

EXHIBIT 4

**CITY OF PACIFICA
LOCAL COASTAL LAND USE PLAN**

MARCH 24, 1980

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INTRODUCTION

Through the Local Coastal Land Use Plan, the City of Pacifica brings its land use planning into conformance with the California Coastal Act of 1976. The Local Coastal Land Use Plan will serve as a land use plan for the City of Pacifica's coastal zone and will be the basis for the Local Coastal Implementation Program. An Implementation Plan, including a permit issuing procedure, zoning ordinance revisions and other implementation programs, will be prepared and submitted to the Regional and State Coastal Commissions. Upon adoption of the Local Coastal Land Use and Implementation Plans by the City, and approval for certification by the State Coastal Commission, the City will resume permit authority for coastal development. The State Coastal Commission will establish an appeal zone within the existing boundaries of the coastal zone; as well as a process for appealing changes in coastal land use designations and implementation programs. Plan amendment jurisdiction will be retained by the State Coastal Commission.

The Local Coastal Land Use Plan was developed by the City of Pacifica with extensive participation by local residents. Preparation of the Local Coastal Program was funded by Federal and State funds, specifically authorized by the California Coastal Commission to address the issues and perform the work tasks which were contracted for in the issue identification/work program phase of the Local Coastal Program.

For practical purposes of easier use and understanding by the public, the City chose to combine development of the Local Coastal Land Use Plan with the major five year revisions of the City's General Plan. It is important to recognize, however, the basic differences in the two plans. A General Plan, based on State planning law, is a comprehensive long-term general plan for land use and physical development. The policy framework developed by the community is equally important as the land use designations which are based on the background studies required for each of the nine mandatory elements and any optional elements added by the community.

The Local Coastal Land Use Plan is also a comprehensive, long-term plan for land use and physical development; but unlike a general plan, its policies must be consistent with and ".....capable of carrying out the policies ofthe California Act of 1976". (Article 4, Section 00040 of the California Coastal Commission Local Coastal Program Regulations). In local coastal planning, the policies are a given framework for the land use. In addition, the Coastal Act defines the "land use plan" as being "....sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection, and development policies..." (Coastal Act policy 30108.5). This is principally because, by law, the subsequent zoning ordinances can only find basis and reason in the certified Coastal Land Use Plan, and cannot be directly measured against the Coastal Act policies.

From a practical point of view, the differences between a Local Coastal Land Use Plan and a General Plan mean the Local Coastal Plan is more detailed in its proposals and must justify its actions in terms of the 1976 Coastal Act policies. It is also less flexible than a General Plan in that its amendment, even after certification, requires the approval of the State Coastal Commission as well as the City. Although Pacifica's Local Coastal Land Use Plan and General Plan will be integrated, the coastal policies will be clearly identified in order to facilitate the amendment process should that be desired in the future.

In addition to the land use designation and policies in the Local Coastal Land Use Plan, the "sufficient detail" necessary to the plan will be in the form of specific criteria and performance standards which will give additional direction to public and private property owners in the use of their property. An example of such would be with detailed geotechnical studies that would indicate the stable, buildable portions of the site and would establish bluff edge setbacks and other appropriate siting or design mitigation measures to accomplish the policies of the plan. These standards are contained in the Land Use Plan Description and Conclusions sections and will be referenced in the zoning ordinance to be carried out in the development permit process.

The certified Local Coastal Land Use Plan will include the following sections:

- . The local coastal policies;
- . The Local Coastal Land Use Plan description by neighborhood;
- . The portion of the Local Coastal and General Plan Land Use Map west of Highway 1;
- . The Access Component;
- . The Plan Conclusions.

Other products of the Local Coastal Program will not be adopted or certified, but will be referenced throughout the Local Coastal Land Use Plan as the source of the information and analysis to support the plan's actions and policies. These documents will become part of the City's approved planning reports, but will not have the official status of the adopted Local Coastal Land Use Plan or General Plan.

COASTAL PLANNING PROCESS AND SCOPE OF PLANNING STUDY

Broad-based citizen participation was an integral part of the development of Pacifica's Local Coastal Land Use Plan. A public workshop, a series of public forums and joint Planning Commission-City Council study sessions were held. In addition, at least two meetings were held with each of eleven neighborhood groups. From this widespread participation evolved the first draft of the Local Coastal Land Use Plan which was reviewed by the Planning Commission and City Council. The adopted draft of the Local Coastal Land Use and Implementation Plan will be submitted to the Central Coastal Commission for hearings and review and then to the State Coastal Commission for hearing and adoption.

When the State Coastal Commission has adopted the Local Coastal Land Use and Implementation Plan, Pacifica's program will become certified. This means that Pacifica will assume the responsibility for issuing coastal permits; now a responsibility of the Central and State Coastal Commissions. Any proposed amendments to the certified Plan will have to be submitted to the State Coastal Commission for approval.

To help achieve broad-based, informed and representative public input into the preparation of Pacifica's Local Coastal Land Use Plan, a great deal of information was accumulated, organized, analyzed and presented to City officials and the general public. This information was contained in the following documents:

The Coastal Plan Background Report, April 1978;

The Coastal Plan Access Component Report, May 1978;

The Coastal Plan Demonstration Area Report: West Sharp Park, September 1978;

Three Workshop Workbooks, June 1977, November 1977, June 1978;

Three Workshop Feedback Reports, June 1977, December 1977, June 1978

These many documents were an essential educational part of the process. The factual information contained in them was the basis of the Local Coastal Land Use Plan. The conclusions, in terms of Plan designations and working policies, are now preempted by the adopted Plan documents. However, these reports should be approved by the Council as essential data base and background for Pacifica's Local Coastal Land Use and Implementation Plan.

COASTAL ZONE LAND USE PLAN POLICIES

The California Coastal Act of 1976 included thirty-three coastal policies which were intended to form the parameters for planning the State's Coastal Zone. Unlike the General Plan where the policies evolved from the public input (primarily workshops) and then formed the basis for land use decisions, in coastal planning the policies are given. These policies are used to justify the various proposed land uses (see Local Coastal Land Use Plan description). The coastal policies are included here.

It is important to note that these policies are binding on the coastal portion of Pacifica's Plan; and can be amended only with the State Coastal Commission's approval. However, although they supplement the mandatory elements of the General Plan, the policies are not binding on the portion of the City outside the 1979 Coastal Zone (the area east of Highway 1).

Most of the coastal policies are applicable to particular General Plan elements. Where appropriate references to the elements are noted. Listed below is a key to the symbols used.

SYMBOLS

- C - Circulation Element
- SS - Seismic Safety and Safety Element
- SH - Scenic Highways Element
- CN - Conservation Element
- OS - Open Space Element
- N - Noise Element
- H - Housing Element
- CD - Community Design Element
- HS - Historic Element
- CF - Community Facilities Element
- LU - Land Use Element

COASTAL ACT POLICIES

1. Maximum access shall be conspicuously posted and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse. (O, SS, CN, OS)
2. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rock coastal beaches to the first line of terrestrial vegetation. (LU)
3. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:
 - (a) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources;
 - (b) Adequate access exists nearby; or
 - (c) Agriculture would be adversely affected.

Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. (SS, LU)

4. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. (CN, CF, LU)
5. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the Coastal Zone shall be developed in conformity with the standards, policies, and goals of the local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code. (H, LU)
6. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
7. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (LU)

8. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. (H, LU)
9. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. (LU)
10. Increased recreational boating use of coastal water shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water area, and in areas dredged from dry land. (CF, LU)
11. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (CN,LU)
12. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharge and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. (CN, CF, LU)
13. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development of transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.
14. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this policy, where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game for boating facilities if, in conjunction with such boating facilities, a substantial portion of degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.
 - (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.
 - (5) Incidental public services purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - (7) Restoration purposes.
 - (8) Nature study, aquaculture, or similar resource-dependent activities.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches, or into suitable longshore current systems.
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game shall be limited to very minor incidental public facilities, restorative measures and nature study. (CN, CF, OS, LU)
15. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fish industry.

16. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible. (SS, OF, LU)
17. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to:
 - (a) Necessary water supply projects;
 - (b) Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; or
 - (c) Developments where the primary function is the improvement of fish and wildlife habitat. (SS, CN, N, CF, LU)
18. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. (CN, OS, CD, LU)
19. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through following:
 - (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.
 - (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses and where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.
 - (c) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.
 - (d) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural

viability, either through increased assessment costs or degraded air and water quality.

- (e) By assuring that all divisions of prime agricultural lands and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands. (CN, CF, LU)
20. All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless:
- (a) Continued or renewed agricultural use is not feasible, or
 - (b) Such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands. (LU)
21. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities. (CN)
22. Where development would adversely impact archeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required. (OS, HS)
23. New development, except as otherwise provided in this policy, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. Where feasible, new hazardous industrial development shall be located away from existing developed areas. Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors. (LU)
24. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan, prepared by the Department of Parks and Recreation and by local

government, shall be subordinate to the character of its setting.
(CN, OS, CD, LU)

25. The location and amount of new development should maintain and enhance public access to the coast by:

- (a) Facilitating the provision or extension of transit service;
- (b) Providing commercial facilities within or adjoining residential development, or in other areas that will minimize the use of coastal access roads;
- (c) Providing non-automobile circulation within the development;
- (d) Providing adequate parking facilities or providing substitute means of serving the development with public transportation;
- (e) Assuring the potential for public transit for high intensity uses such as high-rise office buildings; and
- (f) Assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development. (C, LU)

26. New development shall:

- (a) Minimize risks to life and property in areas of high geologic, flood and fire hazard.
- (b) Assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. (C, SS, CN, CD, LU)

27. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this policy; provided, however, that it is the intent of the Legislation that State Highway Route 1 in rural areas of the Coastal Zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this policy. Where

existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development. (C, SH, CF, LU)

28. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this policy, coastal-dependent developments shall not be sited in a wetland.
29. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this policy. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this policy, they may nonetheless be permitted in accordance with this section if:
 - (a) Alternative locations are infeasible or more environmentally damaging;
 - (b) To do otherwise would adversely effect the public welfare; and
 - (c) Adverse environmental effects are mitigated to the maximum extent feasible. (LU)
30. Multi-company use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal area shall be situated as to avoid risk to environmentally sensitive areas and shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site.
 - (a) Tanker facilities shall be designed to:
 - (1) Minimize the total volume of oil spilled;
 - (2) Minimize the risk of collision from movement of other vessels;
 - (3) Have ready access to the most effective feasible containment and recovery equipment for oil spills; and
 - (4) Have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.
 - (b) Only one liquefied natural gas terminal shall be permitted in the Coastal Zone until engineering and operational practices can eliminate any significant risk to life due to accident or until guaranteed supplies of liquefied natural gas and distribution system dependence on liquefied natural gas are substantial enough that an interruption of service from a

single liquefied natural gas facility would cause substantial public harm. Until the risks inherent in liquefied natural gas terminal operations can be sufficiently identified and overcome and such terminals are found to be consistent with the health and safety of nearby human populations, terminals shall be built only at sites remote from human population concentrations. Other unrelated development in the vicinity of a liquefied natural gas terminal site which is remote from human population concentrations shall be prohibited. At such time as liquefied natural gas marine terminal operations are found consistent with public safety, terminal sites only in developed or industrialized port areas may be approved.

31. Oil and gas development shall be permitted in accordance with Section 30250, if the following conditions are met:
- (a) The development is performed safely and consistent with one geologic condition of the well site.
 - (b) New or expanded facilities related to such development are consolidated to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
 - (c) Environmentally safe and feasible sub-sea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.
 - (d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.
 - (e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.
 - (f) With respect to new facilities, all oil field brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems. Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have

stabilized, costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

32. (a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this policy shall be permitted if:
- (1) Alternative locations are not feasible or are more environmentally damaging;
 - (2) Adverse environmental effects are mitigated to the maximum extent feasible;
 - (3) It is found that not permitting such development would adversely affect the public welfare;
 - (4) The facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and
 - (5) The facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.
- (b) In addition to meeting all applicable air quality standards, new or expanded refineries or petrochemical facilities shall be permitted in areas designated as air quality maintenance areas by the State Air Resources Board and in areas where coastal resources would be adversely affected only if the negative impacts of the project upon air quality are offset by reductions in gaseous emissions in the area by the users of fuels, or, in the case of an expansion of an existing site, total site emission levels, and site levels for each emission type for which national or state ambient air quality standards have been established do not increase.
- (c) New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from in-plant processes where reasonable.
33. New or expanded thermal electric generating plants may be constructed in the Coastal Zone if the proposed coastal site has been determined by the State Energy Resources Conservation and Development Commission to have greater relative merit pursuant to the established standard than available alternative sites and related facilities for an applicant's service area which have been determined to be acceptable pursuant to the established regulations.

COASTAL LAND USE DESIGNATION DEFINITIONS

The Local Coastal Land Use Map shows the general location of the public and private land uses proposed for the future in Pacifica. The Map is not detailed or specific. The intent is to show the predominant use intended for an area. The Map illustrates the thrust of development expected within the City in the next 20 years. The categories of uses shown on the Map are described below:

Open Space Residential - indicates residential, agriculture, and recreation uses are allowed if consistent with objectives stated within the General Plan for specific sites. In the Coastal Zone, only residential and very low intensity, non-structural recreational uses are allowed if consistent with objectives stated in the LUP for specific sites. Residential development densities are designated at an average density of more than five acres for each residential unit. The exact site area per unit will be determined by the existing conditions on the site, such as slope, geology, soils, access, availability of utilities, availability of adequate sewage and highway capacity, public safety, visibility and environmental sensitivity. (Amended, October 24, 1984, #1-84).

Very Low Density Residential - indicates residential development which averages one-half to five acres per dwelling unit. The number of units per site will be determined by the physical conditions of the site, including slope, geology, soils, access, availability of utilities, availability of adequate sewage and highway capacity, public safety, visibility and environmental sensitivity. (Amended October 24, 1984, #1-84).

Low Density Residential - indicates an average of 3 to 9 dwelling units to the acre. The specific density and type of units will be determined by site conditions, including slope, geology, soils, access, availability of utilities, public safety, visibility and environmental sensitivity.

Medium Density Residential - indicates an average of 10 to 15 dwelling units per acre. Site conditions will determine specific density and building type. Site conditions include slope, geology, soils, access, availability of utilities, public safety, visibility and environmental sensitivity.

High Density Residential - designates an average of 16 to 21 dwelling units to the acre. The precise density, distribution and type of unit will be determined by physical constraints, including slope, geology, soils, availability of utilities, availability of adequate sewage and highway capacity, public safety, visibility and environmental sensitivity. (Amended October 24, 1984, #1-84).

Density Bonus - a program which allows projects providing rental units and affordable housing to exceed the maximum density designation of a site in accordance with the following standards:

(a) Bonus Program provides for the following maximum increase in intensity:

- (1) 15% for market-rate rental units,
- (2) 25% - 50% for affordable units,
- (3) 50% for elderly or handicapped housing units.

(b) The Bonus Program is not applicable to the following geographic areas in the Coastal Zone:

- (1) Land designated Open Space Residential,
- (2) Land designated Special Area.

(Amended October 24, 1984, #1-84; minor changes approved in November 1986).

Commercial - indicates the variety of potential commercial uses the City might attract, including visitor-serving commercial, retail commercial, office, heavy commercial and light industrial. The type of commercial recommended for a site is stated in the General Plan Land Use Description. Mixed residential and commercial uses are allowed when the dwelling units are located above the commercial uses. Intensity of residential development shall be regulated with a minimum of 2,000 square feet of lot area per unit. (Amended May 1985).

Public and Semi-Public - indicates uses such as public or private schools, or privately-operated services. In the case of public schools shown on the Map, should the existing use be discontinued, the proposed use should be compatible with the adjacent neighborhoods and the existing playground facilities should remain available to neighborhood residents. Should the School District decide to discontinue educational use and sell the property, the land use of the site will be the designation consistent and compatible with the adjacent existing uses, and provision should be made to continue to make available a suitable neighborhood playground area as a part of the future use and development.

Parks - designates publicly owned areas, either now developed for recreation use, or intended for future recreation development.

Greenbelts - designates publicly owned open areas, not intended for developed public recreation use. Most of these areas are very steep, geotechnically hazardous, or both. (NOTE: The City of Pacifica approved an amendment to the greenbelt definition in December 1987, however, the amendment has not yet been submitted to the Coastal Commission for approval).

Prominent Ridgelines - a designation assigned to the most scenic of the City's ridges in order to protect their visual importance. The intent is to limit development on these ridges as much as possible. Zoning would require owners to focus development on suitable portions of their property off the ridges. Where there is no suitable property off the ridge itself, then carefully designed and regulated development could be permitted on the ridge. Such ridgeline development would be required to use creative grading and structural design to make the resulting residential units as inconspicuous as possible to those viewing them from a distance. Roadways would be permitted on prominent ridgelines provided they are graded into the contours of the hillside.

Agriculture - a designation for lands which are under cultivation or intensively used for agricultural use.

Proposed Roadways - the symbol indicates the general location of new roadways discussed in the Circulation Element of the General Plan and proposed in the land use description.

Utilities - a designation indicating the location of the existing public utilities, such as water tanks, serving the City.

Special Area - an area, as described in the text, within which special physical or economic problems exist and for which more than one use would be acceptable, based on the land use designation in the Plan description and the findings of the Environmental Impact Report, site plan and other required evaluation.

Neighborhood Boundary - boundaries as shown on neighborhood maps and as described in the Plan text were based on 1970 Census Tract boundaries to simplify future data correlation and applicability. In some cases, these boundaries are not consistent with commonly recognized neighborhood boundaries.

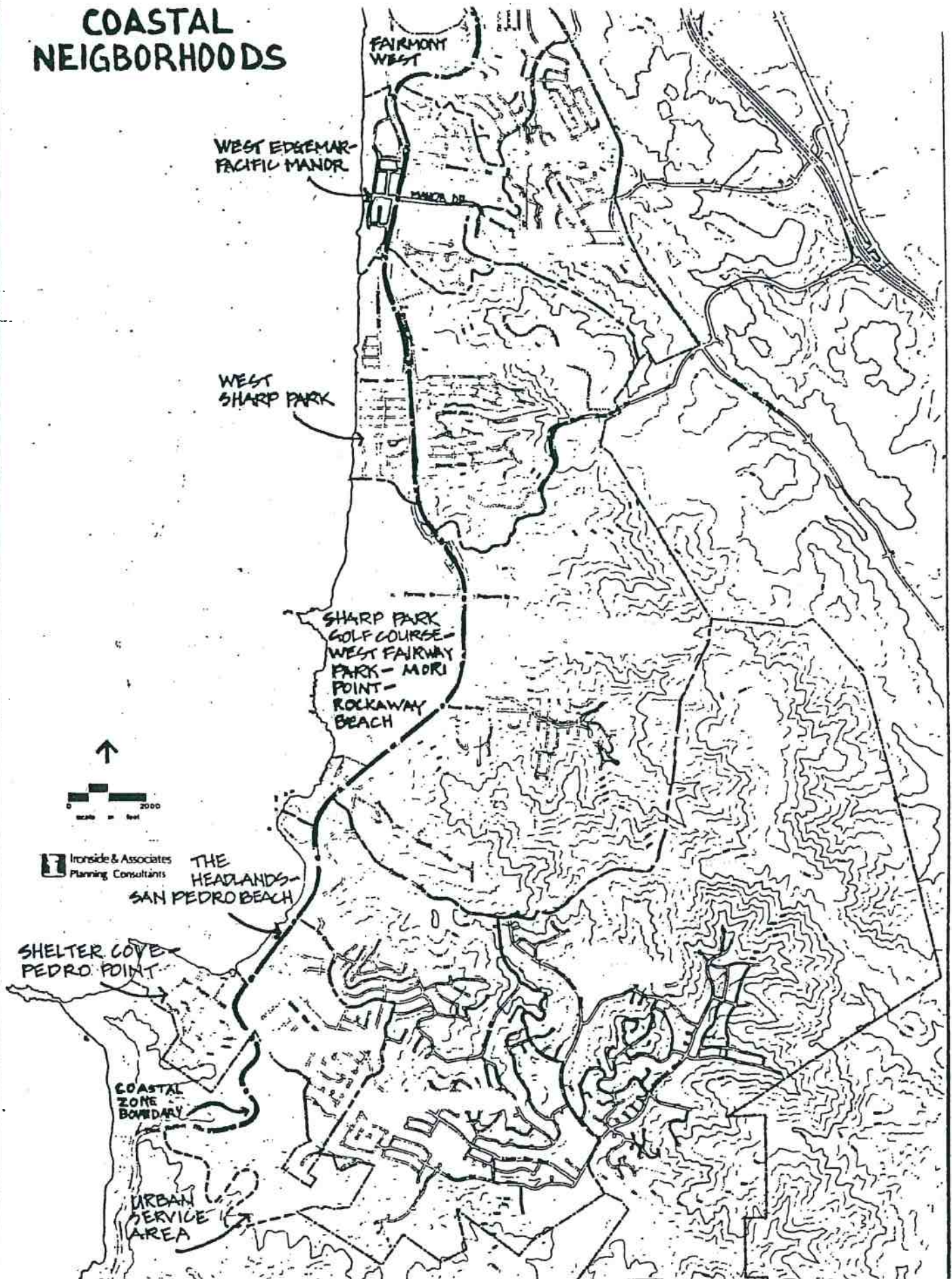
Hazardous/Protective Open Space - land determined by geotechnical study or by previous ground failure to be unsuitable for structural development, and therefore a threat to the public health, safety and welfare. After appropriate study and public hearing, such land should be designated protective open space.

Net Developable Area - the portion of a site determined by a geologist to remain usable throughout the design life of the project and determined to be adequate to withstand a 100-year hazard event. (Amended October 24, 1984, #1-84).

Design Life - the time span during which the designer expects the development to safely exist, generally 100 years. (Amended October 24, 1984, #1-84).

Density Transfer - a program to transfer units from specified "donor" sites to "receiver" sites identified in the LUP, if in the Coastal Zone, or other appropriate sites outside the Coastal Zone. Upon completion of the transfer, "donor" sites shall be designated for Open Space/Public Access Use. (Amended October 24, 1984, #1-84).

COASTAL NEIGHBORHOODS



LOCAL COASTAL LAND USE

Pacifica's Coastal Zone extends from the eastern edge of Highway 1 to the Pacific Ocean. There are six coastal neighborhoods. Together, they represent a wide variety of land uses, including intensely used public recreation areas, substantial quantities of low and moderate income housing, visitor-serving and neighborhood commercial development, and highly sensitive wildlife habitats. The Fairmont West, West Edgemar-Pacific Manor and West Sharp Park Neighborhoods are predominantly low and moderate income residential areas. The Rockaway Beach Neighborhood is developed with visitor-oriented uses and some general commercial and residential uses. The Headlands-San Pedro Beach is scenic and undeveloped. Pedro Point-Shelter Cove, the remaining neighborhood, is a mix of visitor and neighborhood commercial uses and has a strong residential base.

Before examining the detail of the individual neighborhoods, it is important to recognize the diverse pattern of development along the coast in Pacifica. The varied types of development of each coastal neighborhood and their geographic relationships are an inherent and vital part of the character of the City. Thus, the intent of the Local Coastal Land Use Plan will designate land uses and intensities which are suitable to the unique circumstances of each coastal neighborhood, will adequately meet the needs of the City's residents and visitors, and will be consistent with State Coastal Act policies.

Though the Coastal Act gives priority to specific land uses of undeveloped ocean front parcels, the need for additional housing in Pacifica's Coastal Zone, the potential incompatibility of mixing public and private uses, and the adequacy of existing and proposed visitor-serving uses in other parts of the City's coastline indicate that it may be desirable and consistent with the Act to develop certain remaining vacant ocean front lots in residential uses. In other areas, in order to reinforce coastal recreation uses and assist the City's economic base, it is important to set aside land for coastally dependent and visitor-oriented commercial development. The goal is to ensure that the Local Coastal Land Use Plan for Pacifica's Coastal Zone will, as a whole, meet the intent of the Coastal Act while allowing the various neighborhoods to retain their individual characteristics and provide for realistic development consistent with existing land use patterns and geographic constraints of the City.

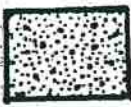
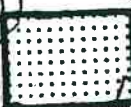


VIEW TO OCEAN FROM PALMETTO AVE.

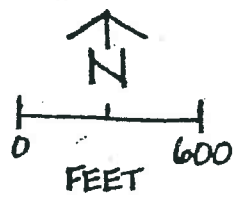
* DONOR SITES

○ RECEIVER SITES

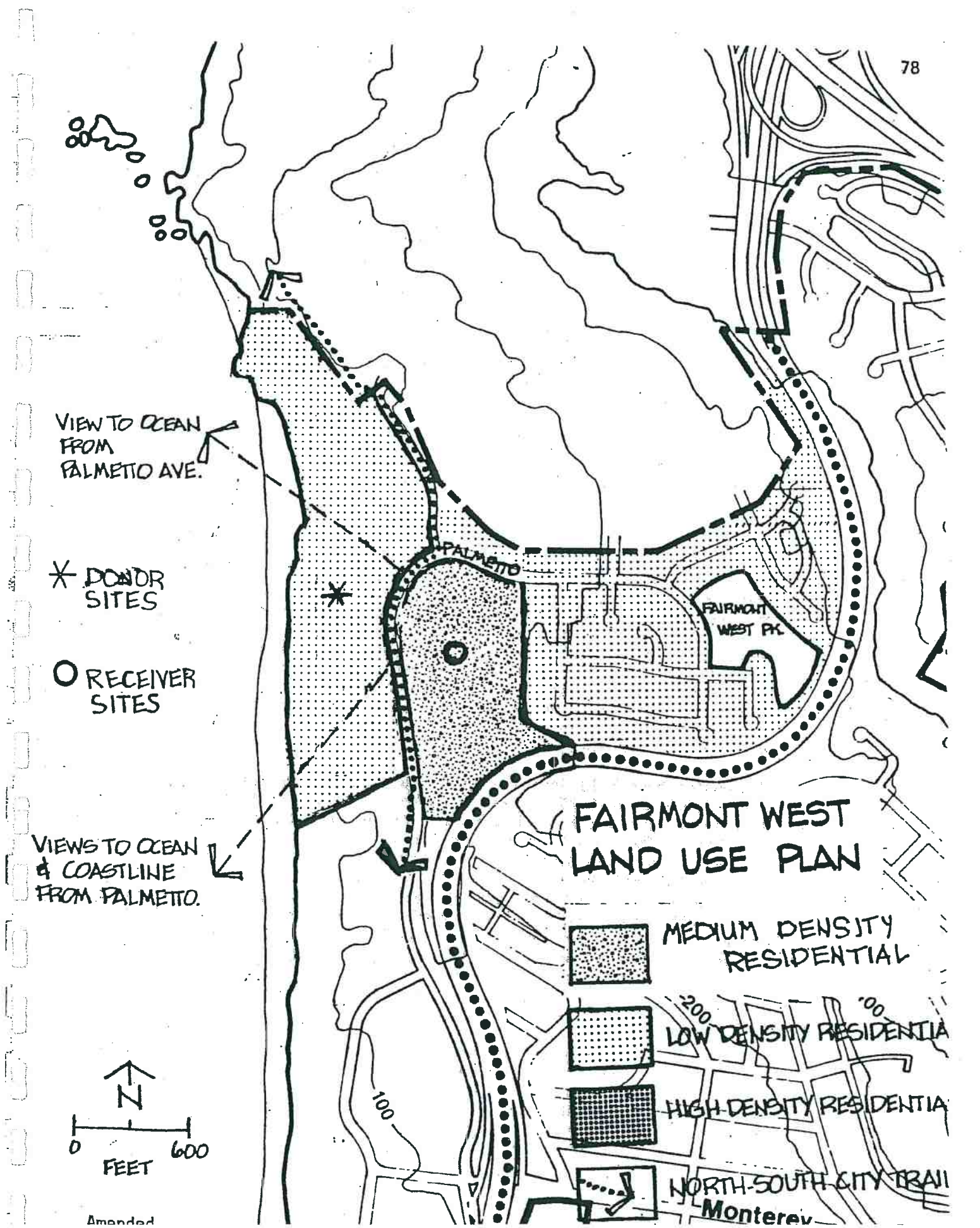
VIEWS TO OCEAN & COASTLINE FROM PALMETTO.

FAIRMONT WEST LAND USE PLAN

-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  NORTH-SOUTH CITY TRAIL



Amended



FAIRMONT WEST (AMENDED OCTOBER 24, 1984; #1-84)

The Fairmont West Neighborhood is an established residential area located in the northwestern portion of Pacifica between the Daly City boundary and the "Dollar Radio" site. Highway One and the Pacific Ocean form the east and west boundaries of this coastal neighborhood.

The City of Pacifica participated in the Bureau of the Census 1980 Neighborhood Statistics Program. Fairmont West is identified as "Neighborhood 1" and detailed census analysis is available for the neighborhood. Selected data is described below.

Of the City's population, 2.7% resides in Fairmont West. Ethnic characteristics can be described as 60% White, 24% Asian, 11% Hispanic, and 9% Black. Among the 999 persons in the neighborhood, 24.7%, or 247, were under 15 years old and 2.9%, or 29, were 65 years and over; 320 children aged 3 and over were enrolled in school with 21 in nursery school, 194 in kindergarten through 8th grade, and 57 in high school.

Household size and marital status are indicators of family life and changing patterns. 17.6% of the neighborhood households consisted of one person and 4.5% had 6 or more persons. Nonfamily households composed of householders who lived alone, or only with unrelated persons, represented 26.1% of all the households. The neighborhood has 284 families, of which 87.3% were maintained by a married couple, 10.2% by a female householder with no husband present, and 2.5% by a male householder with no wife present. Of the neighborhood's 186 families with own children under 18 years, 9.1% were one-parent families maintained by the mother.

The median household income is \$26,500. Households with incomes less than \$7,500 were 6.3% of all households in the neighborhood, while households with incomes of \$25,000 or more constituted 55.1% of the household. The poverty threshold for a four-person family was \$7,412 in 1979. There was a total of 55 persons below the poverty level in 1979 in the neighborhood, or 5.2% of all persons for whom poverty status was determined. Of the 14 families below the poverty level in the neighborhood, 64% had a female householder with no husband present. The land here in Fairmont West is almost fully developed with single- and multi-family units, predominantly with detached, single-family dwellings. There are 353 housing units in the neighborhood. 78% of the units are owner-occupied, with a median value of \$108,000. The median rent was \$433.

Road access, via Palmetto Avenue, to this bluff-top residential neighborhood is not readily apparent to the casual visitor. Improved signing will be needed to allow visitor-serving commercial uses that could be located on the currently developed sites in this neighborhood to compete with those that now exist or may be developed in the more visually and physically accessible areas of Pacifica's shoreline.

Although much of Fairmont West is already developed, five large parcels of land remain vacant. Three of these are contiguous bluff-top properties west of Palmetto Avenue, extending from the Daly City boundary, south to the "Dollar Radio Station" residence and totaling approximately 28 acres, including bluff-top and beach-front property. The primary issues of concern regarding these properties are:

1. The extent of geotechnical problems associated with the bluffs and how these will affect the type, intensity, and density of their use.
2. The value of these lands as open space for preservation of scenic and on-site natural resources and the methods used for such protection.
3. The type and location of public access relative to other nearby accessways and potential on-site development.

GEOLOGY

It is recognized that the bluff-top and dune area seaward of Palmetto Avenue is subject to a high erosion rate. A 1972 study by the U. S. Army Corps of Engineers estimates the average erosion rate in this area to be approximately 2 feet per year. The study also recognizes that the erosion usually occurs on a sporadic basis. Poor drainage, combined with wave undercutting and the nature of the area's geologic substructure, have produced both minor and major bluff failures. Therefore, bluff erosion and bluff stability, in addition to potential seismic activity, are problems to be addressed through detailed geotechnical analysis prior to consideration of proposals for bluff development. Detailed geotechnical background is available for the southern site, however, further analysis will be necessary for any new development proposed in the area.

The City's Seismic Safety and Safety Element requires the bluff setback to be adequate to accommodate a minimum 100-year event, whether caused by seismic, geotechnical, or storm conditions. The setback should be adequate to protect the structure for its design life. The appropriate setback for each site will be determined on a case-by-case basis, depending on the site specific circumstances and hazards.

A Seismic Safety and Safety Element policy prohibits the approval of new developments which require seawalls as a mitigation measure. The policy also states that projects should not be approved which eventually will need seawalls for the safety of the structures and residents.

The vacant land in Fairmont West is located approximately 1/2 mile from the Alquist-Priolo Study Zone boundary. The purpose of the Study Zone is to require geology reports for new development which is proposed in close proximity to an active fault. The width of the special study area is 1/2 mile on each side of the fault.

The Seal Cove Fault is considered potentially active and is located offshore, approximately five miles from the northern coastline. A

potentially active fault is one which has not been proved to have moved within the last 11,000 years, but which has moved in the last 2-3 million years. Although the maximum intensity of movement on the Seal Cove Fault is expected to be less than on the San Andreas, a severe earthquake on either fault would subject the area to violent shaking.

The Seismic Safety and Safety Element suggests that development be prohibited in hazardous areas, unless detailed site investigations indicate that risks can be reduced to an acceptable level. A short-term action program was adopted to restrict development in areas particularly prone to seismic shaking or other hazards.

Calculation of density based on the "net developable" area is used to limit the development and density to the area of the site that can realistically support development. This is necessary because certain land areas shown on parcel maps for the bluff-top no longer exist due to surface erosion and landsliding into the sea. The "net developable" area may be smaller than would be indicated by an Assessor's parcel map. The "net developable" area along the bluff top can be determined by detailed geotechnical studies which would indicate the stable portions of the site and establish "hazard" setbacks to protect the structures for their design life, generally assumed to be 100 years. The appropriate land use designation for a site will be applied only to the established net developable area. In the event the net developable area for parcels in existence on the date of the adoption of these amendments is determined to be less than the minimum area per unit allowed in the designation, one residential unit per parcel shall be permitted so long as the property conforms to all geotechnical standards and is determined to be developable pursuant to geotechnical review.

SCENIC RESOURCES

The entire bluff-top area is currently undeveloped and below the grade of Palmetto Avenue. Southbound passersby are offered an open, highly scenic view of the entire length of Pacifica's coastline south to Pedro Point. This is one of the few areas in Pacifica where such views may be gained by pedestrian, as well as vehicular, traffic. The bluff top, and indeed much of the Fairmont West neighborhood, is also visible from Highway 1, which in this area is elevated many feet above the neighborhood.

This area lies in an important coastal view corridor. Coastal resources and their ability to attract visitors play an important role in Pacifica's economy. Pacifica's attractiveness and potential for commercial growth is based on its open hills, views and coasts. In addition, residential densities should be lowered as the City boundaries are approached. Particularly when the City bounds on areas of important national, scenic or recreational value, densities should be lowered in order to consolidate urban development and to preserve City character and scenic resources.

The southern end of the bluff top, next to and north of, the "Dollar Radio Station" residence contains one of the few remaining rolling sandy foredunes in Pacifica. It also contains northern coastal scrub vegetation. The habitat value of the vegetation and the foredune has not been established. The area is presently used by local dirt bike

riders and is disturbed through their activities and the site's previous use as a right-of-way for the old Ocean Shore Railroad.

TRAFFIC

Vehicular access to Fairmont West is gained in the following ways:

1. Southbound Highway One to Palmetto Avenue.
2. From northbound Highway One to Palmetto Avenue via Oceana Boulevard and the Manor Drive overpass.

Northbound vehicles exiting the neighborhood and the City use Oceana Boulevard via Palmetto Avenue and the Manor Drive overpass. Southbound exiting vehicles use Palmetto Avenue and must pass through its intersection with Manor Drive. All local traffic to and from the neighborhood and northbound traffic must use the combined intersections of Palmetto Avenue/Manor Drive/Oceana Boulevard.

Streets within Fairmont West are adequate to accommodate traffic generated by additional commercial and residential development. However, due to capacity problems of the Palmetto Avenue/Manor Drive/Oceana Boulevard intersection, any significant increase in the number of vehicles resulting from intensified commercial or additional residential development in the vicinity of Manor Drive, or along Palmetto Avenue, should be accompanied by traffic studies which anticipate peak hour traffic impacts on the intersection. In order to accommodate and encourage expanded access opportunities and related visitor-serving land uses in the neighborhood to the south, residential development in Fairmont West shall not occur without resolution of traffic impacts which could adversely affect the viability of access related and visitor-serving commercial development in the area. However, street widening may not be easy to implement because of elimination of on-street parking and limited right-of-way. Decreasing densities on residential sites may alleviate traffic impacts, especially at peak hours, when flow is unstable and queues develop.

LAND-USE POLICIES

The vacant land west of Palmetto Avenue is designated Low Density Residential (3-9 dwelling units per acre). Density is calculated based on the net developable area because of the sensitivity of the site. Considering the extent of apparent and documented geotechnical hazards in the area, the uniqueness of the bluff tops with the City for the views they offer visitors, as well as their value for passive recreation and nature study, the density of any proposed development should be planned at the low end (3 dwelling units per acre) of the Low Density range. To protect public views and preserve the unique land form, the height, design and siting of the structures on this land should be regulated to minimize impact on the dunes, and maximize views over and between the buildings to the shoreline and the sea.

Given the development criteria outlined above, Low Density Residential use of this bluff top is consistent with the following policies of the Coastal Act: 30212 (Public Access), 30250 (Concentration of Scenic Resources), 30251 (Scenic and Visual Qualities), 30253 (Minimize Risks to life and Property). Because of the availability of more suitable,

accessible shoreline sites within the City, which are adequate to accommodate existing and future coastal dependent and visitor-serving commercial development needs, it is not necessary to retain the bluff-top land in the Fairmont West residential neighborhood for these purposes.

The other vacant land (+5 acres) in this neighborhood is on the east side of Palmetto Avenue, south of the existing condominiums. This land is moderately sloping to level, and is partially covered with bluff scrub vegetation, a portion of which has been disturbed by excessive foot and bike traffic, resulting in some erosion. Geologically, the land is much more stable than the bluff area across Palmetto to the west, and it is also significantly below the grade of Coast Highway. Proper drainage improvements and prompt revegetation of exposed areas will be necessary should this land be developed in order to prevent erosion of the neighboring condominiums. Medium Density Residential use is recommended for this land and will contribute to the medium price housing stock in the neighborhood. The proposed land use designation and planning criteria for development of the site are consistent with Sections 30253(2) (Geologic Stability), and 30250 (Concentrate Development).

The instability of the vacant land west of Palmetto Avenue and its coastal resource value suggest the potential use of density transfer techniques to preserve the land as open space. The eastern vacant land, which is more stable and located adjacent to existing high density housing, may be suitable for the higher residential densities. Density could be transferred from the westerly site of this or other identified sites by mutual agreement of the property owners. After the density transfer has been completed, bluff-top donor site(s) shall be designated for Open Space/Public Access use. To encourage this, the City should allow the maximum number of units to be transferred. The maximum number of units allowed on the western site could be transferred to the eastern site or another site, assuming zoning development standards could be met.

A cooperative development agreement between the owner of this property and the City should be established to protect the owner's and the City's interests during transactions for public or private purchase or use of lands to the west. The agreement would stipulate that the City would accept a development proposal, including the transfer of density and specify the actions of the City, the owner of parcels involved, and the developer regarding future use and maintenance of lands to remain undeveloped. The proposed land use designation and planning criteria for development of the site (see Plan Conclusion) are consistent with Sections 30253(2) (Geologic Stability), and 30251 (Scenic and Visual Qualities).

There is a small amount of excess City right-of-way along Westline Drive and Palmetto Avenue. If site planning studies demonstrate that the land can support development, some of the land along Westline Drive could be used as a density transfer receiving site or as a site for affordable housing. Use of the public right-of-way for such a purpose would be acceptable, provided that the proposed project served a public purpose and was in the best interest of the City.

The remainder of this coastal neighborhood is virtually built-out. The land use designation shown on the maps for this area recognizes and maintains the existing single and multi-family uses.

COASTAL ACCESS

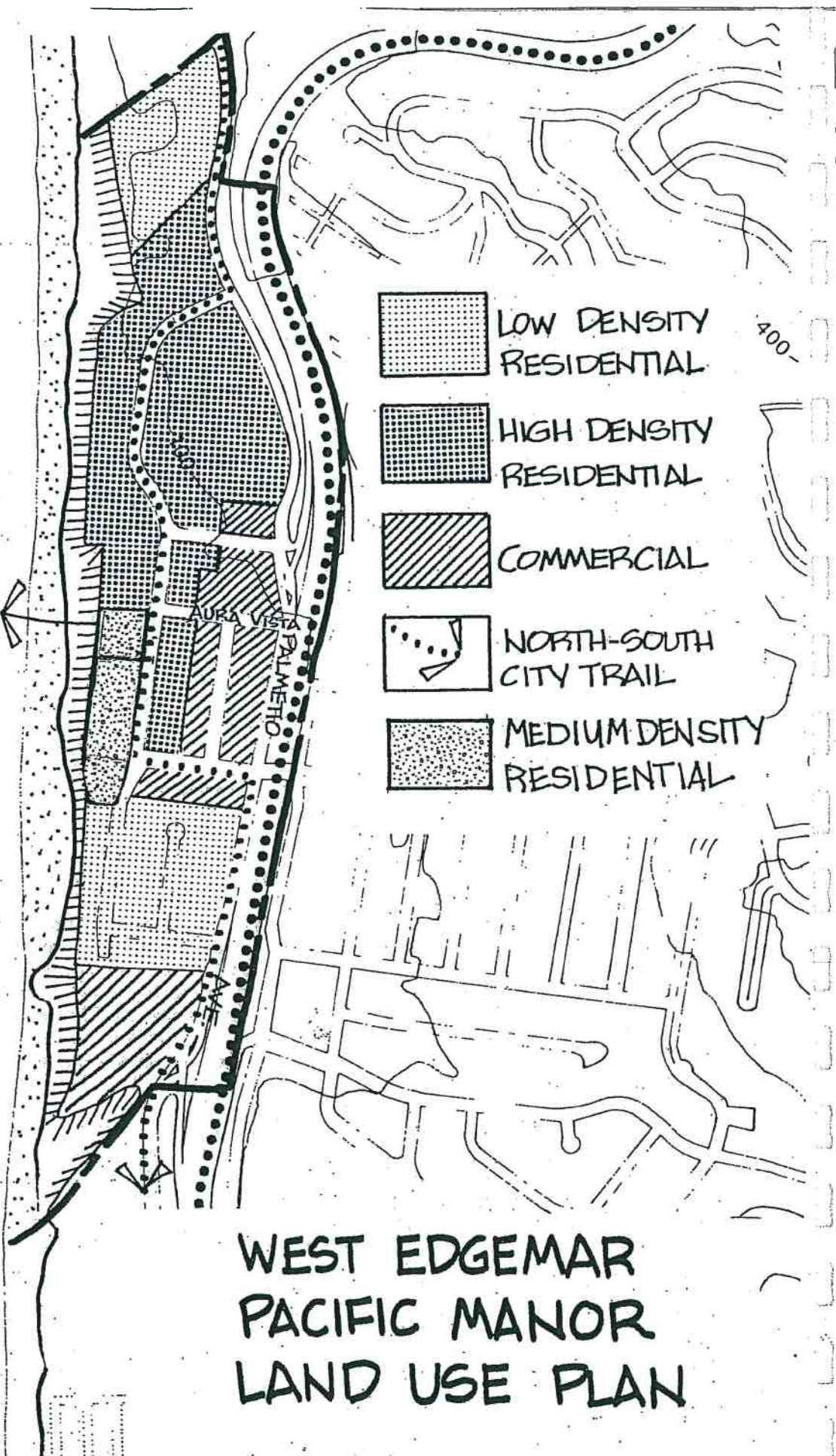
The predominant use of the long, privately owned beach in the Fairmont West neighborhood is walking and fishing. This beach offers a unique, isolated beach experience minutes from San Francisco. Both the beach and access have been used by the public for this purpose for many years.

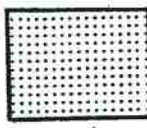

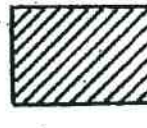

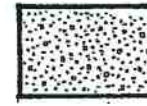
Currently, there is no beach access in this area other than that available to persons willing to traverse the steep bluff faces. Narrow beaches, inundation at high tide, and high unstable bluffs, all indicate that the present isolated beach experience should be maintained. More intense recreational uses should be located in other areas where access already exists or is more feasible and can be oriented to existing or potential development.

Vertical public access to the beach is not proposed in the Fairmont West neighborhood because the high cliffs are subject to erosion and such access would not be consistent with public safety or the protection of fragile coastal resources (Coastal Act Policy 30212). Informal trail access over and through the bluff-top properties shall replace requirements for beach access. The City proposes a north-south pedestrian path beginning at the Daly City-Pacifica boundary, along Palmetto Avenue and through bluff-top lands at locations determined safe by geologic studies. Should these properties become developed, bluff-top trail access easements should be located on the west side of the structures within an open space easement.

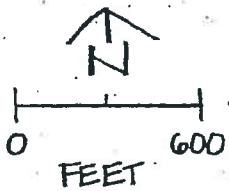
Hikers will eventually be able to follow this trail from Pacifica through Daly City to Mussel Rock and eventually link up with the County Trail System which, upon completion, will connect to the inland ridgeline trail which traverses the length of Santa Cruz County. When the City portion of this trail system is complete, it will be adequately signed to promote its use. Portions of the trail behind units should be developed to provide separation between private and public open space, using fencing, landscaping, and signing. Along with other improvements to enhance and preserve bluff-top open spaces, the City shall implement a plan to control surface runoff over the bluffs from adjacent developed areas in order to minimize accelerated erosion and bluff sloughage.

If density transfer techniques are used and bluff-top properties remain undeveloped, they should become part of a privately held open space access, and/or conservation easement. Grant funds should be sought for their improvement for public use. Improvements should be limited to effective barriers against dirt bike and other off-road vehicle use, reclamation of disturbed areas with native scrub vegetation, security precautions, and establishment of informal paths and/or a vista point.



-  LOW DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  NORTH-SOUTH CITY TRAIL
-  MEDIUM DENSITY RESIDENTIAL

VIEW TO OCEAN FROM ESPLANADE



WEST EDGEMAR PACIFIC MANOR LAND USE PLAN

06/07/94
11/15/93

(Amended June 6, 1994, #1-94)

WEST EDGEMAR-PACIFIC MANOR, (AMENDED OCTOBER 24, 1984, #1-84).

Like its neighbor to the north, West Edgemar-Pacific Manor is an established residential area, extending from the "Dollar Radio" site on the north to Milagra Creek on the south. Highway One and the Pacific Ocean mark the east and west boundaries of this neighborhood. Except for a few bluff-top parcels, land in this neighborhood is almost fully developed.

West Edgemar-Pacific Manor is identified as "Neighborhood 3" in the Census Neighborhood Statistics Program. 3.5% of the City's population resides in the neighborhood. Ethnic characteristics can be described as 81% White, 10% Hispanic, 5% Asian, and 5% Black. Among the 1,300 persons in the neighborhood, 11.3%, or 154, were under 15 years old and 7.5%, or 97, were 65 years and over. 381 children aged 3 and over were enrolled in school. They included 8 in nursery schools, 86 in kindergarten through eighth grade, and 55 in high school.

Household size and marital status are indicators of family life and changing patterns. 47.6% of the neighborhood households consisted of 1 person and .9 had 6 or more persons. Non-family households composed of householders who lived alone or only with unrelated persons represented 60.7% of all the households. The neighborhood has 303 families, of which 68.6% were maintained by a married couple, 22.4% by a female householder with no husband present, and 8.9% by a male householder with no wife present. Of the neighborhood's 141 families with own children under 18 years, 48.2% were one-parent families maintained by the mother. The median household income is \$16,088. Households with incomes less than \$7,000 were 15.8% of all households in the neighborhood, while households with incomes of \$25,000 or more constituted 25% of the households. The poverty threshold for a four-person family was \$7,412 in 1979 in the neighborhood, or 12.9% of all persons for whom poverty status was determined. Of the 35 families below the poverty level in the neighborhood, 62.9% had a female householder with no husband present.

The land in West Edgemar-Pacific Manor is developed with single and multi-family units, as well as commercial development. There are 700 housing units in the neighborhood, 7% of which are owner occupied and 93% of which are rental units. The median house value is \$76,700 and the median rent is \$324.

Residents in this area and adjacent neighborhoods are served by an older neighborhood shopping center located on Palmetto Avenue and side streets Manor Drive and Aura Vista Drive. The existing commercial area is physically oriented to Palmetto Avenue and one-half block removed from the coast. Improvement of the appearance of the shopping center, the addition of more varied visitor-related uses, and promotion of its coastal proximity would be most likely to benefit the shopping center.

Bluffs in this area are 60 to 80 feet high and highly erosive. The predominant use of the beach is walking and fishing. Beach ownership is about evenly divided between private and public. Like the beach to the north, this beach offers an isolated beach experience close to San Francisco, and has been used by the public for this purpose for years.

GEOLOGY

As with bluff-top lands to the north of the "Dollar Radio Station" residence, coastal bluffs in this area are subject to a high rate of wave erosion. This average rate is exceeded during winter storm conditions when high wave run up and heavy rains are present. During these periods, sloughage of the face of bluffs occurs typically in the form of vertical slabs.

The City's Seismic Safety and Safety Element requires the bluff setback to be adequate to accommodate a minimum 100-year event, whether caused by seismic, geotechnical, or storm conditions. The setback should be adequate to protect the structure for its design life. The appropriate setback for each site will be determined on a case-by-case basis, depending on the site specific circumstances and hazards.

A Seismic Safety and Safety Element policy prohibits the approval of projects which require seawalls as a mitigation measure. The policy also states that projects should not be approved which eventually will need seawalls for the safety of the structures and residents.

The vacant land in Pacific Manor/West Edgemar is located approximately 3/4 mile from the Alquist-Priolo Study Zone boundary. The purpose of the Study Zone is to require geology reports for new development which is proposed in close proximity to an active fault. The width of the special study area is 1/4 mile on each side of the fault.

The Seal Cove Fault is considered potentially active and is located off shore, approximately five miles from the northern coastline. A potentially active fault is one which has not been proved to have moved within the last 11,000 years but which has moved in the last 2-3 million years. Although the maximum intensity of movement on the Seal Cove Fault is expected to be less than on the San Andreas, a severe earthquake on either fault would subject the area to violent shaking.

The Seismic Safety and Safety Element suggests that development be prohibited in hazardous areas, unless detailed site investigations indicate that risks can be reduced to an acceptable level. A short-term action program was adopted to restrict development in areas particularly prone to seismic shaking or other hazards.

In 1982 and 1983, severe erosion caused loss of backyards and threatened the single-family dwellings on Esplanade. A seawall was constructed in 1984 to prevent continued erosion and to protect the homes. Extensive geotechnical information is available for several of the sites in the area. Wave-induced erosion has, to date, been most severe for the southernmost sites in the West Manor area. As with all bluff-top sites, establishment of net developable area must be based on detailed studies of the geology and hydrology of individual sites given environmental conditions, including potential seismic activity.

Coastal Issues

The major coastal planning issues in this neighborhood are:

1. The effect of geologic conditions on the use of undeveloped property along the bluffs.
2. Maintaining the mix of low and moderate-income residential uses.
3. Improving, strengthening and orienting the existing commercial uses so they are attractive to visitors and continue to meet their neighborhood function.
4. The extent and nature of public access improvements and the City's role in developing new and maintaining existing public access and parking facilities.

Land Use Policies

Most of the West Edgemar-Pacific Manor neighborhood is developed and the land use designations reflect the existing uses. Currently, only two parcels located on the west side of Esplanade, between Aura Vista and Manor Drive, remain vacant. A protective sand fence now blocks the view from the public roadway. The undeveloped area totals approximately 3.5 acres.

The vacant area is suitable for Medium Density Residential development consistent with existing and adjacent uses and with the character of the neighborhood. Medium density development will serve as a transition between the surrounding high density and commercial development. The density calculations shall be based on the net developable area, exclusive of the area deemed appropriate for bluff setback. The setback shall be sufficient to protect the developed portion of the site assuming erosion resulting from a 100-year recurrent seismic or storm event (see Seismic Safety and Safety Element). Development on the northern property shall be designed to provide view corridors over at least one-third of the site from the intersection of Aura Vista and along Esplanade Avenue; views from the southern property shall be protected to the maximum extent feasible. The size of the parcel, setback requirements, net developable area, and view corridor requirement all contribute to decreasing the potential density of the site.

City and Coastal Commission approvals for conversion or new construction on other northern properties in this neighborhood contain conditions which require installation and/or dedication of bluff-top pathways west of the developed areas. Such trails are used to increase recreational opportunities where few exist and to mitigate the partial loss of ocean views from the street. In the case of the one acre northern bluff-to site, adequate public access exists or is proposed nearby and, because the site is located at the end of one of the main cross streets in Pacific Manor, structures should be sited and designed to provide unobstructed views over one-third of the site. The majority of ocean views shall be preserved from Aura Vista at the intersection of Esplanade Avenue. to replace requirements for on-site provision for public access, the developer should be required to pay an in-lieu fee to contribute to the cost of construction of access on the adjacent south parcel or elsewhere in the City (see access recommendation #4).

As with all bluff-top properties, detailed geologic studies shall be performed and cross sections prepared to determine the developable area of the site. The remaining land shall then be placed in an open space easement to prohibit future development.

Given the criteria listed above, Medium Density Residential use of this bluff-top land is consistent with the following policies of the Coastal Act: 30212 (Public Access), 30250 (Concentration of Development), and 30253 (Geologic Stability). Because of the availability of more visible shoreline sites within the City which are adequate to accommodate future coastal-dependent and visitor-serving commercial needs, and the desire to protect and conserve the mixed income opportunities of the older residential neighborhoods expressed in the Housing Element, it is not necessary to retain all of the bluff-top

land in the West Edgemar-Pacific Manor residential area for these purposes.

Two sites in the neighborhood are presently committed for development. Both projects will likely be complete by the Winter of 1984. The first of these is immediately south of the "Dollar Radio Station". A portion of this property consists of a former sanitary land fill. The site has been regraded for residential development and a rock rip-rap seawall installed at the toe of the bluff below the fill portion of the site. The wall will protect facilities proposed to be dedicated for public access and buildings both on-site and to the south. Maintenance of the rip-rap wall is essential to protect the on-site drainage system. Should the wall need to be extended, either north or south, to prevent wave undercutting the bluff toe and ultimately undermining the wall in its present location, extensions shall be designed concurrent with bluff-top drainage improvements and in a manner which minimizes the need for future extensions to maintain the existing wall.

The other property committed for development is the largest, currently vacant bluff-top property, located north of the auto wrecking yard and south of existing residences along Esplanade Avenue. This ±11 acre site has been approved for development of a full-service recreational vehicle park. Protective setbacks will protect improvements during the park's economic life; in this case, because of the minimal level of site work required for installation of utilities, paving and drainage, the estimated economic life is quite low, approximately 15 years.

Public beach access and parking should be maintained on-site by the developer until such facilities have been accepted for dedication by a public agency. Conditions of project approval require the owner to maintain the bluff-top path and stairway, if necessary, at the expense of RV spaces.

Access improvements to the beach shall serve the dual function of providing permanent beach access and access to the beaches for seawall repair and beach maintenance. Therefore, the access which is constructed shall be sufficient in width and design to provide pedestrian and vehicle access. Should the access become damaged through such usage, it shall be repaired by the owner.

The site should continue to be used for visitor-serving commercial uses, including visitor accommodations. Appropriate uses can serve to encourage further visitor-related coastal development on Palmetto Avenue and in the Pacific Manor Shopping Center and in the Esplanade area. Future development should continue to provide public off-street parking (20 spaces) and public views across the site to the ocean should be protected.

Given the criteria listed above, the visitor-oriented commercial use proposed for this site is consistent with the following policies of the Coastal Act: 30213 (Lower Cost Visitor and Recreation Facilities), 30253 (Geologic Stability), 30222 (Priority of Coastal Development), 30221 (Reserve Coastal Areas), 30255 (Coastal Dependent Development), 30210 (Maximize Public Access), 30211 (Public Access), and 30250 (Concentration of Development).

Geologic stability and coastal erosion are critical problems along portions of the West Edgemar-Pacific Manor Neighborhood bluff-top developed before 1970. Should it become necessary in the future to remove some of this development, a protective open space district should be applied. Under this district, public access or view points should be permitted if geotechnical studies show they can be accomplished without aggravating the existing stability problems. The criteria indicated are consistent with Coastal Act policies 30212 (New Development Shall Provide Public Access) and 30253 (Geologic Stability).

The portion of this coastal neighborhood west of Palmetto is developed in residential and commercial uses. The residential portion north of Manor Drive is developed in high density residential uses; south of Manor low density residential uses predominate. The land use designations for these residential areas recognize and propose to maintain the existing character. (See General Plan Housing Element). Criteria for infilling in the existing residential areas should include: 1) design and scale compatible with the surroundings; 2) protection of the economic mix or housing opportunities; 3) assurance of geologic stability; and 4) minimal tree removal and replacement plantings as necessary. (Amended October 24, 1984, #1-84).

As previously noted, the Pacific Manor Shopping Center has been allowed to decline in appearance and has a limited coastal orientation. To continue to provide neighborhood and visitor-serving commercial facilities, this commercial area should be encouraged to reorganize and revitalize. The existing visitor-serving activities could be expanded by placing more emphasis in theme and appearance on the area's coastal proximity. Commercial development on Esplanade may help promote the existing area's commercial coastal orientation. Physical design ties to the developed beach accesses, such as signs and boardwalks, should also reinforce this relationship. Improved landscaping and a uniform sign program would increase the center's appearance considerably. Methods to implement improvements include formation of an economic development corporation and use of Community Development Block Grant and/or Coastal Conservancy funds.

These proposals are consistent with Coastal Act Policy 30213 (Protect Lower Cost Visitor Facilities) and 30250 (Concentration of Development).

SEAWALLS

As stated previously, two seawalls have been constructed in the West Edgemar-Pacific Manor neighborhood. In September 1983, the City Council passed Resolution No. 68-83 endorsing a Master Plan for seawall construction between the southern end of Shoreview Avenue and the area south of the Manor Drive/Esplanade intersection in the West Edgemar-Pacific Manor neighborhood. Seawalls have been constructed at both ends of the area in need of protection. The resolution recognizes the need for integrated shoreline protection for the endangered areas.

In the future, property owners may want to construct protective structures which are more resistant to wave action. Should property owners desire a more substantive seawall, the cumulative effect on beach sand replenishment should be determined. Because beaches in this area are extremely narrow and exist only during low tide, seawall structures should be designed to minimize beach scour in the area as

much as possible. Preferred structures would be those which provide the maximum amount of effective protection with a minimum reduction in beach sand. The preferred structure to achieve this result will likely be rock rip-rap rather than a concrete wall. Seawalls shall not extend beyond the mean high tide line.

COASTAL ACCESS

Three beach access points are existing or proposed to be developed and maintained in this area. The first is an existing wooden stairway down the face of the bluffs near the Points West Apartments. This structure is located within an easement for public access. However, the stairway itself is currently privately maintained. The approach to the stairs from Esplanade is connected to a private bluff-top trail behind that portion of Points West Apartments along Palmetto Avenue. Conditions of approval for the condominium conversion required dedication and maintenance of the stairway and the bluff-top path by the Homeowner's Association, in addition to dedication of the beach. Documents have been recorded irrevocably offering to dedicate the easements to a public agency. The bluff-top trail connects to a trail located behind the adjacent condominium project.

In the past, the apartment management has been diligent in ensuring that the turf area of this bluff top has been well irrigated. This has resulted in an attractive, well landscaped area which is routinely used by the public for active and passive recreation. However, irrigation of the bluff has resulted in sloughage of the bluff face along the path and adjacent to the stairs. As a result, in 1980, the City installed rock rip-rap next to the stairs in order to protect the City's drain outfall.

Improvements within the open space area and the stairs have also been subjected to repeated vandalism. The beach below the access is often strewn with litter, debris and broken glass. This vandalism is encouraged by the lack of vandal-resistant construction, low beach usage by the general public and the isolated nature of the stairway and the beach. Vandal-resistant improvements and routine maintenance should be encouraged to assure the safety and attractiveness of this access and the beach. On-street parking is currently adequate along Palmetto and Esplanade Avenues for the current level of beach use.

The second beach access is proposed to be developed at Manor Drive and Esplanade Avenue. This property should be acquired and maintained by a public agency, if possible, in conjunction with the adjacent City-owned beach to the west. The stairway access shall not be constructed without attendant off-street parking. If publicly funded, at least 40 spaces should be provided; if privately funded, 20 public parking spaces should be developed.

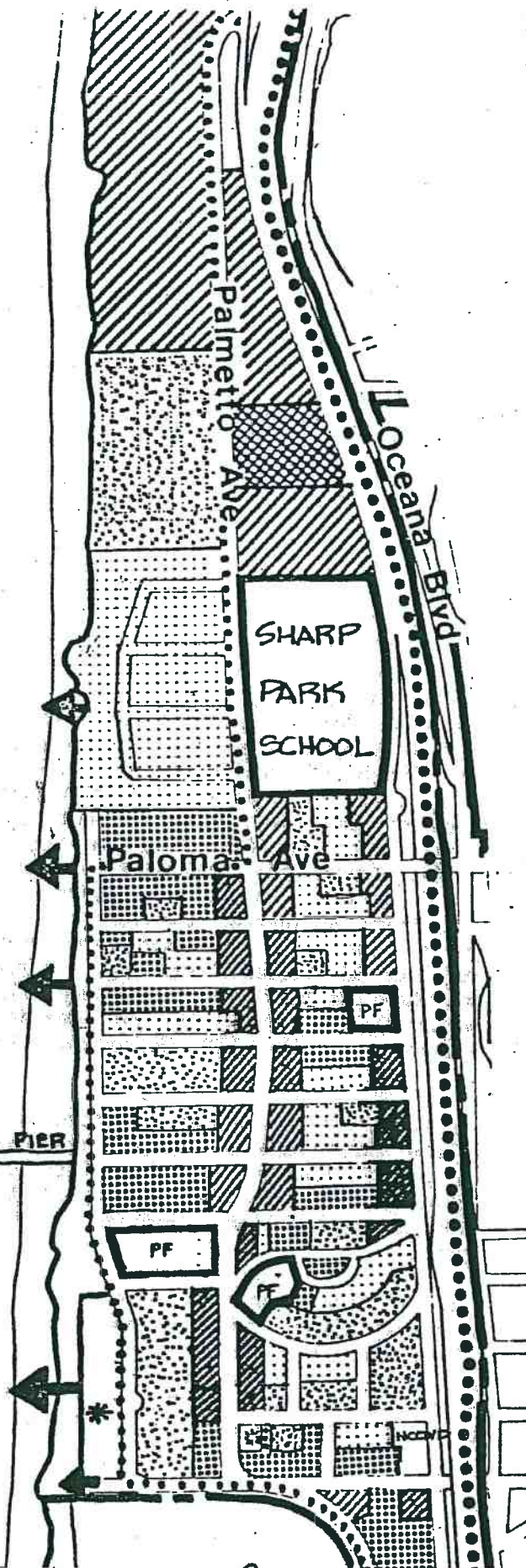
Sufficient land is available for the City or another public agency to lease back a portion of this property for development of a small restaurant or concession. Parking for this use should be shared with the access parking. Prior to committing itself to acquiring this property, the City should prepare an economic feasibility study for a variety of types of revenue-producing amenities at this location. Revenues should be sufficient to fund all, or a major portion of, maintenance costs associated with the parking area and stairway.












The RV Park will also provide access opportunities when completed, including parking, a bluff-top trail and stairs to the beach.

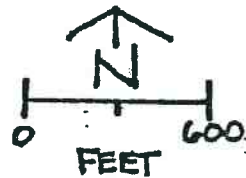
The City also has the opportunity to develop a system of bluff-top trails in the neighborhood extending from the Daly City boundary to the Points West stairway. The trail would begin at the view point at the north City boundary, traverse portions of the bluff tops to a point north of the "Dollar Radio Station" residence, proceed around this property along Palmetto Avenue a short distance, loop behind condominium units adjacent and south of the residence and continue west of the Points West Apartments to Esplanade Avenue and the stairway. Except for the coastal neighborhood north of this area, easements have been offered for dedication to the City to complete the trail connections. Most of the improvements are, or will, soon be in place. This will perhaps be the only area in the City where this type of coastal bluff trail is desirable or possible. Improved trails in this neighborhood will form a promenade connected to beach access and unimproved trails within the bluff area to the north. This will provide a variety of access facilities unique in Pacifica and capable of serving diverse coastal recreation needs.

These access proposals are consistent with the following Coastal Act Policies: 30210 (Maximize Public Access), 30212 (New Development Shall Provide Public Access), 30212.5 (Distribute Public Facilities) and 30211 (Public Access).

Vehicular access is via an off-ramp at Monterey from Highway One. Highway One access to the south is gained within the neighborhood at Milagra Creek; northbound traffic must cross the freeway to gain access. The elevated highway provides a panoramic coastal view which should be considered in future development. Internal vehicular circulation is adequate to support present and proposed development.



-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  MIXED USE: HIGH DENSITY/COMM.
-  COMMERCIAL
-  GENERAL COMMERCIAL
-  PROPOSED PARKING
-  NEIGHBORHOOD PARK
-  DEVELOPED & PROPOSED BEACH ACCESS
-  NORTH-SOUTH CITY TRAIL
-  PUBLIC FACILITY



WEST SHARP PARK

West Sharp Park is an established low and moderate income residential neighborhood. Single-family and multiple-family dwelling units are intermixed and heavy commercial uses are at the north end of the neighborhood on Palmetto. Retail commercial uses are scattered among the homes and apartments along Palmetto from Paloma to Clarendon. Francisco Boulevard, adjacent to the depressed section of Highway 1, is also occupied by a mixture of commercial, public and semi-public uses and dwellings. The school playground at the north end of the neighborhood and a tot lot at the south provide the only neighborhood public recreation facilities. The Municipal Fishing Pier and beaches also provide neighborhood recreation shared with visitors. The only developed section of the City's north-south pedestrian-bicycle pathway extends along the west side of Beach Boulevard.

The northern portion of the beach frontage is in private ownership; the beach frontage adjacent to the Ocean Park Manor Subdivision is owned by the City; and the remainder is Sharp Park State Beach which is designated by the State Department of Fish and Game as a fishing access point. The primary beach use is surf and pier fishing. Other uses include walking and surfing. The value as a fishing access is the unobstructed access to the beach for three miles north and south. The bluffs to the north are totally developed, steep and unstable, making beach access almost impossible. The bluffs decline to about 15 feet at the north end of Sharp Park. Access is possible but difficult and substantially increases erosion of the bluff face. South of the fishing pier the bluffs are only about six feet high, making access easy. Although declared a fishing access point, the State has provided no facilities for fishermen. Fifty-eight spaces for visitor parking are now provided on-street on Beach Boulevard; considerable illegal bluff-top parking also occurs, substantially increasing erosion. The illegal parking indicates the lack of suitable parking. Since the parking area is usually vacant when the bluff area is being illegally used, it indicates that the available parking is not meeting the particular needs of the visitors. (See LCP Background Report, Parking).

Sharp Park houses many public facilities. The neighborhood contains the County's Branch Library, the Youth Service Bureau, the Pacifica Resources Center, City Hall, the Police Station, the City Council Chambers, the Emergency Operations Center, the City's Wastewater Treatment Plant, the sanitation company's garage, and the North Coast County Water District's Headquarters.

Because of its importance to Pacifica's coastal image, its unique social mix and the residents' active concern with coastal issues, West Sharp Park was designated a Demonstration Planning Area. As a result, the issues of this area were examined in greater detail than in other coastal neighborhoods. (See Demonstration Area Plan Report). The primary coastal issues in West Sharp Park include:

1. Protect and continue the low and moderate income housing which provides the unique character and social mix of the neighborhood;
2. The level of beach access and appropriate numbers of parking spaces effectively located to reduce the existing serious resident-visitor parking conflict. Key to this issue are creative solutions which do not result in wholesale paving or removal of existing homes;
3. Sufficient new commercial activities attractive to fishermen and other visitors to provide support for the area while continuing the essential neighborhood commercial activities which need to be close at hand in a lower income area; and
4. The future of the area as a government operations center.

Discussion of existing and proposed land uses for this neighborhood is divided into: the northern commercial area north of Sharp Park School and Ocean Park Manor Subdivision; Ocean Park Manor Subdivision and Sharp Park School; Sharp Park School and Ocean Park Manor Subdivision south to the north side of Montecito; and south side of Montecito to Sharp Park Municipal Golf Course.

NORTHERN COMMERCIAL AREA (Amended #1-86).

The bluff-top portion of the northern commercial area is one of the few remaining areas available for service commercial uses. Existing development in the area includes light industrial and auto-related uses. In order to be consistent with the existing development pattern and meet an important community need, service commercial uses are appropriate for this area.

New uses in the area should include such things as warehouse and storage facilities, welding and machine shops, auto-related uses and other light industrial uses. Visitor-serving uses are also appropriate for the area and can complement the nearby RV park. Uses, such as a restaurant, sports shop, small grocery store, or RV-related uses, should be encouraged. Compatibility between service commercial and visitor-serving commercial uses can be ensured through site specific review.

High rates of coastal erosion and geologic stability problems associated with this bluff top indicate that no new development should occur without geotechnical studies adequate to determine the "net developable" area. Within this developable area, setbacks should be established to protect new structures from loss during their design life, generally assumed to be 100 years. The area determined to be too hazardous to develop should be zoned open space to protect it from future development. Beach access and view points will be allowed in this district if geotechnical studies indicate their safety. Beach access will be provided at the RV park and additional access is not needed in this area. Instead, the cost of developing access should be used to provide additional visitor parking available to users of the developed access at the north bank of Milagra Creek. (See West Edgemar-Pacific Manor Neighborhood Description).

This area is highly visible from both Highway 1 and the closest public street, Palmetto. Future development should be based on consideration of the view of the site from the roadway, the need to establish and protect view corridors to the ocean, and the need for landscaping as sites are developing.

Between the established commercial area and the Ocean Park Manor Subdivision is an existing mobile home park with a designation of medium density residential. The mobile home park should be preserved as an important source of low and moderate income housing.

The development pattern of the east side of Palmetto in the northern area also has heavy commercial, storage and auto-related use. The commercial uses are interspersed with homes. This area, as with the coastline, is highly visible from the highway and is important in establishing the visual image of Pacifica for southbound visitors. In order to maximize its good highway access, reinforce its coastal views, promote service commercial activities, and meet an important community need, this entire area on the east side of Palmetto should be developed in service commercial uses. As with the bluff-top portion of the area to the west, visitor-serving commercial uses which are compatible with existing development are appropriate. The visual impact of development in this area should be a prime consideration in its approval.

Attention should be given to upgrading of the streetscape on both sides of Palmetto Avenue in the northern commercial area. Such upgrading should include the planting of appropriate street trees and other landscaping as an accompaniment to the development of new uses and the expansion and remodeling of existing uses in the area.

With the criteria above, proposed use of this area would be consistent with the following policies of the Coastal Act: 30255 (Coastal-Dependent Development), 30251 (Scenic Resources), 30250 (Concentration of Development), 30212 (New Development Shall Provide Public Access), and 30210 (Maximize Public Access). Lack of fiscal resources will require that the City rely on private developers to undertake the vitalization and reuse of this area.

SHARP PARK SCHOOL AND OCEAN PARK MANOR SUBDIVISION

The Ocean Park Manor Subdivision of detached moderate and middle-income single-family homes dominates the coastal bluff top. High rates of erosion, averaging one to three feet per year, and provision of public access are serious coastal problems in this area. (See LCP Background Report, Geology and Access Component Report, Environment). For public safety and to protect the existing bluff area from use which would further aggravate erosion by disturbing bluff vegetative habitat (See LCP Access Component Report, Environment), it is proposed to keep the beach access easement in this area unimproved until its use will have no negative effect on existing development. Since developed public beach accesses are provided \pm 2,300 feet to the north at Milagra Creek and \pm 1,000 feet to the south at Beach Boulevard and Paloma, the public will not be denied access to the beach. A protective open space zone should be applied to this area, should

existing residential uses no longer be present, in order that the remaining land will be protected from future development. This protective zoning would allow development to the beach of a public access on the City's easement, or elsewhere, if geotechnical studies indicate that it is feasible and safe to do so. Future use should also re-establish coastal views from Shoreview, the adjacent public street.

The criteria applied to the development of beach access in this developed residential area is consistent with the following Coastal Act policies: 30210 (Maximize Public Access), 30212.5 (Distribute Public Facilities), 30253 (Geologic Stability), and 30251 (Scenic Resources).

East of Palmetto in this area is Sharp Park School. Because it provides the only developed playground area in the neighborhood, its continued availability to neighborhood residents is important. Decline in elementary school enrollments provides an incentive for some school facilities to be temporarily or permanently discontinued. Should Sharp Park School become one of the school facilities to be discontinued, public use of the playground should be retained.

SHARP PARK SCHOOL - OCEAN PARK MANOR SUBDIVISION
SOUTH TO THE NORTH SIDE OF MONTECITO (Amended #1-86 and #1-88).

The pattern of development in this area is fairly well established with commercial uses tending to concentrate along Palmetto and Francisco. Various densities of residential uses lie between these areas to the beach frontage. Bluff erosion, which could affect shoreline accessibility, and steep bluffs limiting public beach access are the primary coastal problems in this area. Structures are mainly on the east side of Beach Boulevard. However, wave erosion compounded by drainage from the inland area, human scrambling and illegal bluff-top parking, have aggravated bluff erosion along this part of the beach to the point where Beach Boulevard and the parallel pedestrian-bicycle pathway are increasingly subject to damage. In the case of the street, it is badly in need of repair. (See LCP Access Component Report, Environment; LCP Background Report, Geology; Demonstration Area Plan, Public Works and Implementation). To control erosion and ensure continuation of the public roadway and coastal access and views it provides, the City should seek funds from the Coastal Conservancy and other public agencies to plan and develop needed improvements.

To provide needed public access down the steep bluffs and reduce erosion by controlling access, a developed beach access is proposed opposite Paloma on Beach Boulevard. To protect the appearance and continued availability of the existing low and moderate income residential uses, the few vacant lots fronting on the east side of Beach Boulevard, and in the area east to Palmetto, should in-fill with residential uses similar to existing adjacent uses. The need for public beach parking at the north end of Beach Boulevard is recognized. This parking need should be considered along with future development in close proximity to the north end of Beach Boulevard. Proposals for intensification and vitalization of the best located commercial areas, to provide additional visitor-serving activities, meets coastal requirements without increasing pressure on this low and moderate income area. (See West Sharp Park Neighborhood Land Use Map).

The criteria given above for development for the area from the shoreline west to the properties fronting on Palmetto are consistent with the following Coastal Act policies: 30210 (Maximize Public Access), 30212.5 (Distribute Public Facilities), 30213 (Low and Moderate Income Housing), 30212 (Reserve Coastal Areas), 30250 (Concentration of Development), 30251 (Scenic Resources), 30252 (Parking), and 30253 (Geologic Stability).

The existing commercial uses fronting on Palmetto are the results of strip-development dating back to when Palmetto was the Coast Highway. Commercial uses in the neighborhood can be strengthened by consolidation to stimulate foot traffic and visitor-serving uses, and by encouraging neighborhood convenience services to meet the needs of fishermen, other coastal visitors and local residents. It is proposed to confine the visitor-serving, neighborhood retail commercial uses to the frontage of Francisco and Palmetto from Paloma to Brighton. Within this area, to stimulate foot traffic and encourage low and moderate income housing, the frontage along Palmetto should be mixed with commercial and high density residential uses.

To intensify visitor-serving uses and attractions and provide for beach/commercial parking, the remainder of the Palmetto frontage in this area is proposed for retail and service uses, emphasizing those oriented to the beach visitor. Commercial activity should encourage beach-oriented uses, such as carry-out food, sports shops, places to browse, bait shops, etc. The appearance of commercial uses at Santa Rosa and Palmetto are particularly important since this is the main access to the Municipal Fishing Pier, one block west. (See Plan Conclusion). The appearance of the fishing pier should also be visually enhanced to attract visitors in the commercial area.

Integral to the successful implementation of a vibrant commercial Palmetto strip is the creation of a visually attractive streetscape. New development and renovations should include street trees and interesting landscape designs as part of the site plan. A more ambitious street plan, possibly to include diagonal parking, may provide room for innovative landscaping and sidewalk plans while creating additional parking for area businesses. Innovative resolution of the parking issue will continue to be a pressing concern to ensure that the increase in commercial activity on Palmetto does not result in "overflow" congestion into the adjacent residential neighborhood. Consolidation of these plans may best be accomplished within the context of a Specific Plan targeted specifically for Palmetto Avenue and key connecting roadways, such as Clarendon and Santa Rosa.

Visitor-supporting commercial uses should be encouraged on the Francisco Boulevard frontage between Paloma and Montecito. Such use recognizes existing uses and the value of proximity of the area to Highway 1. Additional visitor-related uses will fortify uses along Palmetto one block to the west and will entice those passing by to the coast.

The existing City Hall is located on Santa Maria Avenue. Existing facilities are inadequate but fiscal constraints delay relocation.

To be compatible with the low and moderate income housing and the unique beach community character, existing residential areas between

the designated commercial development should be in-filled at residential densities compatible with those existing. (See Neighborhood Land Use Map). Criteria for in-fill development within existing residential areas should include:

1. Design and scale compatible with surrounding development.
2. Protection of the economic mix of housing opportunities.
3. Assurance of geologic stability, and
4. Minimal tree removal and replacement plantings as needed.

Special attention should be given to the design character of the old bungalow style of housing; small one-story structures, wood siding, incorporation of small porches, and the intimate detailing of window trim, planter boxes, fencing and landscaping. Structures in these areas should be limited to two stories to preserve intimacy and the appropriate scale of development.

Given the criteria discussed above for each type of land use, these proposals are consistent with the following Coastal Act policies: 30213 (Low and Moderate Income Housing), 30222 (Priority of Coastal Development), 30250 (Concentration of Development), and 30252 (Parking).

SOUTH SIDE OF MONTECITO, SOUTH TO SHARP PARK MUNICIPAL GOLF COURSE.

South of Montecito the predominant land use is low and moderate income residential. Four public facilities dominate the area: the City's Wastewater Treatment Plant, the scavenger company's garage, the County Branch Library and the headquarters of the North Coast County Water District. The residential character of the area is well established, but vacant land and the City's Wastewater Treatment Plant mark the beach frontage. Although 58 on-street parking spaces are provided, the bluff-top area west of Beach Boulevard is illegally used for beach parking. To protect the view from the public roadway, promote public beach access, and control bluff erosion, public acquisition and development in low intensity recreational uses is recommended for the +1-1/2 acre bluff-top area. However, if public purchase and development is not successful, then low intensity visitor-serving uses which provide their own off-street parking, do not obstruct views of the sea, and provide for retention of existing low and moderate income housing within the neighborhood at the time of development, shall be permitted.

The on-street parking area should be retained along Beach Boulevard between the Wastewater Treatment Plant and the existing residential units at Clarendon. The area on the east side of Beach Boulevard should be in-filled with medium density residential uses. Residential site development should provide adequate parking for itself, and include 30 public beach parking spaces to reduce the obvious parking problems in the area.

To protect the existing low and moderate income residential units and promote their continuation, the remaining in-filling in this

neighborhood is proposed for residential uses compatible with adjacent existing residential development. (See West Sharp Park Land Use Map).

To protect the residential character of the area, the City's Wastewater Treatment Plant and the scavenger company's garage, should be discouraged from expanding their sites.

The undeveloped bluff areas are not a problem in this area. However, inland portions of the Coastal Zone contain steep land. This land should be developed only after geotechnical studies which indicate that the intended development is consistent with public safety.

The criteria for development proposed here are consistent with the following policies of the Coastal Act: 30211 (Public Access), 30212.5 (Distribute Parking), 30213 (Low and Moderate Income Housing), 30221 (Reserve Coastal Areas), 30250 (Concentration of Development), 30251 (Scenic Resources), 30252 (Non-Automobile Transit), 30253 (Geologic Stability), and 30254 (Public Works Facilities).







COASTAL ACCESS

As indicated earlier, coastal access is uninterrupted in West Sharp Park, from Palmetto south, although 15 foot bluffs at the north end of this public beach, intimidate many users. For reasons cited in the preceding description, access, although close at hand, is not proposed within the northern portion of the neighborhood where the bluff-tops are fully developed and very subject to erosion. To protect the public's safety, control erosion, and facilitate and focus public beach access, developed beach access, including signing on local access roads and at access locations, is proposed at three locations: Beach Boulevard and Santa Maria, Beach Boulevard just south of the City's Wastewater Treatment Plant, and Beach Boulevard at Clarendon. Parking is a critical problem for visitors to this area. These beach accesses should be supported by adequate parking. On the east side of Beach Boulevard, opposite the access area adjacent to the sewer treatment plant, there should be 30 public parking spaces and existing on-street parking should be retained.

Additional short-term beach parking needs total 35 spaces. This parking should be combined with the commercial parking along Palmetto Avenue, one block east of the beach. This combined parking should be carefully signed and denoted by boardwalks, landscaping, etc., to tie into the beach activities. (See Demonstration Area Plan, Parking, Implementation and Design Criteria; LCP Access Component Report; and Local Coastal Land Use Access Component).

Trail access is provided by the City's north-south pedestrian-bicycle pathway (see Neighborhood Plan Map) which will, when completed, link the entire City through the Coastal Zone. Inland connections from this pathway exist at the Paloma and Sharp Park Road freeway overpasses. These inland links provide access to the inland historical sites, San Mateo County ridgeline parks and the pedestrian/equestrian Ridgeline Trail. (See Circulation Element of the General Plan).

As described in each sub-area discussion above, parking is a critical neighborhood problem, particularly in the southern half of West Sharp Park where beach and visitor parking demands overlap with the needs of

-  LOW DENSITY RESIDENTIAL
-  COMMERCIAL
-  SPECIAL AREA
-  GREENBELT
-  MARSH
-  OPEN SPACE / PUBLIC FACILITY

LAGUNA
SALADA
MARSH

SHARP PARK
MUNICIPAL
GOLF COURSE
(CITY & COUNTY OF S.F.)

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Fairway Dr

Ridgeway-E

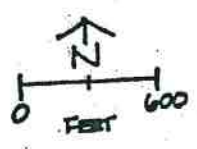
SPECIAL AREA

100

200

SPECIAL AREA
TO BE DEVELOPED AS A
UNIT - TO INCLUDE
COMMERCIAL, RES-
IDENTIAL, CITY HALL
& MARINA USES.

Reina-Del-Mar



100

200

300

400

500

SHARP PK. GOLF COURSE -
WEST FAIRWAY PK - MORI PT. -
ROCKAWAY BEACH

older residential areas built prior to modern off-street parking requirements. A concerted effort to reduce bluff erosion by removing illegal bluff-top parking will further compound the parking problem. Overall, in planning the entire Coastal Zone, more parking is proposed, particularly that which is suitable for surf-fishermen. An important consideration is to distribute along the coast the demand for beach overlook parking. (see Coastal Access Report, Parking). The parking areas outside the West Sharp Park Neighborhood suitable for beach overlook parking include a 40-space (if publicly owned, otherwise 20 space) lot on Esplanade and 20 spaces at the south bank of Milagra Creek, to be supplemented by parking at the commercial area (See West Edgemar-Pacific Manor Neighborhood Description).

Within West Sharp Park additional spaces have been proposed with attention to distribution: 30 spaces at the south end of the State Beach; 15 improved spaces at the west end of Clarendon; 35 spaces within a parking district along Palmetto when the district is created; and a number of spaces in the commercial area on the north bank of Milagra Creek. It is also proposed that creative solutions, such as cooperative block public parking areas in residential locations, shared residential-commercial-visitor lots, etc., be created for the residential uses to alleviate the dependence of residents on the available on-street parking. This will reduce the potential peak use parking conflicts. Beach parking lots within residential areas of West Sharp Park shall be designed and landscaped to minimize impact of this use on adjacent residential uses. To protect residential neighbors, off-street beach parking lots along the beach frontage should be closed for night-time parking. (See Demonstration Area Plan, Parking and Implementation). To conserve and promote the low and moderate income housing in West Sharp Park, protect the appearance and existing character of the existing neighborhood and encourage a balanced community, visitor public parking needs were based on average in-season beach use estimates. Neighborhood residents should recognize the fact that this assumption means that on peak days there will still be a conflict between beach users and residents. However, the split beach season, limited number of in-season holidays and weekends which are peak days, and the average frequency in a season of bass runs coinciding with the other beach users peak days, seems such that it is worth the occasional inconvenience to protect other neighborhood assets from being removed for more parking lots.

Vehicular access to the West Sharp Park Neighborhood is from Highway 1 (the Coast Highway). The local collector streets are Paloma, Clarendon, Palmetto, Francisco and Beach Boulevard. These roads are considered adequate to handle the additional traffic which will result from proposed development. Creative design along Palmetto, which is oversized because of its past role as the Coast Highway, could improve the commercial image of the area and encourage pedestrian flow without reducing the efficiency of the roadway as a local collector.

Local streets serving the residential area are, because of their narrow width, constricted by towering Monterey Cypress, designated alternately one-way. This circulation pattern will adequately meet the access needs of local residents and visitors.

SHARP PARK MUNICIPAL GOLF COURSE - WEST FAIRWAY PARK - MORI POINT - ROCKAWAY BEACH

One of the most varied in Pacifica, this neighborhood extends from the north edge of Sharp Park Municipal Golf Course to the south edge of Rockaway Beach where it meets the steep slopes of the Headlands. Within this area is the largest undeveloped area in the Coastal Zone, Mori Point, including Rockaway Quarry, and the most intensively developed visitor-destination area, Rockaway Beach. Single-family residential uses mark West Fairway Park, between the golf course and the open slopes of Mori Point. Sharp Park Municipal Golf Course, owned and operated by the City and County of San Francisco, provides residents and passersby with views of a well-manicured foreground and the ocean beyond. Laguna Salada and its marsh, located on the western side of the golf course, provide an important habitat area for the San Francisco garter snake.

Mori Point, which dominates the coastal landscape in this neighborhood, is covered with moderately sensitive coastal vegetation. This area was identified in the California Coastal Plan as an "immediate acquisition point".

Informal beach access to the privately owned beaches of this neighborhood exist at several points: on Clarendon in West Sharp Park, on the top of Mori Point, at the mouth of Calera Creek, and at the south end of Rockaway Beach. Developed beach access is located only at the west end of Rockaway Beach Avenue, across an existing seawall. North of Mori Point, the primary beach use is surf-fishing. Rock-fishing and limited tide-pooling occur along the coastline off Mori Point. Rockaway Beach is popular for surfing, sunbathing, walking, picnicking and surf-fishing.

The public road access is Highway 1. Just south of the golf course, Highway 1 changes from a freeway to a four-lane arterial. CalTrans recognizes that, at peak commute hours, this portion of the highway is at capacity. Fortunately, peak beach-use periods in Pacifica rarely coincide with commuter peaks. Therefore, the highway is almost never at capacity now for coastal visitors.

Primary coastal issues of concern in this neighborhood are:

1. The identification and protection of the highly sensitive San Francisco garter snake habitat, the coastal vegetative habitat, which is very sensitive to human trampling, and the inter-tidal zone. Each of these environments presents its own planning and management problems which will be discussed with each affected land use;
2. The future use of the Mori Point area, including the prominent ridge line, and the +90 acres of the quarry site;
3. Associated with the future use of the quarry is the potential of a marina in Pacifica;

4. The future role of low and moderate income housing also is an issue in both the residential portion of this neighborhood and in the future uses of the Rockaway Beach commercial area;
5. The issue of roadway access, both north and south and east and west, is important to the future of this neighborhood and will be discussed in relation to coastal access. The neighborhood has been divided into the following sub-areas:

SHARP PARK MUNICIPAL GOLF COURSE

A deed restriction ensures continued public ownership of the highly scenic golf course, designed and built under the direction of John McLaren. The golf course and entire Sharp Park area, including the portion to the east, drains into what remains of the old Laguna Salada, now a freshwater marsh. A 50 foot berm protects the golf course and marsh from intrusion of salt water and humans, and ensures perpetuation of the freshwater marsh habitat which supports one of the largest known San Francisco garter snake habitats. This is also one of the few snake habitats located on public property. The San Francisco garter snake is on Federal and State Endangered Species lists. Its protection is the responsibility of the California Department of Fish and Game.

The outlet of the marsh is on the south end of the golf course and is currently crossed by surf fishermen wishing to use the adjacent beach frontage. In the past, the City and County of San Francisco regularly dredged the marsh to maintain its depth to protect the golf course from flooding. Since about 1940 this practice has been discontinued on a regular basis and the marsh has been silting. Poorly timed dredging could be hazardous to the garter snake.

Because of the sensitivity of the habitat, the need for dredging and berm protection, and the need to protect the snake population, the California Department of Fish and Game should undertake management of the garter snake habitat. Alterations in the operations of the golf course should be consistent with the requirements of the Department of Fish and Game. The criteria identified for the protection of the garter snake and its habitat and the continuation of the golf course use are consistent with the following policies of the Coastal Act: 30210 (Maximum Public Access), 30221 (Reserve Coastal Areas), 30231 (Habitats), 30233 (Dredging), 30240 (Sensitive Habitats), and 30251 (Scenic Resources).

WEST FAIRWAY PARK AND THE NORTH SLOPES OF MORI POINT (NOTE: The City of Pacifica approved amendments to the narrative regarding Mori Point in July 1988, however, the LUP amendments have not yet been submitted to the Coastal Commission for approval).

West Fairway Park is almost fully developed with low and moderate income homes. A few duplexes front Bradford Way on the east side, the remainder of the existing units are detached single-family. Vacant property includes the west end of Fairway Park and the vacant slopes of Mori Point, to and including the ridgeline. These areas are served

by Mori Point Road, an unimproved private road, primarily used by surf fishermen. The view is outstanding from the west end of this site. Beach parking on the west end of Mori Point Road and grazing on the north slopes of Mori Point has damaged the coastal vegetative habitat and led to serious erosion of the thin soils. The erosion has contributed to silting of Laguna Salada marsh. Beach access is gained across the outlet of the marsh. Human abuse which has increased erosion, the problems associated with beach access crossing a sensitive habitat area, the views at the west end of the site, and the proximity of the existing residential area have resulted in designating this area a Special Area. This designation means that any development of this area should be planned as a unit, considering the geotechnical, slope and environmental limitations of the site as well as to preserve the scenic qualities of the natural landform. Appropriate land uses in this Special Area include visitor-serving commercial uses, such as an inn and/or restaurant on the highly scenic west end, neighborhood commercial on the east end and medium density residential clustered off the steeper slopes in between. The residential development should be compatible (but not necessarily identical) in scale with nearby existing homes. The proposed neighborhood commercial uses should be small scale and limited to those needed to serve the neighborhood. The visitor-serving uses proposed on the west end of the site should be designed to be subordinate to the landform and not sited on a ridgeline. No development should occur on slopes in excess of 35 percent or on the prominent ridgeline. A minimum of 30 percent of the total developable area should be in commercial uses, unless it is determined through geotechnical and environmental studies that the west portion of the site is not suitable for development. In that case, less than 30 percent of the developable area may be in commercial uses. Beach access and beach parking are not appropriate because of the potential impacts on the adjacent habitat of the San Francisco garter snake.

Because portions of this site may include primary or secondary habitat of the San Francisco garter snake, extensive biological and geotechnical study should precede any development in this area. Development should be permitted only if it can be demonstrated that impacts from the use and access road on the adjacent San Francisco garter snake habitat can be adequately mitigated. Proposed mitigation for impacts on the San Francisco garter snake habitat should be reviewed and approved by the Department of Fish and Game before approval of a project.

These proposed land uses are consistent with the following Coastal Act policies: 30211 (Public Access), 30212 (New Development Shall Provide Public Access), 30221.5 (Distribute Parking), 30221 (Reserve Coastal Areas Unless Provided Elsewhere), 30231 (Habitat Protection), 30240 (Sensitive Habitat), 30250 (Concentration of Development), 30251 (Scenic Resources), 30252 (Parking), 30253 (Geologic Stability), and 30254 (Public Works Facilities).

MORI POINT

The Mori Point area consists of the prominent, highly visible steep slopes, the ridgeline and the quarry. The Conservation Element of the 1978 General Plan recommends that, because it is a locally important source of construction aggregate, the quarrying operation be continued until it is no longer economically feasible. Mori Point is an important, highly visible coastal landmark. The steep slopes, covered with coastal vegetation, have only a thin layer of soil and are subject to serious erosion. Emergency access to this area is difficult. Because of these problems, the steep slopes and ridgelines have been designated Open Space Residential and Prominent Ridgeline. These designations will preclude any development unless it is shown that the public's safety can be assured, no geotechnical problems will result, and there is no other place on the site to develop.

A few rock fishermen gain access to the beach by climbing down from the top of Mori Point. The Special Area designation will not preclude this informal use, but because of the risk involved, the use is not proposed to be expanded, nor the access improved.

The quarry at the inner area of Mori Point is about 120 acres. About 90 acres are less than 35 percent slope and about 20 acres are in the Calera Creek flood plain. The quarry is one of the few remaining large vacant sites suitable for commercial development in the Coastal Zone and City. Because of its location, the quarry's future is critical to the coastal image of the City. The area is proposed as a Special Area to promote integrated, planned and well designed use of the site. The most accessible, level and visible portions of the site, including the Calera Creek flood plain, should be developed in commercial uses attractive to, and serving visitors. A substantial proportion of these commercial uses should be coastally oriented visitor destinations, including restaurants, small shops, sporting goods and other water-oriented shops, and a marina. Offices and neighborhood-serving commercial activities should also be included to add balance and attract off-season users. City offices could be included as well. Economic studies of Pacifica indicate that the short, split beach season make survival difficult for visitor-serving uses which are not also attractive to local residents. Well planned and designed activities are needed which will draw local and nearby residents during the off season.

Investigation of a marina site in Pacifica was undertaken. The conclusion of that study is that in order to meet landslide requirements, a marina most feasibly could be located in the Calera Creek flood plain. (See Access Component Report, Marina Analysis). This is the only site that is large enough. Plans to develop the quarry should include study of the marina potential. The Army Corps of Engineers has been requested to study potential for marinas along the coast, but it is not known when the study will be undertaken. Their study will determine the off-shore feasibility of this site. If the marina is not feasible, then a developed public beach access and public beach parking near the north end of Rockaway Beach should be designed into the commercial portion of the development.

To fortify the commercial area, upper slopes less than 35 percent not suitable for commercial development would be developed in high density residential uses, the location dependent upon geotechnical studies. This designation is intended to reinforce commercial and employment opportunities. The new residential development shall provide units of outstanding design affordable to both moderate and upper income persons. The quarry neighborhood should reflect Pacifica's diverse social and economic mix by containing a range of housing sizes, types, and tenancies. If necessary to assure such a mix, the developer will be encouraged to reduce the cost of a portion (5 percent) of the units to prices affordable to persons of moderate income. High visibility of this housing will require careful site design and contouring into the hillside. Because of geology, soils, coastal vegetation and erosion, and views, the portion of the Special Area steeper than 35 percent slope should not be developed. A minimum of 50% of the developable area shall be in commercial uses.

Because of the needs for well designed visitor-serving commercial destinations, further investigation of a marina, market-valued housing and the importance of this site for the future image of Pacifica, the Special Area planning designation, with the criteria suggested above, is consistent with the following Coastal Act policies: 30212 (New Development Shall Provide Public Access), 30212.5 (Distribute Public Facilities), 30213 (Consistency with Housing Elements), 30220 (Reserve Coastal Areas, Water-Oriented), 30221 (Reserve Coastal Land Areas, Land-Oriented), 30222 (Priority of Coastal Development), 30224 (Recreational Boating), 30233 (Dredging Criteria), 30234 (Commercial and Recreational Boating), 30235 (Shoreline Structures), 30236 (Alterations to Waterways), 30250 (Concentration of Development), 30252 (Parking), 30253 (Geologic Stability), and 30254 (Public Works Facilities).

ROCKAWAY BEACH (Amended #1-85).

Rockaway Beach has developed into the City's principal hotel and restaurant area over the years because of its setting and location. With the Pacific Ocean and the Headlands forming the neighborhood's western and southern boundaries, the small area (13.5 acres) is separated from nearby residential neighborhoods by the Cabrillo Highway and the quarry. Although little activity has occurred, the Rockaway Beach area should develop into a commercial center. The City anticipates Rockaway Beach becoming one of the City's principal commercial areas emphasizing visitor-serving retail development.

In 1980, the City's Redevelopment Agency designated West Rockaway Beach as part of the Survey Area for future redevelopment due to this area's small parcelization, need for residential and commercial rehabilitation and need for the City to take a more active role to promote commercial development. The quarry property and the Headlands were also included in the redevelopment area. Since that time, the City acquired several parcels in the neighborhood to achieve some control over future development. The City also participated in the sale and trade of municipally owned property to facilitate development of an inn at the corner of Rockaway Beach Avenue and Maitland Road.

The City's Commercial Development Task Force cited Rockaway Beach as a prime area for increased commercial development and designated it as an economic development area in its "Action Plan to Promote Commercial Development in Pacifica". It was recommended that the City plan an active role in encouraging the commercial development of the area through redevelopment or formation of a local development corporation. A future Specific Plan, Redevelopment Plan, and an Environmental Impact Report will provide more detailed planning direction to promote and control development.

There has been little commercial and visitor-serving development in this area. A 30-room inn was approved on seven vacant lots, prominently located at the southeast corner of Rockaway Beach Avenue and Maitland Road. There is a 92-unit beach-front hotel which has been under construction for more than ten years. The unfinished structure has been an eyesore and its completion or demolition is necessary for the remainder of the neighborhood to develop to its full potential. If the hotel is not completed within a reasonable period of time, the City should take whatever action is necessary to resolve the problem.

The focus for future development in Rockaway Beach should be commercial development emphasizing visitor-serving commercial uses, such as hotels, restaurants, and retail shops, that will take advantage of the neighborhood's coastal location. Although visitor-serving uses should predominate, a mixture of some local-serving businesses, such as offices and personal service establishments will complement the area and meet community needs. Industrial or auto-related uses, however, should not be allowed because of the importance of compatibility with visitor-related development in this small neighborhood. There are some existing auto-related uses in Rockaway that are incompatible with the visitor-serving commercial development desired for this area. The City should provide assistance in helping these businesses to relocate to a more suitable area in Pacifica. There are also some commercial structures that should either be significantly rehabilitated or rebuilt as part of a new commercial development.

Rockaway Beach has had a mixture of residential and commercial uses for many years. This area is more suitable for commercial or mixed residential use than for residential development. Existing residential units will become increasingly incompatible in this area as the commercial uses expand. It is anticipated that many of the existing residential units will be replaced with commercial development as property is sold. The City should be sensitive to providing a reasonable transition period for residential units in this area. Any City initiated action to promote a commercial development project in Rockaway Beach should endeavor to impact as few residences as possible.

Many of the existing residential units serve low and moderate-income persons. If affordable housing is lost, every effort should be made to replace such housing, either in the neighborhood, or elsewhere in the City. It may be possible to provide replacement housing in the neighborhood by developing mixed use projects. Residential units located above commercial uses would add to the vitality of the area and provide housing as needed.

Consolidation of small parcels is important to achieve well planned, integrated development. Construction of small commercial shops on

substandard parcels would create inappropriate spot development without adequate parking or integrated design. Future plans for Rockaway Beach should require property consolidation.

The specifics of future development in Rockaway Beach will be determined by Specific and Redevelopment Plans to be prepared. Height of buildings should generally be limited to two to three stories, consistent with the City's 35-foot height limit. Additional height along Rockaway Beach Avenue could be incorporated into the Specific Plan if compatible with the overall development theme and design for this area.

Rockaway Beach Avenue should become the focus for the area because of its central location and since it is the primary entry point. Existing and planned development for Rockaway Beach Avenue should reflect this focus. The City's initial development efforts in Rockaway Beach should reflect this focus. The City's initial development efforts in Rockaway Beach should also concentrate on this corridor to maximize its commercial development with an integrated plan. Provision of a public plaza area on, or close to, Rockaway Beach Avenue would add to the character of the area, as would prohibition of additional private parking lots directly adjacent to the street.

New projects and plans should emphasize provision of pedestrian amenities. Businesses can be oriented for pedestrian use by providing arcades or outdoor seating areas. Circulation and parking improvements are needed to facilitate visitor use and to take best advantage of the proximity of the beach and ocean. The local road and pedestrian systems should be designed to encourage foot traffic and to eventually tie into the quarry property.

Construction of shared parking facilities will also encourage a pedestrian orientation and is vital to integrated development of the neighborhood. The alternative, scattered parking for each business on individual sites, would divide the neighborhood, limit commercial potential, and unnecessarily add paved areas.

The City-owned property on Old County Road, north of Rockaway Beach Avenue, could be used for an area parking facility to serve new projects. The number of parking spaces needed will depend on the eventual intensity of development. A parking structure may be needed to provide adequate parking. Since the City owns land in the area, costs may be lower than other locations. The area south of Romano's Restaurant, between Old County Road and Maitland, could also be used for an area parking facility as well as other potential areas. Parking improvement costs could be funded through an assessment district and through additional contributions from newly approved development projects which would not be required to meet on-site parking requirements.

Other public improvements are also needed in Rockaway Beach to serve existing and future businesses. Street improvements may include provision of pedestrian amenities on Rockaway Beach Avenue and improving and widening of Old County Road to provide landscaping and parking. Consideration should be given to the future vacation of Dondee Way or the northern section of Maitland Road to add to developable area for commercial businesses and to add a plaza area.

General street improvements are needed in the entire neighborhood. Additional public improvements which are needed include water, sewer, storm drainage improvements and undergrounding of utilities.

Proposed improvements in Rockaway Beach will facilitate visitor use of the coastal neighborhood. The southern cove and beach should be planned for visitor use and should be integrated into the development of the area. Public access should be promoted and limited beach parking may be appropriate, provided that development would not adversely affect the sensitive site. The number of spaces which can be provided on the site will depend on its design and environmental conditions. If beach parking can be provided elsewhere, the cove site could provide open space for the neighborhood entirely for beach and park use.

A unifying design, theme, and improved appearance are needed to successfully promote and develop Rockaway Beach. Existing businesses should be encouraged to rehabilitate and upgrade their buildings. The City should investigate funding sources for rehabilitation assistance. The Specific Plan process should be used to determine design standards to be used. View corridor standards contained within the "Plan Conclusion" section of the LUP should be incorporated in the Specific Plan. The Specific Plan, zoning, and a City design review process can then be used to implement the approved concept.

South of Rockaway Beach and below the ridge of the Headlands is designated for visitor-serving commercial uses and recreational use. Development of this highly visible site should be consistent with the geotechnical, visual and access policies of the plan. These proposals are consistent with the following policies of the Coastal Act: 30210 (Maximize Public Access), 30211 (Public Access), 30212.5 (Distribute Parking), 30222 (Priority of Coastal Development), 30252 (Parking), and 30255 (Coastal Dependent Development).

COASTAL ACCESS (NOTE: Minor changes to this section were approved by the City in 1988, however, have not yet been submitted to the Coastal Commission for approval).

There are five beach accesses along the \pm 7,320 feet of shoreline in this coastal neighborhood. It is proposed that three be developed. Because of the erosion problems and hazards associated with reaching it, no proposal is made to develop access to the pocket beach on Mori Point. For public safety, use of this area should not be encouraged. There should be no signs or other indications of its presence. In addition, since beach access required crossing the primary habitat of the San Francisco garter snake, access at the north end of Mori Point should not be developed.

Of the three remaining access points, the west end of Rockaway Beach Avenue is the only one improved. Parking for 20 to 40 cars is available on an undeveloped City street right-of-way adjacent to the seawall. Two additional accesses are proposed for Rockaway Beach, one at Calera Creek and one south of existing development. The Calera Creek access will be developed if a marina is determined not to be feasible at the quarry site. Suitable parking for beach access will be provided. The amount of parking will be determined when development

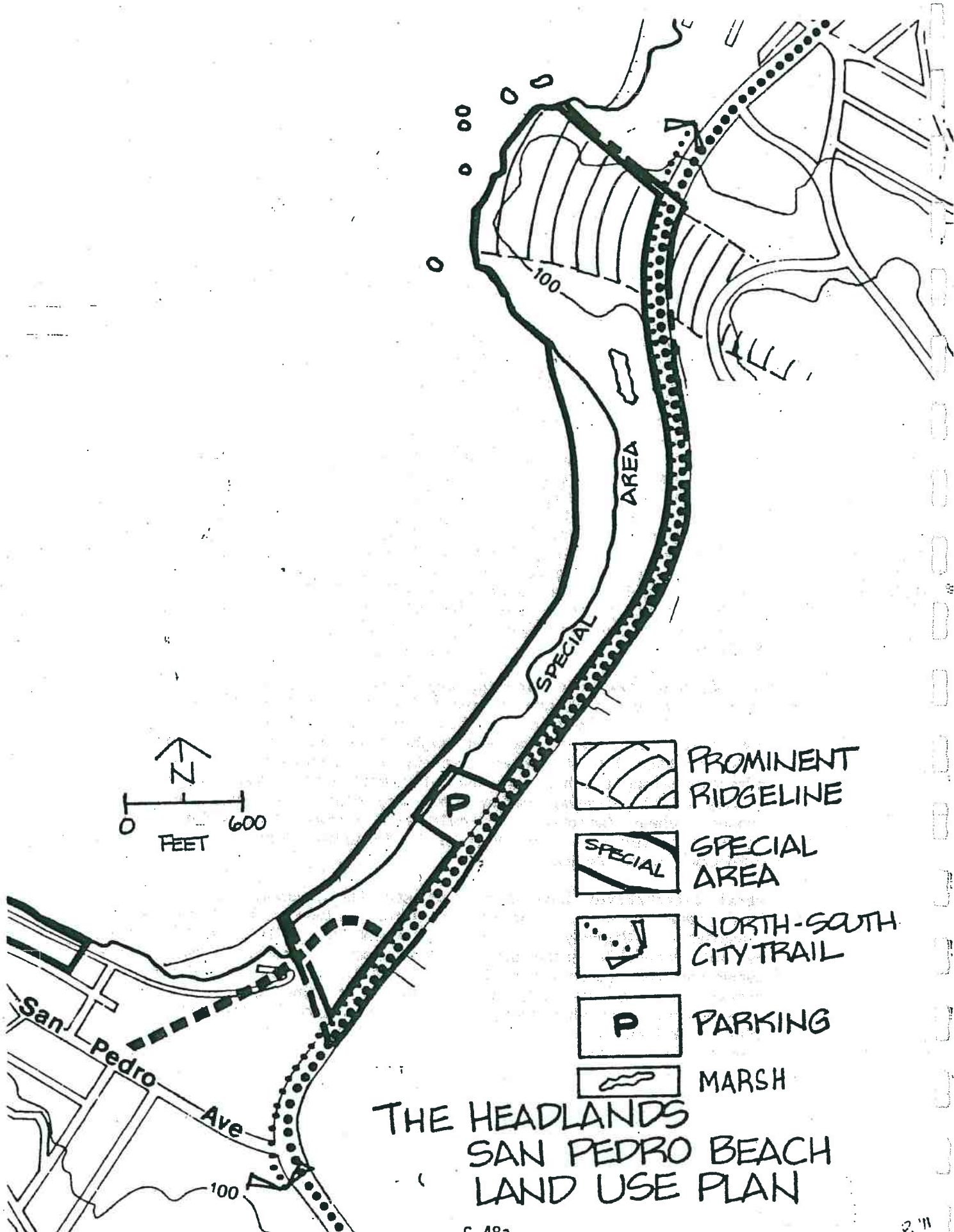
occurs. Access to the south end of the beach and adequate beach parking should be specified in the Specific Plan for Rockaway Beach.

Trail access is provided this neighborhood by the County's inter-City bicycle trail and the City's north-south pedestrian-bicycle pathway system, both of which parallel Highway 1. The City's north-south pathway should be taken off Highway 1 and placed on the frontage road proposed for the west side of Highway 1 after the frontage road is developed.






Highway access to this neighborhood is from the Coast Highway. Operational and safety, but not capacity-increasing, improvements are proposed. In this area, the highway is now at capacity during commuter peak-use hours. This congestion hampers emergency access. To resolve these important community issues, a local service road on the west side of Highway 1 is proposed to connect Francisco-Bradford Way to Old County Road and Rockaway Beach Avenue. This roadway would improve commercial access by providing an alternative access to and from Sharp Park Road in this congested area. Because the proposed frontage road would be a part of several separate developments, the City should draw up a Specific Plan which establishes criteria and uniform standards for the roadway. Among these criteria should be standards: two-lane width; no development between the frontage road and Highway 1 to the east; adequate landscaping; provision for a bicycle path or trail; and proper design to provide for public safety and emergency vehicle use if necessary. Included in CalTrans planning should be removal of the stockpiled dirt placed along the highway by CalTrans during the previous roadway construction. This dirt obstructs views of the coast from Highway 1.

Care should be taken in widening the highway along the Rockaway Beach frontage to ensure that nonconforming lots and substandard uses are not left. CalTrans should purchase entire parcels to establish right-of-way and provide improved sight lines and parking on portions of the frontage lots to enhance safety and operation of the roadway. Landscaping along the highway should be negotiated between CalTrans and the City as the highway improvements are planned and designed. The proposed highway improvements should also increase the safety of the existing intersections along Highway 1, including access to the quarry and Rockaway Beach Avenue.

Several alternatives have been proposed for roadway access to the inland ridgeline area. One option would include a local roadway on an overpass of Highway 1 at the Mori Point cut. This roadway would curve at acceptable grade down to the proposed frontage road. This alternative and other possibilities need more study. Should the overpass option be pursued, it is important to the future development of the quarry site that the roadway be developed so that it reduces traffic conflicts and facilitates visitor and resident use of the quarry commercial area.



THE HEADLANDS
 SAN PEDRO BEACH
 LAND USE PLAN

-  PROMINENT RIDGELINE
-  SPECIAL AREA
-  NORTH-SOUTH CITY TRAIL
-  PARKING
-  MARSH

THE HEADLANDS - SAN PEDRO BEACH

This neighborhood extends from the north slopes of the Headlands to the north bank of San Pedro Creek. San Pedro Beach, the oceanfront of the neighborhood, is the best swimming and picnicking beach in Pacifica. The rocky promontory of the Headlands dominates the north end of the beach and is visible throughout the coastal area. The Headlands is in private ownership and undeveloped. Its most frequent use is by persons hiking to the top for the coastal views and by those tide-pooling and rock fishing along its rocky shore. Past improvements to Highway 1 have limited direct automobile access to this area.

The State Department of Parks and Recreation intends to purchase a portion of the beach between the north bank of San Pedro Creek and the lower slopes of the Headlands. Except for the rest area and a few public easements, the entire beach is in private ownership. Some highway and visitor-oriented commercial and residential development has occurred, but much vacant area remains and the public continues to use the area. A marshy area located at the north end of the beach has potential of being a sensitive habitat. Highway 1, developed as a four-lane arterial, serves as the roadway access to the beach. Because of the heavy use, unregulated access on Highway 1 creates a problem.

The primary issues of concern in this neighborhood are:

1. Ownership and development of beach and beach frontage;
2. Adequate parking and appropriate public facilities, as well as maintenance of facilities and the beach;
3. Highway access, including future design changes required by its role as a regional recreation access, and the impact of local coastal planning south of Pacifica; and
4. Protection of the sensitive marsh habitat at the north end of San Pedro Beach.

THE HEADLANDS

This highly visible rocky promontory is covered with coastal vegetation. This vegetation is sensitive to human trampling which results in erosion and scarring. Because of difficult access to the shoreline from San Pedro Beach, abuse of the inter-tidal habitat is not expected and should not require regulating measures. The eastern portion of the Headlands is owned by CalTrans, the remainder is privately owned. In the past, public acquisition of this area was considered but not implemented because of a shortage of funds.

Because of its value as a vista point, importance to coastal views, value as a recreation area and susceptibility to erosion, this area is designated a Special Area and is a high priority for public acquisition. This acquisition should be actively pursued. Public

management would require trails to a vista point to regulate hiking and minimize trampling of the vegetative cover. Because of its assets and to protect the coastal views and viewsheds, the Headlands is particularly suited for acquisition by the Coastal Conservancy.

In the absence of public acquisition, visitor-serving commercial use could accomplish this protection if it were low intensity, such as a small inn or restaurant, built into the hillside and designed and developed with a sensitivity to geologic, habitat, scenic, and safety needs of the site. To protect the view of the area from the public roadway, development should be low profile and below the prominent ridgeline. A vista area should be provided as part of the development and designed to keep the users from wandering on the remainder of the area.

Access would have to be provided in coordination with CalTrans and adjacent private property owners. Since it would be less obtrusive, less steep and could provide needed public access to the north end of San Pedro Beach, access from the south side of the Headlands would be preferred.

Specific criteria for this access should be established in an environmental study prior to development. However, grading for the roadway should be restricted in amount and location to those areas necessary for a right-of-way which meets and does not exceed safe emergency and passenger vehicle access requirements. The access road should be located and designed to avoid construction of additional protective devices during its useful life, taking into account the geology of the roadbed itself and adjacent unimproved areas. The roadway should incorporate measures which respect adjacent secondary and primary habitat areas, including but not limited to: channeling surface drainage away from such areas to either existing improved drainage facilities or facilities required as part of any attendant proposed development; catch basins to trap pollutant and sediment runoff as part of such facilities; provision for an adequate vegetation buffer between the roadway and any identified habitat area and reclamation of adjacent areas disturbed prior to or during roadway construction in a manner which enhances the habitat value of such areas. The roadway should include safe pedestrian trail facilities connecting with access to the vista point and be sited and designed to respect coastal views by avoiding excessive vertical cuts or padding for roadbed construction. The roadway should be located near or below existing grade and be adequately landscaped to meet the intent of these provisions.

Given the above criteria for use, proposals for the Headlands meet the following Coastal Act policies: 30210 (Maximum Public Access), 30211 (Public Access), 30212 (New Development Shall Provide Public Access), 30220 (Reserve Coastal Areas), 30222 (Priority of Coastal Development), 30231 (Habitats to Control Runoff), 30240 (Sensitive Habitats), 30251 (Scenic Resources), 30253 (Geologic Stability), and 30255 (Coastal Dependent Development).

SAN PEDRO BEACH

Between the lesser slopes of the Headlands and the north bank of San Pedro Creek lies the major portion of San Pedro Beach. This is the widest beach in Pacifica and is the one most heavily used by swimmers, surfers and picnickers. San Pedro Beach is one of the few areas in the City where Coastal Fore-dune vegetation remains. At the north end of the beach, behind the old Oceanshore Railroad berm, a marsh area has developed. The freshwater is supplied from drainage on the east side of Highway 1. This marsh is important because of its potential as a San Francisco garter snake habitat.

Except for the rest area and a few public easements, all of San Pedro Beach is in private ownership. Ownership at the north end is generally large parcels; those in the center and south end are small, generally less than one acre. This ownership pattern is important to the future use of the beach. In the 1969 Pacifica General Plan and even before, residents of Pacifica have expressed the desire for, and have actively worked toward public acquisition in this area. Subsequently this beach was designated an "Area of Interest" by the California Department of Parks and Recreation. This designation was followed by a property appraisal to determine which properties, if any, within the area of interest will be purchased. Public use is clearly preferred for San Pedro Beach; however, it is also clear that, although the City will continue to seek funds for acquisition of the entire area, adequate funds are not available.

Because of easy access, high visibility, minimal existing development, and the need cited in the Coastal Act to give priority to coastally dependent developments (30254), specifically visitor-serving commercial recreational facilities (30222), the proposed land use for the private portions of San Pedro Beach is commercial. These commercial uses should include the following activities to enhance coastal recreation opportunities: snack bars, restaurants, beach and recreation equipment rentals, and on the larger sheltered sites, inns, restaurants, or other more formal visitor services. All of the commercial development should be low scale, well designed and located to provide and protect views to the shore. Prominent, highly visible, and inviting public access to the beach should be designed into each individual site which is developed. No development should be permitted in this area without adequate environmental flood and geotechnical investigation and mitigation of adverse impacts. Development of private property should not include development of the sandy beach itself. Private owners should, however, retain ownership and maintain their property. Moreover, there should be no obstruction of the movement of beach users along the full length of the beach, including access from San Pedro Beach to the shoreline of the Headlands.

Another important aspect of development on San Pedro Beach is access to Highway 1. Future private uses should be designed to focus their access, for example, by linking parking lots and sharing a common, well designed and visible access to the highway. Wherever possible, highway access should be encouraged to use the existing intersections of Crespi and Linda Mar. Future commercial uses along the beach also should be required to provide adequate parking for their use.

On the north end of the beach, private development should provide replacement for the 20 informal spaces now used in the area. Weekday parking will be supplemented on peak use days (weekends and holidays) by commuter-beach lots proposed on the east side of Highway 1 at Crespi and Linda Mar. Any private development on the north end of the beach should also be required to complete a detailed biological and geotechnical study by recognized experts to determine its importance as a habitat area and the impact of proposed development on the marsh area. Mitigations for future development should also be presented. If the area is in public ownership, any proposals which would affect the marsh area or promote public intrusion into the marsh must be studied by experts.

The proposed uses and criteria stated above for San Pedro Beach are consistent with the following policies of the Coastal Act: 30212 (Maximum Public Access), 30211 (Development Shall Not Interfere with Public Access), 30212 (New Development Shall Provide Public Access), 30212.5 (Distribute Parking), 30213 (Provide Lower Cost Visitor and Recreational Facilities), 30221 (Reserve Coastal Areas), 30222 (Priority of Coastal Development), 30251 (Scenic Resources), and 30255 (Coastal Dependent Development).

COASTAL ACCESS

Uninterrupted public access across San Pedro Beach to the ocean has always been available. Access to the rocky shoreline of the Headlands has also been unobstructed. In the Access Component, two areas of focused access have been shown, one at the rest area near the center of the beach and the other, from Pedro Point Shopping Center across to the south bank of San Pedro Creek. Designation of these signed public accesses should not obscure the fact that informal access is now available and should be continued the length of the beach frontage. If necessary for compatibility with private development, access may need to be formalized by signing at other points. In the public areas, access should continue unregulated. The only area which might require access regulation is the marsh habitat. Detailed site study and monitoring should be undertaken to determine the possible presence of the San Francisco garter snake and other wetland requirements. All developed formal beach access, whether public or private, should be signed.

One hundred twenty (120) public parking spaces for San Pedro Beach are provided at the rest area. Beach users, on in-season weekdays, often park on the Fore Dune at the north end of the beach. Public parking is not available at the north end of the beach. To meet the average in-season parking need, 140 parking spaces are required. Because of the level of existing informal use and the absence of developed parking in the area, 20 spaces should be provided at the north end of the beach, with access from Crespi intersection. The parking area should be designed so that it does not drain into the marsh. If the area is publicly acquired, the City should seek funds to provide this parking. If the area is privately developed, this public beach parking should be designed into the proposed development in a compatible, visually attractive way. Landscaping of beach parking lots is critical. Natural plantings should soften the edges of these areas and blend into the coastal environment.



The County's inter-City bicycle trail and the City's north-south pedestrian-bicycle trail both parallel Highway 1 in this area. City pathway connections to the north-south pathway will occur at Crespi and Linda Mar. These pedestrian-bicycle pathways will connect inland recreation and historic areas to the coast.

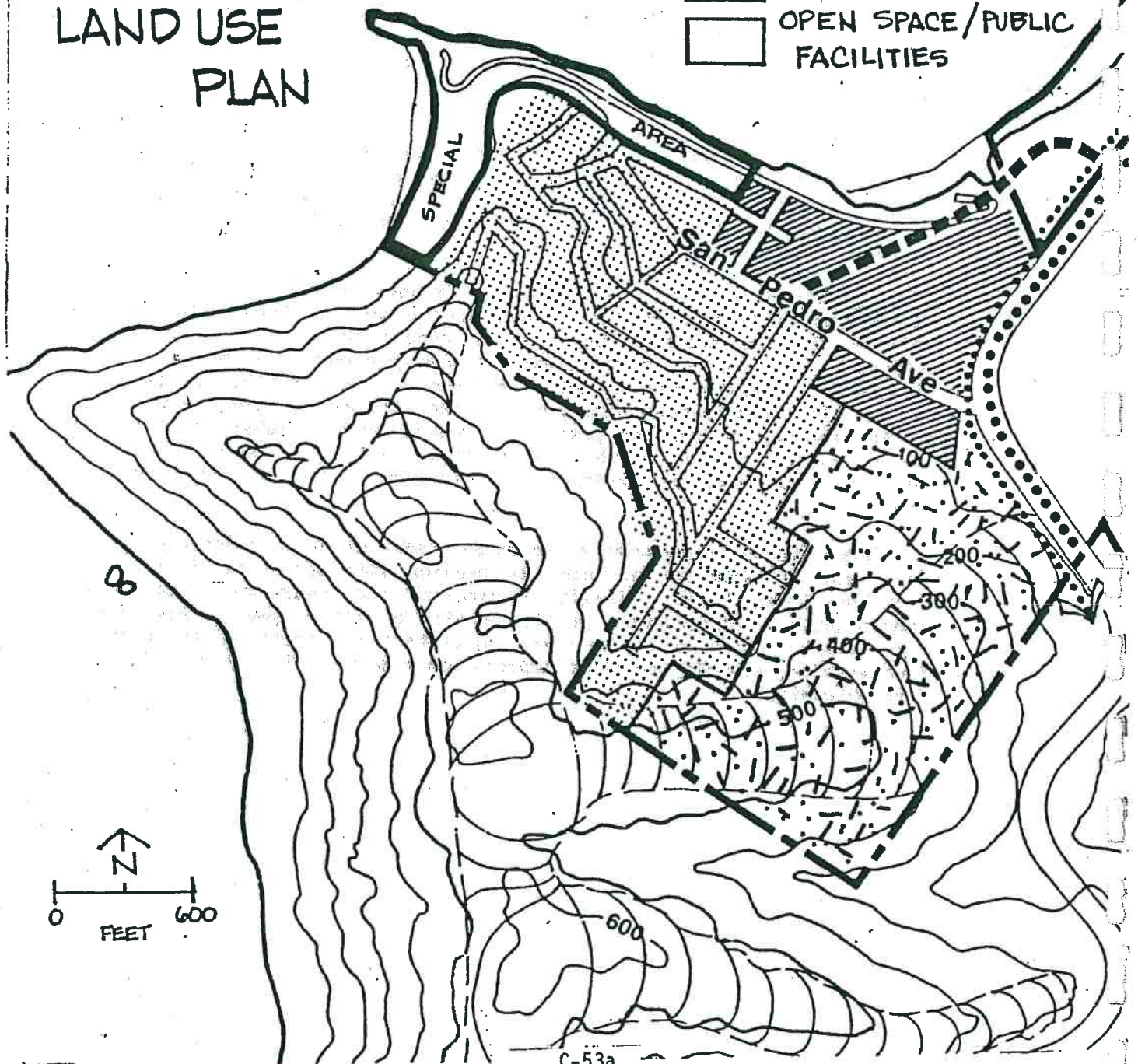
Highway 1 provides the regional and local vehicular access to this neighborhood and its beach activities. In this area, Highway 1 is a four-lane arterial which approaches capacity during peak hours of the weekday commute. The beach use season in Pacifica is split (spring and fall) and beach activity peaks on in-season weekends and holidays. As a result, the capacity problems of the highway on weekday hours rarely, if ever, affect the coastal visitors. Planning is underway for safety and operational improvements to this section of Highway 1. These changes would include intersection improvement and improving the safe flow of traffic. Construction is not intended to increase capacity. Planned improvements would handle traffic expected on this stretch of road to 1990. After 1990, the needs of the highway, including its capacity, will be re-evaluated at the regional level. One factor not included in previous planning for Highway 1 is the State Department of Parks and Recreation's policy to focus San Mateo County developed coastside recreation activity in the area north of Half Moon Bay. Implementation of adjacent coastal plans may require the City to request regional re-evaluation of the needs of this vital stretch of Highway 1 before 1990.

The capacity of the four-lane section of Highway 1 in Pacifica affects the volume of traffic on the highway to the south. Future decisions relating to the proposed Devil Slide bypass will also affect the highway. Construction of the bypass, probably a decade or more in the future, will require realignment of Highway 1 from Linda Mar Boulevard south. This realignment should be designed to protect the beach side of the roadway as much as possible. Nonconforming, substandard lots should not be created in this realignment. CalTrans should purchase the entire property and dedicate the unused portions for public beach use.

San Pedro Avenue is proposed to cross San Pedro Creek to connect to the west side of Linda Mar in order to provide safe access to Highway 1 from San Pedro Point. Careful biological and geotechnical studies should precede construction of the portion of the roadway across San Pedro Creek. Care should be taken to protect the mouth of the creek from erosion, run-off, or other impacts which would affect the resident fish population.

PEDRO PT.-SHELTER COVE LAND USE PLAN

-  OPEN-SPACE RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  COMMERCIAL
-  SPECIAL AREA
-  PROMINENT RIDGELINE
-  CITY NORTH/SOUTH TRAIL
-  OPEN SPACE/PUBLIC FACILITIES



PEDRO POINT - SHELTER COVE

West of Highway 1 and south of San Pedro Beach, Pedro Point-Shelter Cove is the southernmost coastal neighborhood in Pacifica. Access to this neighborhood is from Highway 1 via San Pedro Avenue. The narrow coastal beach rising to the prominent east-west ridgeline and forested quality of this area provide an attractive setting for the low to high income homes perched on the less steep portions of the hillside. Neighborhood shopping and auto sales occupy the level land adjacent to the highway. This commercial area, like others in Pacifica, has little landscaping to relieve the low blocks of buildings and expanse of asphalt. Although located very near the shoreline, neither the buildings nor the uses orient to their coastal setting.

Access to the shoreline is limited in this neighborhood. Those wishing access to the south end of San Pedro Beach's swimming, picnicking and surfing opportunities must cross the old Oceanshore Railroad berm or walk through the shopping center. West of San Pedro Beach, access to the shoreline is more difficult because of the vertical cliffs and narrow beach below. A poorly maintained, narrow private road provides the only access to the Shelter Cove beach opposite San Pedro Point. Use of this beach is further limited because of the houses located there. Although privately owned and difficult to reach, Shelter Cove is a popular diving area and provides the only access to the tidepools and rocks.

There are several coastal planning issues to be dealt with in the preparation of a land use plan for this neighborhood:

1. Protection of the attractive appearance and mixed value housing opportunities of the residential area;
2. Analysis of the geotechnical problems associated with the landform;
3. The problems of orientation and appearance of the commercial areas;
4. Protection of coastal marine resources; and
5. Access to and from the neighborhood via Highway 1.

Approximately 45 percent (+50 acres) of the land area in this hillside neighborhood is committed to single-family residential use. Within this area, there are some vacant lots available for compatible in-fill. Criteria for in-filling the existing residential area should include:

1. Design and scale compatible with the surrounding;
2. Protection of the economic mix of housing opportunities;
3. Assurance of geologic stability; and

4. Minimal tree removal and replacement plantings as needed.

A largely undeveloped area totalling +42 acres lies to the east of the existing residential development in the Pedro Point-Shelter Cove neighborhood. Although bounded by urban development on the west and north, this very steep land (mostly in excess of 35 percent slope) has not been developed. Roads and other public services have not been extended into this heavily wooded area. Geologic constraints include a moderate potential for landsliding. Two existing slide areas have been located on the eastern section of the land. A highly visible parcel, designated Prominent Ridgeline, caps the upper reaches of this land.

A land use designation of Open Space Residential has been assigned to this steep area. This designation would allow single-family residences to be constructed on slopes of less than 35 percent, where geotechnical studies indicate building is safe and access satisfying emergency service requirements is available. Because of the steepness of the terrain, a very low density is anticipated. Construction would not be allowed on the designated portion of the Prominent Ridgeline within the City unless no other portion of a site, including part of the ridgeline, was buildable. The City must also be assured that emergency equipment can reach the proposed ridgeline site. Efforts should be made to coordinate planning with the County to assure that development will not take place on the remainder of the ridge which is in their jurisdiction.

In addition to slope and other geotechnical considerations, development in this area should be carefully designed to minimize impacts on views of the forested hill from Highway 1 and other public viewing points in Pacifica. In keeping with the wooded character of the slope, tree removal to accommodate construction should be minimal and replacement plantings required.

The designation of this portion of the neighborhood for Open Space Residential use is consistent with the following policies of the Coastal Act: 30263 (Geologic Stability) and 30251 (Scenic Resources).

Existing commercial uses adjacent to Highway 1 total about 6 percent of the land use in the neighborhood. Behind the shopping center and bounded by San Pedro and Danmann Avenues and the old railroad berm is a large, flat vacant parcel (+10 acres). Realignment of San Pedro Avenue and improvements to the San Pedro-Highway 1 intersection are proposed. These improvements would facilitate access while improving traffic safety and circulation for the commercial area and the neighborhood as a whole.

The designated land use for this area is commercial with emphasis on coastal related and/or visitor-serving uses. By combining all of the parcels in the area between Danmann and San Pedro Avenue, Highway 1 and the railroad berm and developing them as an integrated project along a realigned San Pedro Avenue, this small, oceanside commercial center could be rejuvenated and expanded to become an attractive visitor destination, as well as provide for neighborhood retail needs. Building on the design character of some of the older homes along Danmann and San Pedro which have been converted to shops, adding a cultural center for performing arts and an attractive motel could, if

carefully designed, enhance the appearance of this area and provide visitor services near the shoreline. After appropriate study of the protective character of the railroad berm, this area might be linked directly to the beach by removing a portion of the berm; however, alternatives to berm removal for access are preferred. An Environmental Impact Report should be required for removal of the berm.

Small scale, rustic design and ample landscaping throughout the commercial development would complement the existing attractive design elements in the Pedro Point area. Adequate public access through the development to the shoreline and a general orientation to coastal related/visitor-serving uses within the project would be appropriate in this location. Given these criteria, commercial use of this portion of the neighborhood is consistent with the following policies of the Coastal Act: 30212 (Provision of Public Access in New Developments), 30222 (Priority of Recreational/Visitor-Serving Uses), 30250 (Concentration of Development), 30251 (Scenic Resources) and 30253 (Special Neighborhoods).

The remains of the old Oceanshore Railroad berm lies seaward of the area proposed for commercial development. Between Tobin Station and San Pedro Creek on the ocean side of the berm are some single-family houses and a private boat ramp. If public acquisition of this beach area is not possible, the following use is recommended: low intensity, small scale visitor-serving uses related to the fishing facilities and character of the existing residential enclave. New development must be consistent with Local Coastal Land Use Plan policies regarding access, hazards, scenic resources and marine resources. Although the private launching facility is the only one in Pacifica, it cannot be substantially enlarged. The California Department of Boating indicates that larger scale launching facilities would not be feasible in this location because of the extensive off-shore structures that would be needed. However, the commercial fishing existing in the area should be consistent with Plan policies as long as it is feasible and safe. New development between the berm and the sea should provide unrestricted public access and permanent housing within the neighborhood for low/moderate income housing units existing on the site at the time of development.

Tobin Station, currently used as a private residence, is located at the southwest end of the beach area described above. It is one of the few remaining stations of the short lived Oceanshore Railroad and is an important local historic landmark. Sited on the bluff with a sweeping view of San Pedro Beach and the Headlands and the main coast, Tobin Station should be protected as a historic landmark. The building could become a coastal overlook point and a small local railroad museum if acquired by a public agency.

The area from Tobin Station atop the Oceanshore Railroad berm, west to Shelter Cove and south along the cove to the City boundary, is in a single private ownership. The parcel extends landward up to the top of the bluff above the cove and totals \pm 17 acres. Only the northerly portion of the parcel is visible from San Pedro Beach and Highway 1. The sandy cove, existing homes, and the west-facing bluff are obscured from all land views by the topography of the point. Access to the 24 residential units on the beach is via a narrow, poorly maintained road that skirts the steep bluffs west of Tobin Station. The beach at the

base of these bluffs is narrow and stony. Like the sandy beach at the cove it, too, is frequented by divers who scramble down the bluff.

Geotechnical constraints include steep slopes, eroding bluffs, weak bedrock formations and occasional rock falls. In addition, the existing structures on and near the sandy beach are threatened by wave damage during stormy periods.

Public acquisition in this portion of Pacifica is directed towards the purchase of San Pedro Beach and the Headlands. It is unlikely that the less accessible, generally less usable, Shelter Cove parcel can also be acquired. A Special Area designation, including a low density residential use in concert with visitor oriented commercial uses and increased public access and recreational use of the area, generally from Tobin Station west and south to the City boundary, would be consistent with the requirements of the California Coastal Act if the criteria below were met.

Included among these criteria are protection of the existing marine resources from over use, protection of the special character of the neighborhood, and protection of the varied recreational opportunities now present in the cove. Because of the unique low and moderate income housing need now being met in the Shelter Cove area, any future development predicated on removal of the existing units, will be required to retain or provide replacement housing to meet low and moderate income needs existing at the time of development. Future new development should be limited to the now developable area available on the bench above the cove. The remainder of the site over 35 percent slope, geotechnically unsafe or at sea level should be limited to open space or other non-structural use. Development on the bench would be out of the coastal viewshed from San Pedro Beach and Highway 1. The development would be visible from the sandy beach below, but setback, differences in elevation, sensitive design and landscaping could largely mitigate this impact. Extensive geotechnical studies would also be necessary to identify the developable area and to assure the safety of any structures built on the bench. Special attention to site drainage is required to mitigate any adverse impacts on marine life and to avoid erosion.

New low density residential use built in Shelter Cove should allow for providing public coastal access consistent with the special recommendations in the Access Component. Visitor-serving commercial uses would be appropriate on the site, but should be limited to those which do not require permanent improvements, use of existing structures already designed to provide visitor oriented commercial services and/or short-term rental cottages which would not alter the residential character of the area. The provision of + 25 parking spaces adjacent to the water tank above the cove for public beach parking should also be a development requirement. The level of public use anticipated as a result of the designated land use, the public dedications and the available parking should guarantee that public use would not be so intensive as to adversely affect the ecology of the tidal area.

In the future, new development should be located on the bench above the cove and should not obstruct public access to the beach. However, public parking for beach users and improved beach access must be provided. While phasing of development of this area may be preferred,

the initial step should be preparation of the entire site plan. The first phase of development should include the uses of highest coastal priority: public beach parking and improved beach access.

If the criteria outlined above are followed, development of housing on a portion of this parcel would be consistent with the following Coastal Act policies: 30211 (Public Access), 30212 (Provisions for Public Access in New Developments), 30210 (Maximum Access), 30230 (Marine Resources), 30250 (Concentration of Development), 30251 (Scenic Resources), 30253 (Geologic Stability).

COASTAL ACCESS

Four beach access points exist in this coastal neighborhood. All are currently unimproved, but are established by frequent use. The most northerly of these accesses is located on the north side of the existing Pedro Point Shopping Center. This access is a trail along the low bank of San Pedro Creek, most of which is in the Headlands-San Pedro Beach neighborhood to the north. This access trail leads through residentially developed frontage on the beach and should be clearly signed. Signing should occur both at the actual access and at the edge of Highway 1 for those using the beach parking on Linda Mar Boulevard.

The second informal beach access is west of the first; a dirt access road used by the residents on the north side of the berm. The developed access to this area should be part of the proposed adjacent commercial development which may include removing part of the unused railroad berm and providing visual and physical access to the beach. Alternatives to berm removal are preferred.

The third access is down the steep bluffs to the cobble beach on the north side of Shelter Cove. Because of public safety problems, particularly landsliding and rock falls, the existing informal access should be allowed to continue, but should not be promoted. The fourth access, Shelter Cove, the sandy pocket beach and the only access to the rocks called Point San Pedro (actually located in unincorporated County), should be retained in private ownership, but set aside for public use. As a part of development proposed for the area, the access road should be improved. Public beach parking should be provided. Because of the isolated location, small area, and confined nature of the beach, public use should be available but not promoted. Should the State wish to operate and manage this area in the future, the area should be actively promoted for diving.

The Pedro Point-Shelter Cove area is served by the County inter-City bicycle trail system and the City's north-south pedestrian-bicycle pathway. Both routes parallel Highway 1. An extension from the City pathway is proposed from Highway 1 west to the vista point/museum proposed at Tobin Station. The route would follow San Pedro Avenue to Danmann; and west on Danmann. The County's trail will eventually continue south along the Devil Slide bypass and along the coast to the coastal communities and beaches to the south.

Highway 1 provides regional access to Pedro Point and indirectly Shelter Cove. The highway is four lanes at San Pedro Avenue. CalTrans' proposed safety and operational improvements include improvements to the San Pedro Avenue-Highway 1 intersection. Just past

San Pedro Avenue at the City line the highway becomes two lanes as it crosses Devil Slide south of the City. Because of continual movement on Devil Slide, CalTrans plans on eventually relocating the roadway. The proposed bypass would result in realigning Highway 1 south from the Linda Mar intersection in Pacifica. When the bypass is built, a decade or more in the future, the San Pedro Avenue intersection with Highway 1 will be realigned again. Proposed vitalization of the commercial area suggests that rather than continue San Pedro Avenue on its existing alignment, it should be relocated to connect to Linda Mar Boulevard on the west side of Highway 1. CalTrans agrees that this would be preferable to a second realignment, but feels the actual relocation would be a private or City expense.

Traffic movement within the residential portion of the neighborhood is adequate. Special street standards exist here which protect the rustic character of the area and should be continued. Local access to Shelter Cove off Danmann is adequate for the existing level of use, but should any new development occur at the cove, safe and more dependable access should be built and maintained. The minimum standard for both Pedro Point and Shelter Cove should be adequate emergency vehicle access, fire, police, and paramedic services.

ACCESS COMPONENT

An important part of coastal planning under the 1976 Coastal Act in California is identifying and protecting public access to the shoreline. Two kinds of access are important in Pacifica: east-west access from the closest public roadway; and north-south along the water's edge. The Access Component identifies and discusses 21 east-west access points in detail. (See Beach Access Map). However, this specific discussion is not meant to preclude, or in any way allow blockage of, the unobstructed north-south movement now enjoyed by the public on Pacifica's sandy beaches. Public north-south (lateral) access along the sandy beaches will be achieved in new developments by dedication.

Pacifica's coastline is interrupted by three large promontories: Mori Point, the Headlands and Point San Pedro. The last of these, Point San Pedro, itself lies outside the City boundary. Traditionally, the public has gained access to the rocky shores of these promontories. Where this access is safe, the Access Component suggests that it be continued and encouraged. Where it is dangerous, because of sheer cliffs, rock falls, and daily tidal inundation of strip beaches, the Access Component has suggested existing public access not be blocked. However, access to these marginally safe points should not be encouraged by public signing, formal trails or stairways, etc.

Coastal access is discussed generally in the Coastal Land Use description. In this section, each proposed access point is discussed specifically. Further, general criteria for providing structures and trails, particularly dealing with appearance, discouraging vandalism and maintenance, are included in the Plan Conclusion section which follows Coastal Access.

Each Local Coastal Program (LCP) is required to have a separate Access Component to assure that "maximum public access to the coast and the public recreation area is guaranteed" - (Section 30500a, California Coastal Act of 1976). The Coastal Act establishes goals to be used as guides in establishing local programs (Section 30001.5). The following goals indicate the desired end of the planning effort:

1. Protect, maintain, and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources.
2. Assure orderly, balanced utilization and conservation of Coastal Zone resources taking into account the social and economic needs of the people of the State.
3. Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
4. Assure priority for coastal-dependent development over other development on the coast.

5. Encourage State and local initiative and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the Coastal Zone.

The Act also presents policies which provide the standards for determining adequacy of the local coastal programs (Section 30200). The policies in the Act regarding access are as follows:

1. Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from over use. (30210)
2. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. (30211)
3. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:
 - (a) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources;
 - (b) Adequate access exists nearby; or
 - (c) Agriculture would be adversely affected.

Dedicated accessway would not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. (30212)

4. Wherever appropriate and feasible, public facilities, including parking areas of facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or over use by the public of any single area.

The City of Pacifica has 6.3 miles of coastal frontage, three-quarters of which is in private ownership. The objective of the City is to place as much as possible of this beach frontage in public ownership, although funds to achieve this, even from outside agencies, will be limited. Priorities have been set for the purchase of key beach areas. The inevitability of some private development on the remainder of the beach frontage, carefully regulated within the parameters of the Coastal Act, has been accepted. Consistent with the State

Constitution,¹ the 1976 Coastal Act and the State Map Act,² private development on the coast will be required to provide beach access. In the locations where access is not needed or is undesirable, the developer will be required to pay a fee which will be applied elsewhere to facilitate access.

This report focuses on 21 developed accesses. This does not imply that other privately owned, undeveloped property should not be required to provide public beach access. Generally, where ownership is private and anticipated to remain so, it is the intent of the City to require the owner/developer to provide and maintain access.

In studying Pacifica's existing coastal access, some Citywide needs became apparent. Rather than dealing with them repetitively for each access, it is pertinent to review them here:

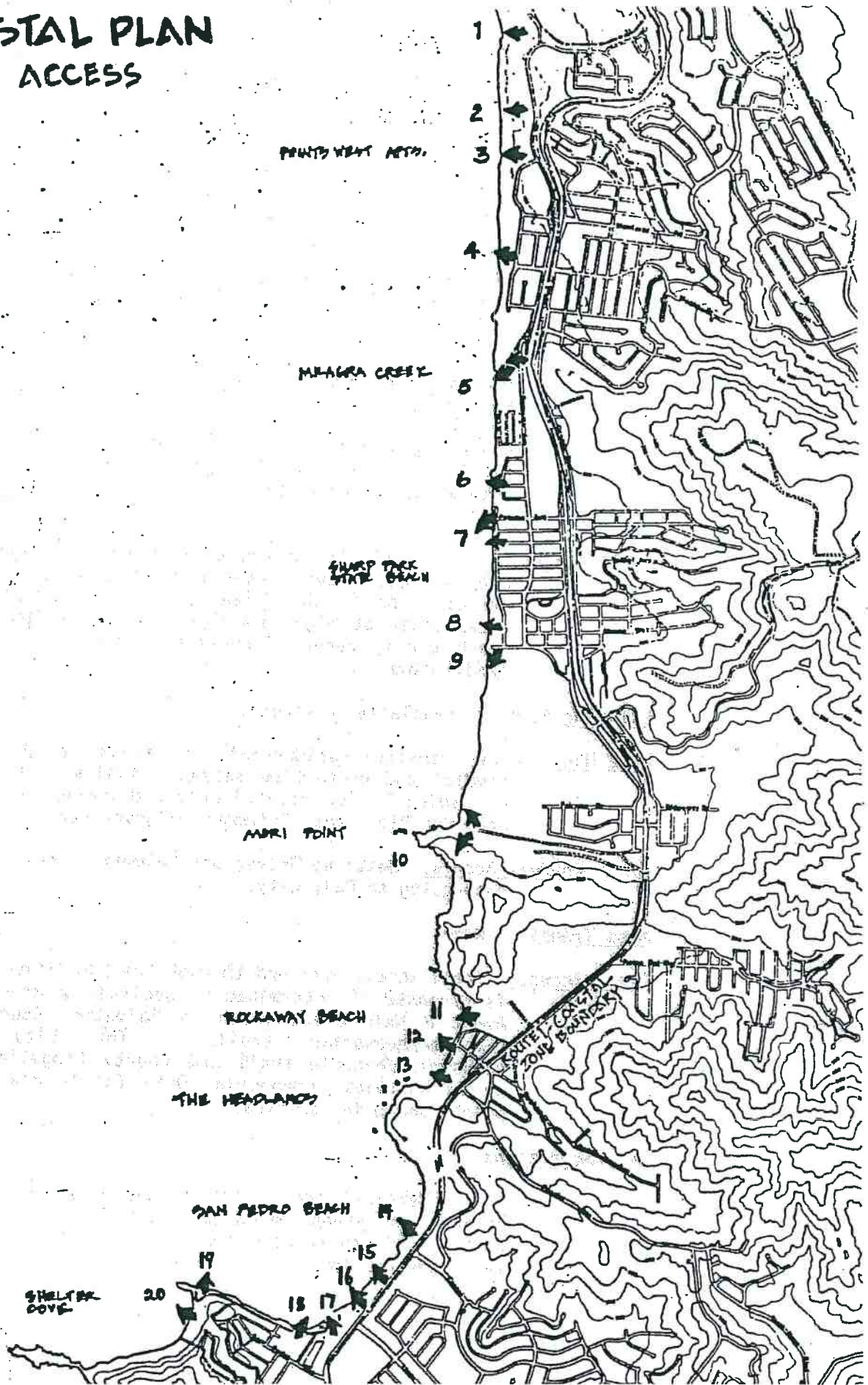
1. Because of geotechnical and environmental conditions throughout the area, a protective open space zone will be established along the City's entire coastline. Access built within this zone would have to be preceded by geotechnical and, where pertinent, biological studies indicating the type of access, if any, which would protect the environment and public safety.
2. The City will initiate a uniform beach access and parking signing program. Funds will be sought from the Coastal Conservancy and local volunteer groups. The Chamber of Commerce should add these accesses to its City Map as they are developed.

1 Article XV, Section 2: No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay, inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right-of-way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such law as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people),

2 No local agency or jurisdiction shall approve either tentative or final map of any subdivision fronting on coastline or shoreline which subdivision does not provide or have available reasonable public access by fee or easement from public highway to land below the ordinary high water line on any ocean, coastline, or by shoreline within, or at a reasonable distance. (State Map Act, Section 66478.11).

3. The City will develop a Citywide bicycle/pedestrian pathway system. This integrated system will link the coastal and inland neighborhoods with a Citywide north-south trail, the County Ridgeline Trail. (For more details see the Circulation Element of the General Plan).
4. Pacifica recognizes the importance of coastal access and is committed to work actively to achieve this vital key to its coastal image. The City will seek funding assistance for acquisition and development of as many public access points as possible; and will regulate development so that the access provided will be consistent with the Coastal Act. Maintenance of publicly owned access is an item of major concern. Currently, State and Federal agencies do not fund maintenance for facilities they develop. The obligation to maintain facilities may affect the pace with which Pacifica is able to pursue public acquisition, but the desire of the City remains constant. Every effort will be made to seek new and creative alternatives to provide funding for the ongoing expense of publicly owned beach accesses and support facilities.
5. The availability of all beach accesses should be clearly signed on major highway accesses, as well as on major local streets and at the site itself.
6. Citywide, the design of beach access stairways and trails should recognize the potential for vandalism and designs should be selected accordingly.

COASTAL PLAN BEACH ACCESS



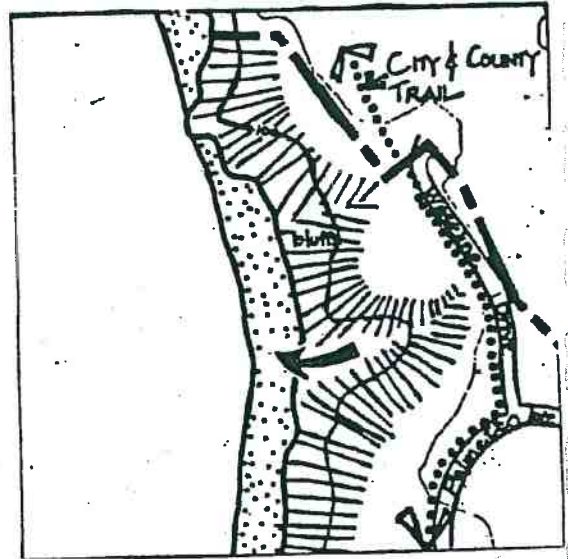
1. NORTH CITY BOUNDARY, FAIRMONT WEST

Location: Bluff-top and face west of Westline Drive, just south of the Daly City-Pacific boundary.

Ownership: Private.

Beach Use: Isolated beach experience, walking, jogging, surf fishing, rock fishing.

Topography, Natural Environment: High bluffs on unconsolidated beach deposits topped by dune deposits. Bluff face covered with North Coastal Bluff Scrub, sensitive to human use. Bluff-top dune area totally disturbed by past development of the Oceanshore Railroad.



Public Safety: Coastal bluffs subject to a high rate of erosion. Deep ravines leave little bluff-top area. Erosion rate averages one to three feet per year. Portions of beach under water at high tide. Local landsliding a danger to beach users; runoff increases potential for erosion and landsliding.

Existing Access: Available on street.

Land Use: Low density residential in areas which geotechnical studies and protective setbacks indicate are safe. Area not suitable for coastal-oriented commercial uses. (See Land Use Plan, West Fairmont Neighborhood).

Local Roadway Access: Westline Drive, off Palmetto, local street connecting to Daly City.

Mass Transit: None.

Trail Access: Trail access over and through the bluff-top properties is proposed if determined by geologic studies to be safe. About a half block south on Palmetto, County/inter-City bicycle/pedestrian trail. The City north-south pedestrian/bicycle trail and County Ridgeline Trail pass by on Westview, connecting Daly City's beach areas with points south in Pacifica.

Recommendations:

- (1) Vertical access not to be developed in this area because of steep, eroding bluff area. The bluff-top access trail shall be designed to assure public safety and avoid adverse impacts on eroding bluff edges.

(2) If development of a bluff-top trail is determined to not be geotechnically safe, the developer should be required, in lieu of providing on site bluff-top access, to pay a fee to the City which shall be used for development beach access at a more desirable location, specifically any access project identified in the LUP.

(3) Although developed vertical access is not recommended for this location, developed vertical beach access will be provided at Mussel Rock Park, approximately 2,000 feet to the north in Daly City and approximately 2,000 feet to the south of the proposed residential development.

(4) Motorcycles frequently abuse this bluff-top area. The area should be posted restricting motorcycles and dirt bikes and, since the area crosses City boundaries, the Daly City and Pacifica Police Departments by joint agreement should enforce the restriction.

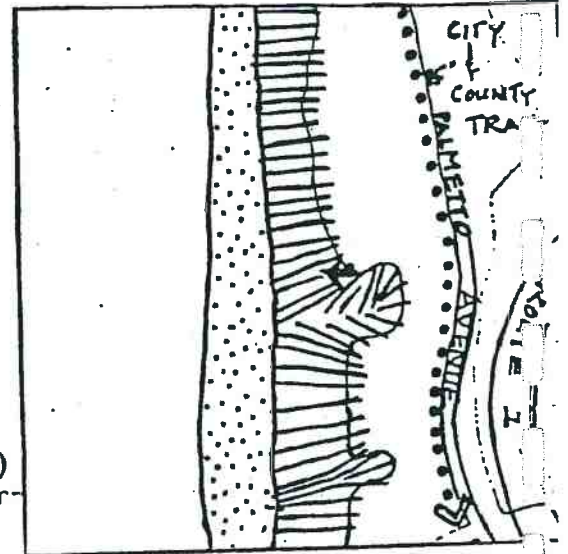
2. WEST FAIRMONT FOREDUNE

Location: Bluff-top west of Palmetto, north of Dollar Radio Station.

Ownership: Private.

Beach Use: Isolated beach experience, jogging, walking, surf fishing, swimming.

Topography, Natural Environment: Exposed sandy beach backed by high coastal bluffs (about 100 feet) of unconsolidated deposits overlain with dune deposits. Vegetative habitat Foredune and North Coast Bluff Scrub (human trampling increases erosion). Bluff subject to high erosion hazard (average one to three feet per year) and landsliding.



Public Safety: Emergency access difficult, isolated, low to moderate hazard to user.

Existing Access: Informal pathway established over the years is very steep and difficult; no improvements; primary users are from adjacent neighborhood; no signing. Use causing disfiguring erosion, users unregulated from scrambling and climbing on adjacent bluff area.

Existing Parking: Available on street.

Land Use: Low density residential, subject to findings of geotechnical and biological investigation, hazard setback and requirement for providing developed public access. Area not competitive with other existing and proposed visitor-destination areas. (See Land Use Plan, West Fairmont Neighborhood).

Local Roadway Access: Palmetto Avenue.

Mass Transit: Local bus service along Palmetto.

Trail Access: County/inter-City bicycle trail system and City north-south pedestrian/bicycle path parallels Palmetto. The County Ridgeline Trail also follows this route.

Recommendations:

- (1) Vertical beach access is not proposed because the high cliffs are subject to erosion and such access would not be consistent with public safety or the protection of the fragile coastal resources. Trail access through the bluff-top properties shall replace the requirement for beach access. The location of the trail should be determined by geological studies to ensure safety and

stability of the trail. The trail should be designed to discourage scrambling on the sensitive bluff face.

(2) Location of the trail access should be clearly designated by a sign on Palmetto and designed to reduce or minimize conflict between the residents and public using the access.

(3) The access should be provided by the developer of the bluff-top area and should be open to the public but owned and maintained by the development or an appropriate public agency.

(4) Adequate off-street parking should be provided for the residents in the new development, so that beach users can continue to use the on-street spaces.

3. POINTS WEST APARTMENTS

Location: Palmetto at Esplanade.

Ownership: Private.

Beach Use: Surf, fishing, walking, jogging, beachcombing.

Topography, Natural Environment: High bluffs of unconsolidated deposits. The area between the street and the stairs is open; grass maintained by the apartment complex.

Public Safety: Emergency access is via the developed accessway or along the beach; stairway is steep; the beach is isolated. Generally a low to moderate hazard to the beach users.

Existing Access: A wooden stairway to the beach about 100 feet below is owned and maintained by the apartment complex, but available to the public. There is a problem with vandalism to the stairway.

Existing Parking: Available on-street parking on Esplanade and Palmetto.

Land Use: Continue the existing multiple-family use.

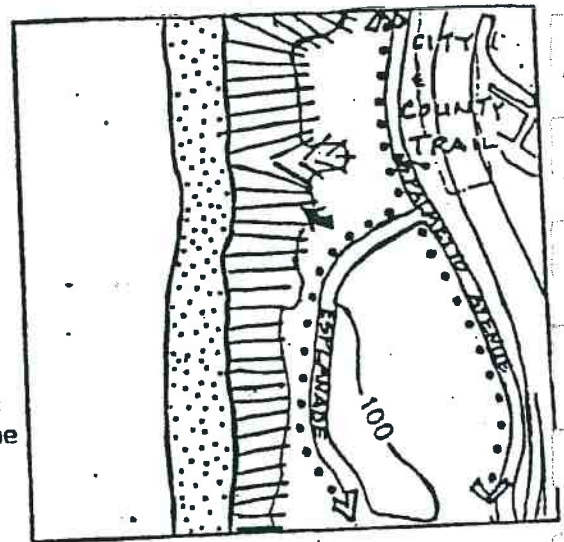
Local Roadway Access: Palmetto and/or Esplanade.

Mass Transit: Local bus service on Palmetto.

Trail Access: County/inter-City bicycle trail and County Ridgeline Trail along Palmetto, City pedestrian/bicycle trail along Esplanade.

Recommendations:

- (1) Encourage the owner to continue to maintain stairway and keep it open to the public.
- (2) Install a sign indicating public access to the stairway.
- (3) New development in the area should provide adequate off-street parking for its occupants to ensure that on-street parking continues to be available for visitors.
- (4) Supplement on-street parking with a parking lot on the west side of Esplanade at Manor Drive 2,000 feet south. (See Access Point 4).



4. ESPLANADE AT MANOR

Location: On the west side of Esplanade at Manor Drive.

Ownership: The bluff-top is in private ownership; beach in public ownership.

Topography, Natural Environment: Steep bluffs of unconsolidated deposits, topped with dune deposits. Bluffs are covered with North Coastal Bluff Scrub. Dunes are covered with Fore-dune vegetation.

Public Safety: Area now protected by sand fence. Bluffs less steep than further north (See Access Points 1-3), but informal, unregulated access accelerates bluff erosion. Landsliding is a problem.

Existing Access: Undeveloped and unregulated, scrambling down bluff.

Existing Parking: On-street, conflicts with existing residential on-street parking, currently about 25 spaces. View of ocean from parking blocked by sand fence.

Land Use: Public ownership is the preferred use for the southern approximately 2.5 acre parcel otherwise Visitor-Serving Commercial, beach parking lot with developed beach access and Medium Density Residential use on the northern parcel. (Amended October 24, 1984, #1-84).

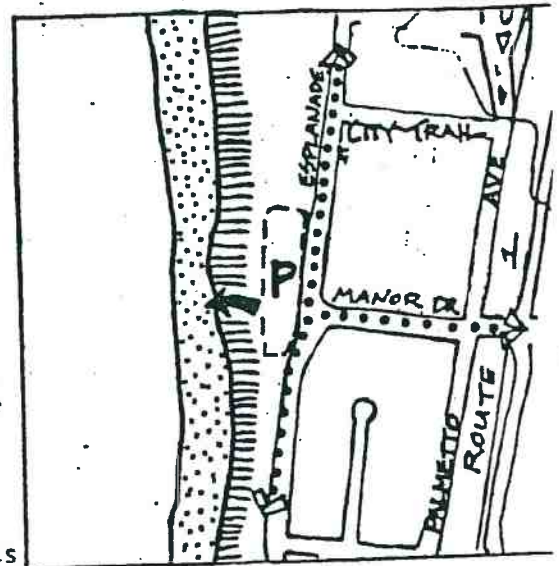
Local Roadway Access: Esplanade.

Mass Transit: Local bus service.

Trail Access: City north-south pedestrian/bicycle path along Esplanade.

Recommendations:

(1) The southernmost of the two vacant parcels on the west side of Esplanade at Manor be developed as a fisherman overlook and parking lot to disperse fishermen access parking and relieve resident-visitor parking conflicts. Parking and vertical beach access could be developed by a public agency or in conjunction with commercial development of a portion of the property or residential development of the adjacent vacant parcel. Improvements should include surfacing, developed beach access and landscaping.



(2) Beach access should be designed to channel users to the stairs or pathway. It should be low maintenance and designed as part of the parking lot. Exact placement and structural requirements should be based on geotechnical and biological studies.

(3) The parking lot should be designed to provide as much ocean view parking as possible for fishermen, while protecting the view from the beach. Drainage should be carefully designed to protect the bluffs from additional runoff erosion. The lot should be landscaped to enhance its relationship with the adjacent residential street. If provided with public funds, 40 spaces should be provided; if part of private development, 20 off-street beach parking spaces should be provided. Currently, 25 on-street spaces meet the need, but access is unimproved and fencing prevents viewing the ocean. (See Coastal Plan Background Report, Public Works).

(4) Signs should be placed clearly designating beach parking and developed beach access.

(5) No physical beach access is required on the vacant, residential parcel, however, the payment of a fee in-lieu of access (park land dedication fee) is required at the time of development approval. This fee shall be used to either assist in the public acquisition of the adjacent southern parcel or assist in the provision of access improvements on that site whether publicly or privately developed. If these funds are not needed (i.e., access improvements on the southern parcel are completed prior to development approval on the northern site) for the adjacent site, they shall be used to provide beach access elsewhere within the City.

If the southern, commercially designated parcel is not acquired by the public and is developed privately, the provision of a 20 space parking lot for beach users and an improved vertical beach access on the site shall be required as a condition of development approval. (Amended October 24, 1984, #1-84).

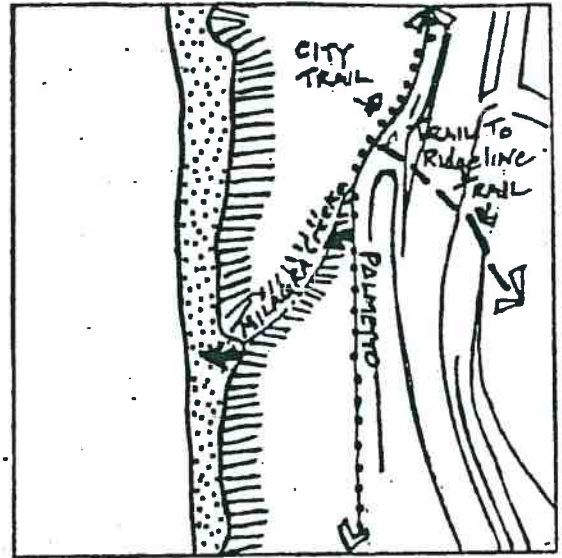
5. SOUTH BANK OF MILAGRA CREEK

Location: South bank of Milagra Creek along Palmetto Avenue.

Ownership: Private.

Beach Use: Surf fishing, walking, jogging, beachcombing.

Topography, Natural Environment: Coastal bluffs of unconsolidated material and steep creek banks, backed by dune deposits. The bluff face is covered with North Coastal Bluff Scrub sensitive to human use. The bluff-top dune area has been disturbed by previous grading and no longer supports dune vegetation.



Public Safety: The erosion rated depends upon the flow in the creek. This access would be closed in the winter months when the creek is carrying water.

Existing Access: Over the years a path has been beaten down the south bank of Milagra Creek from Palmetto Avenue. No signs exist.

Existing Parking: On-street parking along Palmetto to be removed when campground is developed.

Land Use: Proposed low and moderate income visitor-commercial use, such as overnight campground for recreation vehicles.

Local Roadway Access: Palmetto Avenue; the site is also visible from Highway 1, close to the southbound entrance to Highway 1.

Mass Transit: Local bus route on Palmetto.

Trail Access: County/inter-City trail and City north-south trail along Palmetto. Pedestrian overpass crosses Route 1 immediately to the east. County Ridgeline Trail uses overpass to reach Milagra Ridge and other inland ridges.

Recommendation:

(1) The developer of the visitor-serving commercial site on the bank of Milagra Creek should provide developed public beach access. The location of the access should be based on geotechnical studies and integrated into the design for the commercial area in such a way that it will be available to the public from Palmetto and will not conflict with the commercial use. The area picked should provide adequate space for access and some public beach

parking to replace that removed by developing the campground.

(2) The access should be designed to keep people on the path or stairway. The appearance of the access from the beach also should be considered in its design.

(3) Maintenance of the access should be a part of the commercial development.

(4) Since the on-street parking will be removed when the campground is developed, the developer should provide some off-street public parking at the access area. The adjacent visitor-serving commercial area to the south of the proposed campground should also provide beach visitor parking.

(5) The developed access should be signed to indicate availability to the public.

(6) Since the site is highly visible, the appearance of the commercial development should be attractive and the parking area and access landscaped to encourage its use.

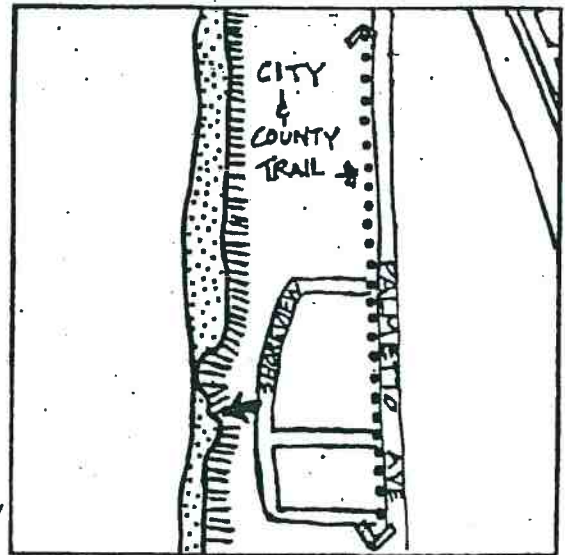
6. SHOREVIEW

Location: North-south portion of Shoreview Avenue.

Ownership: Public easement, beach in public ownership.

Beach Use: Surf fishing, walking, jogging, beachcombing.

Topography, Natural Environment:
Moderately high bluffs of unconsolidated material. Bluff-face is disturbed and undeveloped, occupied with detached, single-family homes.



Public Safety: Bluff face seriously eroding, threatening existing residential development. Access to easement is blocked to keep activity from aggravating serious erosion problem. High potential for landslides; beach virtually disappears at high tide.

Existing Access: Blocked by a fence to protect bluffs from trampling and increased erosion, no signing.

Existing Parking: On-street, Shoreview.

Land Use: Low density single-family residential. Should existing units be removed, land would be designated open space to protect remaining development from coastal erosion.

Local Roadway Access: Shoreview, which has two entrances to Palmetto.

Mass Transit: Local bus service on Palmetto.

Trail Access: County/inter-City bicycle trail and City north-south pedestrian/bicycle path, both along Palmetto.

Recommendations:

(1) Beach access not be developed while existing bluff-top homes remain due to risk of aggravating bluff erosion. Should the homes be removed, the land should be designated open space zone to prevent future development. At that time, the City's beach access easement could be developed and signed in the manner judged safest to focus public coastal access at a single point. The remainder of the then vacant bluff-top area should be protected to prevent random scrambling down the bluff and related erosion problems.

(2) Adequate parking will be available along Shoreview should existing homes be removed.

7. SANTA MARIA-BEACH BOULEVARD

Location: At the north end of Beach Boulevard, opposite its intersection with Paloma.

Ownership: Public. State Department of Parks and Recreation and Department of Fish and Game designated Fishing Access Point.

Beach Use: Surf fishing, pier fishing, walking, jogging, ocean viewing, beachcombing.

Topography, Natural Environment: Coastal bluffs about 15 feet high, subject to average rate of erosion of one foot per year. No vegetation.

Public Safety: Good. Some danger to user climbing down 15-foot high bluff.

Existing Access: No developed access, but entire area is open to scrambling down the bluffs. No signs.

Existing Parking: On-street on east side of Beach Boulevard. Conflict with existing residential development on east side of Beach Boulevard, most of which has inadequate off-street parking.

Land Use: Fishing pier, undeveloped public open space.

Local Roadway Access: Beach Boulevard.

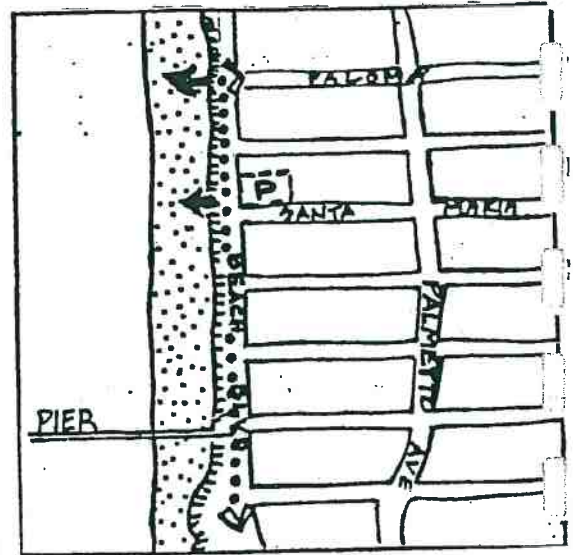
Mass Transit: Local bus service one block east on Palmetto.

Trail Access: Separated pathway on the west side of Beach Boulevard.

Recommendations:

(1) Sharp Park Beach is designated as a Fishing Access Point by the State Department of Fish and Game, but no facilities have ever been provided. The City should encourage funding by the State Department of Fish and Game to develop beach access, probably a stairway. The structure should be engineered for the expected rate of erosion and/or any future bluff protection work anticipated to be necessary to protect Beach Boulevard and the pedestrian/bicycle path. Once developed, the City should operate and maintain the structure.

(2) This stairway should be placed so that it is clearly visible from Beach Boulevard.



(3) The developed access should be clearly signed on Beach Boulevard.

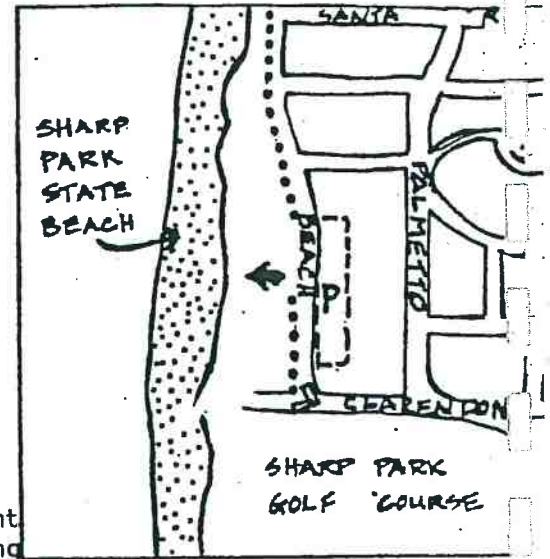
8. SHARP PARK BEACH FRONTAGE SOUTH OF PIER

Location: West of Beach Boulevard, south from Santa Rosa.

Ownership: Public, except for the bluff-top area south of the City's Wastewater Treatment Plant.

Beach Use: Pier fishing, surf fishing, walking, jogging, beach-combing, ocean viewing.

Topography, Natural Environment: Low bluffs, six feet or less in height, west of Beach Boulevard and south of Wastewater Treatment Plant is one of the few remaining Coastal Fore-dune areas.



Public Safety: No extraordinary hazard.

Existing Access: Unlimited from west side of Beach Boulevard. No access or directional signs, except for 'no parking' signs.

Existing Parking: Diagonal spaces on west side of Beach Boulevard, abutting the pedestrian/bicycle path; vacant bluff-top frequently used for parking despite posted 'no parking' signs.

Land Use: State beach, bluff-top area west of Beach Boulevard subdivided but undeveloped, except for four dwellings: two at the north end of the area, and two on Clarendon. This is the area now illegally used for parking. Proposed land use is beach-oriented recreation area with developed beach access. A parking area is proposed on the east side of Beach Boulevard opposite this recreation/access area.

Local Roadway Access: Beach Boulevard.

Mass Transit: Local bus route on Palmetto Avenue, one block east.

Trail Access: City's north-south pedestrian/bicycle path parallels the west side of Beach Boulevard.

Recommendations:

(1) The area between the fishing pier and treatment plant should be clearly signed to encourage public use.

(2) Parking should be prohibited on the bluff-top west of Beach Boulevard and the area should be placed in public ownership and developed as a recreation area with clearly signed beach access.

(3) Diagonal parking spaces on the west side of Beach Boulevard should not be expanded to obstruct access to the proposed recreation area.

(4) The City should encourage the Department of Fish and Game to develop beach access from the vacant bluff-top area for fishermen.

(5) There will be a high demand for parking in this area with removal of illegal bluff-top parking. This area also is the closest parking for the Sharp Park Municipal Golf Course beach frontage. An off-street parking area for 30 cars is proposed on the east side of Beach Boulevard south of the Wastewater Treatment Plant. These 30 spaces should be provided as part of the private development on the site.

(6) The City should seek funding to develop the bluff-top beach recreation area.

(7) The City should operate and maintain the recreation area, beach access and parking area.

(8) Beach parking, recreation and beach area should be clearly signed.

(9) Combined commercial, beach and residential parking should be provided in the commercial area along Palmetto to supplement fishermen parking on the east side of Beach Boulevard. Pier fishermen and other beach users are not as dependent on beach overlook parking as the surf fishermen. In addition, they can carry most of their gear with them. About 35 parking spaces are suggested for Palmetto, with future growth to 138 in the entire area.

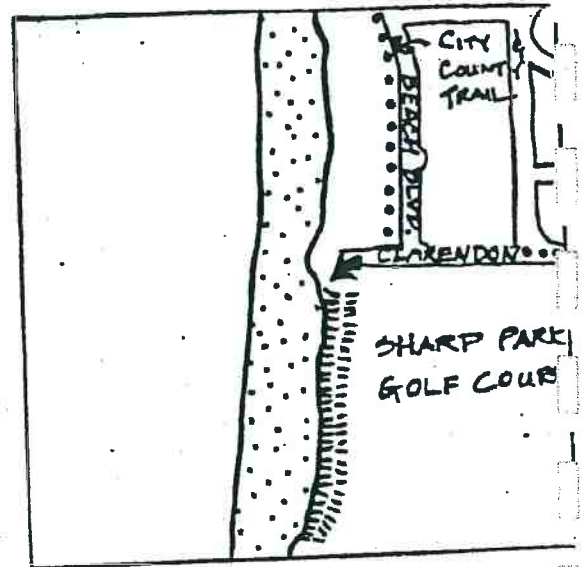
9. CLARENDON ROAD

Location: The west end of Clarendon, west of the intersection with Beach Boulevard.

Ownership: Public.

Beach Use: Surf fishing, walking, jogging, beachcombing.

Topography, Natural Environment: Very low bluffs covered over with a protective berm for the Sharp Park Municipal Golf Course and Laguna Salada marsh. The Laguna Salada is a very sensitive wildlife habitat.



Public Safety: No extraordinary hazard.

Existing Access: Unimproved roadway for maintaining berm.

Existing Parking: About fifteen unmarked spaces on Clarendon.

Land Use: Public beach access.

Local Roadway Access: Beach Boulevard to Clarendon, or Clarendon Road.

Mass Transit: Local bus service on Palmetto, one block east.

Trail Access: City north-south pedestrian/bicycle path along Beach Boulevard turns east on Clarendon to Francisco.

Recommendations:

- (1) Pacifica and City and County of San Francisco should restrict private cars from the berm and beach at this access. The access could be designed so that truck and other maintenance equipment could still gain access.
- (2) Additional off-street parking should be provided on the east side of Beach Boulevard. (See Access 3).
- (3) On-street parking on Clarendon should be improved.
- (4) Access should be clearly signed and directional signs should be provided.
- (5) Multiple purpose parking is suggested for Palmetto to protect Beach Boulevard from becoming entirely asphalted and to protect existing low and moderate income housing.

(6) Human intrusion into the wetlands area on the golf course property should not be encouraged.

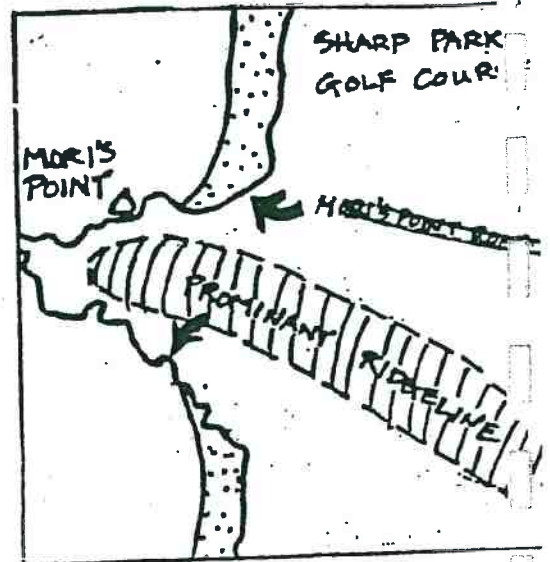
10. TOP OF MORI POINT (NOTE: The City of Pacifica approved amendments to the Access Component in July 1988, however, the LUP amendments have not yet been submitted to the Coastal Commission for approval).

Location: Top of Mori Point Ridge, west end.

Ownership: Private.

Beach Use: Rock fishing, tidepooling, diving (access from water).

Topography, Natural Environment: Steep, rocky bluffs of resident bedrock, cobble beach. Point covered with North Coastal Bluff Scrub and Coastal Prairie vegetation which has low tolerance for human use.



Public Safety: Very poor. Area subject to rockfalls; beaches narrow and disappear at high tide.

Existing Access: By rope from top of bluff.

Existing Parking: Top of bluff, undeveloped road and parking area.

Land Use: Existing use is grazing; proposed designation is 'prominent ridgeline' which would restrict development to areas of the property under 35 percent slope and less visually obtrusive.

Local Roadway Access: Mori Point Road.

Mass Transit: None.

Trail Access: By foot on informal trail from end of Mori Point Road.

Recommendations:

(1) Access should not be developed but those hardy rock fishermen experienced and willing to assume responsibility for themselves can continue to use the area for access to the rocks below. Because of the vulnerability of the vegetation to human trampling and resulting erosion, access should be limited to hikers instructed by signs to keep to the trails.

(2) Limited public parking should be provided as part of the future development at the end of Mori Point Road.

(3) The trail and access area should not be signed. The general public should not be encouraged to use this area, but specialized users should not be restricted.

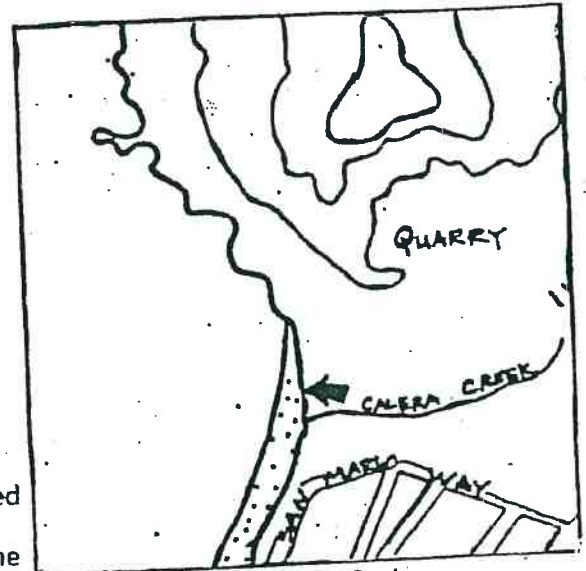
11. ROCKAWAY QUARRY-CALERA CREEK

Location: Mouth of Calera Creek, just north of Rockaway Beach commercial area.

Ownership: Private.

Beach Use: Surfing, beachcombing, walking, sunbathing.

Topography, Natural Environment: Bluffs dropping six feet to the sandy north end of Rockaway Beach; the area immediately behind the bluffs is disturbed open space now part of the working quarry operation. One area of gentle slope leads to the beach just south of the creek mouth, which is contained in a culvert.



Public Safety: No extraordinary hazard when quarry operation is complete. (Steep rock bluffs at north end of beach).

Existing Access: Undeveloped and discouraged by intensive activity of the quarry operation. Six foot bluffs discourage access although a gentle slope to each exists, just north of San Marlo Way.

Existing Parking: None.

Land Use: Rock quarrying. Proposed use is for a planned development, including visitor commercial, neighborhood commercial, offices and high density residential. A marina and civic center are also possibilities for this large acreage, depending upon off-shore feasibility studies and fiscal constraints. If a marina were to be built, beach access would be cut off.

Local Roadway Access: None.

Mass Transit: None.

Trail Access: None.

Recommendations:

- (1) If the marina is determined not to be feasible, then the developer of the quarry should provide developed beach access. This access should be designed into the commercial development so that it is obvious and integral. Parking should be provided close to the access so that beach parking will not conflict with parking for the coastally dependent commercial activities, i.e., restaurants, small shops, etc.

(2) The internal roadway system developed for the new commercial area should provide vehicle, bicycle and pedestrian access to beach parking.

(3) Beach parking and developed access should be clearly posted, both at the site and on the service road and highway.

(4) The developed beach access should be a ramp or stairway down the bluffs, or the bluffs could be graded to provide on-grade access while providing proper protection from tidal waves for inland areas.

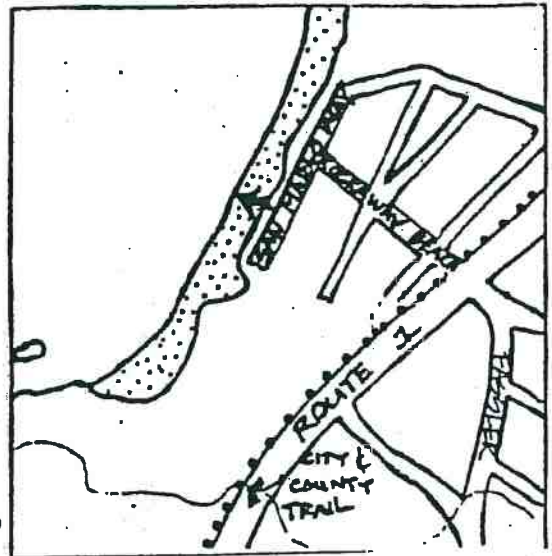
12. ROCKAWAY BEACH SEAWALL

Location: West end of Rockaway Beach Avenue.

Ownership: The seawall is privately owned; a public roadway easement parallels the top of the seawall.

Beach Use: Surfing, beachcombing, walking, sunbathing, ocean viewing.

Topography, Natural Environment: Past erosion has resulted in construction of a seawall along the length of San Marlo Way. The area behind the seawall is fully developed with visitor commercial uses.



Public Safety: No extraordinary hazards exist.

Existing Access: Stairway built into the seawall near the west end of Rockaway Beach Avenue.

Existing Parking: Twenty to forty spaces in the private parking lot developed on the public right-of-way.

Land Use: Visitor commercial uses including restaurants and a motel. Proposed land use is to continue, but vitalize the existing uses.

Local Roadway Access: Rockaway Beach Avenue.

Mass Transit: Local bus service along Highway 1, two blocks to the west.

Trail Access: Pedestrian/bicycle path parallel to Highway 1, two blocks to the west. Spur of City path proposed along frontage road on west side of Highway 1. County/inter-City bicycle trail along Highway 1.

Recommendations:

(1) Private owner continue to maintain seawall and beach access.

(2) Continue to allow public beach parking in adjacent parking lot. This parking should be supplemented by additional beach parking at the quarry and at the south end of Rockaway Beach.

(3) Post a sign indicating the location of the beach access and parking.

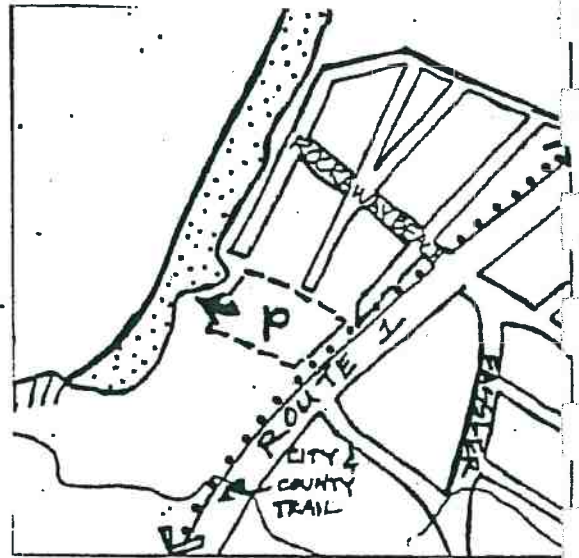
13. ROCKAWAY BEACH SOUTH END

Location: Undeveloped area at south end of Rockaway Beach.

Ownership: Private.

Beach Use: Surfing, walking, jogging, beachcombing.

Topography, Natural Environment: Gentle slope to beach, steep slopes of the Headlands on the south. Area behind beach and slopes of the Headlands covered with Coastal Prairie vegetation. Bluffs of Headlands, behind cobble beach, covered with North Coastal Bluff Scrub.



Public Safety: No extraordinary hazards.

Existing Access: Unobstructed across vacant, flat land.

Existing Parking: In commercial development.

Land Use: Vacant. Proposed use would be a peripheral and beach user parking lot to provide additional parking and circulation, allowing Rockaway Beach Avenue to become a pedestrian thoroughfare for tourists and beach visitors.

Local Roadway Access: Old County Road (south end of service road).

Mass Transit: Local bus service, on Highway 1, two blocks east.

Trail Access: Spur of City north-south pedestrian/bicycle path along Old County Road. County/inter-City bicycle trail along Highway 1.

Recommendations:

(1) A parking district be formed to acquire property and develop off-street parking for the Rockaway Beach commercial area. Part of this area is in CalTrans ownership. The beach frontage should be designated for public use and access from the parking lot to the beach designated and developed as necessary.

(2) The parking lot and beach access should be posted for public and beach use.

(3) Beach access would be maintained by the parking district. Adjacent to the beach access or elsewhere in the Rockaway Beach neighborhood, adequate beach parking should be provided. If provided on the cove site, the number of spaces which can be provided will depend on environmental conditions and design.

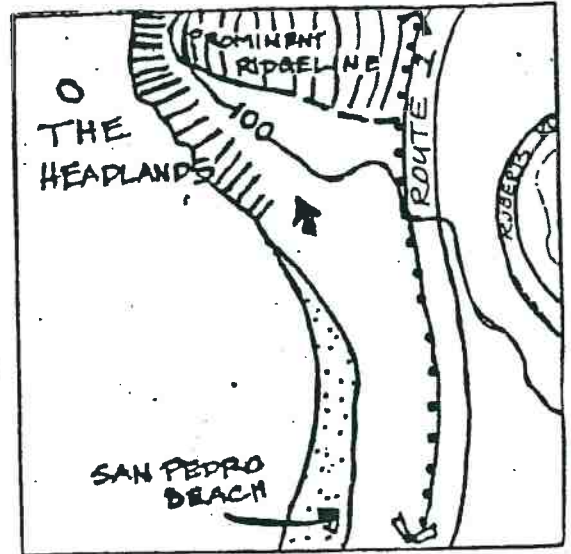
14. THE HEADLANDS

Location: The north end of San Pedro Beach.

Ownership: Private.

Beach Use: Tidepooling, rock fishing, diving (access from the water).

Topography, Natural Environment: Exposed cobble beach backed by steep cliffs of resistant bedrock, covered with Coastal Prairie vegetation. Human trampling of these vegetative habitats results in increased erosion. Tidepools.



Public Safety: Rockfalls and poor footing are primary threats to the public in this area.

Existing Access: From the north end of San Pedro Beach; level of use is low because of the distance which must be traveled by foot.

Existing Parking: Closest developed parking is 2,600 feet down San Pedro Beach. Illegal parking occurs on the north end of the beach, generally opposite the Crespi Drive intersection with Highway 1.

Land Use: Vacant. Proposed use, either purchase by the Coastal Conservancy, or other public agency, or limited coastal-dependent visitor-commercial uses, such as a small inn or restaurant.

Local Roadway Access: Highway 1.

Mass Transit: Highway 1.

Trail Access: County/inter-city bicycle trail along Highway 1.
City north-south pedestrian/bicycle path along Highway 1.

Recommendations:

(1) Access should continue to be from the north end of San Pedro Beach but undeveloped.

(2) Warnings of rockfalls should be posted.

(3) If the Headlands is purchased by the Coastal Conservancy, or some other public agency, a trail to the top from San Pedro Beach and from Rockaway Beach should be developed to provide controlled access to the spectacular coastal views available. If the Headlands is developed by private interests, a vista area should be incorporated

into the design, but the public should be restricted from wandering over the natural vegetation and increasing the erosion in the area.

(4) Signs indicating access should be appropriately posted, depending upon the nature of the development.

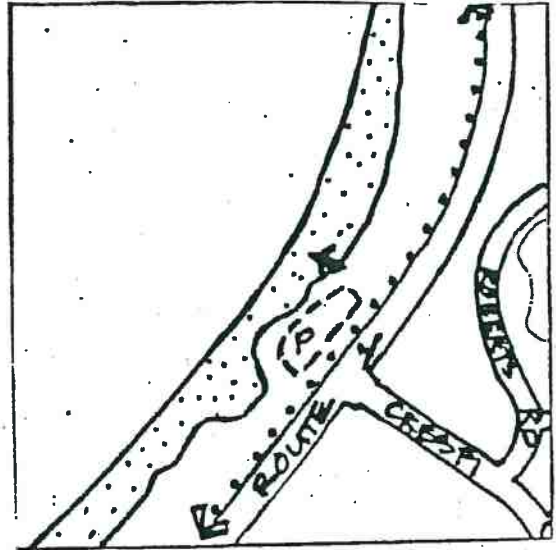
(5) Parking should be developed on the north end of San Pedro Beach, well removed from the sensitive habitat of the brackish marsh. Access to the parking should be from the Crespi-Highway 1 intersection, if possible. The lot should be posted as public parking. A sign in the lot should indicate the path to the Headlands' tidepools. Because of difficult access, over use of the area is not anticipated.

15. NORTH END OF SAN PEDRO BEACH

Location: West of Highway 1, from the Headlands south to the Rest Area.

Ownership: Private, but public acquisition for at least a part of this area is currently underway by the State Parks and Recreation Department. Funding is by Federal, State and County governments.

Beach Use: Swimming, picnicking, surfing, surf fishing.



Topography, Natural Environment: The bench for the old Oceanshore Railroad creates a man-made bluff on the north end of this beach. Behind this berm is a brackish marsh, fed by a culvert under Highway 1, which has the potential of supporting an endangered species. The most extensive area of Fore-dune vegetation remaining in the City lies between the sandy beach and the highway.

Public Safety: No extraordinary threats to public safety exist here.

Existing Access: Unrestricted.

Existing Parking: Developed parking at the south end of this portion of the beach at the Rest Area (120 spaces). Informal parking occurs within this area. Access to the informal parking is gained from Crespi extended across Highway 1.

Land Use: Vacant. State Beach proposed for the portion acquired by the State Department of Parks and Recreation. In the absence of funding for public purchase, the area left remaining after State acquisition should be designated for beach-related commercial uses.

Local Roadway Access: Highway 1.

Mass Transit: Highway 1.

Trail Access: County/inter-City bicycle trail, Highway 1; City north-south pedestrian/bicycle path, Highway 1.

Recommendations:

- (1) Unrestricted public access be continued in that portion of the beach under public ownership. If acquisition of the rest of this portion of the beach is not possible, each landowner should provide and maintain unrestricted public access.

(2) One-quarter acre of parking, modestly developed (a graded dirt access road and graded, unpaved parking area clearly delineated) should be provided close to Highway 1 at the Crespi intersection. This parking area should not be developed if biological study indicates it would have an adverse impact on the brackish marsh. This parking area should be developed and maintained by the City.

(3) When operational and safety improvements are completed on Highway 1, the vacant area east of Highway 1 and south of Crespi should be developed as a commuter beach parking lot to provide additional parking for in-season peak day use on the north end of San Pedro Beach.

(4) The City will be responsible for the maintenance of the portion of this beach in public ownership.

16. SAN PEDRO BEACH REST AREA

Location: On the west side of Highway 1, about half-way between the Crespi and Linda Mar intersection.

Ownership: The Rest Area itself is in public ownership, but the majority of the land on either side is privately owned.

Beach Use: Swimming, picnicking, surfing, surf fishing, ocean viewing.

Topography, Natural Environment: From the Coast Highway to the beach, the land is flat. The dune area has been disturbed and the Fore-dune vegetation is gone.

Public Safety: No extraordinary hazards exist.

Existing Access: Curb cut from Highway 1, but no sign indicates the public use or facilities.

Existing Parking: 120 asphalt spaces.

Land Use: Public rest area. The Rest Area is a local teen hangout. Vandalism of the public restrooms has resulted in their closure.

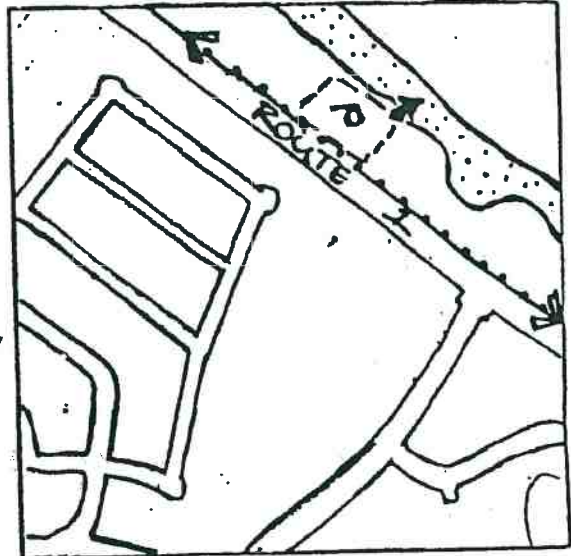
Local Roadway Access: Highway 1.

Mass Transit: Local bus stop nearby at shopping center.

Trail Access: County/inter-City bicycle trail parallels Highway 1; City north-south pedestrian/bicycle path parallels Highway 1.

Recommendations:

- (1) Continue the Rest Area, improve maintenance to include opening restrooms and additional policing.
- (2) Place signs along Highway 1, indicating the area's location and available beach access.
- (3) Provide parking facilities for bicycles.
- (4) Seek assistance from CalTrans to improve the visibility and safety of access to Highway 1 when making future operating and safety improvements.
- (5) SamTrans should have local buses stop at the Rest Area on request.



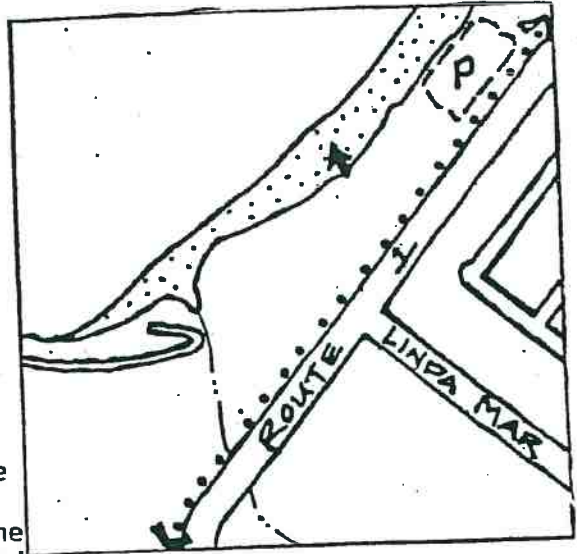
17. SOUTH END OF SAN PEDRO BEACH

Location: Area of San Pedro Beach to the south of the Rest Area, between the Rest Area and the mouth of San Pedro Creek.

Ownership: Small parcel, private.

Beach Use: Swimming, picnicking, surfing, surf fishing, clamming.

Topography, Natural Environment: Expanse from Highway 1 to water is generally flat. The Fore dune vegetation which once existed here has been obliterated by development. Some flooding during the winter is experienced in the area adjacent to the mouth of San Pedro Creek. San Pedro Creek is a locally important steelhead spawning area. The major threat to this spawning area currently is upstream urban runoff. The water quality is sufficiently good that the clams are not endangered.



Public Safety: No extraordinary hazards exist for beach users, except during flooding.

Existing Access: Unrestricted across undeveloped parcels, and around existing homes. One business has an unmarked, but developed beach access.

Existing Parking: The Rest Area off the shoulder of Highway 1 (120 spaces). On peak days, parking overflows into the lower Linda Mar Valley residential area on the east side of Highway 1 and into the shopping center parking lots on the east and west sides of Highway 1.

Land Use: Current use is single-family residential; proposed use is beach-related commercial.

Local Roadway Access: Highway 1.

Mass Transit: Highway 1, local residential bus service.

Trail Access: County/inter-city bicycle trail parallel to Highway 1, City north-south pedestrian/bicycle path parallel to Highway 1.

Recommendations:

- (1) Continue to seek public funds to acquire all of San Pedro Beach.

(2) If private development is inevitable, then each developer will have to provide conspicuously signed, unrestricted public access to the beach.

(3) Existing public access easements should be signed to indicate unrestricted public use.

(4) To relieve the peak use parking conflicts, a multiple use lot should be provided on Linda Mar Boulevard, one-half block east of the beach. Caltrans has demonstration funds available and will build the lot with SamTrans who will provide operation and maintenance. This lot will be primarily for commuters on weekdays, but will be available for beach users on weekends.

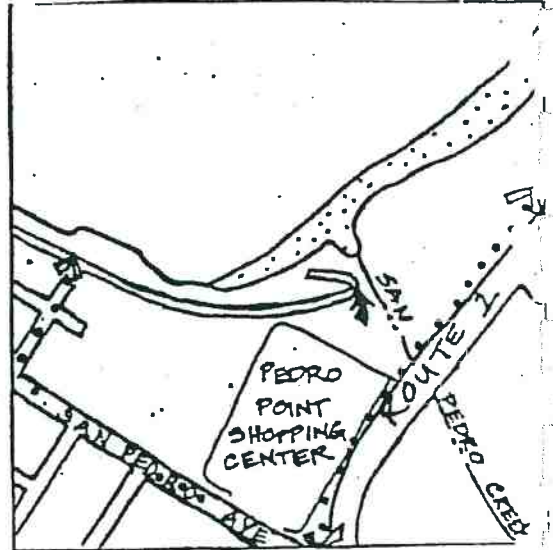
18. NORTH SIDE PEDRO POINT SHOPPING CENTER

Location: North end of the Pedro Point Shopping Center on San Pedro Beach.

Ownership: Private.

Beach Use: Swimming, picnicking, surfing, surf fishing, clamming.

Topography, Natural Environment: Beach deposits backed by unconsolidated deposits. Generally, the land area is developed and natural vegetation no longer exists.



Public Safety: No extraordinary hazards exist for beach users except during flooding of San Pedro Creek.

Existing Access: Informal trail, unrestricted across shopping center and privately owned residential property.

Existing Parking: Private parking required for shopping center, plus other beach-oriented parking, including commuter-beach parking lot on Linda Mar Boulevard; (See Land Use Plan: West Linda Mar Neighborhood description) and Rest Area.

Land Use: Existing retail commercial and single-family residential. Proposed beach-oriented commercial.

Local Roadway Access: Highway 1.

Mass Transit: Highway 1, local residential bus service.

Trail Access: County/inter-city bicycle trail, City north-south pedestrian/bicycle pathway; both parallel west side of Highway 1.

Recommendations:

- (1) The location of the beach access at the north end of the shopping center should be clearly posted.
- (2) The access trail itself should be clearly marked to protect homes in the area.
- (3) The trail should be maintained by the shopping center and homeowners in the area.

19. THE OCEANSHORE RAILROAD BERM

Location: West of the San Pedro Shopping Center between Livingston Avenue extended and Danmann Avenue.

Ownership: Private.

Beach Use: Swimming, picnicking, surfing, surf fishing.

Topography, Natural Environment: Exposed sandy beach backed by disturbed undeveloped open space, including the old Oceanshore Railroad berm about 80 to 100 feet in height. No native vegetative cover remains.

Public Safety: No extraordinary hazard after berm removed except perhaps during flooding of San Pedro Creek at high tide. Geotechnical investigation should precede removal of berm.

Existing Access: No direct access; around berm on steep, narrow dirt road.

Existing Parking: None.

Land Use: About ten vacant acres on the south side of the berm; railroad berm; single-family residential and private boat launch ramp on north side of the berm. Priority is for public acquisition of cobble/sandy beach; however, if privately developed, proposed uses should include beach oriented and visitor-serving commercial, including motel, performing arts center, small shops, some neighborhood commercial.

Local Roadway Access: Realigned San Pedro Avenue.

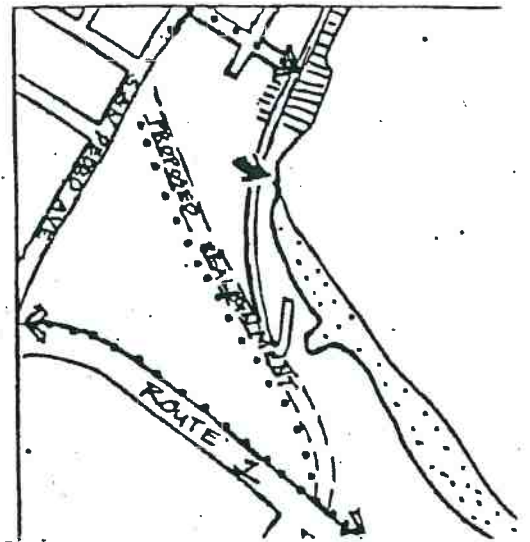
Mass Transit: Highway 1, local residential service.

Trail Access: Spur from City north-south pedestrian-bicycle pathway along realigned San Pedro Avenue.

Recommendation:

(1) Alternatives to berm removal shall be preferred for beach access, including improvement of existing access, stairway across berm, etc. Such access would improve the economic potential of visitor-serving and beach-oriented commercial uses in the area.

(2) Future development should include parking for beach users who would gain access to San Pedro Beach from this location.



(3) The commercial uses should provide and maintain suitable, safe beach access designed as an integral part of their development.

20. SOUTHERN TIP, SAN PEDRO BEACH

Location: North edge of pocket which encompasses San Pedro Beach.

Ownership: Private.

Beach Use: Diving, private boat launch ramp.

Topography, Natural Environment: Steep bedrock bluffs and cobble beaches. Little vegetation, but fringe of undeveloped, disturbed open space.

Public Safety: Area subject to rock-falls, steep bluffs hazardous with loose rock.

Existing Access: Steep trail down rocky bluff face, designated by use.

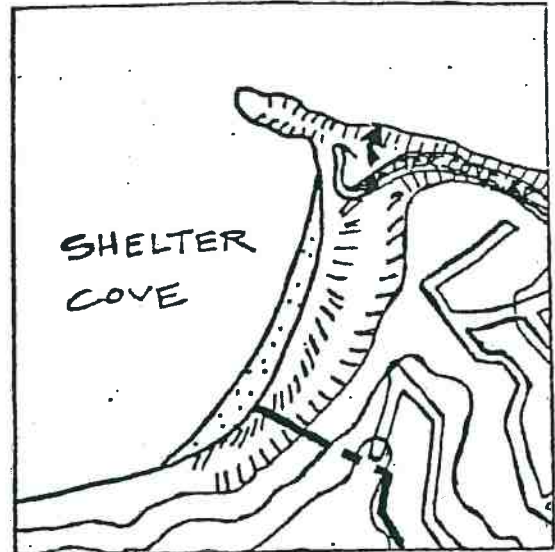
Existing Parking: Where available along narrow edge of private road and unimproved turnaround at west end of road (about 15 spaces).

Land Use: In the eastern portion of this area where the beach backs up to the old Oceanshore Railroad berm, a few single-family homes and a small private boat launch ramp are wedged against the north side of the berm. No use exists at the south end of this area. Proposed use is beach-oriented commercial. When the area on the south side of the berm is developed, the berm should be breached and beach access provided to the now inland area. This breaching may require relocating some of the existing homes and the private boat launch ramp. The California Department of Boating indicates that the most appropriate location for a boat launch ramp is south of the berm. The berm can only be removed if geotechnical studies indicate it is safe and the inland area will not be subject to regular flooding and other hazards.

Local Roadway Access: Shelter Cove Road, private accessible only through the Pedro Point commercial and residential area.

Mass Transit: Local bus service, serving Pedro Point.

Trail Access: County/inter-City bicycle trail parallels Highway 1 one-half mile or so to the east; City north-south pedestrian/bicycle path parallels Highway 1.



Recommendations:

(1) Shelter Cove developer would improve the access road and provide public parking (25 spaces). (See Access Component Item #21). Shelter Cove is not competitive with front of Pedro Point as a location for visitor destination or coastal-dependent commercial development.

(2) The access trail down the bluff face should remain unimproved, but unobstructed for divers who wish to use it at their own risk.

(3) Signs should be posted at Tobin Station indicating all available beach recreation opportunities at Shelter Cove. Public diving access points and parking should be designated by signs. Signs should indicate where users do so at their own risk.

(4) A spur from the City's north-south pedestrian/bicycle path should extend into the Pedro Point Neighborhood to Tobin Station, a coastal vista point, and on to Shelter Cove.

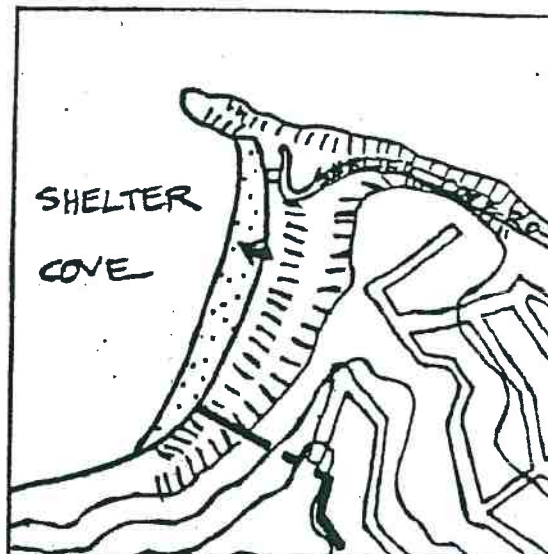
21. SHELTER COVE

Location: The southernmost pocket beach in Pacifica.

Ownership: Private.

Beach Use: Diving, tidepooling, sun-bathing; only access to Pedro Point rocks.

Topography, Natural Environment: Beach deposits backed by steep bluffs of weak bedrock. At the turn of the century, the Oceanshore Railroad bed was terraced out of the bluff face. North Coastal Scrub covers the remaining undisturbed hillside rising to the ridge of San Pedro Point. Rockfalls can occur in this area.



Public Safety: The beach is isolated from the rest of Pacifica. Public access is below standard and has been blocked by landslides in the past. Rockfalls are a danger along the beach below the bluffs.

Existing Access: A private road, Shelter Cove Road, leads to the top of the lower bluff face. A paved winding driveway extends down these bluffs to the beach below. The access roadway has been blocked by landslides in the past.

Existing Parking: An unimproved turnaround at the top of the driveway and along the shoulder of the road provides parking for about 15 cars. Parking is also provided at the individual homes on the beach.

Land Use: Twenty-four dwelling units, half of them in duplexes, are located at the back of the beach next to the bluff face. The proposed land use is low density residential uses built, if geotechnical studies indicate it is safe, on the terrace cut for the Oceanshore Railroad. Units now located on the beach would be removed and the beach and lower bluffs dedicated as open space for public beach use and permanent beach access. Since visitor destination and coastally-dependent commercial uses are provided nearby in Pedro Point and such residential re-use would ensure permanent public beach access and use, the designated residential use is considered to be consistent with the provisions of the Coastal Act policies and goals.

Local Roadway Access: Shelter Cove Road.

Mass Transit: None.

Trail Access: Highway 1, about one mile away is paralleled by the County/inter-City bicycle trail and the City north-south pedestrian/bicycle path.

Recommendations:

(1) Provide low intensity use of Shelter Cove, primarily for diving and tidepooling, by allowing commercial and residential re-use of the area, including removing existing structures from the beach, developing access to meet public safety standards, providing parking and developed access to the beach. (See Pedro Point-Shelter Cove Neighborhood Description).

(2) The new development would provide for maintenance of beach and parking facilities. (25 spaces).

(3) Directional signs would indicate the location of Shelter Cove and the available recreation activities.

(4) Heavy use would not be promoted because of isolated location and potential safety hazards from rockfalls. Isolated beach experience is valuable at this location, and unrestricted public access should be available.

(5) A spur from the City's north-south pedestrian/bicycle trail should be developed into the Pedro Point neighborhood to the Tobin Station historic site and coastal vista point. Signs should indicate the beach opportunities at Shelter Cove, west of Tobin Station.

PLAN CONCLUSIONS

The role of the Plan Conclusions Section is to outline for the future the major planning themes or principals which underlie the specific recommendations of the Land Use Plan. Since community development is a process, the need may arise to modify current proposals or methods of Plan Implementation. In that case, it will be valuable for persons involved to be aware of the primary objectives and basic principals on which the Plan is based so that changes can be consistent with that foundation. Changes in the future should also be expressed in similar fashion and specificity.

Specificity, or level of detail necessary to achieve common understanding and implementation of programs addressed in the Local Coastal Plan, requires some discussion. In Pacifica, the Coastal Zone is sufficiently small and the issues are well enough defined that each can be addressed individually and the criteria outlined in terms of Coastal Act policies. In addition, proposed land uses are referenced to the appropriate Coastal Act policies in the Local Coastal Land Use Plan Description. For these reasons, the level of specificity is felt to be adequate.

The Plan Conclusions deal with the following topical areas: rare and endangered species habitat, recreational use of wetlands, development near wetlands and creeks; protection of landforms; preservation and enhancement of coastal views and neighborhoods; viewsheds and vegetation; shoreline protection structures; community scale and design; coastal-dependent commercial uses; housing and community service requirements; special areas; marina and Highway 1.

RARE AND ENDANGERED SPECIES: HABITAT PROTECTION, RECREATIONAL USE OF WETLANDS AND DEVELOPMENT NEAR WETLANDS AND CREEKS

Habitat Protection

A wetland is defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. In certain types of wetlands, vegetation is lacking and soils are poorly developed or absent. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep water habitats.

Two wetland areas, Sharp Park Lagoon and Marsh and the brackish marsh on the north end of San Pedro Beach, have been identified within Pacifica's Coastal Zone. The Sharp Park Lagoon and Marsh is a known habitat of the rare and endangered San Francisco garter snake. The brackish marsh is strongly suspected and defined as a potential habitat for the snake. The precise boundaries of the habitat areas are not known. It is possible that the habitats extend onto lands bordering the wetland area (secondary habitat areas). For these reasons, conclusions were developed to guide future consideration of these areas.

Before any use or change in use, areas identified as known or potential San Francisco garter snake habitats shall be investigated by a qualified biologist to determine the physical extent of the primary habitat area.

Primary habitat areas shall be managed and restored with the cooperation of the State Department of Fish and Game. Management plans shall be developed to include regulations for maintaining, restoring and improving the quality of the habitat, controlling human intrusion, regulating intrusion of domesticated animals, encouraging the propagation and survival of the endangered species, etc. In the interim, while the management plan is being prepared, any activities affecting the operation of the primary and support habitat areas and requiring a coastal permit shall be reviewed by the California Department of Fish and Game and the management committee for the San Francisco garter snake. Primary habitat includes all areas determined by the project EIR to be necessary for the survival and propagation of the garter snake.

Potential secondary or support areas to the identified primary habitat areas shall be defined by investigating biologists. Land within these support areas should be investigated by a qualified biologist prior to site plan submittal. This investigation shall include identification of the role and importance of the secondary area to the primary habitat areas and shall stress the impacts of development on the adjacent primary habitat area.

The boundaries of the secondary habitat buffer in this area shall be determined based on the distance from development necessary to ensure that the San Francisco garter snake and other sensitive plant or animal species will not be affected by any proposed development. This determination shall be based on an analysis of nesting, feeding, breeding, resting and other habitat requirements of such species as are found within their primary habitat.

The width of the buffer shall be based on geologic and topographic considerations which exist as determined by a licensed geologist, which determination shall be reviewed by a qualified biologist for the purpose of establishing the width of the secondary habitat. Additionally, the width of the buffer shall be determined based on the size and location of development. Determinations required herein shall be made as part of the EIR for any proposed project in the area.

The buffer area shall be measured from the edge of the primary habitat.

Uses within the secondary habitat or buffer area shall be limited to pedestrian access paths, fences necessary to protect the primary habitat area from intrusion by people

and domestic animals, and other similar uses which have either beneficial effects or at least no significant adverse effects on the primary habitat as determined by the reporting biologist.

Zoning ordinances shall require the mitigation of all development impacts identified in the EIR.

Development within wetlands areas shall be prohibited except in accordance with Policy 14 of this Plan.

Where habitats are located on land now in use, operators should be encouraged to participate in the development of, and to adhere to, professionally developed management plans when they are available.

Recreational Use of Wetlands

Two wetland areas exist in Pacifica: Sharp Park Lagoon and Marsh and the brackish marsh on the north end of San Pedro Beach. Both are habitats of the rare and endangered San Francisco garter snake. (See LCP Background Report, Coastal Environment). The following conclusions should be used when planning these areas:

The habitat shall be protected and enhanced by professional management to facilitate propagation of the San Francisco garter snake.

Development in the habitat support area shall be regulated not to disrupt the habitat by: minimizing erosion, channeling runoff, controlling siltation and sedimentation, protecting water quality degradation from human intrusion, seasonally regulating grading and promptly revegetating.

Salt water intrusion which would have significant adverse effects on the wetland habitat by damaging habitat vegetation and water quality shall be prevented.

Development¹ Near Wetlands and Creeks

Three creeks drain into the Pacific Ocean from Pacifica: Milagra, Calera and San Pedro Creeks. Only San Pedro Creek has year-round flow. There are two wetlands within the Coastal Zone: Laguna Salada

¹ It should be noted that development as used in these criteria applies not only to structures, but also to other uses, such as accesses, parks, recreation, etc.

Marsh and Lagoon and a small marshy area at the north end of San Pedro Beach. Laguna Salada is a known San Francisco garter snake habitat. (See Habitation Protection Criteria). The following conclusions apply to each of the creeks and wetlands named previously:

Location of beach access on or near wetlands shall be determined only after biological study. Access shall be allowed only if it is designed to keep users out of wetland areas and can be shown to have minimal or no impact on the primary habitat area. (See Access Implementation).

Water quality on year-round streams shall be protected.

Development in designated flood plain areas (see General Plan, Geotechnical Hazards Map, page 154), shall be designed to meet the HUD criteria for development in flood plains.

Wetlands and year-round creek environments and water quality shall be protected and enhanced by regulations in grading, setbacks, impervious surface coverage and other appropriate measures.

Unless mitigated adequately (such as seasonal regulation of construction, building new structures, establishing adequate buffer zones) as based on EIR, new recreational use shall be prohibited in the habitat area.

Riparian vegetation along all intermittent and year-round creeks shall be protected, enhanced and restored where feasible. Buffer zones along creeks shall be required. These buffer zones should be identified by environmental study and should be adequate to protect identified habitat areas associated with the creek or riparian vegetation from impacts of development or use on adjacent land. As a general rule, a buffer of at least 100 feet measured from the outward edge of riparian vegetation would be appropriate unless such a width is determined to be unnecessary for protecting the resources of the habitat area.

GEOTECHNICAL

Pacifica's shoreline is subject to erosion, landsliding and other geotechnical problems of varying intensities. (See General Plan, Seismic Safety and Safety Element). Hillsides with slopes in excess of 35 percent present potential problems. In order to conserve the soil and to protect people from geotechnical hazards in these and adjacent areas, these criteria shall be applied:

A geological report shall be prepared by a registered geologist before new development is permitted on bluff tops or steep (35%+ slope) parcels. Items examined should include geologic and seismic stability, the appropriate hazard setback from bluff edges to protect

structures during their economic life (i.e., net developable area), and specific recommendations for type of construction, drainage, landscaping, irrigation, beach access (if determined to be safe for the public) and mitigation of other identified problems.

The "net developable area"¹ of the site shall be the basis for determining intensity of use, i.e., number of units allowed under the land use and zoning designations.

Unless no other buildable area exists on the parcel, development shall be prohibited on slopes in excess of 35 percent and on bluff faces, except for drainage improvements and necessary shoreline protection structures.²

PROTECTION OF LANDFORMS

Three prominent landforms dominate Pacifica's Coastal Zone: Mori Point, The Headlands and Point San Pedro. These promontories, overlain with fragile coastal scrub vegetation, visually represent the nature of the shoreline and the coastal character of Pacifica. Conclusions for the protection of these prominent topographic features include:

Development shall be prohibited on prominent ridgelines, slopes in excess of 35 percent and highly visible tops of prominent landforms, unless there is no other buildable area on the parcel.

If permitted, development shall be clustered and contoured into the existing natural slope and of a design, density and scale which is subordinate to the landform and minimize grading for access. (See Background Report of geotechnical data and 1979 General Plan for prominent ridgeline designations and above Geotechnical Section).

Grading shall be regulated to protect the appearance of the landform and to limit potential runoff.

Native vegetation shall be protected. In areas disturbed by development, revegetation shall occur promptly with native or low maintenance natural vegetation to reduce erosion potential; landscaping plans should be required.

Land divisions which would create parcels whose only buildable areas would be on ridge tops or slopes in excess of 35 percent shall be prohibited.

¹ The portion of the site determined by the geologist to remain usable for the development throughout the economic life of the project. (See Plan text C-17).

² For conclusions regarding shoreline structures, see page C-105.

PRESERVATION AND ENHANCEMENT OF COASTAL VIEWS, VIEWSHEDS AND VEGETATION

Before the City of Pacifica was incorporated, it was a series of coastal communities linked together by Highway 1. Today these communities form distinct residential neighborhoods, each with its own character and atmosphere. Strung out along the coast, the public views (views from the public roadways and vista points) of Pacifica are an integral part of the current and future character of the coastline, coastal neighborhoods and their relationship with one another. A conclusion which supports this concept is:

The individual qualities of each coastal neighborhood shall be protected by appropriate zoning, access and design regulations.

Of primary concern in the Coastal Act are views of the coast from public roadways and other public viewing points, such as Mori Point, The Headlands and Tobin Station, the beaches, and local recreation areas. Except for the rocky outcroppings and developed areas, Pacifica's coastline is covered with vegetation which has little resistance to human trampling. (See Conservation Element, General Plan). Overuse has resulted in high rates of erosion and ugly scarring. Conclusions for planning for viewshed and vegetation protection include:

New development within the viewshed shall not destruct the views to the sea from public roads, trails and vista points. Methods of achieving this could include height limitations which keep structures below the sight line, clustering structures to protect view corridors, careful placement of landscaping to shield structures, but leave the view unobstructed; use of natural appearing materials and color on new buildings, limit outdoor lighting, undergrounding utility lines, maximizing views of the sea in aligning new roadways, bicycle and pedestrian paths, use of open work fences where fencing is necessary within the sight line.

Views of the coast and coastal panorama from public roadways shall be protected by limiting the height and mass of permitted structures, as well as clustering structures to be unobtrusive and visually compatible with landforms. (See Local Coastal Background Report, Viewshed Map).

Locations which offer open views of the coast shall be developed for public coastal viewing if this can be accomplished without excessive damage to the moderately sensitive vegetation.

Trails and beach accesses across native coastal vegetation shall be designed to protect the vegetation from trampling and scarring.

Vegetative cover on steep slopes shall be left undisturbed.

Motorcycles and other motorized vehicles shall be prohibited from areas covered with native coastal vegetation.

SHORELINE PROTECTION AND DRAINAGE STRUCTURES

Erosion is a primary problem along the Pacific coast. Studies by the U. S. Army Corps of Engineers indicate that in many cases shoreline structures are not economically justified. (See LCP Background Report, Geology; General Plan Background Report, Geology). There are, however, a few areas in the City where shoreline protection may be necessary to protect major beach access or highly sensitive habitat. (See LCP Access Component Report, Local Beach Resources and Management). For these areas, and other areas where protection from hazards may be needed in the future, the following conclusions are suggested:

Dumping and other unengineered erosion protection shall be prohibited. Existing unauthorized rubble or protective devices shall be removed prior to any additional development in such areas.

A qualified expert shall be engaged to analyze the impacts of proposed structures and prescribe appropriate mitigation, if necessary, prior to issuance of a permit. Impact evaluation shall include methods to minimize alteration of natural migration and deposition of sand on shorelines within the littoral cell, sufficient engineering to protect threatened area, lateral and (if appropriate) vertical beach access, and structures as well as other impacts.

COMMUNITY SCALE AND DESIGN

Pacifica is sandwiched between the vast open space of the Pacific Ocean and the steep slopes and open ridgelines of the coastal mountain range. The small, once isolated enclaves of summer homes have melded at the north end of the City into newer development, leaving a virtually continuous strip of development south to Sharp Park Municipal Golf Course. South of this area, much of the coastline is open, broken only by the intensely developed areas of Rockaway Beach and Pedro Point. Completing the picture, Highway 1 frontage of San Pedro Beach supports random commercial development and a few homes. The primary thrust of the conclusions for protection of community scale is to control intensification and protect the unique qualities and contributions of some of the existing neighborhoods which include Rockaway Beach's visitor-oriented activities, Pedro Point's mixed social and economic character, Sharp Park's role in providing housing for low and moderate income families within the Coastal Zone, and Edgemar-Pacific Manor and Fairmont's mixture of multiple and single-family homes. The scale problems on each of these neighborhoods varies, depending upon the existing use, its condition and future proposals. In addition, since highly visible portions of Pacifica's coastline are now undeveloped and other areas may be re-used in the future, the impact of this future development on the open appearance

and character of Pacifica's coastline could be substantial. Of particular concern is the area adjacent to the sandy beaches. The conclusions aimed at protecting the existing scale and open appearance and character of Pacifica's coastline are:

Small, older homes shall be preserved and replacement should be at compatible densities and scale.

Commercial development shall continue to provide for neighborhood and coastal needs, but expansion and intensification should be consistent in size, height, mass and area with the existing development.

New development adjacent to sandy beaches, or at the edge of coastal bluffs, shall not physically or visually intrude on the beach and shall provide a smooth transition between the beach, landward topography and existing development.

Design review shall be required of all new development that is subject to discretionary review in the Coastal Appeals Zone to the shoreline. To assure attractive, appropriate development that is compatible yet subordinate to its shoreline topography, factors such as architectural style, scale, site use, materials, signing, lighting and landscaping shall be considered.

Historic buildings and sites shall be protected. (See General Plan, Historic Element).

Modern building and parking standards shall be incorporated in such a way that the existing character of the neighborhood or area is not disrupted.

Neighborhood actions shall be encouraged to promote landscaping, tree planting and creative approaches to solving the difficult problems of older neighborhoods.

In West Sharp Park, design review shall be required for new development and major remodeling (more than 50 percent) that is subject to discretionary review.

Public roadways and facilities within the coastal neighborhoods shall be designed to be compatible with the scale, intensity and character of the neighborhood and shall be consistent with environmental protection goals. Abused areas within Pacifica's Coastal Zone shall be restored as a part of future use and/or development of degraded areas.

COASTAL DEPENDENT COMMERCIAL USES

Since it is located close to major centers of population, Pacifica is primarily a day-use beach area. Because of the coastal climate, the most intensive beach season is split between the spring and fall. Cold fogs discourage regular beach use during the summer. Recent studies have indicated that the type of use and split season result in very low visitor expenditures in the area. These studies conclude that commercial uses seeking locations here will be dependent on market area resident expenditures, as well as visitors, for survival. For these reasons and because of the predominantly moderate income character of Pacifica's residents, visitor destination and other commercial development in the City has been limited and, in some cases, even marginal as the big shopping centers were developed in nearby communities. Today, there is a critical need to strengthen commercial activity in the City by rejuvenating older commercial areas in the Coastal Zone and by developing strong coastal dependent attractions for visitors and residents alike. The planning objective is to provide as many opportunities for commercial activity as possible. Within these opportunities there must also be adequate provision for visitor-serving facilities as defined in Coastal Act policies. Such visitor-serving facilities would give priority to commercial recreation and visitor-serving development on undeveloped oceanfront parcels. By providing facilities and recreational opportunities to attract visitors and at the same time serve local residents, the City of Pacifica will be able to prosper and grow as a viable beach community. The following conclusions apply to commercial development in the Coastal Zone.

Visitor-serving commercial, aquaculture and recreation development shall have priority over general commercial development in the West Sharp Park, Rockaway Beach, Mori Point, The Headlands-San Pedro Beach and Pedro Point-Shelter Cove neighborhoods. A system to give these types of uses preference, as well as achieve a balanced commercial sector, should be promulgated in the implementing commercial district texts. Neighborhood serving commercial uses to support local residents' needs shall also be allowed in designated coastal neighborhoods, but shall not predominate.

Waterfront sites should be developed in visitor-serving uses with a priority placed on those uses serving families and individuals with low and moderate incomes.

- 1 These uses are defined as those clearly oriented toward visitors and recreation, such as overnight accommodations, restaurants, shops that support coastal recreation, shops that attract tourists for leisure shopping and privately-owned recreation facilities.

The intensity and scale of all commercial development shall be compatible in design and character with existing and proposed residential development.

Visitor-serving facilities shall be designed and located to provide physical and visual access to the beach.

Visitor-serving commercial uses shall be located and, where possible, designed so that they reinforce one another and meet a range of visitor needs.

To sustain year-round profitability, visitor-serving commercial uses shall consider the needs of local residents as well.

Neighborhood-serving commercial uses shall be incorporated into clusters of visitor-serving commercial uses where the aggregate of commercial activity is great enough to sustain both. However, where sites are small and isolated, or of insufficient size for a grouping of commercial uses, the visitor-serving use shall take precedence.

HOUSING

Pacifica's Coastal Zone is unique in that the highest concentration of very low and low income residents in the City reside in this area. A greater proportion of the housing units are occupied by female heads-of-household and elderly than elsewhere in the City. West Sharp Park has been designated by HUD as an impacted area, and is therefore eligible for special housing assistance programs. The objective of the Coastal Plan in Pacifica is to protect the existing availability of low income housing in the Coastal Zone. An effort also is made to balance the housing stock to include higher valued units in order to achieve better social and economic integration of this area without destroying the neighborhood character and identity which exists in the residential areas. The emphasis is on preserving, maintaining, reinforcing and supporting the unique character of each of the neighborhoods. Conclusions to achieve this include:

Land use regulations and housing programs shall be established which conserve the character and existing patterns of low and moderate income residential development existing in Pacifica's coastal neighborhoods. These conservation actions include regulations for condominium/stock cooperative conversions and could include such things as zoning changes; mixed commercial residential uses; established height limitations; regulate condominium conversions; develop new approaches to off-street parking requirements; encourage rehabilitation; and modify land uses as suggested in the Local Coastal Land Use Plan.

Low and moderate income housing shall be protected from replacement by higher valued housing through such programs as subsidized rehabilitation loans (HELP), rezoning to

discourage intensification of residential land use, promoting Section 8 rent subsidy and being receptive to any programs available now or in the future from the State or Federal governments which will preserve the existing housing stock and make it affordable to the very low and low income households in the community.

Continue the Pacifica tradition of mixed-income neighborhoods by encouraging, promoting, protecting and developing regulations, attitudes and local responsiveness of programs which will reinforce this unique quality.

Continue to assume the local share of the region's low income households and provide housing opportunities for them within the Coastal Zone, as well as throughout the rest of the community.

Achieve a working balance of residential, visitor-serving and neighborhood-serving commercial activity which does not threaten affordable housing or create an enclave of such housing.

Encourage higher valued residential development in well established neighborhoods where the new development will reinforce the existing residential character and not threaten the affordability or result in clearance of existing low and moderate income units.

Where condition or disaster necessitates clearance of affordable housing, replacement should be with units of similar density, scale and character. Should the area where housing replacement is required be extensive, such as after a natural disaster, the replacement shall incur a mix of very low, low and moderate income housing, as well as middle and high income units, similar to what existed prior to the disaster.

The loss of low income units by demolition shall be monitored to ensure that households in this income range can continue to gain access to their share of housing in Pacifica's Coastal Zone.

COMMUNITY SERVICE REQUIREMENTS

Based on the physical constraints of the land and the proposals of the 1979 General Plan, Pacifica's projected holding capacity ranges from 41,300 to 46,300 persons. (See 1979 General Plan Report, Future Population). The California Coastal Act is based on the philosophy of concentrating future urban development within, or in close proximity, to existing developed areas (30250). The ABAG/MTC San Mateo County Coastal Corridor Study expresses this same philosophy and designates Pacifica as one of these urban areas in San Mateo County.

The General Plan and ABAG/MTC studies indicate that, except for the City offices and City Corporation Yard, existing community services are adequate to meet projected populations and their attendant commercial

support activities. (See 1979 General Plan, Community Facilities Element). The Coastal Act policies imply that each city should recognize the importance of regulating the growth-inducing impacts of providing community services. In response to the regional concentration and growth limiting philosophies of the Coastal Act, the following conclusions provide a framework for planning in Pacifica.

Within the limits of the coastal resource and visual environment and public safety, development shall occur within the City and designated Sphere of Influence as defined in the 1979 General Plan.

Public facilities, including wastewater treatment capacity, shall, in the future, be expanded within the confines of the present site if the expansion is consistent with the policy to focus urban development in already developed Pacifica in order to protect the remainder of the County coastal area from urbanization and if the ultimate build-out would not result in adverse cumulative impacts on coastal resources or public access to the coast.

If the capacity of community services is approached, priority among allocations shall be given to new coastally-dependent land uses, essential public services, public recreation, visitor-serving commercial uses and other coastal uses designated in the certified Coastal Plan.¹ Needed facility expansion shall be phased so that allocations among uses are not necessary.

SPECIAL AREAS

Several Special Areas have been designated in Pacifica's Coastal Plan, although each area has received its Special Area designation because of problems unique to it alone. (See Approved Background Report, May 19th, Coastal Environment Section). In each case, the community will best be served by retaining flexibility in the use of these sites. For each area, the text (see Coastal Land Use Plan, pages C-41-44, C-49-52, C-54-58) establishes the specific uses to be considered for the site and the factors which should direct the environmental and other technical studies which would precede site planning and application processing. In addition, an EIR would be required for proposed development on each of these sites. Conclusions regarding Special Areas are outlined below to underscore the fundamental factors indicated by the Coastal Act which should be considered in developing site plans, making specific land use allocations within the individual areas, and in issuing permits.

¹ Appendix, Land Use Description of Pacifica's Sphere of Influence from the 1979 General Plan.

Portions of Special Areas designated in the land use description for commercial uses shall give priority to visitor-serving commercial uses. Their location should be proximate to beach/marina; their design should protect views and encourage a variety of coastal users. Appropriate neighborhood-serving uses shall be easily accessible but in less prominent locations.

All development in Coastal Special Areas shall respect the views of, and from, the beach, promote and be centered on beach and water access and provide adequate parking and public facilities for beach users as well as shoppers and other recreationists.

Building design in Special Areas shall blend into the contours and form of the site, be set back from view corridors, use materials which blend into the site and present a sense of unity and minimize alteration of landforms.

Coastal resources, such as highly visible landforms and ridgelines, shall be protected through land use planning, site design and zoning.

Slopes in excess of 35 percent, sensitive habitats and geologically or geotechnically hazardous areas shall remain undeveloped.

Adequate open space shall be provided to protect the sense of openness now present on the site.

Where mixed land uses are permitted, locational priority in terms of coastal access and visibility shall go to visitor-dependent uses, i.e., visitor-serving commercial uses, beach access, marina access, public parking, vista points, etc.

Development shall not be permitted in a Special Area without a detailed site plan for the entire area indicating uses, design, landscaping, grading, beach access, size and location of parking areas and designated beach parking, etc. The site plan shall also show where and how the mitigations indicated in the Environmental Impact Report are integrated into the proposed development.

The coastal permit shall be issued on the basis of the site plan. Projects may be phased over time as long as a balance of coastal-dependent and support services occur simultaneously, but the site plan and permit would require amendment if changes are to be made in use, design, grading, intensity, beach access, parking, etc.

MARINA

There is no marina in Pacifica; however, the Coastal Land Use Plan identifies Rockaway Quarry as the one potential location for a marina. Before this area can be determined to be suitable for a marina, the Army Corps of Engineers must complete a study of the shoreline to determine if the location is appropriate. A financial feasibility study must also be undertaken. However, in the absence of these findings, the Plan indicates the potential for a marina in Pacifica. Therefore, conclusions regarding the development of such a facility are appropriately included. Marina development should be consistent with policies 6, 10, 14 and 16 of Pacifica's Local Coastal Land Use Plan.

Marina development shall include adequate public parking, continuous public access to and along the waterfront, viewing site and a balance of commercial fishermen and recreational boaters' facilities, all designed to be compatible.

Ancillary¹ and visitor-oriented commercial uses shall be compatible with the marina so that they reinforce one another, creating a coastally-oriented visitor center.

Dredging of the channels determined to be necessary to the ongoing use of a marina shall include mitigation measures as identified in the EIR.

Marina development shall be designed to enhance public access to the coast and adjacent sandy beach.

HIGHWAY 1

Highway 1 is the only north-south arterial access and along the San Mateo Coast in the City of Pacifica. For half of its length in Pacifica, Highway 1 has been improved to freeway standards. The southern portion of the roadway is a substandard four-lane arterial with unlimited access. In their coastal corridor study, ABAG and MTC proposed that safety and operational improvements be made to the arterial portion of Highway 1 in Pacifica. These improvements would include such things as safety improvements to intersections, widening the shoulders and moving lanes, providing a median strip, signalization and turning lanes. The intention of these improvements is not to increase the capacity of the roadway. Because Highway 1 is Pacifica's lifeline, its appearance and safety are critical to the City and its future.

Safety and operational improvements and any future improvements shall ensure erosion control, protect coastal views and improve the visual edge of the highway.

¹ In this case, bait shops, gas pumps, sewage disposal pumps, etc.

Because of its location and role in Pacifica, Highway 1 shall be considered as a multi-modal travel corridor. Consideration in planning improvements shall include pedestrian, bicycle, bus transit and emergency vehicle access within the corridor.

Landscaping shall be included in highway improvements to ensure erosion control, protect coastal views and improve the visual edge of the highway.

Because of the limited capacity of the arterial portion of Highway 1 during peak commute and beach use periods, a service road shall be provided for better coastal and emergency access and to facilitate local neighborhood traffic flow parallel to the west side of the highway from Fairway Park to Rockaway Beach. The two-lane roadway design shall include a buffer from Highway 1 which does not obstruct the view of the coast, but softens the sense of paving through the area.

Highway improvements shall ensure continued public access to Sharp Park Beach, including access from public parking.

AMENDING THE COASTAL USE PLAN

Pacifica's 1979 General Plan revision incorporates two planning processes, a major update of the General Plan and the Local Coastal Land Use Plan. In dealing with the General Plan on a day-to-day basis, these two plans should be treated as one; however, the distinction between them must be recognized. The City Council has the ultimate authority in adopting and amending the General Plan. State law (Government Code Section 65361) permits the City to amend its General Plan no more than three times a year. In years of major revision, the adoption of the revised plan is considered one of these three permitted annual amendments.

On the other hand, the Council can recommend changes in the Coastal Plan, but the amendment must be approved by the State Coastal Commission. The approval procedure has not yet been established by the State Coastal Commission and must be embodied into official regulations.

The 1976 Coastal Act does state that minor amendments to a certified plan may be reviewed by the Executive Director and become operative in ten days. However, no changes in land use shall be determined to be minor amendments (Article 30514(c)). The Act also states that amendment includes:

....any action by the local government which authorizes a use of a parcel of land other than that designated in the certified Local Coastal Program as a permitted use of that parcel.....(30415(d))

Revisions to the Coastal Land Use Plan document would require State Coastal Commission approval for amendment. These include:

- . Policies indicated in the matrix as being part of the Coastal Element
- . The Coastal Zone Land Use Plan Description
- . The portion of the Land Use Map west of Highway 1
- . The Coastal Zone Element including the Access Component and Plan Conclusion

APPENDIX

RESOLUTION NO. 20-80

RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PACIFICA ADOPTING THE LOCAL
COASTAL LAND USE PLAN FOR THE CITY OF
PACIFICA, COUNTY OF SAN MATEO, STATE
OF CALIFORNIA

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WHEREAS, the City of Pacifica, California, has contracted with the State of California for the purpose of adopting a Local Coastal Plan, and

WHEREAS, the Central Coastal Commission did approve the City of Pacifica Land Use Plan on January 21, 1980, and transmitted said document, including recommended changes to the State Coastal Commission, and

WHEREAS, the State Coastal Commission made the finding of 'no substantial' issue on March 4, 1980 in connection with the recommendation of the State Coastal Commission staff, and

WHEREAS, the State Coastal Commission did certify, with conditions, as recommended by the Central Coastal Commission, the Local Coastal Land Use Plan on March 4, 1980, and

WHEREAS, all local, regional and state proceedings have been conducted as duly noticed public hearings, and are in conformance with the California Coastal Act of 1976 and all implementing policies.


NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Pacifica hereby ADOPTS the Local Coastal Land Use Plan as certified by the State Coastal Commission on March 4, 1980, and further identified as follows:

1. City of Pacifica Local Coastal Land Use Plan dated September 24, 1979;
2. Local Coastal Program: Land Use Plan, Executive Director's Recommendation;
3. Central Coast Regional Commission Memorandum, dated January 17, 1980, titled 'Pacifica LUP - 90th Day.'

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Passed and adopted at a meeting of the City Council of the City of Pacifica, held on the 24th day of March, 1980, by the following vote:

AYES, Council Members: Howard, Gust, Savage, Clark, and Mayor Farber
NOES, Council Members: None
ABSTAIN, Council Members: None
ABSENT, Council Members: None



Mayor

ATTEST:



City Manager-Clerk

