

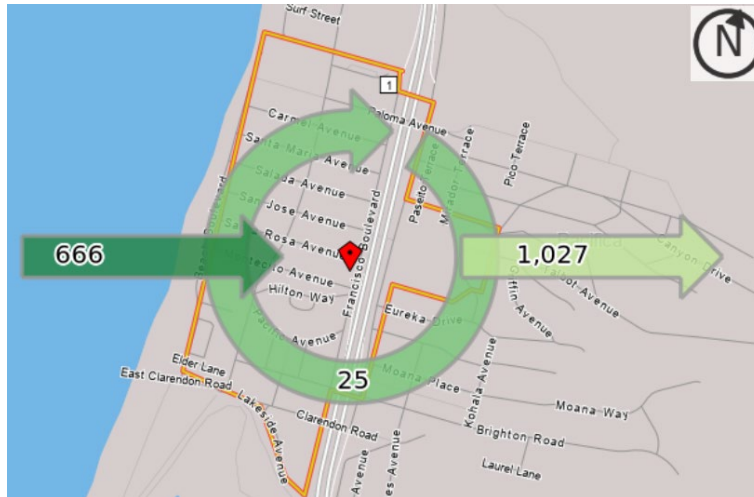


## 4. ACCESS, CONNECTIVITY, AND PARKING

A safe and efficient transportation network is an important contributor to a community’s quality of life and economic vitality. It enables access to the city’s neighborhoods, employment and educational opportunities, public services, commercial and recreational areas, and regional destinations. This chapter describes the Planning Area’s existing circulation network, consisting of roadways to serve vehicles and bicycles, sidewalks to serve pedestrians, and off-street shared-use paths and pedestrian-only connections.

## 4.1 TRAVEL PATTERNS

Most people who live in the Planning Area commute to other locations for work. According to the Longitudinal Household Employer Dynamics (LEHD) Survey, 38 percent of the 1,052 employed residents in the area commute to San Francisco, seven percent work elsewhere in Pacifica, and six percent work in South San Francisco, with the remainder spread among other destinations in the South Bay.<sup>1</sup> Job outflow is larger than inflow in the Planning Area: 666 workers employed in the Planning Area live outside its boundaries, and 1,027 workers who live in the Planning Area commute to other locations. Only about 25 workers both live and work in the Planning Area, shown below.



Though a majority of workers aged 16 and up in the Planning Area commute to work by car (73 percent), higher percentages of workers use motorcycles (four percent versus less than one percent citywide), and a higher percentage walk (six percent) compared to the city as a whole (two percent).<sup>2</sup>

## 4.2 MOTOR VEHICLES

### ROADWAY SYSTEM

The Planning Area's road network consists mainly of freeways, arterials, collector streets and local roads, shown in Figure 4-1.

*Freeways* are roads meant for long-distance travel. They have directional travel lanes usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramps or very limited at-grade intersections. Highway 1 is the major regional route that bisects the Planning Area into eastern and western halves. State Route 35 (also known as Skyline Boulevard) provides a connection to Interstate 280 and runs about two miles to the east of Sharp Park.

<sup>1</sup> LEHD, 2017

<sup>2</sup> Transportation mode share was calculated using block group-level data for census tract 6030, block groups 3 and 4. The boundaries of block group 4 are larger than the Planning Area, so estimates may be slightly skewed.

*Arterials* provide a high degree of mobility for long to moderate trip lengths through both urban and rural areas. Unlike freeways, abutting land uses can be served directly by arterials. Forms of access include driveways to specific parcels and at-grade intersections with other roadways. The main arterials in the Planning Area include Palmetto Avenue, Oceana Boulevard, and Paloma Avenue to the west of Highway 1. Sharp Park Road borders the southern portion of the Planning Area and connects Highway 1 to State Route 35.

*Collectors* funnel traffic from local roads to arterial networks. Main collectors in the Planning Area include Talbot Avenue, Moana Way, Clarendon Road, Francisco Boulevard, and Paloma Avenue to the east of Highway 1.

## INTERSECTION PERFORMANCE

To evaluate existing traffic conditions, intersection level of service (LOS) was analyzed at thirteen study intersections for the Planning Area, shown in Figure 4-2. The Pacifica General Plan and the City/County Association of Governments (C/CAG) has described Level of Service (LOS) standards for highways as shown in Table 4-1. In the Planning Area, the most critical congestion occurs at Paloma Avenue/Oceana Boulevard; and Highway 1/Reina Del Mar during the AM peak period, where intersections currently operate at LOS E or F. The City's policy is to limit further deterioration of traffic conditions by evaluating the significance of impacts of new development on highway congestion, and requiring mitigation to maintain, if possible, LOS D for City streets.

**Table 4-1. C/CAG Level of Service Descriptions**

LOS	Freeways and Multilane Highways	Two-Lane Highways
<b>A</b>	Highest quality of service with free-flow conditions and a high level of maneuverability.	Free-flow conditions with a high level of maneuverability. Passing is easy to accomplish.
<b>B</b>	Free-flow conditions, but presence of other vehicles is noticeable. Minor disruptions easily absorbed.	Stable operations with passing demand approaching passing capacity.
<b>C</b>	Stable operations, but minor disruptions cause significant local congestion.	Stable operations, but with noticeable increases in passing difficulty.
<b>D</b>	Borders on unstable traffic flow with ability to maneuver severely restricted due to congestion.	Approaching unstable traffic flow. Passing demand is high while passing capacity approaches zero.
<b>E</b>	Unstable operations with conditions at or near capacity. Disruptions cannot be dissipated and cause bottlenecks to form.	Unstable operations. Passing is virtually impossible and platooning becomes intense.
<b>F</b>	Forced or breakdown flow with bottlenecks forming at locations where demand exceeds capacity. Speeds may drop to zero.	Heavily congested traffic flow with traffic demand exceeding capacity. Speeds may drop to zero.

Source: C/CAG, San Mateo County Congestion Management Program, 2011.

### 4.3 PEDESTRIAN AND BICYCLE NETWORK

#### SIDEWALKS AND CROSSWALKS

Sidewalks are provided along most arterial and residential streets in the Planning Area. Most sidewalks are generally narrow, between four to five feet wide, except for Palmetto Avenue, which has sidewalks closer to seven feet wide, and Beach Boulevard, where additional Coastal Trail and promenade access extend sidewalks between 10 to 18 feet wide. The quality of sidewalks throughout the Planning Area varies, with a few stretches of roads that lack sidewalks, or have heavily cracked sidewalks that could pose a threat to safety and ADA compliance. Palmetto Avenue has the newest pedestrian infrastructure upgrades and the best sidewalk quality. Figure 4-3 shows sidewalk access in the Planning Area.

Pedestrian connectivity across Highway 1 is provided at three locations in the Planning Area, also shown in Figure 4-3. The crossing at San Jose Avenue, completed in early 2019, is well-frequented by pedestrians.

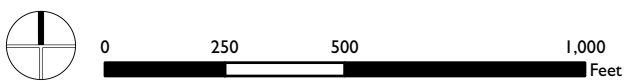
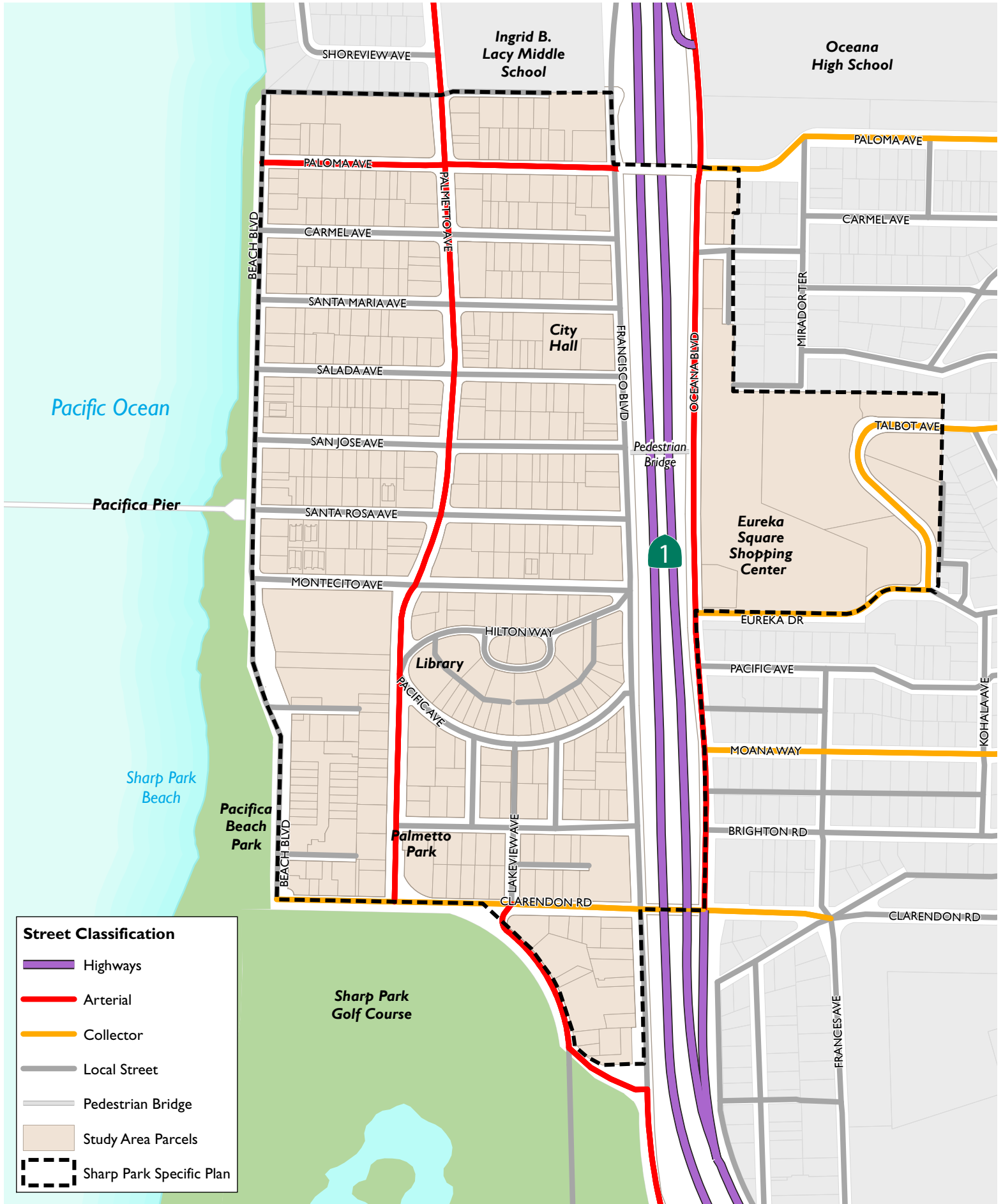


While there is dedicated space for a sidewalk, the quality and safety are inconsistent.

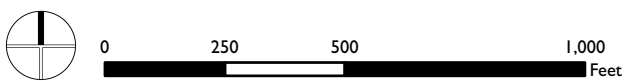


The new pedestrian-only crossing at San Jose Avenue provides access to the Eureka Square Shopping Center east of Highway 1.

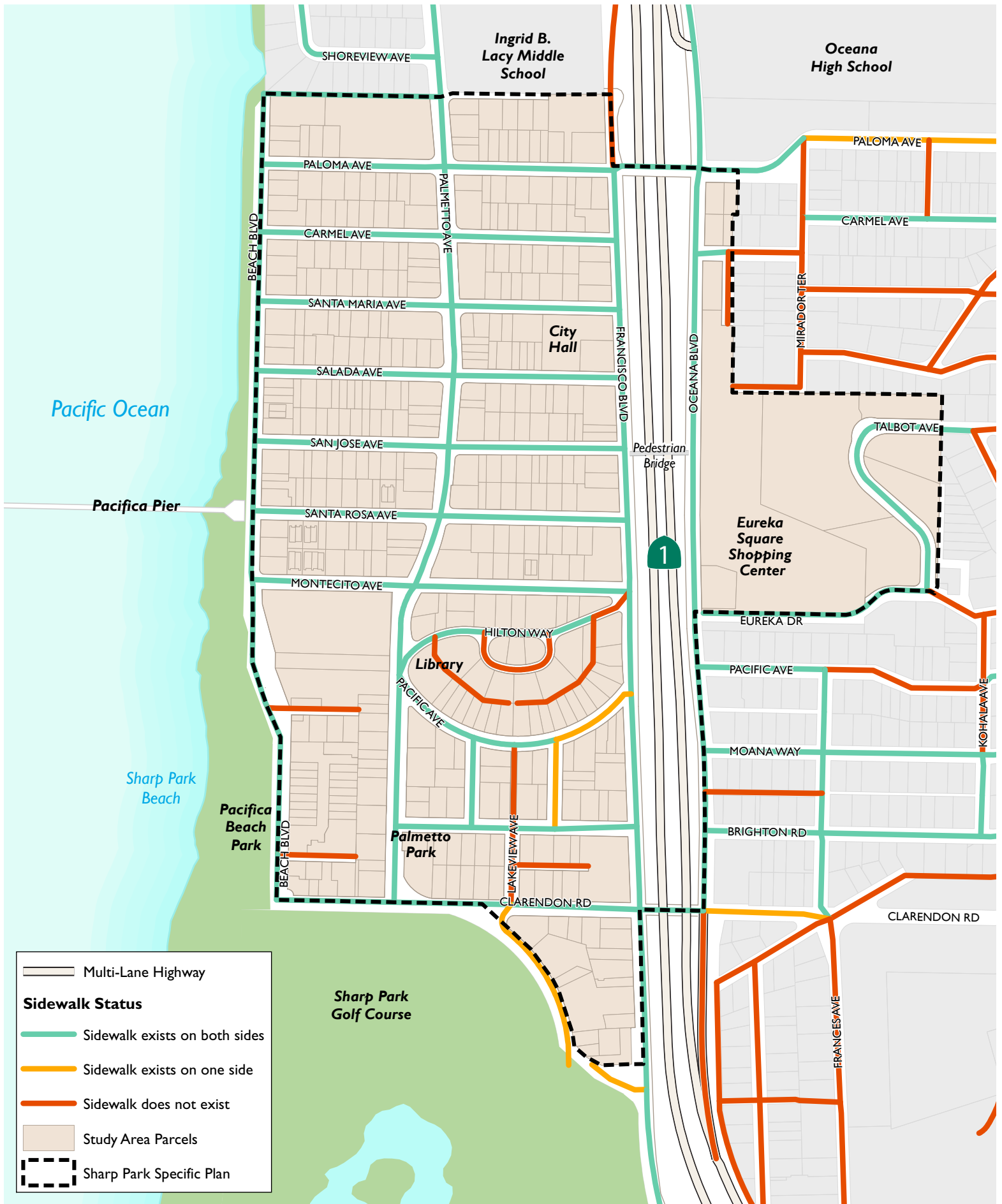
**Figure 4-1: Street Network**



**Figure 4-2: Level of Service, Study Intersections**



**Figure 4-3: Sidewalk Gap Analysis**



## **BICYCLE FACILITIES**

The 2000 City of Pacifica Bicycle Plan classifies bicycle facilities into three types:

- Class I facilities (bike paths or trails) have exclusive right-of-way, are separated from roads, and exclude general motor vehicle traffic.
- Class II facilities (bike lanes) are marked by painted stripes on the roadway. While the striping provides preferred space for bicycles, they are still part of the paved road and are not exclusive for bicycles.
- Class III facilities (bike routes) share traffic lanes with automobiles and are only identified by signage.

The Sharp Park Specific Plan Planning Area has one main bikeway; a class II bicycle lane along the length of Palmetto Avenue from Paloma Avenue to the north, to Clarendon Road to the south. This bicycle lane was installed as part of the Phase I Palmetto Avenue Streetscape Improvement Project, completed in 2018. At Clarendon Road, the Class II facility continues on the eastern side of the Sharp Park Golf Course as a Class III Bicycle Route, and on the western side as a Class I Shared Use Path. Existing and proposed routes are shown in Figure 4-4.

According to the 2000 Pacifica Bicycle Plan, there were 24 bicycle racks in Pacifica with a combined capacity for 130 bikes. Bike racks are close to most major destinations along the two bike routes. The Pacifica Bicycle and Pedestrian Master Plan Update, to be released in fall 2019, proposes additional bikeways serving the Sharp Park neighborhood and other bicycle related improvements including bicycle racks at transit stops, shopping centers, park and beach access points, all public schools, and at all employers with more than 30 employees. Intermodal facilities, changing and storage facilities, and safety and education program are also part of the future Master Plan.



**Figure 4-4: Existing and Planned Bike Network**



0 250 500 1,000 Feet

Data Source: [walkbikepacifica.com](http://walkbikepacifica.com)

## 4.4 TRANSIT

The San Mateo County Transit District (SamTrans) provides local and express bus service in Pacifica. The express service provides connections to and from San Francisco and Bay Area Rapid Transit (BART) and Caltrain stations. The following bus routes serve the Sharp Park neighborhood, shown in Figure 4-5.

### EXPRESS BUS ROUTE

**Route 118 express bus** connects the SR-1 corridor in Pacifica to the Colma BART station and runs only during the AM and PM peak periods during weekdays. It serves the neighborhood at the Eureka Square and Oceana Blvd bus stop right next to the Eureka Square Shopping Center.

### LOCAL BUS ROUTES

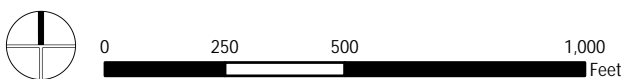
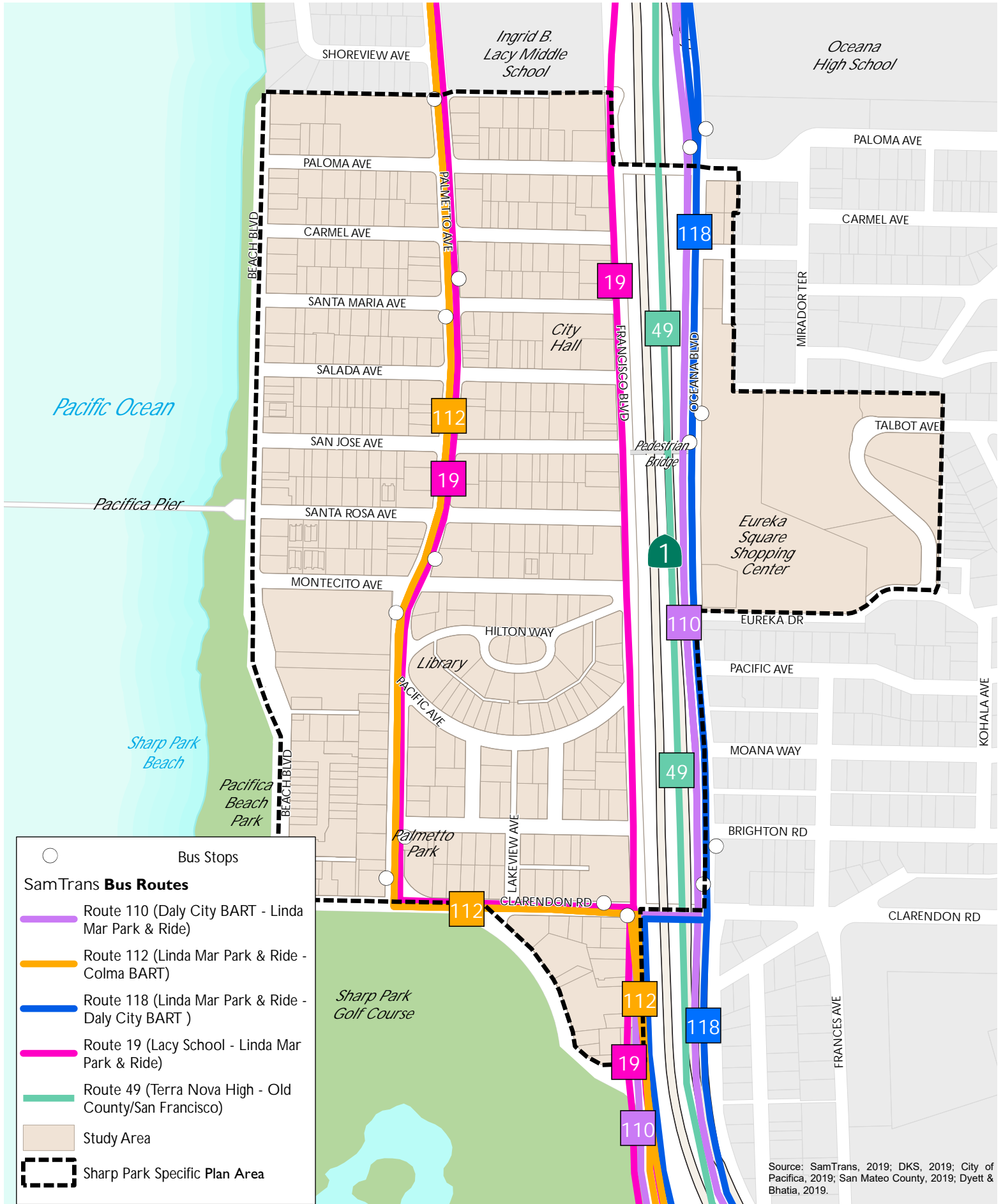
**Route 19** is a local school-day bus route connecting Linda Mar Park and Ride in the south to Ingrid B Lacy Middle School in the north. The route follows a loop around Crespi Drive, Terra Nova Boulevard and Linda Mar Boulevard before continuing north along Highway 1 and Palmetto Avenue. The northbound bus operates on weekday mornings to Ingrid B Lacy Middle School, while the southbound operates on weekday afternoons.

**Route 49** is another school-day route connecting Terra Nova High School and Brisbane to the east. In Pacifica, the route begins heading north along Highway 1 and loops back southwards along Skyline Boulevard to provide connection to routes 121 and 140 at Skyline College, before continuing east to San Bruno BART and Bayshore. The Westbound bus only operates on weekday mornings to Terra Nova High School, while the Eastbound operates on weekday afternoons to Old County/San Francisco.

**Route 110** is primarily a north-south route with its southern terminus at the Linda Mar Shopping Center and a northern terminus at the Daly City BART station. With half-hour to hour headways, route 110 connects various shopping centers, and provides a local bus-to-BART daily alternative to route 118 that only runs in the AM and PM peak hour periods of weekdays.

**Route 112** is a mainly north-south local route running from Linda Mar Shopping Center in southern Pacifica to the Colma BART station north of Pacifica. The route connects shopping centers, Pacifica State Beach, Sharp Park Golf Course, the Pacifica Fishing Pier, and Palmetto Avenue. Headways along the route are generally an hour during both weekdays and weekends.

Figure 4-5: Sharp Park Specific Plan Transit Routes



## 4.5 COASTAL ACCESS

The Planning Area’s proximity to the coast provides residents and visitors with numerous opportunities to enjoy the beach and other recreational activities. The California Coastal Act also requires that land in the Coastal Zone (which includes the Planning Area) maximize opportunities for the public to travel to and along the shoreline, and to recreate on the beach and in the ocean. The Planning Area provides four access points to the coast, described in Table 4-2 below and shown in Figure 4-6.

A key pedestrian feature in Sharp Park is the promenade along the coast side Beach Boulevard, providing public access to the ocean as far south as Mori Point. The promenade is located above the seawall along the oceanfront and is popular for walking, jogging, or accessing the Pier and Sharp Park Beach.

The Planning Area is also a major hub along the California Coastal Trail. Starting from Sharp Park Beach, the Coastal Trail is a seven-mile long trail crossing Mori Point, passing through Rockaway Beach, and ending at Pacifica State Beach near the Linda Mar District.



Direct beach access is provided at San Jose Avenue.



The California Coastal Trail is accessible at the southern end of Sharp Park Beach.

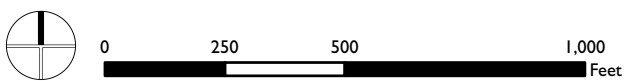
**Table 4-2. Coastal Access**

<i>Access Point Name</i>	<i>Beach Access?</i>	<i>Ownership</i>	<i>Detail</i>
<b>Northern Beach Boulevard</b>	No	City	Seawall along Beach Boulevard and armored bluff shoreline. No parking.
<b>Pacifica Pier and Vicinity</b>	Yes	City	Access to beach at San Jose Avenue across armored bluffs, and to Pier at end of Santa Rosa Avenue. Popular fishing area. Erosion concerns. Parking at City-owned lot.
<b>Sharp Park Beach Promenade</b>	Yes	City and State	Low bluffs between beach and park. Popular for walking, jogging, fishing, ocean viewing, beachcombing. Access to beach at Birch Lane. Parking available along Beach Boulevard.
<b>Clarendon Road</b>	Yes	City and State	Access to long beach across very low bluffs, protective berm. Parking available along Beach Boulevard.

**Figure 4-6: Coastal Access Points**



Source: City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.



## 4.6 PARKING

Parking provision and management are integral for meeting the needs of future residents, visitors, customers, and employees in the Planning Area. Parking policies should aim to provide accessible, safe, attractive parking facilities, and to facilitate access to beaches and other recreational spaces along the coastline.

### ON-STREET PARKING

Free on-street parking is permitted on most residential streets in Sharp Park, especially on collector streets and on most arterials in commercial areas with high pedestrian demand. Such parking provides a buffer between pedestrians on sidewalks and moving vehicles on streets. On-street parking is not permitted on roadways such as SR-1, SR-35 and Sharp Park Road which have high traffic volumes and speeds.

On-street and off-street parking occupancy counts were conducted in the Planning Area along streets bounded by Beach Boulevard, Paloma Avenue, Francisco Boulevard, and Clarendon Road. For streets south of San Jose Avenue, weekend midday, weekday midday and weekday evening counts were collected on May 5th, May 8th, and May 9th, 2019, respectively. For streets north of San Jose Avenue, weekend midday counts were collected on December 9<sup>th</sup>, 2019, and weekday midday and weekday evening counts were collected on December 11<sup>th</sup>, 2019. Figures 4-7, 4-8, and 4-9 depict parking occupancy study segments at these times.

For on-street parking, two of the most heavily parked areas across all times of day include southbound segments of Beach Boulevard and Palmetto Avenue. Near Pacifica Beach Park, Beach Boulevard has the highest rates of parked cars during weekday mornings and weekend afternoons, likely cars parked by people enjoying coastal connections to the Coastal Trail and beach. Peak parking rates at the segment of Palmetto Avenue between Montecito Avenue and Clarendon Road occur during weekday evenings.

During weekday midday, the westbound segment of San Jose Avenue from Palmetto to Beach Boulevard is most heavily parked, with east- and westbound segments of Montecito Avenue seeing their highest parking rates during weekday evenings. Other moderately parked east-west streets on weekday evenings include Paloma, Carmel, Salada, Montecito and Santa Rosa avenues.

Streets south of San Jose Avenue, especially Santa Rosa Avenue and Montecito avenues, experience high levels of parking on weekend afternoons.

## **OFF-STREET PARKING**

In the Planning Area, off-street parking is available in a few public lots serving commercial stores, beaches and other recreational areas, including commercial parking at Eureka Square Shopping Center and a few other stores and restaurants; public parking for beach visitors at Sharp Park Beach and Promenade on Beach Boulevard; and the Pacifica Sharp Park Library.

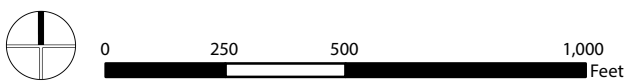
- The Beach Boulevard lot (53 spaces) is almost always full on a weekend midday, more than 80 percent full on weekday midday and about 96 percent full on a weekday evening.
- The Pacifica Sharp Park Library (18 spaces) remains closed on Fridays, Sundays and Mondays. The library lot has very low occupancy during weekends, almost 100 percent occupancy during week midday and is about half full on a typical weekday evening.
- Eureka Square Shopping Center provides approximately 275 spaces in its vast parking lot. On a weekend midday, this lot is around 33 percent full, while on weekdays it is half full in the evenings and about 40 percent occupied during midday.



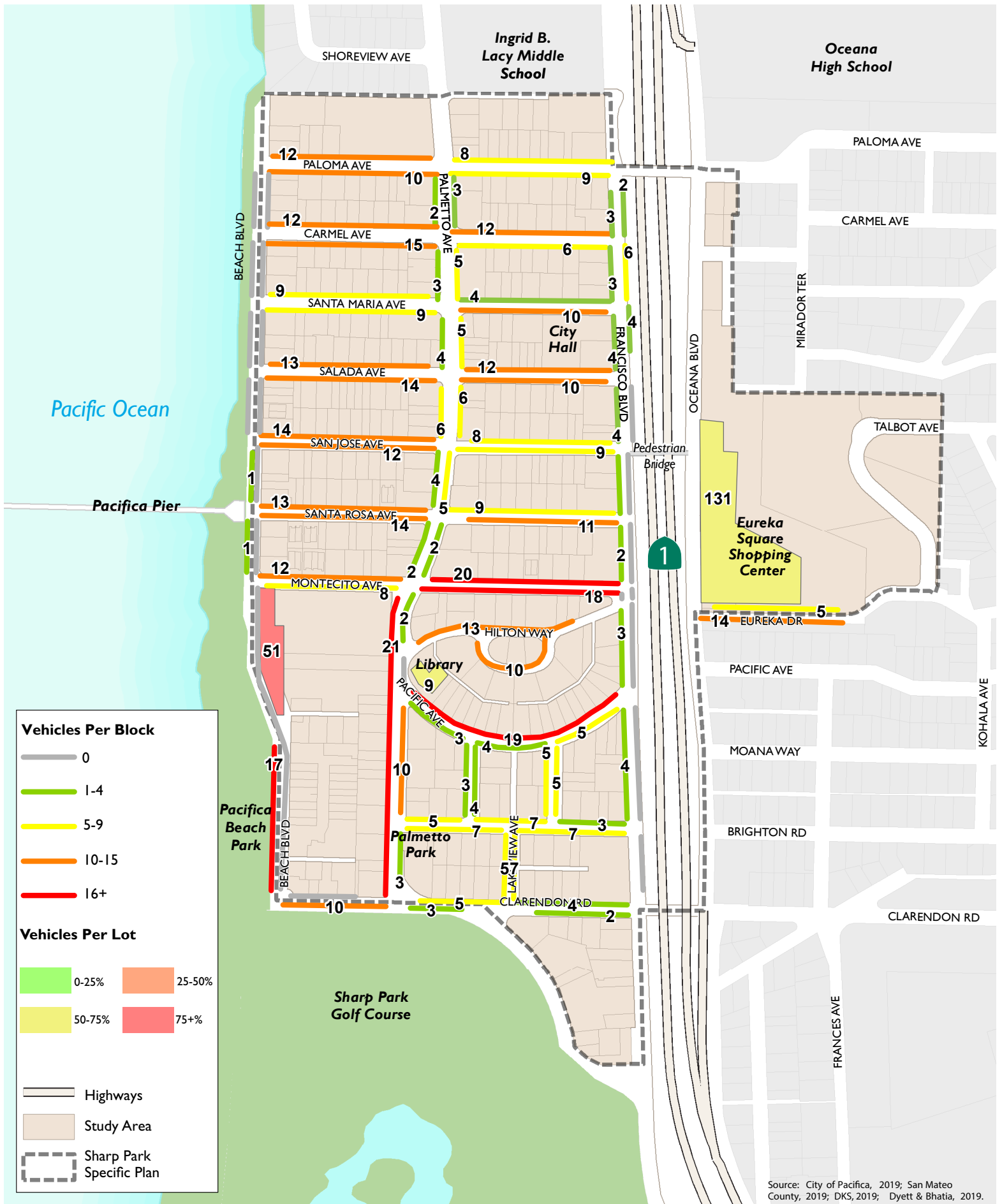
**Figure 4-7: Weekday Midday Occupancy**



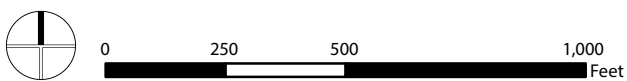
Source: City of Pacifica, 2019; San Mateo County, 2019; DKS, 2019; Dyett & Bhatia, 2019.



**Figure 4-8: Weekday Evening Occupancy**



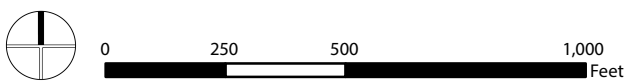
Source: City of Pacifica, 2019; San Mateo County, 2019; DKS, 2019; Dyett & Bhatia, 2019.



**Figure 4-9: Weekend Midday Occupancy**



Source: City of Pacifica, 2019; San Mateo County, 2019; DKS, 2019; Dyett & Bhatia, 2019.



## VEHICLE PARKING STANDARDS

### Off-Street Parking Requirements

As per City of Pacifica Code of Ordinances Article 9 Sec. 9-4.2803, all new buildings require the provision of off-street parking and loading facilities. The number of off-street parking spaces required for the uses set forth are summarized in Table 4-3.

**Table 4-3. Number of parking spaces by land use**

Use	Requirements
<b>Residential</b>	
Single Family and Two-Family	Two (2) garage spaces per unit + 1 guest space if not available on street.
Multifamily, including studio, townhouses and condominiums	For multi-family units: 1 space per studio, 1-BR; 2 spaces per 2-BR and larger; 1 guest space per 4 units. For multi-family units: parking access limited to 50% of street frontage. At least one of the required off-street parking spaces per unit shall be in a garage or carport.
<b>Retail and Service Commercial</b>	
Hotels, Motels and Inns	One parking space for each unit or lodging room, plus one additional parking space for the office or manager quarters.
Retail stores and service establishments	One parking space for each 300 square feet of gross leasable space. Additional parking may be required in instances involving shopping centers, high intensity uses, and/or where the approval of site development plans is required.

### Electric Vehicles Charging Stations

The Pacifica Code of Ordinances requires that new construction or major alteration of commercial or municipal facilities shall include an EV Space with adequate electric vehicle supply equipment in place that is capable of supporting the installation of a vehicle charging station. These requirements are shown in Table 4-4.

**Table 4-4. Number of required EV parking spaces and charging stations**

Total number of actual parking spaces	Number of required EV spaces	Number of required EV charging stations
1-9	1	
10-25		2
26-50		4
51-75		6
76-100		9
101-150		12
151-200		17
201 and over		10% of total (rounded up to the nearest whole number)

### Bicycle Parking Standards

As per Sec. 9-4.2822 of Pacifica Code of Ordinances, new development also must provide for bicycle parking spaces equal to ten (10%) percent of the required parking in all developments (excluding residential uses), with a minimum of two (2) spaces required. Bicycle parking facilities shall be conveniently located and adjacent to on-site bicycle circulation and pedestrian routes.

## 4.7 PLANNING ISSUES AND IMPLICATIONS

- Several intersections within the Planning Area are already experiencing unacceptable levels of vehicle delay, as defined by the City’s existing LOS policy. These locations will have to be considered carefully in light of projected future levels of travel demand. The City may also wish to review its General Plan policies on intersection LOS standards.
- While the Planning Area is reasonably served by several transit routes, service is infrequent. Intensified development and transit demand in the area may lead to improvements in the future. In the nearer term, one option to improve connectivity could be expansion of micro-transit options, such as on-demand transit. The SamTrans OnDemand service currently operating in Linda Mar is one example of this concept. Other transportation demand management concepts could include bikeshare, car share, or dockless scooters.

- Much work has been undertaken within the Planning Area to define pedestrian and bicycle facility needs and to expand these networks, especially improvements along Palmetto Avenue. The City should continue to advance the bicycle and pedestrian projects identified in the forthcoming Bicycle and Pedestrian Plan Update with an eye toward connecting the Planning Area to other Pacifica neighborhoods.
- Highway 1 acts as a barrier between East Sharp Park to West Sharp Park and Eureka Square and disconnects pedestrian and vehicular access points between. Additional pedestrian-only crossings or capping over the highway could help improve connectivity, especially if Eureka Square is redeveloped in the future. Intersections with significant vehicular traffic could be improved to prioritize pedestrian safety.
- Coastal access should be considered an important component of any comprehensive shoreline management plan produced for the area, and improvement of access to natural features such as Pacifica Beach Park, the Coastal Trail, the beach, and the Pacifica Municipal Pier could increase tourism in the area. At initial community workshops, participants expressed desire for improvements along the berm and promenade. Feedback collected as part of the Bicycle and Pedestrian Master Plan also indicated opportunity to enhance crossings at Beach Boulevard. Along the Coastal Trail, pavement markings and improved lighting would also improve access and pedestrian comfort.
- The Planning Area is already home to numerous attractions, resources, and events in the city. Intensification of uses in the area may increase demand for additional transportation options as well as parking. Because current parking facilities like the beach and library are full at peak times, new development will need to address additional parking demand in a way that minimizes neighborhood spillover and enables people to park once to visit multiple destinations. An integrated parking strategy that minimizes the need for constructing excessive parking and meets community, visitor, and business owner desires for access will be a critical part of the Specific Plan.
- Because of the small lot size of most parcels in the Planning Area, current parking requirements often render projects financially infeasible. This is because building off-street parking takes up part of a lot, which decreases the amount of developable space. The City could explore revised parking standards to allow for more flexibility, adjustments based on lot size, or shared parking arrangements.