building permit application and the project is undergoing review but no building permit has been issued for the dwelling and roadway extensions.

During Planning Commission review of the project in July of last year, much of the discussion focused on the driveway located on private property and little discussion occurred regarding the ROW improvements (along neighboring property and the applicants' property). In addition, condition of approval #18 reads as follows:

An Encroachment Permit must be obtained for all work within City right-of-way. All proposed improvements within City right-of-way shall be constructed per City Standards.

Staff reviewed the audio of the July 21, 2014 Planning Commission meeting and former Planning Director White did state that improvements would be built as part of the encroachment permit process.

On May 13, 2015, the applicant, Michelle Garcia requested that the Planning Commission review staff's interpretation of the above condition #18. The applicants also provided a letter with information regarding the processing of their project that is attached to this report

The issue before the Planning Commission is the interpretation of "constructed per City Standards." The City Policy and Standards under discussion include the Pacifica Municipal Code (PMC) Section 10-1.903, PMC 9-4.2258 and the City's Complete Streets Policy which is attached for reference. The City Policies and Standards contain inconsistencies which staff is addressing to make sure that recommended conditions of approval in the future are more specific to avoid this situation.

In November 2012, in response to State Legislation AB1538 of 2008, the City adopted the Complete Streets Policy to accommodate the needs of all users of streets and roadways in addition to motorists. The Complete Street Policy provides, among other things, that new development "should provide a connected network of streets and paths accommodating all modes of travel," including bicycle and pedestrian facilities. The Complete Streets Policy further

states that “new streets created as part of new development should continue existing street patterns.”

Engineering Staff initially required a paved width of 32 feet to comply with the City’s Complete Street Policy of continuing the existing street pattern. However, in an effort to work with the applicant, staff amended the requirement to 26 feet for the new portion of the access road on the public ROW to comply with PMC 9-4.2258. The extension of Corona Drive is approximately 110 feet in length within the public ROW and provides access to two other undeveloped lots. Engineering Staff explained the requirements to the applicants during the plan check process which includes obtaining an encroachment permit for work completed in the public ROW.

The applicants’ referenced PMC Section 10-1.903 below and they asserted that the maximum paved street width on the public ROW should be 20 feet, as proposed.

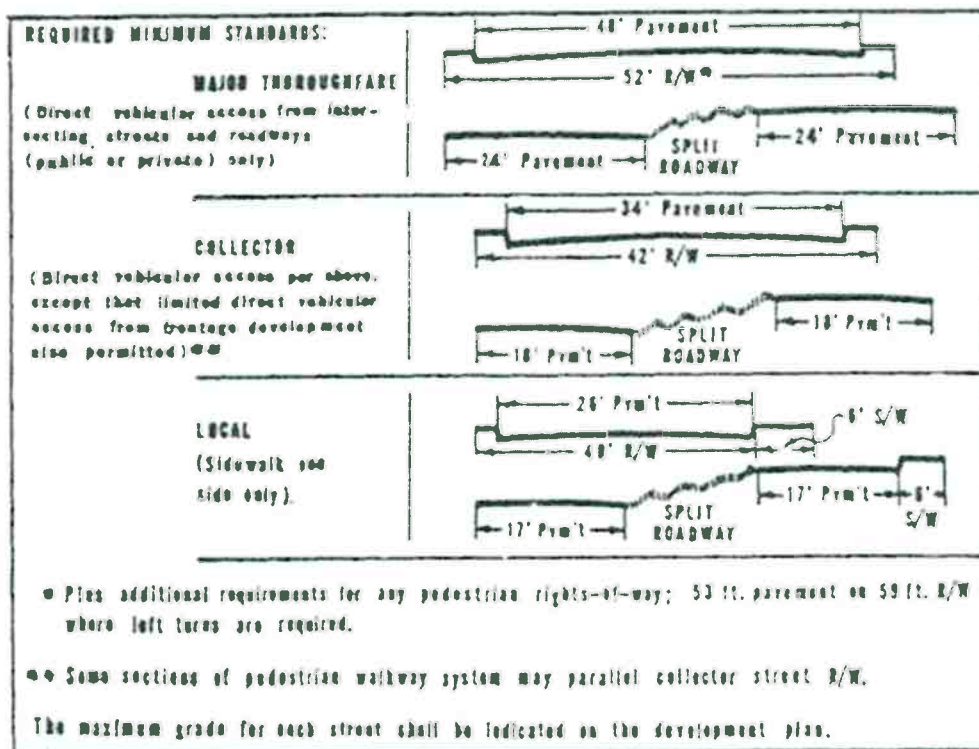
Sec. 10-1.903. - Streets and thoroughfares: Minimum standards.

All streets and thoroughfares shall be designed to the minimum standards provided by the City’s Administrative Policy establishing such standards, except where it can be shown to the satisfaction of the Planning Commission that the topography, probable future traffic, or other circumstances unquestionably justify a lesser standard. Higher standards may be required where it is found to be necessary, especially in commercial areas, or where probable traffic conditions warrant such standards. Such Administrative Policy and any amendments thereto are hereby adopted by this reference as though fully set forth in this section.

Administrative Policy #42 is referenced above in PMC Section 10-1.903 and is attached for the Planning Commission’s review. The applicant is asking for the Planning Commission to approve a 20 foot paved width extension of Corona Drive without a sidewalk and no major retaining walls, although the Planning Commission approved plans showing retaining walls up to six feet in height. In addition, the applicant has not provided information to show “to the satisfaction of the Planning Commission that the topography, probable future traffic, or other circumstances unquestionably justify a lesser standard” other than the explanation contained in the attached letter. However, additional information may be presented at the hearing.

There are also street section requirements contained in Section 9-4.2258 (Minimum Street Standards (HPD)) of the PMC in a table format reprinted below.

Minimum street standards in the Hillside Preservation District shall be as follows:



As shown above, PMC Section 9-4.2258 requires that the street width be 26 feet of pavement with a minimum of 6 feet of sidewalk.

Due to conflicting sections of the Municipal Code, staff is requesting that the Planning Commission review this information and provide clarification regarding the extension of Corona Drive on public ROW.

2. Staff Analysis: The original Corona Drive was dedicated with a 50 foot ROW as part of the Linda Mar No. 8 Subdivision approved by San Mateo County on July 6, 1954.

A portion of private land beyond the end of the original Corona Drive was granted to and accepted by the City in 1962. This strip is also 50 foot width and extended the ROW approximately 200 feet beyond the edge of the original subdivision. This extension provides access to several adjacent properties as discussed previously.

In 1999, the Planning Commission approved the development of 674 Corona Drive and this was the first property beyond the original subdivision to be developed. This development constructed 135 feet of pavement (half of the existing street of Corona for approximately 60 feet in front of two existing homes, and 75 feet of new road at 32 feet in width) with curb and gutter on one side, and sidewalk on the other. A fire hydrant, hammerhead turn-around and a low wood retaining wall were also installed as part of the development. In addition, the storm

drain system was extended approximately 700 feet up Corona Drive by the developer as a requirement of the project.

Sec. 10-1.903 of the PMC, which the applicants referenced, applies to new subdivisions and this is an existing property that was subdivided many years ago. However, Sec. 10-1.104 (Application) also states:

The regulations set forth in this chapter shall apply to all or parts of subdivisions within the City and to the preparation of subdivision maps and to other maps provided for by the Subdivision Map Act. All subdivision maps shall be prepared and presented for approval as provided for in this chapter.

Based on the section quoted above, even though this subdivision, including the placement of the public ROW, occurred in the past, the Subdivision Regulation Sec. 10-1.903 may still apply to an existing property such as the extension of Corona Drive.

The 650 Corona Drive property is within the Hillside Preservation District. Section 9-4.2258 of the PMC requires local streets in the HPD to have 26 feet of paved street and 6 feet of sidewalk as the minimum threshold. No other zoning designation defines the minimum street standards.

In the subject circumstance, where Corona Drive dead-ends, requiring a full 32-foot width for the paved portion of the street may not be necessary at this time. Accordingly, Engineering Staff has recommended that the paved area of the street be 26 feet in width which is consistent with Administrative Policy #42 based on the 32% slope and the HPD minimum street requirements.

Although the applicants are proposing 20 feet of paved width for the Corona Drive extension on public ROW based on the original presentation to the Planning Commission, Engineering Staff believes that the appropriate width of the extension should be 26 feet which is consistent with the Administrative Policy #42 and the HPD requirements. However, the HPD minimum requirement also requires a sidewalk along one side and the Engineering Staff is asking the Planning Commission if a sidewalk on one side should be required.

3. Summary: The Planning Commission will have an opportunity to review the information provided and to hear from the applicants plus any other interested parties in order to clarify the condition of approval. The Engineering Division is recommending at a minimum a paved width of 26 feet but the Planning Commission may prefer to establish a different width for the public ROW extension of Corona Drive; and may or may not require a sidewalk. Staff from the Engineering Division will be available during the Commission meeting to answer any questions.

COMMISSION ACTION

MOTION FOR DENIAL:

Move that the Planning Commission clarify condition #18 of Resolution No. 897 and ADOPT the attached resolution, and incorporate all maps and testimony into the record by reference.

Attachments:

- A. Resolution
- B. Staff Report Dated July 21, 2014
- C. Planning Commission meeting minutes
- D. Approved Resolutions Including Conditions of Approval
- E. Administrative Policy #42
- F. Complete Streets Policy
- G. Letter from Applicants Dated May 26, 2015
- H. Reduced Site Plan (1 page)

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA CLARIFYING THE PAVED WIDTH FOR THE PORTION OF THE CORONA DRIVE EXTENSION ON PUBLIC RIGHT OF WAY NEEDED TO ACCESS NEW DWELLING AT 650 CORONA DRIVE

Initiated by: Michelle and David Garcia, Owner/Applicant

WHEREAS, on July 21, 2014, the Planning Commission approved Use Permit, UP-34-14, Site Development Permit, PSD-787-14, and denied Variance, PV-511-14 to allow construction of a single-family residence with attached garage and access road at 650 Corona Drive; and

WHEREAS, Condition of Approval #18 in Resolution No. 897 which states “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.” does not make clear which City standards regarding paved road width should be applied on the Corona Drive extension portion on right-of-way; and

WHEREAS, Engineering Division has determined that the paved width on the Corona Drive extension portion of the access road on public right of way should be a minimum of 26 feet in width with curb and gutters; and

WHEREAS, on May 13, 2015, Michelle Garcia, applicant and owner of 650 Corona Drive, requested a code interpretation from the Planning Commission to allow 20 feet of paved width on the public right of way for the Corona Drive extension on public right of way; and

WHEREAS, the applicants cited Pacifica Municipal Code Section 10-1.903 which states that streets should be designed to be minimum standards provided by the City’s Administrative Policy, except where it can be shown to the satisfaction of the Planning Commission that the topography, probable future traffic, or other circumstances unquestionably justify a lesser standard; and

WHEREAS, based on the lot area exceeding 20,000 square feet and a cross slope of 32% for the private property provided by the applicant, Administrative Policy #42 would require a paved width of 26 feet, curb and gutters but no sidewalks, and

WHEREAS, Pacifica Municipal Code Section 9-4.2258 Minimum Street Standards (HPD) also applies which states that the minimum paved width of the street shall be 26 feet in width with a sidewalk and gutters; and

WHEREAS, the Complete Streets Policy has general guidelines that encourage streets to have pedestrian and bicycle access but no specific requirements for street widths; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica _____

* * * * *

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 1st day of June 2015.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

Richard Campbell, Chair

ATTEST:

Tina Wehrmeister, Planning Director

APPROVED AS TO FORM:

Michelle Marchetta Kenyon, City Attorney



Scenic Pacifica
Incorporated Nov. 22,
1957

PLANNING COMMISSION
Staff Report

DATE: July 21, 2014

ITEM: 1

PROJECT SUMMARY/RECOMMENDATION AND FINDINGS

Notice of Public Hearing was published in the Pacifica Tribune on July 3, 2014 and 28 surrounding property owners were notified by mail.

FILE: UP-034-14
PSD-787-14
PV-511-14

APPLICANT and OWNER: Michelle & David Garcia, 1091 Park Pacifica, Pacifica, CA 94044

LOCATION: 650 Corona Drive (APN 022-210-080)

PROJECT DESCRIPTION: Construct a one-story single family dwelling with attached two-car garage on an 8.6 acre lot in the Linda Mar neighborhood.

General Plan: Open Space Residential

Zoning: A/B-5/HPD (Agricultural/Lot Size Overlay/Hillside Preservation District)

RECOMMENDED CEQA STATUS: Exempt Section 15303 Class 3 (a)

ADDITIONAL REQUIRED APPROVALS: None.

RECOMMENDED ACTION: Approve the Use Permit and Site Development Permit to construct the single-family dwelling with conditions but deny the Variance for elimination of two guest parking spaces.

PREPARED BY: Kathryn Farbstein, Assistant Planner

Attachment B

ZONING STANDARDS CONFORMANCE:

<u>Standards for B-5</u>	<u>Required</u>	<u>Proposed</u>
Lot Size	1 acre	8.6 acres
Lot Width	150 feet	300 feet approximately
Coverage		
- Impervious Surface	30%	5%
- Structure	40%	1%
Height	35' max.	28'
Landscaping	20% min.	90% or 8 acres (mostly natural vegetative state)
Setbacks		
-Front yard	25'	40' +
-Interior side	20'	140' +
-Rear	25'	540' +
Parking	2 car garage	2 car attached garage
Garage Inner Dimensions	18' wide by 19' deep	19' wide by 23' deep

<u>Additional Standards for HPD</u>	<u>Required</u>	<u>Proposed</u>
Maximum Allowable Lot Coverage	10.7% or 40,690 sf	4.9% or 18,670 sf
Guest Parking	2 Open Spaces	0*

**Applicant requesting a variance from HPD guest parking requirement.*

PROJECT SUMMARY

1. Project Description: Applicant is proposing to construct a driveway of approximately 250 feet in length and a single family dwelling on the site of 8.6 acres. The dwelling would be one story and contain a two-car attached garage of approximately 450 square feet. Approximately 120 feet of the driveway will be located on Corona Drive and within the public right of way while the remaining portion of the driveway will be on private property.

The applicant is proposing to construct a one story dwelling of approximately 4,000 square feet containing two bedrooms, three bathrooms, living area, kitchen, laundry room and office. Several decks are proposed along the southwest side of the building to capture ocean views. An attached two car garage of approximately 450 square feet is also proposed.

Currently a dirt road exists that is partially across the adjacent lot at 674 Corona Drive. The new driveway will be completely within the right of way for Corona Drive and the applicant’s private property; however, the existing dirt road is included in the maximum allowable land coverage. The applicant stated that the existing dirt road was there when the property was purchased. In addition, there is a “camp” area which is a cleared out space in the trees beyond where the house

will be built. Chairs, trucks and other items are stored in this area and not visible from any public space. This area has also been included in the maximum allowable land coverage. The total maximum land coverage for the proposed driveway, dwelling, existing dirt road and camp area is approximately half the area that can be disturbed on this property.

2. General Plan, Zoning, and Surrounding Land Use: The General Plan classification for the subject site is Open Space Residential. The Open Space Residential designation is north of the subject site, Cabrillo Elementary School is on the west, Low Density Residential to the south, and Very Low Density and a Prominent Ridgeline to the east. The Zoning designation for the site is A/B-5/HPD. The A/B-5 Zoning is the designation for the adjacent property to the west that has been developed with the Cabrillo School. The properties to the north and east have the Zoning designation of PD/HPD. Northeast of the subject site is 65 acres for Harmony@1 development which is approved for 14 residential units. Approximately half of the Harmony@1 site will remain as open space including the area adjacent to the subject site. To the south, the Zoning designation is R-1 and developed with single family dwellings.

3. Municipal Code: Section 9-4.1901 (d) 1 of the Zoning Code allows development of a single family residence in the A zone upon approval of a Use Permit and Site Development Permit. The project must also satisfy the development standards as specified in Section 9-4.2002 for B-5 lots. The HPD designation requires the project to satisfy the maximum allowable land coverage control as described in Section 9-4.2257 and the additional parking requirements in Section 9-4.2259 (a). However, since the site is zoned A/B-5 which allows development of a residence upon approval of a Use Permit and Site Development Permit, the project is not required to be rezoned as per Section 9-4.2256.

4. CEQA Recommendation: Staff recommends that the Planning Commission find the project exempt from CEQA per Section 15303 Class 3 (a) which states:

15303. New Construction or Conversion of Small Structures

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

- (a) One single-family residence or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.

The project consists of the construction of one single-family dwelling on a vacant lot, which is the type of new construction that is exempt from CEQA as stated above. In addition, the applicant provided a Biological Report by Toyon Consultants that found no significant environmental impacts due to the proposed project on any sensitive biological resources that may be found within the project vicinity.

5. Staff Analysis:

NCCWD Water Pipeline Easement: When the applicant first submitted this project, the plans were routed to the North Coast County Water District (NCCWD). NCCWD indicated that the proposed dwelling would be located across the existing water transmission pipeline owned by the Water District. The applicant was notified and began negotiations with NCCWD. In the attached letter from the Water District (see Attachment f), the applicant and NCCWD agreed to a realignment of the pipeline in order for the applicant to construct the proposed dwelling. However, NCCWD is requesting that the realignment of the pipeline and the associated replacement easement should be completed prior to construction of the dwelling. Thus, condition of approval #2 is recommended to require that the applicant obtain approval from the NCCWD for the pipeline realignment and easement prior to building permit issuance. Staff has discussed this with the applicant, and the applicant has agreed because it is best to confirm the location of the pipeline and realign the pipeline to satisfy NCCWD prior to starting construction of their house and other improvements.

Courtesy Notice – A courtesy notice was sent to the neighbors within 300 feet of 650 Corona Drive on May 8th after the applicant determined the probable location of the water transmission pipeline. Several concerned neighbors contacted staff regarding the proposed project. The neighbors expressed concerns regarding the use of the property for motorcycles and other noisy activities. The applicant responded that in the past, the subject site has been used by unauthorized people to conduct paint ball fights and to access the Harmony@1 property above the subject site to race motorcycles. The applicant has shown me a fort used by people conducting paint ball fights that is outside the subject site and staff saw no sign of a racing track for motorcycles. If the project is approved, the applicant will be living on the site; and therefore, the applicant will be able to monitor the activity on and near their property. In addition, the Harmony@1 site is undergoing development soon and that should prevent unauthorized people from riding motorcycles on that site as well. None of the neighbors that contacted staff had concerns directly related to the proposed development of the one-story single family dwelling and the driveway.

Design – The driveway and dwelling are located as close to Corona Drive and the other residences in the neighborhood as possible and below the ridgeline of the hillside as recommended by the Design Guidelines. The dwelling follows the contour of the hillside and will require minimal grading which is one of the Design Guidelines for hillside development. In addition, the location of the dwelling will capture views of the ocean. A geotechnical report concluded that the dwelling and driveway can be constructed in this area as long as certain requirements are met for construction of the foundation.

The lower pitched roof, as encouraged by the Design Guidelines, will have tan and grey shingles. The materials for the siding of the house are mostly tan stucco with some lap siding and rock accents; however, the elevations show more lap siding than what is actually proposed according to the applicant and there is a note on the plans that stucco siding may be used. Staff believes that with the mixture of siding materials proposed, the dwelling will have visual interest and blend in well with the hillside.

Two views of a photo simulation of the hillside with the proposed dwelling have been provided. The first view is taken from the beach parking lot on the west side of Highway 1 and the distant view makes it difficult to see the proposed dwelling on the hillside. The second view is taken from the nearby parking lot of the Cabrillo School. The proposed dwelling is more visible from the second closer view. The visual simulations show that although the building will be surrounded by trees, the structure is still exposed and visible on the hillside. Thus, staff recommends that additional trees be planted around the dwelling to ensure that the structure blends in better with the hillside. Standard condition #4 has been expanded to require that the applicant provide landscaping treatment to screen the project from public view, particularly on the southwest side of the building.

Variance – The applicant is requesting approval of a Variance from the HPD parking standards that require two open parking spaces in addition to the two-car garage proposed for single family detached development. The applicant believes that additional parking is not needed in this case and Attachment g is the justification provided. Staff believes that there is adequate space along the driveway to provide two parallel open parking spaces as well as unused space closer to the dwelling which can accommodate two side by side parking spaces. Additionally, the closest street parking would be more than 250 feet away; therefore, it is reasonable to provide onsite guest parking closer to the dwelling.

In order to support a Variance, the Planning Commission has to make required legal findings as stated in PMC 9-4.3404 (a) which is attached (Attachment h). Staff believes that special circumstances do not apply in this case because the subject property at almost 9 acres has sufficient space to provide the two guest parking spaces. Thus, staff is recommending that the Variance be denied and a Resolution to that effect is attached. Condition of approval #5 has been added to require that the two guest parking spaces be provided onsite.

Stormwater – The Municipal Regional Stormwater Permit requires that any single family project that creates more than 2,500 square feet of impervious surface must implement site design measures to contain stormwater runoff onsite. In this case, the applicant is proposing to use rain barrels as recommended by Mike O’Connell, an engineer, as described in his memo (Attachment h). The proposed rain barrels will be included in the plans submitted for a building permit and reviewed by staff. Under the Municipal Regional Permit that regulates stormwater runoff, rain barrels are an acceptable site design measure for retaining rain runoff onsite.

6. Summary: As conditioned, the project satisfies all the Zoning Code development standards and it is consistent with the Design Guidelines. The A/B-5/HPD zoning allows the proposed use of a single-family dwelling. Based on staff’s analysis of the project, the findings can be made as specified in the attached Resolutions. Thus, staff is recommending approval of UP-034-14 and Site Development Permit, PSD-787-14 but denial of the Variance, PV-511-14. The project approval is subject to the conditions in Exhibit A of the Resolutions.

COMMISSION ACTION

MOTION FOR APPROVAL:

Move that the Planning Commission find that the project is exempt from CEQA; APPROVE Use Permit, UP-034-14 and Site Development Permit, PSD-787-14 by ADOPTING the attached resolutions for the proposed single-family dwelling at 650 Corona Drive, including conditions of approval in Exhibit A; and incorporate all maps and testimony into the record by reference.

MOTION FOR DENIAL

Move that the Planning Commission DENY Variance, PV-511-14 by adopting the attached resolution.

Attachments:

- a. Land Use and Zoning Exhibit
- b. Resolution for Use Permit, UP-034-14
- c. Resolution for Site Development Permit, PSD-787-14
- d. Resolution for Variance, PV-511-14
- e. Exhibit A for Resolutions – Conditions of Approval
- f. Letter from NCCWD about the Water Pipeline Dated May 28, 2014
- g. Justification for Variance to Reduce Parking Spaces Provided by Applicant
- h. PMC Section 9-4.3404 (a)
- i. Email from Mike O'Connell Regarding Rain Barrels Dated May 28, 2014
- j. Plans and Colored Photo Simulation (Planning Commission only)



Scenic Pacifica
Incorporated Nov. 22, 1957

PLANNING COMMISSION Minutes

DATE: July 21, 2014
LOCATION: Council Chambers, 2212 Beach Boulevard

CHAIR BROWN CALLED THE MEETING TO ORDER AT 7:02 pm.

ROLL CALL:

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

SALUTE TO FLAG

ADMINISTRATIVE BUSINESS:

Approval of Order of Agenda:

Moved by Gordon, seconded by Evans. Motion passed 6-0-1. Campbell absent.

Approval of Minutes: April 7 and June 16, 2014:

April 7 minutes could not be approved, as there was no quorum present this evening. They will be held to the next meeting.

June 16 Minutes:

Moved by Evans, seconded by Nibbelin. Motion passed 5-0-1-1. Cooper abstained as he had not been present at the meeting. Campbell absent.

Designation of Liaison to City Council Meeting:

None

PUBLIC HEARINGS:

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

1. UP-034-14 USE PERMIT, SITE DEVELOPMENT PERMIT and VARIANCE, filed by the applicant and owner, Michelle and
PSD-787-14 David Garcia, to construct a one-story single family dwelling of 4,000 square feet with an attached garage on a
PV-511-14 vacant lot of 8.6 acres at 650 Corona Drive (APN 022-210-080). Recommended CEQA status: Exempt
Proposed Action: Approved as conditioned for Use Permit and Site Development Permit. Recommend Denial
of Variance.

Public Hearing: Anne Houston, 31 Ortega Ct., Pacifica and Lyle Ackerman, 660 Alta Vista Dr., Pacifica

Motion to Approve that the project is exempt from CEQA; Approve Use Permit UP-034-14 and Site Development Permit PSD-787-14 by adopting the resolutions for the proposed single-family dwelling at 650 Corona Drive, including conditions of approval in Exhibit A, and incorporate all maps and testimony into the record by reference and Deny Variance PV-511-14:

Moved by Gordon, seconded by Evans. Motion passed 6-0-1. Campbell absent.

ATTACHMENT 

COMMUNICATIONS:

Commission Communications: **None**

Staff Communications:

Planning Director White informed the Commission about the content of future minutes.

Oral Communications:

Martin Anaya, Executive Director of Pacifica Community Television (channel 26) informed the Commission and staff that DVD's of future Planning Commission meetings will be available by contacting them.

ADJOURNMENT:

Motion to adjourn at 8:20 pm. Moved by Gordon, seconded by Vaterlaus. Motion passed 6-0-1. Campbell absent.

RESOLUTION NO. 897

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING USE PERMIT (UP-034-14) SUBJECT TO CONDITIONS TO ALLOW CONSTRUCTION OF A SINGLE FAMILY UNIT AT 650 CORONA DRIVE

Initiated by: Michelle and David Garcia, Owner/Applicant

WHEREAS, an application has been submitted to construct a single-family unit with an attached garage on an 8.6 acre vacant property located at 650 Corona Drive; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act per Section 15303 (a); and

WHEREAS, the project requires the approval of a Use Permit; and

WHEREAS, the project 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 in that it is a residential development within a neighborhood of single family dwellings; and

WHEREAS, the project is consistent with the applicable provisions of the General Plan, Zoning requirements and other applicable laws of the City which permits a single family unit; and

WHEREAS, the project is consistent with the City's adopted Design Guidelines in that the dwelling will be located as close to the other houses as possible, it will be located on a relatively level area of the subject site, the design of the dwelling follows the contours of the hillside, and view windows and decks take advantage of the ocean views; and

WHEREAS, the proposed site is physically suitable for the type and density of development, the proposed project will cause no substantial environmental damage, in particular, as determined in the Biological Report and Geotechnical Investigation, and no public health problems will result from development of the subject parcel; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica does hereby approve the Use Permit, UP-034-14 subject to conditions attached in Exhibit A.

ATTACHMENT D

Exhibit A

Conditions of Approval for 650 Corona Drive Planning Commission Meeting July 21, 2014

Planning Department

1. Development shall be substantially in accord with the plans entitled "Lands of Garcia 650 Corona Drive," consisting of ten (10) sheets, received May 7, 2014, except as modified by the following conditions.
2. The applicant shall obtain approval of the water transmission pipeline realignment and associated easement from NCCWD prior to building permit issuance.
3. 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.
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 include plantings to screen the dwelling to better blend in with the hillside, particularly on the southwest side of the building. 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. Prior to the issuance of the building permit, the project shall be modified to provide two guest parking spaces for the Planning Director's review and approval.
6. 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

650 Corona Drive – David & Michelle Garcia
Conditions of Approval for New SFR
July 21, 2014

Page 2

construction details for the enclosure for review and approval by the Planning Director, prior to building permit issuance.

7. 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.
8. 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.
9. 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.
10. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever possible.
11. All outstanding and applicable fees associated with the processing of this project shall be paid prior to the issuance of a building permit.
12. 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.
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

650 Corona Drive – David & Michelle Garcia
Conditions of Approval for New SFR
July 21, 2014

Page 3

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.

14. 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.

Wastewater Division of Public Works

15. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning wash water) shall be discharged to the storm drain system, the street or gutter. New storm drain inlets shall be protected from being blocked by large debris to the Public Work Director's satisfaction.

Engineering Department

16. Construction shall be in conformance with the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented. Drainage inlets shall be stenciled in thermoplastic "No Dumping Drains to Ocean."
17. Roadways shall be maintained clear of construction materials and debris, especially mud and dirt tracked onto Corona Drive. No material storage along Corona Drive. Dust control and daily road cleanup will be strictly enforced.
18. An Encroachment Permit must be obtained for all work within City right-of-way. All proposed improvements within City right-of-way shall be constructed per City Standards.
19. All utilities shall be installed underground.
20. 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

650 Corona Drive – David & Michelle Garcia
Conditions of Approval for New SFR
July 21, 2014

Page 4

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.

21. Existing curb, sidewalk or other street improvements adjacent to the property frontage that is damaged or displaced shall be repaired or replaced as deemed by the City Engineer.
22. Applicant shall grind and repave a minimum of 2 inches of asphalt to street centerline of Corona Drive and Alta Vista Drive across entire property frontage or limits of utility underground connections. All pavement markers, markings and striping shall be replaced in kind or according to the proposed plans to the City Engineer's satisfaction.

RESOLUTION NO. 898

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING SITE DEVELOPMENT PERMIT (PSD-787-14) SUBJECT TO CONDITIONS TO ALLOW CONSTRUCTION OF A SINGLE FAMILY UNIT AT 650 CORONA DRIVE

Initiated by: Michelle and David Garcia, Owner/Applicant

WHEREAS, an application has been submitted to construct a single-family unit with an attached garage on an 8.6 acre vacant property located at 650 Corona Drive; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act per Section 15303 (a); and

WHEREAS, the project requires approval of a Site Development Permit; and

WHEREAS, the Planning Commission finds that City staff have reviewed the project and determined that the location, size, and intensity of the proposed project will not create any hazardous or inconvenient vehicular or pedestrian traffic patterns; and

WHEREAS, the Planning Commission finds that the project's off-street parking areas, and the relation of such parking areas to traffic on adjacent streets, will not create any hazardous or inconvenient condition to adjacent or surrounding uses, and the parking as proposed including the denial of the Variance is consistent with the development standards for number, location and size of parking spaces; and

WHEREAS, the Planning Commission finds the proposed project includes the reservation of sufficient landscaped areas, since 90% of the project site will be landscaped and 20% is required; and

WHEREAS, the Planning Commission finds that the project will not unreasonably restrict or cut out light and air on the project site or other property in the neighborhood nor will the project hinder the appropriate development and use of land and buildings in the neighborhood or impair their value, as only one dwelling is proposed on the 8.6 acre lot so that the development standards are exceeded, and the closest existing dwelling is approximately 200 feet away from the proposed residence; and

WHEREAS, the Planning Commission finds that the project will not cause a substantial detriment to the adjacent residential district in that the project consists of one new unit within the Linda Mar neighborhood of mostly single family dwellings, and the project will not cause significant environmental impacts as determined in the Biological Report and Geotechnical Investigation; and

WHEREAS, the Planning Commission finds that the project will not excessively damage or destroy natural features of this developed lot nor will it excessively damage the natural grade of the site in that the dwelling will be located on a relatively level portion of the lot closest to Corona Drive and following the contour of the hillside to minimize grading; and

WHEREAS, the Planning Commission finds the building has been well designed with low pitched rooflines and different sidings to create visual interest; therefore, there is sufficient site and structural design variety resulting in the project as proposed being consistent with the City's Design Guidelines; and

WHEREAS, the Planning Commission finds that the project will be consistent with the General Plan classification of Open Space Residential use and A/B-5/HPD zoning designation, which allows the dwelling as proposed, and the development standards and all applicable laws of the City including the Design Guidelines have been satisfied.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica approves the Site Development Permit, 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 21st day of July 2014.

AYES, Commissioners: *Vaterjays, Cooper, Gorden, Evans, Wiskul and Brown*

NOES, Commissioners:

ABSENT, Commissioners: *Campbell*

ABSTAIN, Commissioners:

MSB 8/4/14
Mike Brown, Chair

ATTEST:
G
George White, Planning Director

APPROVED AS TO FORM:
Michelle Marchetta Kenyon
Michelle Marchetta Kenyon, City Attorney

RESOLUTION NO. 899

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA DENYING VARIANCE (PV-511-14) TO ELIMINATE TWO UNCOVERED PARKING SPACES AT 650 CORONA DRIVE

Initiated by: Michelle and David Garcia, Owner/Applicant

WHEREAS, an application has been submitted to construct a single-family dwelling with an attached garage and a driveway of approximately 250 feet in length to access the dwelling at 650 Corona Drive; and

WHEREAS, the Planning Commission has determined the project is exempt from the California Environmental Quality Act per Section 15303 (a); and

WHEREAS, the applicant requested approval of a Variance to allow a reduction in the required parking by eliminating the two uncovered spaces as specified in the Hillside Preservation District per Pacifica Municipal Code Section 9-4.2259 (a); and

WHEREAS, the Planning Commission shall grant a Variance only when all the findings are made; and

WHEREAS, the Planning Commission finds that no special circumstances are applicable to the project because the subject site of 8.75 acres does have sufficient space to provide the additional two uncovered parking spaces on site; and

WHEREAS, the Planning Commission does not find that special circumstances are applicable to this property because the long driveway can accommodate two uncovered parallel parking spaces in several locations; and

WHEREAS, the Planning Commission does not find that the strict application of HPD Section of the Zoning Code deprives the property owner of privileges enjoyed by other property in the vicinity and under the identical HPD zoning classification because the additional uncovered parking can be provided on the 8.75 acre site.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Pacifica denies the Variance to eliminate the two uncovered parking spaces.

* * * * *


PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 21st day of July 2014.

AYES, Commissioners: *Cooper, Vaterslags, Gordon, Evans, N. Whelan & Brown*

NOES, Commissioners:


ABSENT, Commissioners: *Campbell*

ABSTAIN, Commissioners:

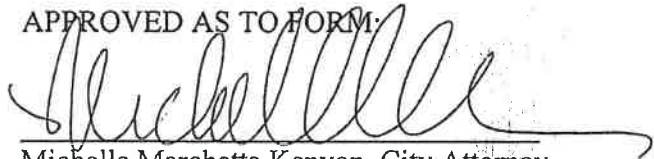


Mike Brown, Chair

ATTEST:



George White, Planning Director

APPROVED AS TO FORM:


Michelle Marchetta Kenyon, City Attorney

City of Pacifica
Administrative Policy

NO

42

Date Issued

Feb. 10, 1986

Subject:

MINIMUM STANDARDS FOR STREETS AND THOROUGHFARES

PURPOSE:

The purpose of this policy is to outline the minimum standards for City rights-of-way improved with streets and thoroughfares.

POLICY:

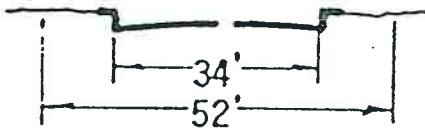
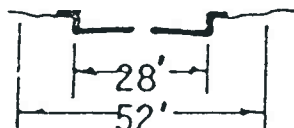
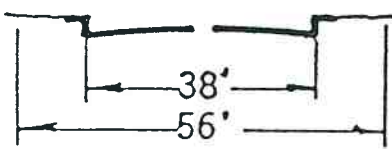
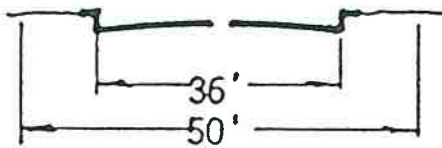
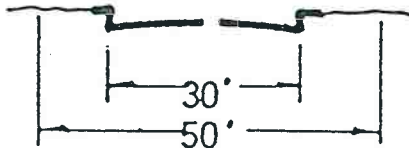
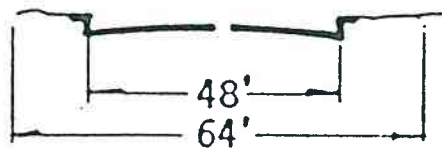
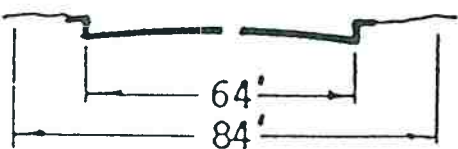
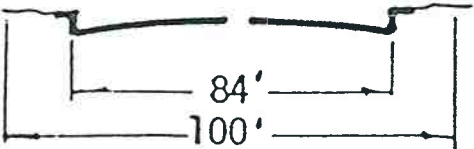
Title 10, Chapter 1, Article 9, of the Pacifica Municipal Code provides for both on- and off-site improvements constructed to specific standards. Where higher standards have not been established, all streets and thoroughfares shall be platted according to the minimum standards set forth in the following Tables 1, 2, and 3, except where it can be shown by the subdivider to the satisfaction of the Planning Commission that the topography or the small number of lots served in the probable future traffic development are such as to unquestionably justify a lesser standard. Higher standards may be required where streets are to serve commercial property or where probable traffic conditions warrant.

ATTACHMENT

E

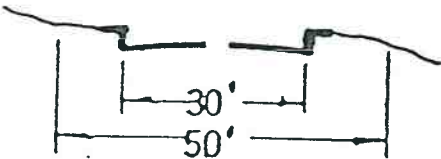
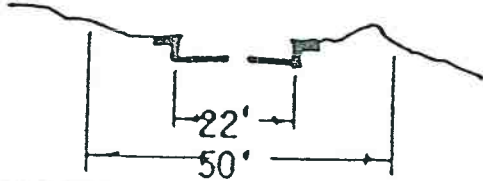
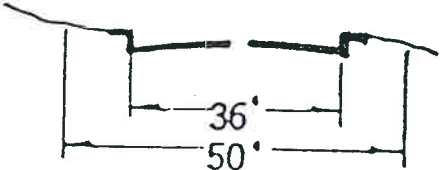
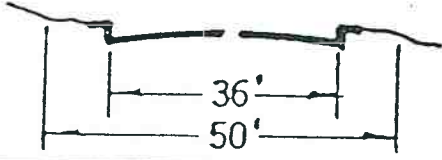
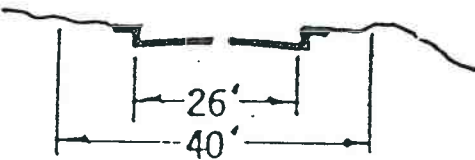
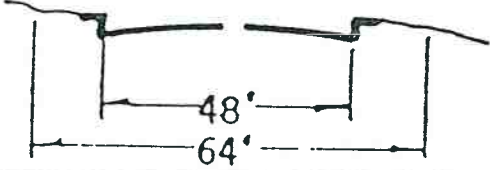
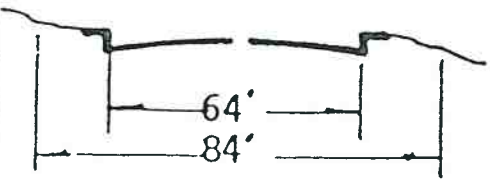
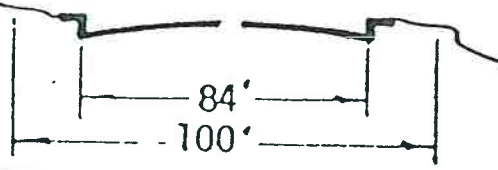
STREETS AND THOROUGHFARES : MINIMUM STANDARDS

Table 1

FLAT AREAS (0% - 10% Cross Slope)		
TYPE STREET	CROSS SECTION FOR LOTS SIZE BELOW 10,000 SQ FT	CROSS SECTION FOR LOTS SIZE ABOVE 10,000 SQ FT
Minor Residential Street		
Residential Collector Street		Use Section at Left
Frontage Road		
Industrial Service Street		Use Section at Left
Secondary Thoroughfare		Use Section at Left
Major Thoroughfare		Use Section at Left
CLASSIFICATION	RIGHT OF WAY	PAVEMENT WIDTH
Parkway	120 feet	84 feet
Alley	30 feet	30 feet
Cul-de-sac	56 feet	34 feet

STREETS AND THOROUGHFARES : MINIMUM STANDARDS

Table 2

HILLSIDE AREAS (10% - 20% Cross Slope)		
TYPE OF STREET AND ADJACENT LAND USE	CROSS SECTION FOR LOT SIZES BETWEEN 10,000 and 15,000 SQ FT	CROSS SECTION FOR LOT SIZE ABOVE 15,000 SQ FT
Minor Residential Street		
Frontage Road		Use Section at Left
Residential Collector Street		
Industrial Service Street		Use Section at Left
Secondary Thoroughfare		Use Section at Left
Major Thoroughfare		Use Section at Left

STREETS AND THOROUGHFARES : MINIMUM STANDARDS
Table 3

MOUNTAINOUS AREAS (20% - 35% Cross Slope)		
TYPE OF STREET AND ADJACENT LAND USE	CROSS SECTION FOR LOT SIZES BELOW 20,000 SQ FT	CROSS SECTION FOR LOT SIZES ABOVE 20,000 SQ FT
Minor Residential Street	<p>No Lots are allowed under 20,000 sq. ft. in Mountainous Areas, therefore no cross section is shown.</p>	
Residential Collector		
Frontage Road		
Industrial Service		
Secondary Thoroughfare		
Major Thoroughfare		
<p>RUGGED AREA (Above 35% Cross Slope) Street Cross Section for these areas shall be as approved by the Director of Public Works.</p>		

 <p style="text-align: center;">CITY OF PACIFICA ADMINISTRATIVE POLICY</p>	No.
<p style="text-align: center;">COMPLETE STREETS POLICY</p>	DATE ISSUED: NOVEMBER 2012

PURPOSE

The purpose of this policy is to establish guidelines to improve Pacifica’s transportation network that would provide more choice of travel modes, identifies needed improvements, and works in tandem with land use changes.

POLICY

It is the Policy of the City of Pacifica to respond directly to the new State requirement of planning for “Complete Streets.” In response to Assembly Bill 1358, the California Complete Streets Act, all cities and counties are required to plan for the development of multimodal transportation networks in their general plans beginning in January 2011. According to the guidelines, jurisdictions must “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”¹ The “users of streets, roads, and highways” refers to bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers.

To achieve this goal, the City establishes the specific policies set forth below. These policies shall be incorporated into the Circulation Element of the updated General Plan. This update also responds directly to the new State requirement of planning for complete streets.

Roadway Network

Guiding Policies

Serve All Users. Plan, design, build, and operate all transportation improvements to support safe and convenient access for all users. Increase mobility for walking, bicycling and transit use wherever possible while promoting safe and accessible operations for all users.

Context Sensitivity. Plan and design transportation improvements so that they respect the surrounding environment. Transportation improvements should be undertaken in consultation with local residents and businesses, and should seek to maintain a sense of place.

¹ California Government Code Section 65302(b)(2).

Implementing Policies

Connective Street Network. The transportation system should provide a connected network of streets and paths for accommodating all modes of travel. New streets created as part of new development should continue existing street patterns, and must provide stub access points to adjacent undeveloped areas. The City will look for opportunities to repurpose existing rights-of-way to enhance connectivity for cyclists, pedestrians and transit users.

Consideration of All Modes of Travel. When reviewing development proposals, consider the needs of all travel modes. In conditions of approval or environmental impact mitigations that are required, consider impacts on levels of service for pedestrians, bicyclists and transit, in addition to impacts on vehicular circulation, and mitigation measures including but not limited to bicycle parking, sidewalks, and landscaping.

Complete Streets Design Approach. Include “Complete Streets” considerations in the design of all circulation improvement projects. These design considerations include, but are not limited to, the following:

- Maximized connections with the existing circulation network;
- Minimized ingress and egress points, consolidated entries;
- Public transit facilities and improvements;
- Bicycle and pedestrian facilities;
- Safety criteria such as lighting and traffic calming devices for residential streets;
- Signage, including commercial signs, street signs, entry signs, directional signs);
- Street furniture;
- On and off-street parking management.

Plan Consultation and Consistency. Evaluate all proposed circulation improvements for consistency with all local pedestrian, bicycle, and other transportation plans and with land use plans as they relate to roadway rights-of-way.

Consultation with Bicycle and Pedestrian Advisory Committees. Solicit input from local bicycle and pedestrian advisory committees (BPAC) or similar advisory group early in the development of transportation improvement projects.

Complete Streets in All Departments. Adopt a “complete streets” approach in all City departments whose work addresses the circulation network or operations. Complete streets considerations may apply to review of proposed development, capital improvements projects, and other City activities.

Complete Streets in All Roadway Projects. Adopt a “complete streets” approach to all projects affecting the circulation system, including new roadway construction, reconstruction, repaving, rehabilitation, and retrofits that change the configuration or space allocation on roadways, and to both publicly- and privately-implemented projects.

Roadway Abandonment and Public Access. In the case of public roadways that are abandoned (not maintained for vehicular access), assess the value of maintaining public pedestrian and/or bicycle access, in particular where coastal access can be maintained or improved.

Complete Streets Evaluation. Track the progress of complete streets implementation, using a method that measures indicators of complete streets such as street intersections, transit shelters, bike lanes, pedestrian/bike paths, pedestrian amenities, traffic calming devices, and on-street parking.

Exemptions from Complete Streets Approach. Require that any proposed development or transportation project that does not adequately incorporate complete streets concepts provide written findings of why all travel modes have not been accommodated. Findings should be written and/or signed by the Department director with jurisdiction over the proposed project (i.e., the Director of Public Works for transportation projects, the Planning Director for development projects.)

Pedestrian and Bicycle Network

Guiding Policies

Bicycle and Pedestrian Routes. Develop safe and efficient bicycle and pedestrian access within Pacifica and to local points of interest. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations.

Mobility for All Users. Provide a safe and attractive walking environment accessible for all users, particularly persons using wheelchairs, seniors, and children.

Walkable Neighborhoods. Improve pedestrian amenities to create more walkable neighborhoods, especially in mixed-use activity centers and around schools.

Implementing Policies

Safe Routes to Schools. Partner with Pacifica School District to develop Safe Routes to Schools programs to encourage walking and bicycling to schools as well as manage vehicular circulation to provide a safe environment for school children.

Pedestrian-Oriented Street Improvements. To enhance walkability and pedestrian safety, consider reducing curb-to-curb road widths and employing roadway design features such as wider sidewalks, islands, street trees, pedestrian amenities, and pedestrian refuges. Priority locations for pedestrian-oriented design improvements include:

- 1) Pedestrian Priority Zones, as shown on Figure 3-1. These include mixed use and higher-intensity areas, and streets adjacent to schools that are within close proximity to these areas;
- 2) Streets that are part of proposed trail system improvements, as shown on Figure 4-3 and discussed in Chapter 4;
- 3) Streets adjacent to schools;

- 4) Locations where pedestrian-automobile collisions have occurred.

Palmetto Avenue Streetscape Plan. Complete and implement the Palmetto Avenue Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and other improvements to upgrade the appearance and make it more attractive to pedestrians.

Additional Pedestrian Facilities on Large Sites. Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment at the Rockaway Quarry site or the sites of existing shopping centers.

Universal Design. Provide pedestrian facilities that are accessible to persons with disabilities to ensure that roadway improvement projects address accessibility and universal design concepts.

Streetscape in Mixed Use Areas. Require pedestrian-oriented amenities and design in mixed use areas, including wider sidewalks, curb bulb-outs at key intersections, outdoor seating, and public art. Priority streetscapes include Palmetto, Montecito, Santa Rosa, and San Jose Avenues in West Sharp Park; Rockaway Beach Avenue and Dondee Way in Rockaway Beach; lower Crespi Drive and Linda Mar Boulevard in Linda Mar; Manor Drive and Aura Vista Drive in West Edgemar-Pacific Manor; and Oddstad and Terra Nova Boulevards and new streets created as part of redevelopment of the Park Mall site.

Block size and maximum street spacing. For new development at the Quarry site or Park Mall site, streets should be designed to maximize connectivity for automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Mid-block pedestrian connections are encouraged.

Public Transportation and Transportation Demand Management

Improved Public Transit. Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. Improvements should focus on local trips within Pacifica and trips from Pacifica to major employment destinations.

Transit Accessibility for All Passengers. Continue to ensure that facilities and services are designed and operated to respond to the needs of all passengers including seniors, youth, and persons with disabilities.

Parking

Parking Lot Design. Design parking lots to have minimal environmental impact and to limit disruption of the urban fabric.

Preserve On-Street Parking. Revise the zoning code to ensure that on-street parking is preserved to the greatest extent feasible in commercial and mixed-use as well as in residential areas, by limiting the location of curb cuts. On-street parking contributes to compact and pedestrian-friendly commercial districts and neighborhoods.

May 26, 2015

To: City of Pacifica Planning Commission
From: Dave & Michelle Garcia
Re: Project Located at 650 Corona Drive City Right-of-Way

Back in July of 2014 we presented to the Planning Commission our project plan that included our intended improvements to the City Right-of-Way.

At the meeting it was agreed upon by everyone that our suggested 20 foot width to the city right-of-way was acceptable. All of the departments received our project plans prior to the meeting for review and comments and not at any time during the planning approval process did anyone have any concerns that the width of the street or any of the city right-of-way needed any revisions.

There was discussion about our driveway and it was suggested and agreed upon that we would continue with the 20 foot width up to our garage to ensure we could turnaround and/or people could park along our driveway and still have enough room for cars to pass by.

In early October of 2014 we submitted an application for our encroachment permit so that we could install our utilities. In mid-December of 2014 Lee Panza sent us an email with his concerns that the City of Pacifica did not even own the City right-of-way. We had already established it did but the Engineering department insisted we get them more evidence that it did. So we went to the county office and got them the proof they needed. On January 22, 2015 Lee Panza indicated they had what they needed and was going to proceed with getting us our permit. On January 23, 2015 Lee sent another email that outlined 10 line items that we needed to comply with for the city right-of-way. These 10 items were never presented to us during the planning process and/or at the original meeting. We of course sent correspondence back and asked why weren't these items presented to us during the planning process as this is what the planning process is for or so that is what we believed. The response that I received back on January 28, 2015 was first we are still not sure if the city owns the said right-of way (yet in Lee's email dated January 22 he had what he needed!!!) The second paragraph stated that the 10 items are based on the City Standards. What City Standards we never received an outline of any city standards let alone ones that would apply to our project. If these standards were so in-depth then why where we not advised of them, allowed to speak to them and most importantly where was engineering at the original Planning Commission meeting to speak to said "Standards". These improvements are a substantial financial cost increase to our project.

ATTACHMENT 6.

Van O'Campo called me directly and wanted to discuss the situation. He explained to me that he was going to do a two part encroachment permit to allow us to get started on our utilities. Per our contractor this has never been done and seemed insane but to get started we agreed. In the meantime Lee wanted to speak to our engineer about the city right-of-way. I agreed to let him SPEAK to our engineer. Lee took it upon himself to instruct our engineer to create brand new engineered drawings for the city right-of-way. We had to pay for those drawings and yet we never agreed to them. We had instructed our engineer that he could speak with Lee; Lee took it upon himself to have our engineer draw the plans up as he indicated this would enable us to get our permit. This cost us an additional \$1600.00 for plans we will never use. It did however get us part one of our two part encroachment permit we finally got the first permit on March 2, 2015, 5 months from the time we submitted our application.

We still needed to resolve the city right-of-way portion so from February 2015 to present I have been dealing with Van. I was corresponding with him until I felt I had exhausted all my energy and needed to reach out to Lorie Tinfow. Lorie did reach out to Van but nothing was ever addressed until recently when I sent Van the attached letter on April 22, 2015 regarding the house at 674 Corona. It is the conditions of approval for their project that clearly states they were supposed to complete the city right-of-way. Van responded back to me on April 24, 2015 with I am out of the office today but will email you next week. I had to send yet another email to Van on April 30th as he still had not responded back to me. When he did respond on April 30, 2015 all he could say was he had to research the situation.

On May 1, 2015 I received a call from Van and he wanted to meet. I agreed to the meeting and went to his office. When I arrived we began to discuss the situation. Lee Panza joined shortly after the meeting began. I asked Van why he never brought the standards to our attention. I asked him isn't it his job to review our project during the planning process and return to us comments and changes so that going forward we are all on the same page. He responded with "on the contrary that is your contractor and engineers job!" If this is the case then why is there a planning process? How could any contractor or engineer know what the city may require for each job? Each project is different and on some occasions there may be exceptions. Like in our case there are exceptions but Van's response to the exceptions is that he was advised by Tina Wehrmeister that our project had exceptions but if he allowed them then it would set a precedence to future jobs.

Van then starts to discuss the project at 674 Corona and shows me that the people submitted very vague plans and yet they had to do and pay for much more extensive work to the street than they were originally told and because of that they did not need to complete the Condition of Approval to complete the city right-of-way. So the message I got was if you pay to do more on one thing some of your Conditions of Approval do not need to be completed and if you do not complete

them we will have someone else pay to have them completed. What is the point of setting Conditions of Approval if they do not need to be followed? There is not consistency coming from the Engineering department as far back as 1999 and we as the customer are paying the price.

Van then asked me what would I agree too. I said I cannot speak to this as I am not a contractor or an engineer. I asked if I could call my contractor to see if he could join us and Van agreed. Dave Blackman arrived and we spent the next 3 hours literally talking in circles. Van was trying to bargain with us at first. Then he and Lee started to discuss California state standards and how we had to comply with them and not really the Pacifica City Standards. The meeting brought no resolution what so ever. What is did show me is that the City of Pacifica's Engineering department operates with absolutely no integrity and feels they can do and/or say whatever they want to try and get what they want.

Lorie sent me an email on May 8, 2015 with the attached document trying to get some resolution about the street width. I responded to her that our project was not a sub-division per the Policy on the attached document and that the Planning Commission can and already did approve the lesser standard.

This is the journey we have been on since October of 2014 and we are requesting that the original plans submitted be approved with the street width of 20 feet and no sidewalks and no major retaining walls to the city right-of-way.

Sincerely,

Michelle & Dave Garcia



CITY HALL • 170 Santa Maria Avenue • Pacifica, California 94044-2506

Telephone (415) 738-7300 • Fax (415) 359-6038

Scenic Pacifica

February 23, 1999

Javier Chavarria
1715 Palmetto Ave.
Pacifica, CA 94044

Re: Site Development Permit, PSD-646-98, Use Permit, UP-829-98, and Variance, PV-396-98, to construct a single-family residence at 674 Corona Dr., Pacifica (APN 022-210-090).

Dear Mr. Chavarria,

The City Council of the City of Pacifica, at the regular meeting of February 22, 1999, UPHELD Planning Commission approval of the above mentioned permits subject to the following conditions:

Planning Department:

1. Development shall be substantially in accord with the plans titled "New Residence, Pacifica, CA, APN 022-210-090," consisting of six (6) sheets, except as modified by the following:
2. Prior to the issuance of a building permit, the applicant shall submit information on exterior finishing, including color scheme and materials, subject to approval by the City Planner.
3. Prior to the issuance of a building permit, the applicant shall submit a final landscape plan, which shall include the recommendations set forth in the geotechnical report, for approval by the City Planner. The applicant shall install the landscaping as set forth on the approved landscape plan prior to occupancy. The landscape plan shall show each type, size, and location of plant materials, the proposed irrigation system, and include sufficient vegetation to screen the bulk of the structure from the homes down slope from the lot. All plant material shall be drought resistant and coastal compatible. The landscaping shall be maintained in an attractive and flourishing manner and replaced when necessary as determined by the City Planner.

Engineering Department:

4. The applicant shall extend all existing street improvements across the property

frontage. These improvements shall include but will not be limited to new sidewalk curb and gutter on the west side of Corona Dr., curb and gutter along the east side, and full roadway pavement. This work shall also include completing any uncompleted improvements across adjacent right-of-way leading to this development. An encroachment permit shall be obtained for all work within the City right-of-way.

5. The applicant shall submit a flexible pavement design for the new street section.
6. The applicant shall show on plans all existing utilities facilities. The applicant shall underground all utility laterals from the nearest joint pole to the subject site.
7. The applicant shall install a drop inlet at the westerly edge of the pavement at Corona Dr. The method for connection with existing City storm drain shall be detailed in the plans.
8. All storm drain facilities, and D.I. pipes shall be sized based on a 100 year storm. The applicant shall provide calculations.

Building / Fire Department:

9. The applicant shall install an approved cul-de-sac or fire department turn-around at the end of the finished street.
10. The applicant shall install a new fire hydrant with adequate water supply within 250 feet of the new home.

Wastewater:

11. The applicant shall extend the main sewer line to provide adequate service to this residence and install a clean-out or manhole, determined by length of extension, in the new street area. The 4-inch sewer lateral for the residence shall be connected to the extended main line.
12. The applicant shall provide elevations showing all existing and proposed sewer improvements.
13. Plans submitted for Building Permit approval must include City standards 7, 8, 300, and 301. Standards must be included as part of the plan set. Standards or notes stapled to the plans will not be accepted.
14. The site plan submitted for a Building Permit shall show a complete description of the sewer lateral system including, the location, size and material of pipe, the invert and rim elevations of the connection to the main, the property line clean-out, and the building clean-out.

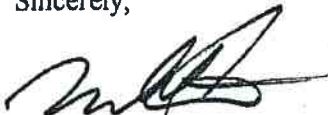
15. Plans shall include the notation: "The contractor or owner shall contact the Wastewater Division (738-7348) at least 24 hours prior to starting each of the following items: trenching, sewer tap, pipe installation, backfilling, pavement restoration, or any other sewer work. All in-ground sewer piping, on and off site, must be inspected by Wastewater."

Other

16. Prior to the issuance of a building permit, the applicant shall provide a letter indicating that the geotechnical report is current as of the date of application for the building permit. The final geotechnical report will be subject to peer review and approval of the Building Official. The applicant shall incorporate all recommendations of the approved final geotechnical report into the building permit plans prior to issuance.
17. The final erosional gully repair work shall be covered with top soil and planted with fast growing vines, plants, or ground cover, which shall be maintained in a flourishing manner and replaced when necessary as determined by the City Planner

When you apply for a building permit, compliance with all conditions of approval should be indicated on the plans. If you have any questions feel free to call me at (650)738-7341.

Sincerely,

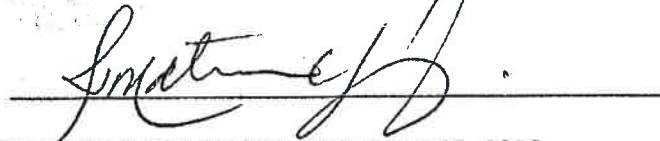


Michael Crabtree
City Planner

cc: file/Engineering/Wastewater/Building/property owner


This letter constitutes the issued Permit when one copy has been signed by the applicant and returned to this office. **(Note: This is not a building permit)**

I acknowledge the Site Development Permit, Use Permit and Variance and agree to the conditions and requirements placed upon its issuance.



EXPIRATION DATE: February 22, 2000

Permits will not expire if a building permit is issued prior to the expiration date.

 <p style="text-align: center;">CITY OF PACIFICA ADMINISTRATIVE POLICY</p>	No. 42
MINIMUM STANDARDS FOR STREETS AND THOROUGHFARES	DATE ISSUED: February 1986

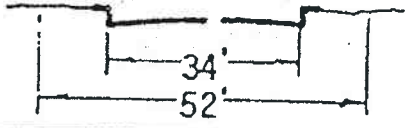
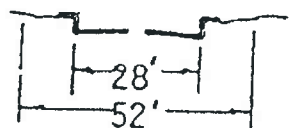
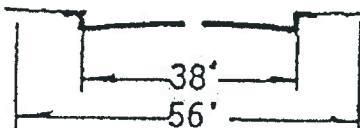
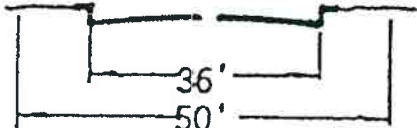
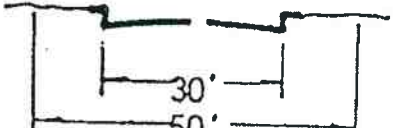
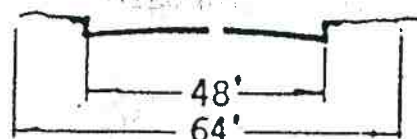
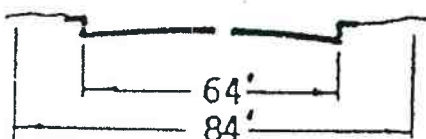
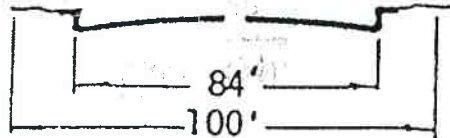
PURPOSE

The purpose of this policy is to outline the minimum standards for City rights-of-way improved with streets and thoroughfares.

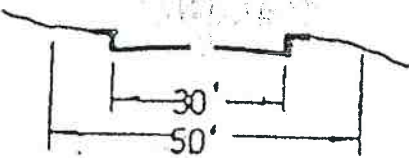
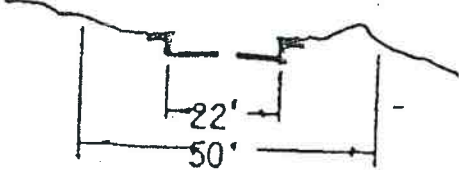
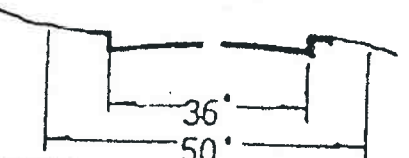
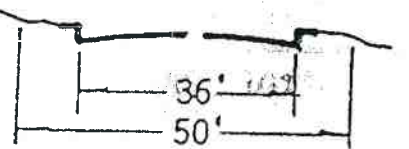
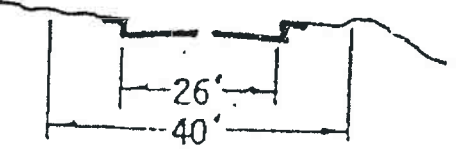
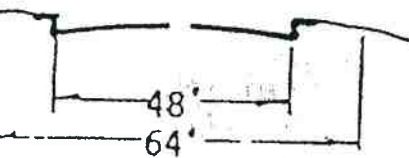
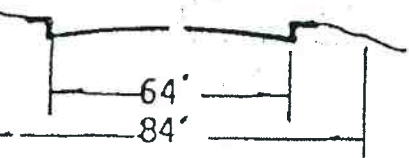
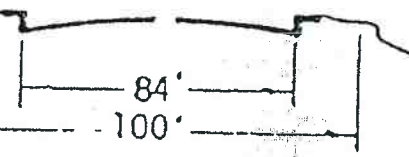
POLICY

Title 10, Chapter 1, Article 9, of the Pacifica Municipal Code provides for both on-and-off-site improvements constructed to specific standards. Where higher standards have not been established, all streets and thoroughfares shall be platted according to the minimum standards set forth in the following Tables 1, 2, and 3, except where it can be shown by the subdivider to the satisfaction of the Planning Commission that the topography or the small number of lots served in the probable future traffic development are such as to unquestionably justify a lesser standard. Higher standards may be required where streets are to serve commercial property or where probable traffic conditions warrant.

STREETS AND THOROUGHFARES : MINIMUM STANDARDS
Table 1

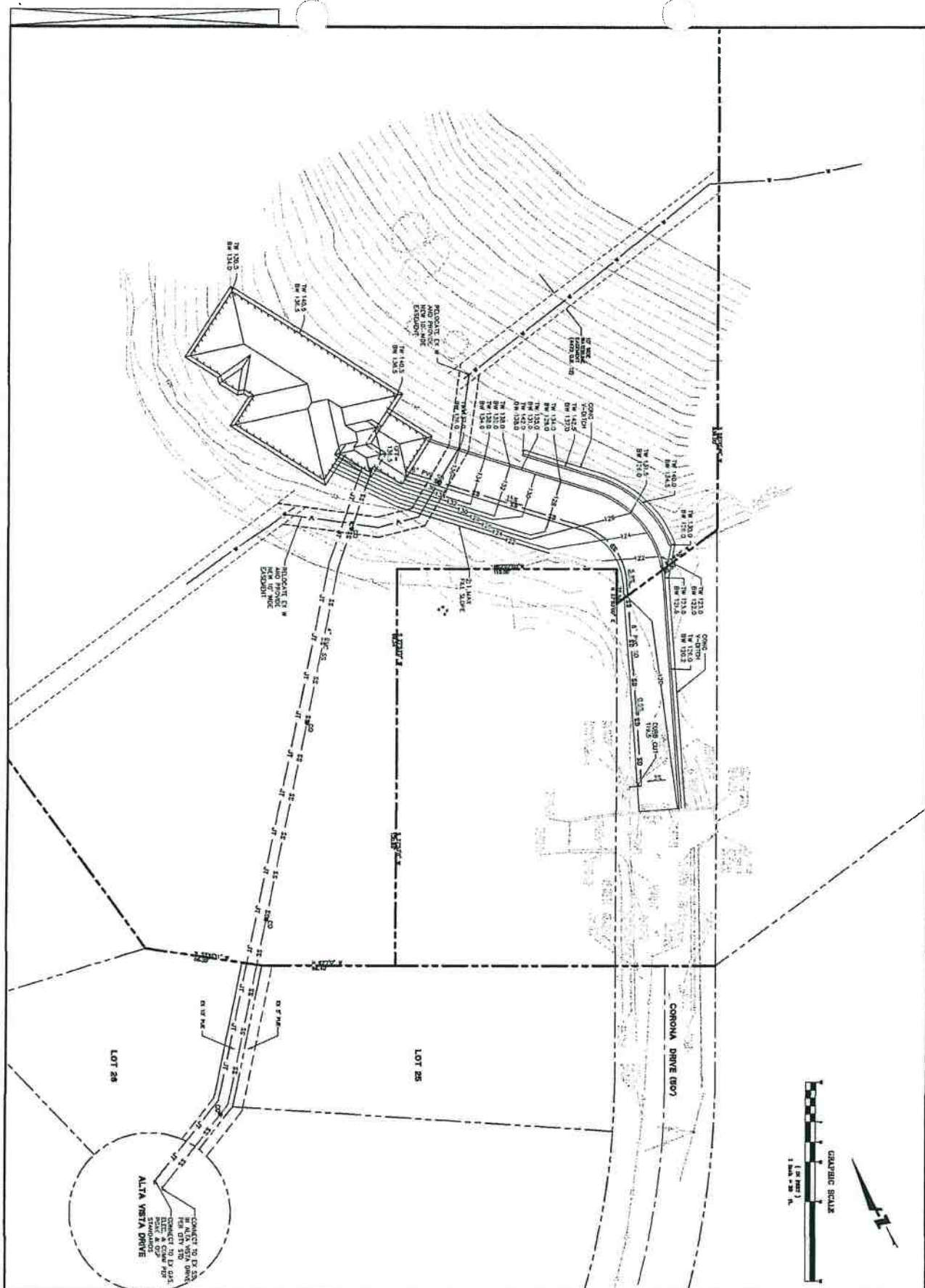
FLAT AREAS (0% - 10% Cross Slope)		
TYPE STREET	CROSS SECTION FOR LOTS SIZE BELOW 10,000 SQ FT	CROSS SECTION FOR LOTS SIZE ABOVE 10,000 SQ FT
Minor Residential Street		
Residential Collector Street		Use Section at Left
Frontage Road		
Industrial Service Street		Use Section at Left
Secondary Thoroughfare		Use Section at Left
Major Thoroughfare		Use Section at Left
CLASSIFICATION	RIGHT OF WAY	PAVEMENT WIDTH
Parkway	120 feet	84 feet
Alley	30 feet	30 feet
Cul-de-sac	56 feet	34 feet

STREETS AND THOROUGHFARES : MINIMUM STANDARDS
Table 2

HILLSIDE AREAS (10% - 20% Cross Slope)		
TYPE OF STREET AND ADJACENT LAND USE	CROSS SECTION FOR LOT SIZES BETWEEN 10,000 and 15,000 SQ FT	CROSS SECTION FOR LOT SIZE ABOVE 15,000 SQ FT
Minor Residential Street		
Frontage Road		Use Section at Left
Residential Collector Street		
Industrial Service Street		Use Section at Left
Secondary Thoroughfare		Use Section at Left
Major Thoroughfare		Use Section at Left

STREETS AND THOROUGHFARES : MINIMUM STANDARDS
Table 3

MOUNTAINOUS AREAS (20% - 35% Cross Slope)		
TYPE OF STREET AND ADJACENT LAND USE	CROSS SECTION FOR LOT SIZES BELOW 20,000 SQ FT	CROSS SECTION FOR LOT SIZES ABOVE 20,000 SQ FT
Minor Residential Street	<p>No Lots are allowed under 20,000 sq. ft. in Mountainous Areas, therefore no cross section is shown.</p>	
Residential Collector		
Frontage Road		
Industrial Service		
Secondary Thoroughfare		
Major Thoroughfare		
<p>RUGGED AREA (Above 35% Cross Slope) Street Cross Section for these areas shall be as approved by the Director of Public Works.</p>		



CS.01

DATE: 11-20-07
 DRAWN BY: LJO
 CHECKED BY: MJC
 2017 MS 2016-046



**LANDS OF GARCIA
 CORONA DRIVE
 PACIFICA, CALIFORNIA**

**GRADING AND
 UTILITY PLAN**

No.	Revised	Approved

MIKE O'CONNELL, P.E.
 900 ROSITA ROAD
 PACIFICA, CA 94044
 650.303.0495

ATTACHMENT H