

# Sharp Park Specific Plan EXISTING CONDITIONS REPORT

DECEMBER 2019





Sharp Park Specific Plan

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NOVEMBER 2019

Prepared by

**LYETT & HEATIA**  
Urban and Regional Planners



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# 1. INTRODUCTION

The City of Pacifica is in the process of developing a Specific Plan for the Sharp Park area. This Existing Conditions Report provides baseline spatial information on the existing conditions, opportunities, and challenges in the Sharp Park Specific Plan area ('Planning Area').

## 1.1 Purpose

The City of Pacifica is in the process of developing a Specific Plan for the Sharp Park area, one of Pacifica’s neighborhoods with significant potential for evolution and enhanced vibrancy over the next several decades.

Under California law, local governments can use specific plans as tools to plan for needed revitalization and change. Specific Plans provide greater planning and design guidance than can be included in a General Plan, and they allow local governments the ability to address complex land ownership patterns and infrastructure needs.

Currently, the Sharp Park area serves as the city’s civic core and is home to many unique businesses, as well as the iconic Pacifica Pier. The coastline serves as a significant draw to the neighborhood but there remains an opportunity to strengthen the number and variety of other attractions for Pacificans and visitors alike.

This Existing Conditions Report focuses on resources, trends, and critical concerns that will frame choices for Sharp Park’s long-term physical development and provides baseline spatial information on the existing conditions, opportunities, and challenges in the Sharp Park Specific Plan area. The Existing Conditions Report will be used as basis for:

- Facilitating community input on planning issues, priorities, and vision for the future;
- Evaluating policy issues and options and preparing alternative land use and transportation concepts;
- Formulating policies for the Specific Plan; and
- Creating the environmental setting portion of the Environmental Impact Report.



Palmetto Avenue, the Planning Area’s “main street”.



The Pacifica Pier, a Sharp Park landmark.

## 1.2 Process Overview

The Sharp Park Specific Plan will serve as the blueprint for preservation and development and will outline a cohesive, long-term, community-driven vision for this key neighborhood. Development of the Sharp Park Specific Plan will take place through a collaborative process that will give the community the opportunity to define a common vision for the future and make deliberate choices to effectively carry out this vision. The Specific Plan process will include the following phases:

1. **Visioning and Background Studies.** The planning team will engage the community, property owners, and other stakeholders in developing a cohesive vision and set of guiding principles, while concurrently analyzing existing conditions to identify key issues and opportunities that the Specific Plan should address.
2. **Alternatives and Preferred Plan.** Based on the results of the visioning exercises and background research, the planning team will prepare and analyze a set of land use concepts. After additional public outreach and decision maker input, the options will be narrowed to a single “Preferred Plan.”
3. **Draft Specific Plan and Environmental Review.** Based on the Preferred Plan, a public review draft of the Sharp Park Specific Plan will be prepared along with an Environmental Impact Report (EIR) that analyzes the effects of Specific Plan policies and development potential on the environment.

As part of the first phase, the City of Pacifica held five neighborhood meetings where community members discussed their vision, thoughts, and ideas for the Sharp Park Specific Plan area. Major themes included:

- Ensuring development is an asset to the community and celebrates the area’s character, history, and coastal locale.
- Developing housing that accommodates residents of all incomes, family types, and stages of life.
- Supporting the area as an economic engine and improving its image as a destination.
- Creating a diverse mix of uses, activities, and services that support the neighborhood, promote social connectedness, and enhance community well-being.
- Improving connections to other Pacifica neighborhoods and creating a safe, attractive, and walkable public realm.
- Establishing a resilient and sustainable future for the Sharp Park area.

### **1.3 Location and Planning Area**

Pacifica is located in northern San Mateo County, just ten miles from downtown San Francisco at its northern tip, and bordered by Daly City, South San Francisco, and San Bruno on the north and east. Figure 1-1 shows the boundaries of Pacifica and the location of the Planning Area.

The Planning Area is approximately 104 acres in size, largely encompassed in West Sharp Park and part of East Sharp Park east of Highway 1. As shown in Figure 1-2, most of the area surrounds Palmetto Avenue and is bounded by Beach Boulevard to the west, Paloma Avenue to the north, Clarendon Road and Lakeside Avenue to the south, and Highway 1 to the east, with some adjacent areas of potential change east of Highway 1, including the Eureka Square Shopping Center.

### **1.4 Report Organization**

This Existing Conditions Report describes Sharp Park's existing land use patterns, regulatory framework, urban form, circulation and infrastructure networks, and environmental and cultural considerations. It seeks to identify issues and opportunities within Sharp Park so that the community may better envision the potential for future development. Chapters in the reports are organized by topic as follows:

**Chapter 1: Introduction** describes the Planning Area and its regional setting, outlines the objectives of the Specific Plan and the planning process, and provides an overview of the report's organization.

**Chapter 2: Land Use and Development** discusses existing land uses in the Planning Area, allowable development densities and intensities, property ownership information, major development projects in the Planning Area and its vicinity, potential opportunity sites, and related plans and regulations.

**Chapter 3: Urban Design and Character** examines the existing design of the Planning Area, including the scale and character of its blocks and buildings, as well as the topography, views, and streetscape.

**Chapter 4: Access, Connectivity, and Parking** provides an overview of the Planning Area's roadway system, including its pedestrian and bike network and public transit accessibility. It also describes coastal access and parking.

**Chapter 5: Infrastructure** describes the Planning Area's water, wastewater, and stormwater infrastructure.

**Chapter 6: Environmental Resources and Hazards** addresses cultural and historic resources, biological resources, hydrology, geology and seismicity, climate change and sea level rise, and other hazards.

Figure 1-I: Planning Area Context

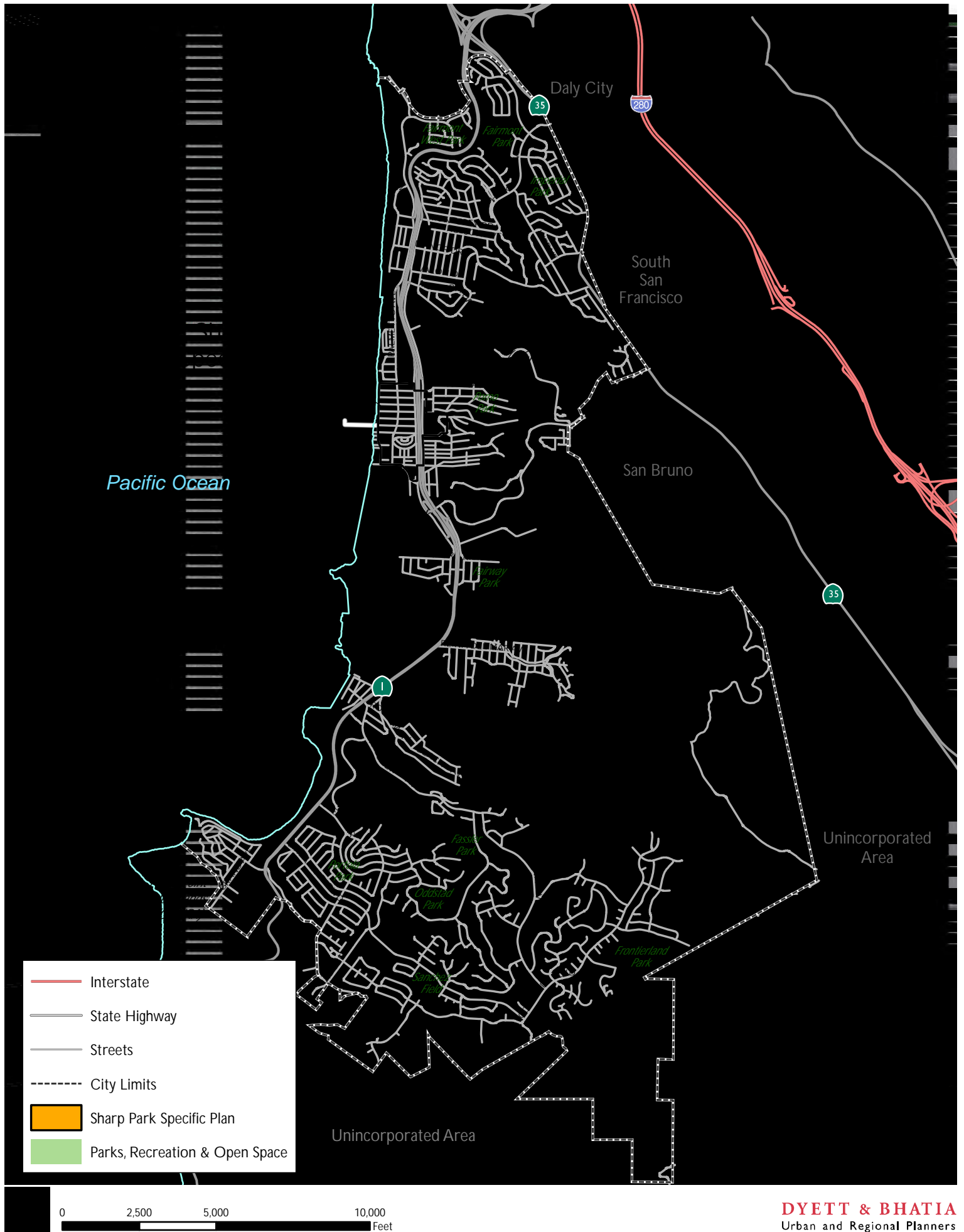



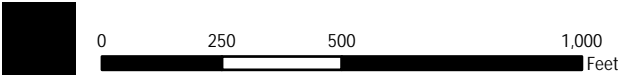


Figure 1-2: Planning Area



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

-  Highways
-  Study Area Parcels
-  Sharp Park Specific Plan





## 2. LAND USE AND DEVELOPMENT

This chapter documents the existing land use and regulatory context of the Planning Area. It reviews the existing land use patterns, major development projects in the Planning Area and vicinity, opportunity areas for development, and plans and regulations that relate to the Sharp Park Specific Plan.



## 2.1 Demographics

Approximately 1,890 people live in the Planning Area, representing around 5 percent of Pacifica's population.<sup>1</sup> Population growth has remained flat since 2000. Planning Area residents are generally younger than the city as a whole: 43.9 percent of people are between the ages of 18 and 44, compared to 33.8 percent of the city's population. The Planning Area's racial and ethnic makeup is slightly more homogenous, with 79.1 percent of residents identifying as White only, compared to the city's 63.6 percent. Planning Area residents are also nearly twice as likely to live alone than Pacificans (20.1 percent vs. 10.5 percent, respectively).<sup>2</sup> Other statistics related to income and housing can be found in the accompanying Sharp Park Specific Plan Market Study.

## 2.2 Existing Land Use

There are approximately 104 acres in the Planning Area. Of that, streets and rights-of-way consist of approximately 35.9 acres (35 percent), leaving a total of approximately 68 acres of developable land. This section describes how land is currently used. Table 2-1 shows the breakdown of acreage and Figure 2-1 provides a map of existing land uses within the Planning Area.

### RESIDENTIAL

Residential land use accounts for around 44 acres, or approximately 66 percent, of the developable land in the Planning Area. Single-family residential makes up about 48 percent of the total developable land while multi-family and duplex residential makes up the other 52 percent. There are a few areas of multi-family concentration, including east of Highway 1 above the Eureka Square Shopping Center, along the northern edge at Paloma and Palmetto Avenues, and the southern tip of the Planning Area past Clarendon Road.

### COMMERCIAL

Commercial land use accounts for around four acres, or about six percent of the Planning Area. There are around seven restaurants, five cafes, and two bars within the Planning Area, with a majority being located in between San Jose and Carmel Avenues and fronting along either Palmetto Avenue or Francisco Boulevard. Other commercial uses include Recology of the Coast on Palmetto Avenue, Simon's Auto Werks on Francisco Boulevard, and Oceana Market in Eureka Square.

### MIXED USE

Land that has a mixture of either commercial or residential uses accounts for about 9.6 acres, or 14 percent of the Planning Area. The largest mixed-use parcel is the six-acre Eureka Square Shopping Center located on the eastern side of the Planning Area, consisting of retail and offices. Mixed-use parcels are located mostly along Palmetto Avenue, with a few along Francisco Boulevard and at the

<sup>1</sup> ESRI, 2019

<sup>2</sup>American Community Survey, 2013-2017. Data for tract 6030, block groups 3 and 4.

corner of Paloma Avenue and Oceana Boulevard. Even though many parcels are zoned for mixed-use, only one mixed-use project has been built over the last five years.

### **PUBLIC AND COMMUNITY FACILITIES**

Public and community facilities land uses account for 6.7 acres, or around 10 percent of the Planning Area. These land uses include a variety of public/quasi-public facilities, including Pacifica City Hall, the decommissioned wastewater treatment plant, the Sharp Park Library, the Little Brown Church/Pacifica Coastside Museum, parks and open space, and churches. Two major schools, Oceana High School and the Ingrid B. Lacy Middle School, are both located just outside of the Planning Area to the north and attract families attending swim meets and other school sporting events to the Planning Area. The 410-acre Sharp Park Golf Course, owned by the City and County of San Francisco, borders the Planning Area to the south. Although the small Palmetto Park is the only public park space within the Planning Area, Pacifica Pier and Beach Park are close by.

### **VACANT**

Vacant land, defined as land that does not currently have any development built on it, account for 2.4 acres, or 3.6 percent of the Planning Area. Vacant parcels can be found scattered throughout the Planning Area, with a few of the larger parcels located along Palmetto Avenue. There are currently 19 vacant parcels with an average size of 0.12 acres per parcel. The legacy of the Salada Beach and Brighton Beach subdivisions from 1907 and 1908, respectively, is that many of the vacant lots within the Planning Area are narrow lots with small lot area.

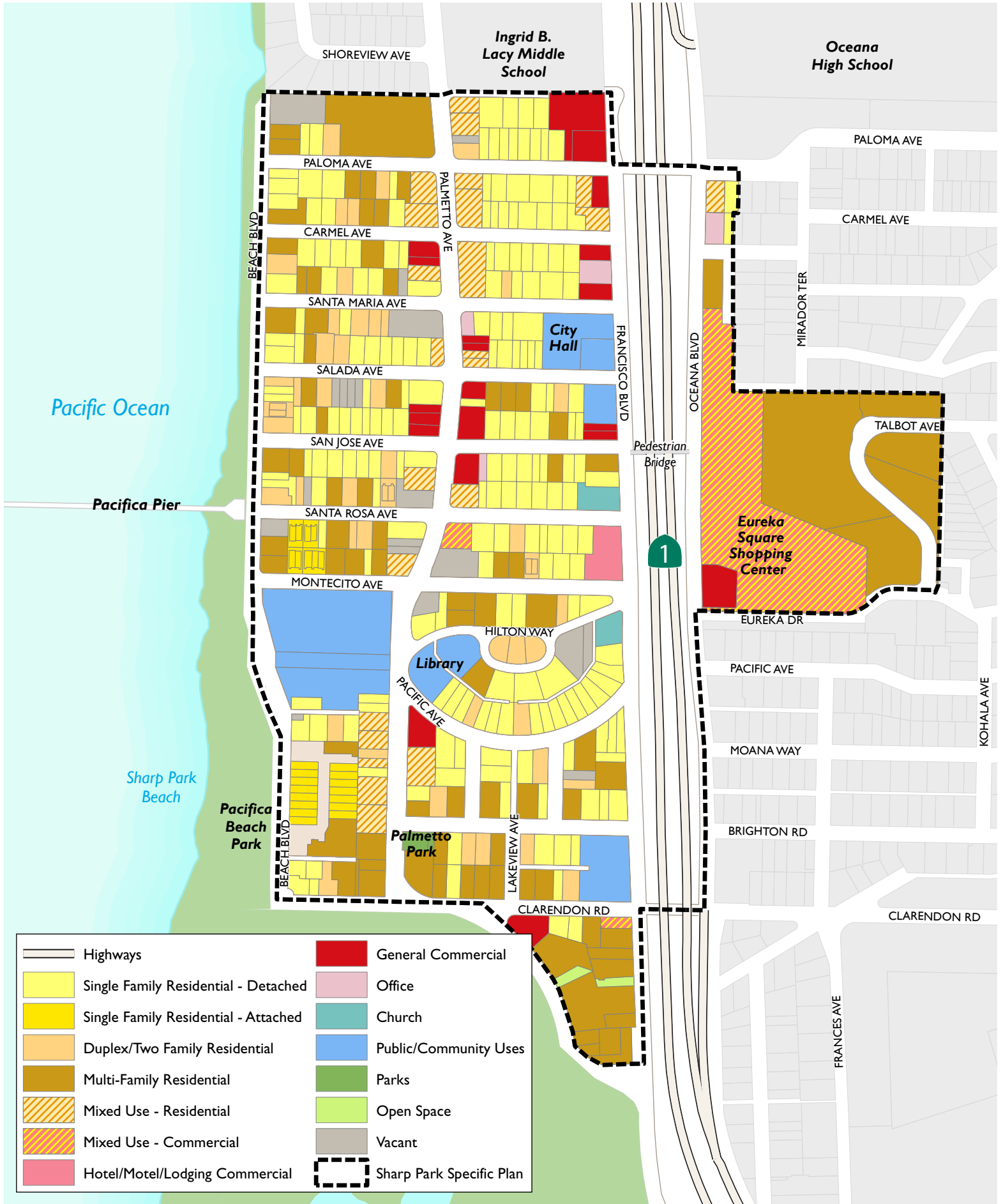
**Table 2-1: Summary of Existing Land Uses**

<i>Existing Land Use Category</i>	<i>Acres</i>	<i>Percentage</i>
<b>Residential</b>	<b>44.1</b>	<b>65.2%</b>
Single Family Residential - Detached	19.8	29.3%
Single Family Residential - Attached	1.3	1.9%
Duplex/Two Family Residential	4.6	6.8%
Multi-Family Residential	18.4	27.2%
<b>Mixed Use</b>	<b>9.6</b>	<b>14.2%</b>
Mixed Use – Residential (Office/Retail and Residential uses)	3.6	5.3%
Mixed Use – Commercial (Office and Retail uses)	6.0	8.9%
<b>Commercial</b>	<b>4.1</b>	<b>6.1%</b>
Hotel/Motel/Lodging Commercial	0.4	0.6%
Commercial	3.2	4.7%
Office	0.5	0.7%
<b>Public and Community Facilities</b>	<b>6.7</b>	<b>9.9%</b>
Church	0.4	0.6%
Public/Community Uses	6.0	8.9%
Parks and Open Space	0.3	0.4%
<b>Vacant</b>	<b>2.4</b>	<b>3.6%</b>
<b>Total:</b>	<b>67.6</b>	<b>100%</b>

Note: Numbers do not add due to rounding.

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

**Figure 2-1: Existing Land Use**



0 250 500 1,000 Feet

### 2.3 Pipeline and Recent Development

As of August 2019, there are ten active planning applications and two active planning projects within the Planning Area. Of these twelve projects, a total of 23 housing units are proposed, most of which are multi-family residential. The location and description of all current developments with the Planning Area are listed in Table 2-2 and illustrated in Figure 2-2. The two active planning projects, which include the Pacifica Library Modernization Project and the Beach Boulevard Hotel Project, could have major impacts on the Planning Area and are described below.

The Pacifica Library Modernization Project seeks to rebuild and transform the current library facility, which was built in the 1960s, into a 7-day full-service library with additional community-serving gathering spaces and facilities. The Project could greatly enhance the quality of life of residents living within the Planning Area by increasing access to community space and library resources as well as becoming an attraction for other residents of Pacifica to visit Sharp Park.

The other active planning project, the Beach Boulevard Hotel Project, is adjacent to the current City Council Chambers and was the previous location of the city's wastewater treatment facility. The City of Pacifica released a request for proposal (RFP) for a developer to build a hotel and conference center in 2018 but withdrew developer solicitation in early 2019 due to limited responses. The goal of this project is to enhance the City's economic base, strengthen the tourist industry for Pacifica, and anchor Palmetto Avenue as the historic main street. As of October 2019, the site remains vacant.

In terms of recent development, few commercial properties have been built in the last five years. However, a few residential and mixed-use buildings have been constructed, including a commercial and three unit residential mixed-use building at 1670 Francisco Boulevard; two duplexes at 10, 16, 20, and 26 Santa Rosa Avenue; and a duplex and three townhomes at 15 and 29 Montecito Avenue for a total of 12 new multifamily dwelling units. Other improvements to the Planning Area include a new Highway 1 pedestrian overcrossing at San Jose Avenue and a new single-family residential dwelling at 106 Bella Vista Avenue.



The Sharp Park Library will transform into a 7-day full-service library. The Sanchez Library branch will become a "Open Access" library with 7-day access to a browsing collection, materials, and a community center.



The Beach Boulevard Hotel Project is envisioned to anchor Palmetto Avenue 'Main Street', strengthen Pacifica's visitor serving economy, and bring additional tax revenue to the City.

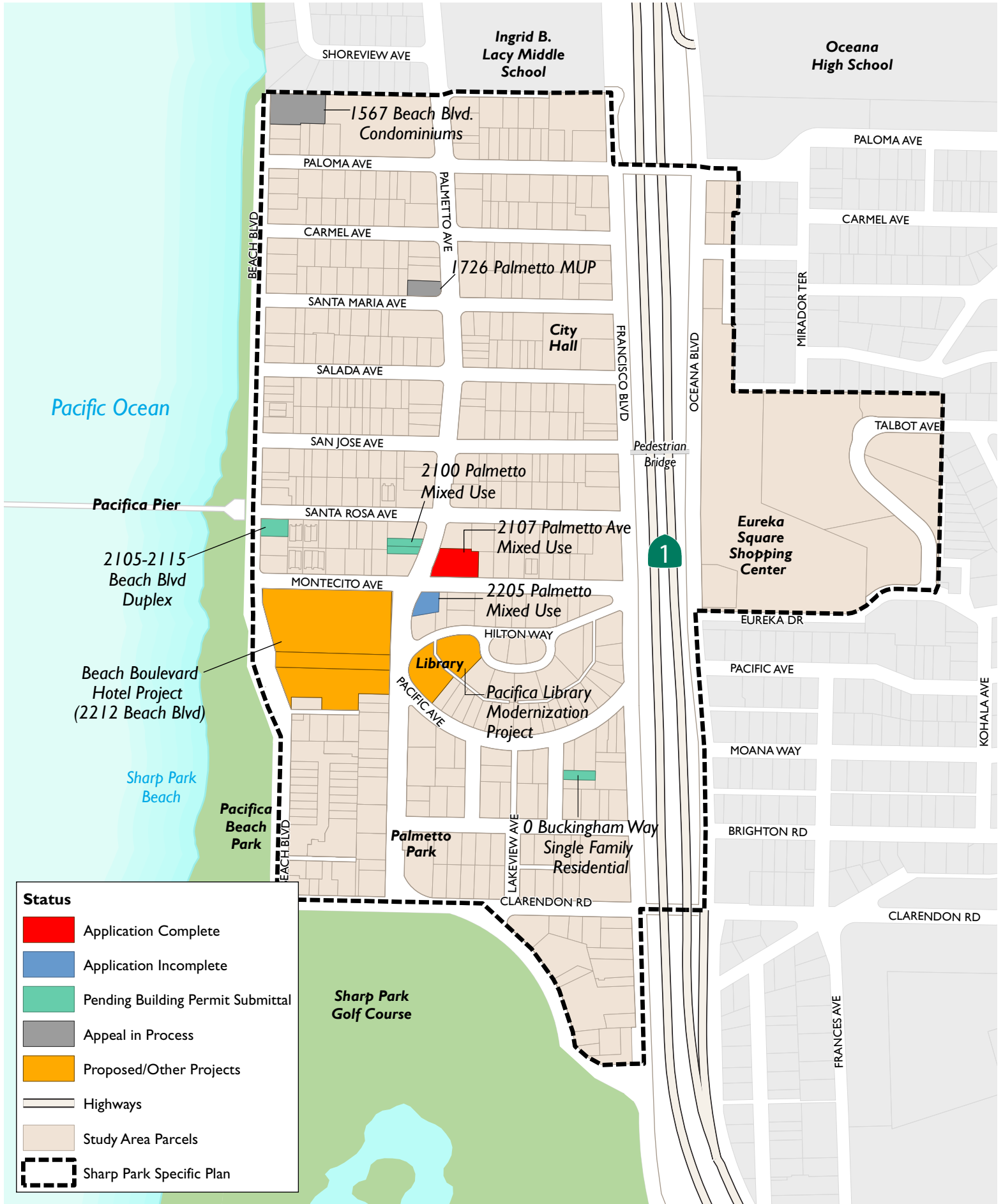
<b>Within Planning Area</b>				
<b>Project Name</b>	<b>Type</b>	<b>Address</b>	<b>Status</b>	<b>Description</b>
				area, residential 7,000 s.f., commercial 3,200 s.f.
Single-family residence on non-conforming lot	Single-Family Residential	Lot 37, Block 1, Revised Salada Beach Subdivision (Salada Avenue, Sharp Park)	Approved	Construct a two-story single-family residence with 1,122 s.f. floor area on a non-conforming lot
Condominiums	Residential	1567 Beach Blvd.	Appeal in progress at Coastal Commission	7 new condominium units in one new three unit and one new four unit building on 0.45 acre vacant lot.
2100 Palmetto Mixed Use	Mixed use	(near) 2100 Palmetto Avenue	Pending Building Permit Submittal	Construct a mixed use building with ground floor retail and three condominium units on a 0.13 acre lot.
Construct Duplex	Duplex	2105-2115 Beach Blvd.	Pending Building Permit Submittal	Construct duplex of condos on a 0.10 acre vacant lot.
0 Buckingham Way SFR	Residential	0 Buckingham Way	Pending Building Permit Submittal	New single-family residence on vacant parcel
1726 Palmetto MUP	Commercial	1726 Palmetto Ave.	Appeal in progress at City Council	Establish Cannabis Retail Operation
2205 Palmetto	Mixed use	2205 Palmetto Ave.	Application Incomplete	New mixed use building with restaurant space on ground floor and two units above on a 0.09 acre lot.
<b>Proposed/ Other Projects</b>				
<b>Project Name</b>	<b>Type</b>	<b>Address</b>	<b>Status</b>	<b>Description</b>
Pacifica Library Modernization Project	Public	104 Hilton Way	N/A	A new, larger 25,000 square foot building would serve as the main library and remain a full-service branch.
Beach Boulevard Hotel Project	Public/RFQ	2212 Beach Boulevard	RFQ withdrawn as of 11/21/2018.	The City of Pacifica released a Request for Qualifications (RFQ) for a hotel/ conference center development opportunity on a 3-acre parcel of City-owned property.

Source: City of Pacifica 8/28/2019

[https://www.cityofpacificac.org/depts/planning/active\\_planning\\_applications\\_list.asp](https://www.cityofpacificac.org/depts/planning/active_planning_applications_list.asp)

[https://www.cityofpacificac.org/government/current\\_projects/default.asp](https://www.cityofpacificac.org/government/current_projects/default.asp)

**Figure 2-2: Approved and Proposed Projects**



## 2.4 Opportunity Areas

Opportunity sites are those that may have potential for land use changes over the long term. Sites in the Planning Area that are vacant, have a low assessed value (AV) ratio, or City-owned with reuse possibilities are shown in Figure 2-3, totaling almost 11 acres. The County Assessor's data was used to identify parcels with a low AV ratio, defined as the ratio of the value of existing permanent improvements (i.e., buildings) to the value of the land. When the monetary value of the land is worth substantially more than the monetary value of the structure on it (parcels with AV ratios of less than 1.0), a property owner may have incentive to redevelop the parcel at their discretion.

Several parcels along Palmetto Avenue could be considered opportunity sites. Though many of these parcels are vacant or have higher redevelopment potential, they are privately owned. Actual redevelopment would depend on owner interest and timing. Large parcels owned by the City or the County could be used as catalyst development sites, like the Beach Boulevard Hotel Project or the North Coast County Water District fill station, although in case of the Beach Boulevard project, finding the right developer has been a challenge. Eureka Square Shopping Center, located on the eastern side of the Planning Area across Highway 1, is called out in the 2014 Draft General Plan as an area of potential change as well.

## 2.5 Population, Housing, and Economic Trends

Over the next 20 years, population growth in Pacifica is projected to increase from 39,500 in 2020 to 41,800 in 2040, an annual growth rate of 0.3 percent.<sup>3</sup> While population rates have remained stable, the household median income in Pacifica as a whole has grown over the past seven years, with median household rising approximately 18.5 percent between 2010 and 2017. The median household income for the Specific Plan area is \$104,000 which is slightly less than Pacifica as a whole (\$107,000) and San Mateo County (\$106,000.)

Approximately 31 percent of Pacifica households are spending more than 30 percent of household income on housing costs. Cost burden affects renters more than owners: 29 percent of owners and 36 percent of renters are spending more than 30% of incomes on housing. One hundred percent of renter households earning between \$20,000 and \$50,000 per year are cost-burdened.

The Planning Area consists of approximately 535 multifamily and 389 single family units for a total of 924 total housing units, about six percent of the housing units in Pacifica. Compared to the city as a whole, the Planning Area has a higher percentage of multifamily units. While Pacifica's housing stock is made up of 22 percent multifamily and 78 percent single family units, the Planning Area has a greater percentage of multifamily units, with 58 percent of the units as multifamily and 42 percent as single family. Ninety eight percent of the housing units in the Planning Area were built prior to 2000, the majority of which (79 percent) were constructed between 1960 and 1979.

Approximately 70 percent of occupied households within the Planning Area are renters, nearly double to the rate of renter occupied units in Pacifica as a whole (32 percent). Average rents have been rising since 2010 and have increased from \$1,600 in 2010 to \$2,300 in 2019. Vacancy rates have decreased over the last seven years as well, from around 5.3 percent in 2010 to 2.5 percent in 2019. The slow

<sup>3</sup> Census LEHD OnTheMap; American Community Survey 5-year Estimates; Association of Bay Area Governments population growth projections



growth of residential inventory and steadily increasing rents, home values, and low vacancies suggest pent up demand for housing in the City, reflecting the high demand for housing in the San Mateo County region and Bay Area generally. More information on demographic and real estate market conditions in the Planning Area can be found in the Sharp Park Specific Plan Market Demand Study, an accompaniment to this Existing Conditions Report.

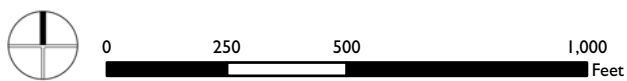
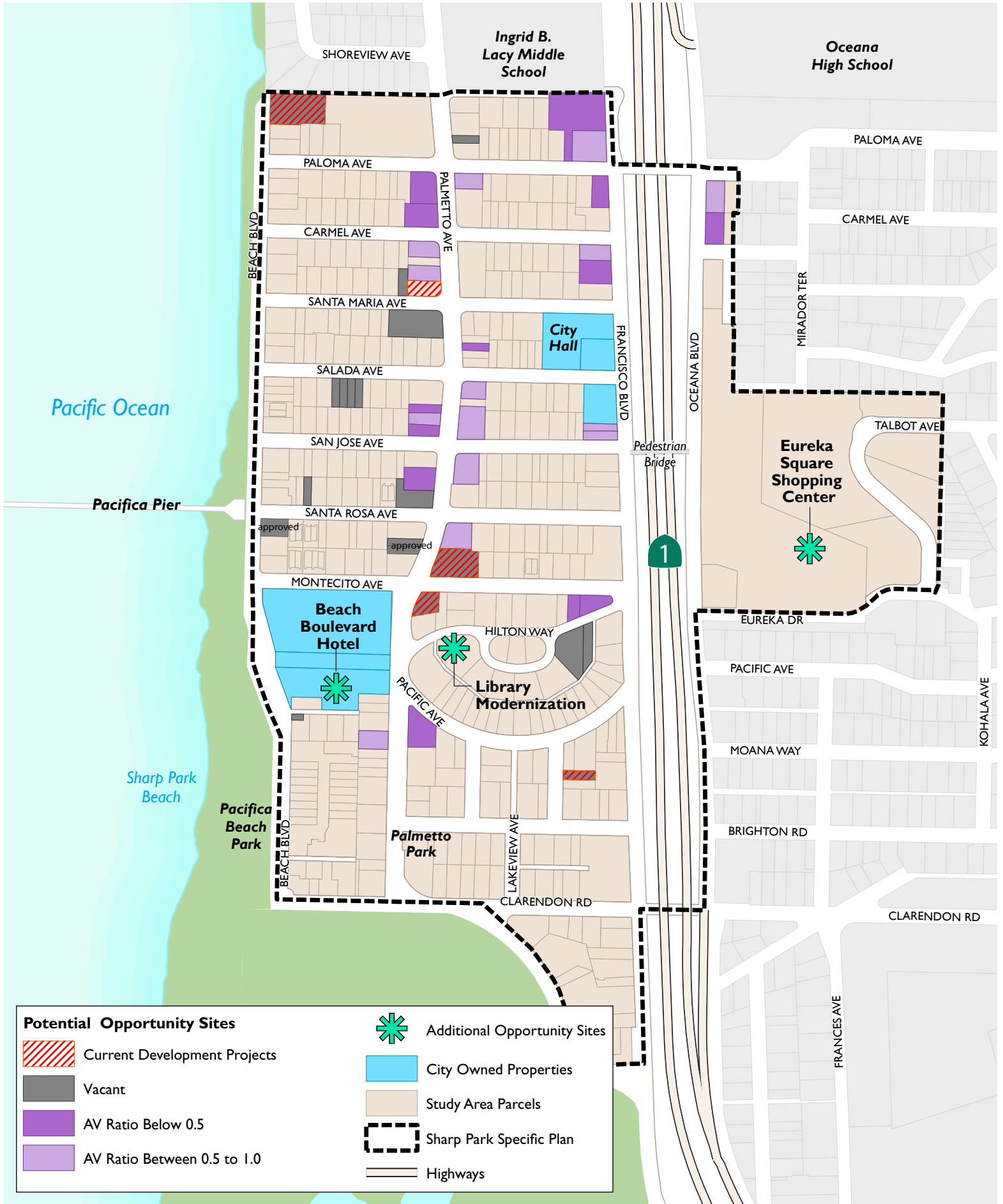
## **2.6 Homelessness, Vehicular Living, and Motor Home Parking**

The issues of homelessness, vehicular living, and motor home parking continue to be an ongoing tension between residents, businesses, and property owners in Pacifica, including within the Planning Area. The ongoing regional housing affordability crisis further complicates this issue.

According to the San Mateo County 2019 Homeless One Day Count (ODC), there were 116 unsheltered people currently living within Pacifica, including people who live in motor homes, in their cars, on the streets, or in tents/encampments, a slight increase from the prior count in 2017. A survey of 11 Pacifica motor home/vehicle dwellers noted that 9 of 11 considered Pacifica their hometown, having been born and raised in Pacifica or living in the area over a decade before losing their housing. The most commonly cited reason for motor home/vehicle living was the high cost of housing, followed by fire and a death in the family.

In spring 2019, City Council deferred a decision about revising parking ordinances related to motor homes until potential alternatives to address the vehicularly-housed are evaluated, such as a Safe Parking Program or other alternatives. Recognizing the magnitude of this challenge and the City's resource limitations, Council identified the need for a community-based task force of stakeholders to assess potential solutions, identify start-up and operating funding for recommended solutions, and to present recommendations to the Council and community. Task force meetings began in August 2019. On October 28<sup>th</sup>, Mayor Veterlaus requested that discussion of introducing a motor home parking ban ordinance be placed on an upcoming City Council agenda.

**Figure 2-3: Potential Opportunity Sites**



## **2.7 Related Plans and Regulations**

Several existing plans and regulations establish development directives relevant to the Planning Area. The Pacifica General Plan 2040 and the Local Coastal Land Use Plan are in the process of being updated, and the new Bike and Pedestrian Master Plan is nearing completion. The Zoning Ordinance may need to be updated to reflect the General Plan if it is adopted in the future.

### **PACIFICA GENERAL PLAN**

Pacifica's current General Plan was adopted in 1980, with the Housing Element last updated in 2015. It contains the following plan elements: Land Use, Circulation, Scenic Highways, Historic Preservation, Community Facilities, Seismic Safety and Safety, Conservation, Noise, Open Space and Recreation, Community Design, and Housing. The General Plan was prepared in tandem with a Local Coastal Land Use Plan and incorporates the detailed requirements of the California Coastal Commission.

#### *2014 Draft Update*

Both the General Plan and Local Coastal Land Use Plan underwent a significant update in 2014; however, neither were adopted. The 2014 Draft General Plan includes six of the seven elements required by State law<sup>4</sup>: Land Use, Circulation, Open Space, Conservation, Safety, and Noise. It also includes two other optional elements that address local concerns: Economic Sustainability and Community Design. The 2014 Draft General Plan included policies to transform West Sharp Park into the City's civic and cultural core, with higher-intensity mixed-use buildings along the Highway 1 and Palmetto Avenue corridors, including at the Eureka Square site. Policies in the 2014 Draft General Plan supported a vision of Palmetto Avenue as a pedestrian-oriented main street with retail, restaurants, and services as well as multi-family housing and mixed-use development to foster a character that will attract residents and tourists. Policies for Francisco Boulevard would create a core of high-intensity and civic uses to support retail and restaurants along Palmetto Avenue by bringing more residents and workers and enhancing visibility from Highway 1.

#### *Housing Element (2015)*

Pacifica's Housing Element contains goals and policies for housing and action programs which detail the steps the City can take to respond to the community's evolving housing needs. An important aspect of the Housing Element is its identification of sites for housing development that are sufficient to accommodate the City's share of the regional housing need for the planning period, known as a regional housing need allocation (RHNA). The Housing Element identifies nine properties where residential development could occur within the Planning Area, based on land use designations from both the 1980 General Plan and the 2014 General Plan Update draft. Parcels identified in the Planning Area are listed in Table 2-3. In total, identified sites at 2014 Draft General Plan densities could accommodate 141 new units, with a majority at the old wastewater treatment facility at 2212 Beach Boulevard. If the wastewater treatment plant was developed solely as a hotel and commercial property without any residential units, this would reduce projections by 84 units, or 60 percent of the total units allocated in the Planning Area. Regardless of the type of development, the City will reassess inventory of land

<sup>4</sup> The seventh required element, the Housing Element, was separately adopted in 2015, as noted above, and is not part of the ongoing General Plan update.

suitable for residential development as part of the next RHNA cycle, which will be adopted in October 2020 and cover the planning period of October 2021 through October 2029.

**Table 2-3 Potential Housing Development Sites- City of Pacifica Housing Element 2015-2023.**

Location/Condition	APN	Draft General Plan Designation (2014)	Allowable Units (#)	Allowable Density
Palmetto Ave & Santa Maria Ave	016-032-310	Mixed Use Neighborhood	9	26 du/acre
Salada Ave b/t Beach Blvd & Palmetto Ave	016-050-050	Medium Density Residential	3	15 du/acre
Pacifica Thai Cuisine	016-060-110, 016-060-120	Mixed Use Center	7	50 du/acre
Seahorse Saloon	016-191-320	Mixed Use Neighborhood	5	26 du/acre
Montecito & Palmetto	016-192-320	Mixed Use Neighborhood	8	26 du/acre
2212 Beach Boulevard	016-204-020 016-204-999 016-294-620	Mixed Use Center	84	50 du/acre
Hilton & Francisco	016-211-180	Mixed Use Neighborhood	3	26 du/acre
7-Eleven Sharp Park	016-400-280	Mixed Use Neighborhood	6	26 du/acre
U.S. Bank	016-220-150	Mixed Use Center	16	50 du/acre

Source: City of Pacifica Housing Element: 2015-2023. Table III-2. Dyett & Bhatia 2019.

## GENERAL PLAN LAND USE DESIGNATIONS

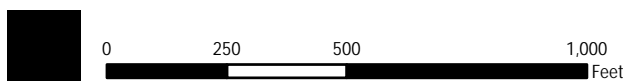
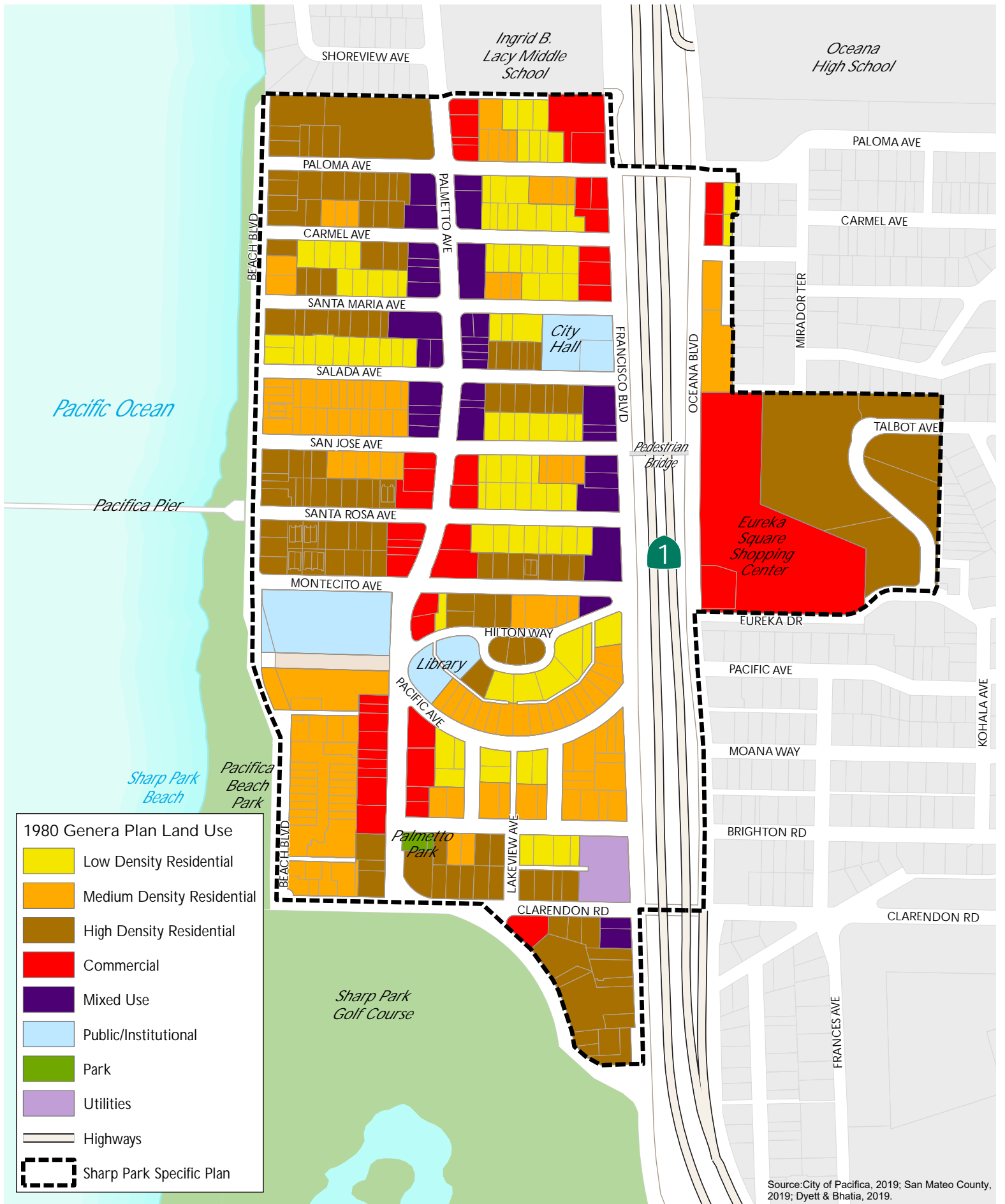
The existing General Plan land use map (Figure 2-4) shows the general land use pattern proposed by the 1980 General Plan to guide future development for the Planning Area. During the 2014 General Plan Update (Figure 2-5), the land use designations largely remained the same although properties along Palmetto Avenue that were once only Retail Commercial, were changed to Mixed Use Neighborhood. Other designation changes include the addition of Mixed Use Center, which were applied to Eureka Square Shopping Center, 2212 Beach Boulevard, and a few parcels along Francisco Boulevard. General Plan land use designations are meant to show the predominant, desired uses for each part of the City. The land use categories are summarized in Table 2-4. ‘

**Table 2-4 General Plan Land Use Definitions**

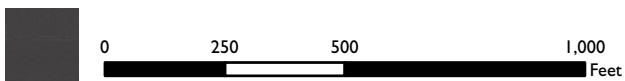
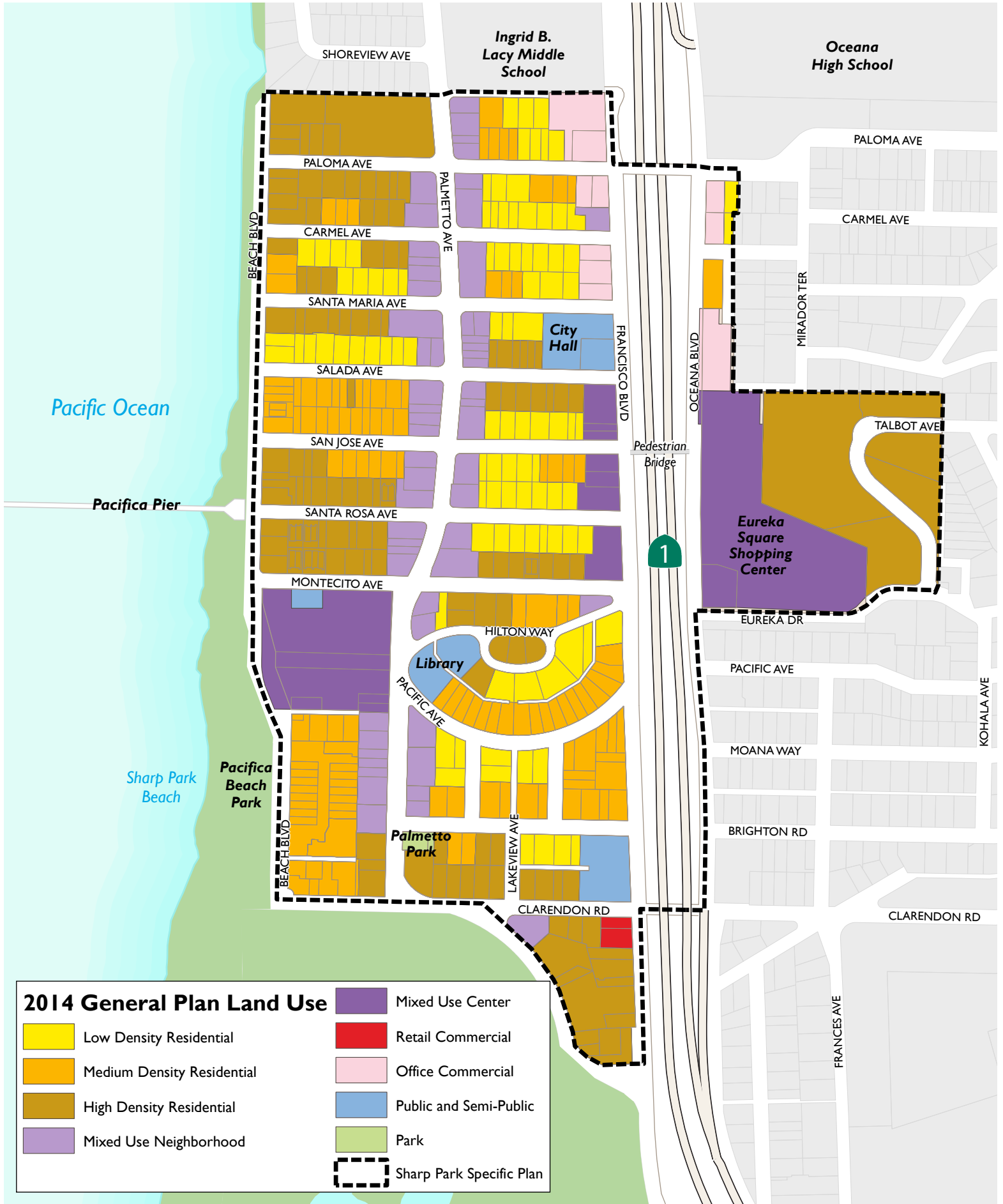
Land Use Designation	Description <sup>2</sup>
<b>Residential</b>	
Low Density Residential	Residential development averaging 3 to 9 units per acre.
Medium Density Residential	Residential development at an average of 10 to 15 units per acre.
High Density Residential	Residential development at an average of 16 to 21 units per acre.
<b>Commercial</b>	
Commercial	A variety of potential commercial uses, including visitor-serving commercial, retail commercial, office, heavy commercial and light industrial. The type of commercial use recommended for a site is stated in the Land Use Description.
<b>Mixed Use</b>	
Mixed Use <sup>1</sup>	A combination of residential and commercial uses, either arranged vertically within buildings or horizontally across sites.
<b>Public or Institutional</b>	
Public and Semi-Public	Public facilities, and public or private schools. In the case of public schools, the General Plan states that should the existing use be discontinued, the proposed use should be compatible with the adjacent neighborhood, and the existing play areas should be maintained as public recreation space.
Utilities	Water tanks, other public utilities.
<b>Parks and Open Space</b>	
Parks	Publicly owned areas, either now developed for recreation use or intended for future recreation development.
Notes:	
1. This category is not defined in the current General Plan, but is included in the General Plan map. 2 Land use descriptions may be summarized from the original.	

Source: City of Pacifica General Plan, Dyett & Bhatia, 2019.

Figure 2-4: 1980 GP Land Use Designations



**Figure 2-5: 2014 Draft GP Land Use Designations**



## PACIFICA ZONING ORDINANCE

Zoning is the primary tool governing land use and is meant to shape the form and character of development to reflect General Plan goals and other official policies. In Pacifica, typical zoning districts are augmented by overlay zones and an emphasis on planned development districts. Figure 2-6 Existing Zoning displays the zoning designations in effect for the Planning Area, which are described below.

### Residential Districts

#### *Single-Family and Two-Family Residential Districts*

The Single-Family Residential District, R-1, predominates in most of the City's established neighborhoods, and allows houses on lots as small as 5,000 square feet. The Two-Family Residential District, R-2, encourages the development of slightly more dense housing, in a format that blends easily with single-family neighborhoods. This zoning can be found in limited areas, mainly in the West Sharp Park and East Pacific Manor neighborhoods.

#### *Multi-Family Residential Districts*

Pacifica's multi-family residential districts vary only slightly. In each one, duplexes and multi-family dwellings are permitted, while single-family houses are allowed as a conditional use. The density of multi-family housing in Pacifica is governed by limitations to lot area per unit and lot coverage, landscaping and parking requirements, and height (35 feet, throughout the City in all zones.) Multi-family residential zoning covers a significant area between the ocean bluff and Highway 1 at the north end of the City, sections of West Sharp Park, and in other pockets of the City.

### Commercial and Industrial Districts

#### *Neighborhood and Community Commercial Districts*

The Neighborhood Commercial District, C-1, provides for local- and visitor-serving retail uses, along with personal services, offices and galleries, with more commercial types and upper-floor housing units as conditional uses. It covers most of Pacifica's commercial areas and shopping centers, including along Palmetto in West Sharp Park and Eureka Plaza.

The Community Commercial District, C-2, permits a broader range of commercial uses including offices, restaurants and bars, and furniture sales, with such uses as auto sales and service permitted conditionally. Only four parcels located in the Planning Area have the C-2 designation.

### Overlay Districts

#### *Cannabis Operation, Sharp Park Overlay District (CO-SP)*

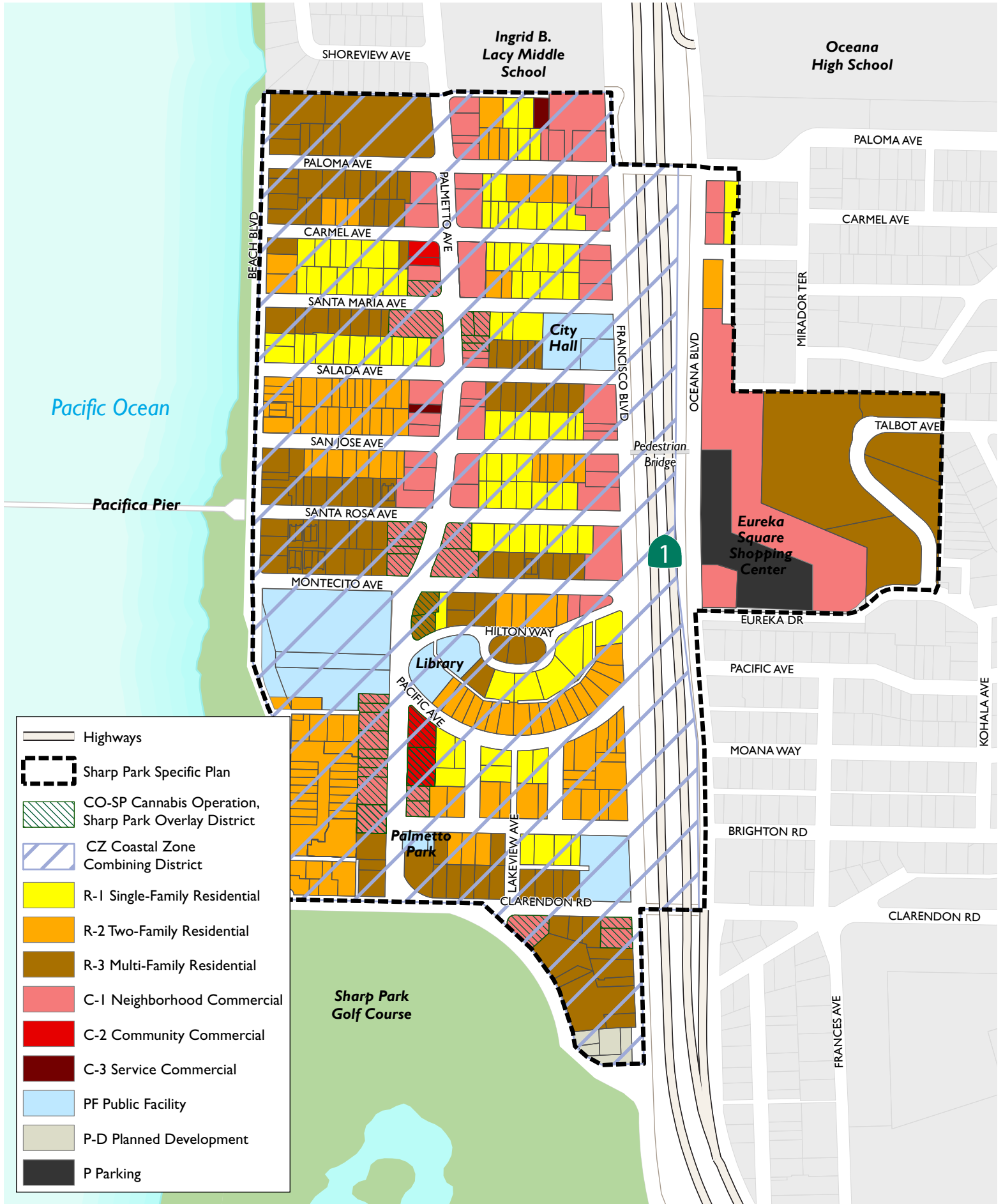
This overlay district seeks to control the location and number of cannabis retail businesses. Zoning allows for a maximum of three cannabis retail operations in the CO-SP overlay within Sharp Park. Two cannabis retail operations are permitted and operating currently, while a third has been approved but is pending an appeal to City Council. All three are located on Palmetto Avenue. See Figure 2-6 for current zoning designations.



### *Coastal Zone Combining District (CZ)*

The City's Coastal Zone Combining District (CZ) ensures consistency with goals and policies of the California Coastal Act. These include the protection and enhancement of the coastal environment, the provision of public access to the shoreline and recreational opportunities, and the prioritization of coastal-dependent and visitor-serving uses. The Coastal Zone requirements supplement the underlying zoning regulations on all property subject to the Local Coastal Program, which is generally the area west of Highway 1. Most of the Planning Area is within the Coastal Zone, with the exception of the Eureka Square Shopping Center, Oceana Boulevard, and the multifamily buildings along Talbot Avenue. Any development proposal in the Coastal Zone, with certain exceptions, requires a Coastal Development Permit. The requirements of this permit vary according to the characteristics of the site.

**Figure 2-6: Current Zoning**



- Highways
- Sharp Park Specific Plan
- CO-SP Cannabis Operation, Sharp Park Overlay District
- CZ Coastal Zone Combining District
- R-1 Single-Family Residential
- R-2 Two-Family Residential
- R-3 Multi-Family Residential
- C-1 Neighborhood Commercial
- C-2 Community Commercial
- C-3 Service Commercial
- PF Public Facility
- P-D Planned Development
- P Parking



## LOCAL COASTAL PROGRAM

The 2014 draft General Plan was prepared in tandem with a draft Local Coastal Land Use Plan (LCLUP) and incorporates the detailed requirements of the California Coastal Commission. All of Pacifica west of and including State Route 1 is part of the Coastal Zone, and subject to the regulatory requirements of the California Coastal Act of 1976. A small area east of State Route 1 in central Pacifica, known as Sheldance Nursery, is also located within the Coastal Zone. The Coastal Act sets forth guiding policies for the California Coastal Commission and local governments to follow when establishing land use and development regulations for the coast.

### Coastal Act Policies

The Coastal Act's coastal resources planning and management policies cover six areas: public access, recreation, the marine environment, land resources, development, and industry. The policies articulate requirements for public access and for protection of marine resources and environmentally sensitive habitat areas. They lay out priorities for concentrating development in urbanized areas, preserving agriculture and open space, protecting fishing and coastal-dependent industry, promoting recreational use of the coast, and giving priority to visitor-serving commercial uses over general commercial or residential development.

### Local Coastal Program

A Local Coastal Program, or LCP, consists of a land use plan and implementing programs such as zoning and subdivision ordinances. They must be prepared by every jurisdiction that is wholly or partly within the Coastal Zone. Programs must account for land use issues that are local in scope, as well as coastal resource issues that have regional or statewide relevance. The Local Coastal Land Use Plan—the plan component—must address public access, to ensure that development of coastal access and support facilities by various public agencies and private actors is coordinated. After adoption by the local governing body (in Pacifica's case, City Council) the LCP is submitted to the Coastal Commission for review for consistency with the Coastal Act policies discussed above. In Pacifica, the existing Local Coastal Land Use Plan is both a standalone document and a part of the General Plan.

Pacifica's LCLUP was completed in 1980 together with the General Plan. The LCLUP provides a detailed description, statement of land use, and coastal access policies for each coastal neighborhood. This part of the LCP is reproduced in the General Plan, mentioned above. The primary coastal issues in West Sharp Park per the 1980 LCP are listed below:

- 1.1 Protect and continue the low and moderate income housing which provides the unique character and social mix of the neighborhood;
- 1.2 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;
- 1.3 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

1.4 The future of the area as a government operations center.

The LCLUP is being updated in tandem with the General Plan Update. A draft of the updated LCLUP was approved by the City Council for forwarding to Coastal Commission for its review in October 2019. The City staff is currently consulting with Coastal Commission staff on the Consultation Draft of the LCLUP. The Consultation Draft will then undergo a public review and comment period, after which staff will consider responses to public and Coastal Commission staff comments before adoption hearings in early-2020.

### **BIKE AND PEDESTRIAN MASTER PLAN**

The 2000 Pacifica Bicycle Plan proposes improvements to the City's primary north-south route, including upgrades from Class III to Class II facilities along segments of Palmetto Avenue, Francisco Boulevard, and Highway 1. As of 2018, Class II bike lanes have been completed on the southern portion of Palmetto Avenue in the West Sharp Park neighborhood. Additional information about bike and pedestrian ways can be found in Chapter 4: Access and Connectivity.

A new comprehensive Bicycle and Pedestrian Master Plan for the City of Pacifica is currently in development and expected to be completed in 2019. This plan will update existing plans and identify needs and opportunities to improve walking and bicycling on city streets as well as trail and beach access. Some preliminary draft recommendations for future bike and pedestrian enhancement include better connections on Paloma Avenue to Oceana High School, bike connections down Oceana Boulevard, bike and pedestrian enhancements along Clarendon Road, and improved coastal access along the Coastal Trail and Beach Boulevard.

### **GROWTH MANAGEMENT ORDINANCE**

In January 1982, voters approved Ordinance No. 322-C.S. which established residential growth control through 1992. Since then, the ordinance has been renewed in five-year increments. Now called the Growth Management Ordinance, it was most recently renewed in 2017 and will be up for renewal in 2022. One of the purposes of the Growth Management Ordinance is to ensure that the rate of development does not outpace the City's ability to provide public services and infrastructure.

As of July 2019, there were more than 1,700 accrued residential development allocations (RDAs) under the "banking" procedures of the Growth Management Ordinance. Availability of RDAs is not expected to affect the ability to develop additional housing units in the Planning Area. Moreover, Section 9-5.04 of the Pacifica Municipal Code outlines several exemptions from the requirement for issuance of an RDA. These include, but are not limited to, affordable housing, senior/disabled housing, accessory dwelling units (ADUs), and mixed-use housing.

## **2.8 Planning Issues and Implications**

- The Planning Area’s unique mix of cultural resources, government facilities, retail, services, and recreational amenities imbue it with potential to become a cohesive cultural and civic destination for Pacifica. The Specific Plan can provide an opportunity to unify and enhance the area as a destination by adding other visitor-serving amenities like themed shops, high-quality restaurants, and more civic gathering places.
- Lack of affordable housing is an important contributing factor to homelessness and vehicular living in Pacifica, which creates tension with neighbors, businesses, and property owners. Incorporating land use policies that encourage affordable housing can help provide a pathway to permanent stable housing.
- As an area capable of supporting higher intensity residential and mixed-use development, the Planning Area plays an important role in helping the city address the housing affordability crisis. New development opportunities include residential or mixed-use infill on vacant or opportunity sites and redevelopment of large publicly owned parcels. However, small or substandard lots typical of the Planning Area make larger projects economically more challenging due to the difficulty of parcel consolidation. Policies which support parcel consolidation and reconsideration of height limits in certain areas may be required to encourage desired development.
- The 1980 General Plan does not include standards for mixed use development. Understanding the right mix of profitable commercial and services in mixed use development will be necessary to explore in Specific Plan policies. A Market Demand Study has been conducted as part of the Specific Plan process and will be one of the tools used during the Alternatives phase to evaluate the community’s demand for non-residential space.



### 3. URBAN DESIGN & CHARACTER

Pacifica’s visual identity is shaped by dramatic coastlines, beaches, and ridges. With views of the Pacific Ocean to the west, Milagra Ridge to the east, and Mori Point and Pedro Point to the south, the Planning Area exemplifies this seaside topography. Its mix of uses, architectural styles, and streetscapes make its character unique from other neighborhoods. This chapter documents existing urban design patterns within the Planning Area, including existing scale, character of development, topographical features, significant views, and the public realm.

### **3.1 Building Form, Scale, and Architectural Character**

Figure 3-1 shows three distinct “urban form areas” in the Planning Area. Area 1 consists of 14 rectangular blocks between Montecito Avenue and Paloma Avenue that range between 500 to 600 feet in length and 180 feet in width. In this area, each block is generally parceled out into smaller lots fit for single-family or attached homes, with the exception of the SeaPointe Apartment buildings and a few of the commercial and civic buildings throughout the Planning Area. Buildings on north-south streets are generally two to three stories and are generally commercial or mixed uses. East-west streets contain bungalow-style and a few multifamily residential buildings, mostly one story and some two stories.

Area 2, south of Montecito Avenue between Clarendon Road, contains more irregular blocks. The lot sizes and building form are similar to the first area, although the hilly topography along Hilton Way lends a unique character to some of the building lots. The southernmost part of the Planning Area extends past Clarendon Road and down Lakeside Avenue, ending at the Pacific Pines Apartments. This area has a mix of high-density apartment complexes, retail, and smaller single-family homes. The four-story Cypress Pointe apartment building is one of the tallest buildings in the Planning Area.

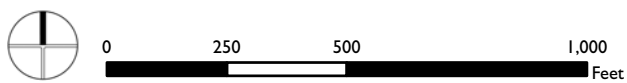
Area 3 lies across Highway 1 and contains the Eureka Square Shopping Center, high-density residential apartments, and a few smaller lots along Oceana Boulevard. Parcels in Area 3 are the largest in the Planning Area. The character of Eureka Square is typical of outdoor suburban shopping centers developed in the 60s and 70s, with ample surface parking and a variety of smaller single-story stores with offices at the second and third story of parts of the center. High-density apartment buildings ranging from three to four stories sit upon a bluff above Eureka Square.

A variety of different architectural styles and types add to the uniqueness and eclectic character of the Planning Area. Most buildings within the Planning Area were built between the 1950s and 1980s, with some new residential infill units built since 2015. Common material types include wooden-lap siding and shingles, stucco, and stone accents. The color palette of buildings found within the Planning Area are typically light and colorful, but some buildings use more neutral, earthy, and darker colors. The architectural style is a mixture of coastal cottages and single-family bungalows, with a mixture of mid-century modern and courtyard-facing multifamily. The numbered examples in Figure 3-2 show the varying architectural styles found in each urban form area that correspond to Figure 3-1.

**Figure 3-1: Urban Form**



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





**Figure 3-2 Architectural Character**



1. This contemporary building at 1680 Francisco Blvd. mimics the style of the Little Brown Church. Retail and residential parking is behind the building.



2. The Little Brown Church is home to the Pacifica Coastside Museum. Its historical significance and design contribute to the West Sharp Park neighborhood.



3. Homes along Beach Blvd. have varied architectural styles and colors which enhance the character of the street.



4. A wooden-shingle single-family bungalow home along San Jose Ave.



5. At the corner of Palmetto and San Jose Aves., these three coastal cottages, which are now commercial storefronts, use bright colors and wooden shingle siding.



6. Built in 2017, these contemporary three-story townhomes on Montecito Ave. use earthy, neutral tones and have a modern style.



7. The mixed-use building at 2270 Palmetto Ave. is brightly colored, three stories tall, and provides parking behind the building. Patios and ground floor retail activate the street.







8. This apartment building at 2316 Palmetto Ave. faces an open courtyard used for parking. Although not directly located on the street, colorful art adds interest.



9. Eureka Square Shopping Center's large parking lots and small, connected stores are typical of auto-oriented strip malls. The brightly colored Horizons West

Figure 3-3: Views



-  Coastal View Corridors
-  Scenic Routes
-  Study Area Parcels
-  Sharp Park Specific Plan

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



## **3.2 Views**

Coastal views are considered resources of public importance under the California Coastal Act. There are three designated coastal view corridors in the Planning Area, looking down Paloma Avenue, Salada Avenue, and Clarendon Road to the ocean, shown in Figure 3-3. The vantage point at the top of the bluff where the Horizons West Apartments are located offers stunning views of the ocean and the surrounding city, though it is not a protected view. Between existing buildings and trees, glimpses of the surrounding hillsides to the east can be found along Palmetto Avenue. East-west oriented streets provide views of both the ocean and hillsides. Views of other important community landmarks, like the Pacifica Beach Park, the Pacifica Municipal Pier, and the Sharp Park golf course exist along Beach Boulevard.

## **3.3 Street Design and Public Realm**

The Specific Plan will focus on the quality of streets as public spaces and their role in creating an attractive, interconnected public realm that encourages walking and social activity. As the Planning Area is developed into the city's civic and cultural core, walkability will become an important community attribute. Overall, the Planning Area has well-connected streets and sidewalks, although Highway 1 is a significant barrier between West Sharp Park and East Sharp Park/Eureka Square. The recent streetscape improvements along Palmetto Avenue reflect the city's commitment to creating a public realm that promotes community life and supports community investment. However, additional streets in the Planning Area could be improved to support an enhanced public realm.

### **STREETSCAPE CONTEXT**

This section identifies key streets and design features of the following six streets: Palmetto Avenue, Beach Boulevard, Francisco Boulevard, residential streets in East Sharp Park, Oceana Boulevard, and Talbot Avenue.

## Palmetto Avenue

Palmetto Avenue is a north-south street that runs through the center of West Sharp Park up to the Fairmont West subarea and provides regular view corridors to the ocean. The stretch of Palmetto within the Planning Area is envisioned to be a vibrant, mixed use main street; however, inconsistencies in storefronts and active ground floor retail currently limit this vision. There are only four restaurants along Palmetto Avenue and they are primarily clustered on the eastern side of the street, between Salada and Carmel Avenues. As mentioned above, this portion of Palmetto Avenue went through significant improvements in 2018, including the addition of dedicated bike lanes, bulbouts, streetlamps, plantings, sidewalks, undergrounding utilities and new striping. Figure 3-4 shows Palmetto before and after these street improvements. While much has been done to improve the streetscape, the constrained public right-of-way has required balancing of tradeoffs. As such, street trees and public seating are limited. While most buildings on Palmetto Avenue front the street, a few empty lots could be an opportunity for infill mixed-use buildings that could bring additional commerce and enhance the street character.

**Figure 3-4 Palmetto Avenue Before and After Improvements**



2016 Before Improvements: Palmetto Ave and Salada Ave (Google Imagery)



2019 After Improvements: Palmetto Ave and Salada Ave (Google Imagery)

## Beach Boulevard

Beach Boulevard is a north-south street that borders the western side of West Sharp Park and runs along the Pacific Ocean as a one-lane street with a southbound travel lane with primarily residential homes on the eastern side and the seawall/beach promenade on the west. Beach Boulevard connects important public amenities, such as the Pacifica Beach Park, the Coastal Trail, and the Pacifica Municipal Pier, and provides access to the coastline. A large amount of surface parking is provided on the southern-most section of Beach Boulevard, which provides access to the Pacifica State Beach and the Pacifica Municipal Pier. Even though Beach Boulevard is located along the water and could be a prime area for retail and tourism activities, it is primarily oriented towards housing and recreation at this time. As such, there are very few visitor-serving amenities along the street, the single example being the Chit Chat Café concessionaire at the Pacifica Municipal Pier.



View of Beach Boulevard looking south. Residential properties are located on the left side and the beach promenade is visible on the right. The Pacifica Municipal Pier can be seen in the distance.

### Francisco Boulevard

Francisco Boulevard is a north-south street that borders the eastern side of West Sharp Park and runs along Highway 1. It is a two-lane road with one lane in each direction and parallel parking along the southbound lane. Buildings on Francisco Boulevard include churches, restaurants, apartment buildings, single-family homes, offices, public buildings, and a hotel. A few key public buildings are located along Francisco Boulevard, including the adjacent Pacifica City Hall, Planning Department, the North Coast County Water District facility, and the historically significant Pacifica Coastside Museum in the Little Brown Church. Francisco Boulevard was envisioned to be an active mixed-use corridor in the 2014 draft General Plan Update, but the current “feel” is skewed by residential and community-serving uses. The Planning Area’s only hotel is located at the corner of Montecito Avenue and Francisco Boulevard and does not feel as optimally oriented toward the Planning Area’s recreational and cultural amenities.



View looking northbound along Francisco Boulevard. This picture shows street crossings for the new pedestrian overpass as well as the Little Brown Church in the distance.

## Residential Streets

Several east-west streets in the Planning Area act as connectors between Beach Boulevard, Palmetto Avenue, and Francisco Boulevard. With a few exceptions, many of these residential streets are one-way only and typically have on-street parking on both sides. A variety of housing types are found throughout, including townhomes, smaller apartment buildings, and a variety of single-family homes. These streets contain most of the Planning Area's single-family, one-story bungalow-style homes. These streets offer views to the Pacific Ocean and are occasionally framed by large trees, both of which are key features that enhance the street character. While the sidewalk connectivity is generally consistent, the quality and upkeep of the sidewalk could be improved in certain areas. One key feature that could help improve the street character is removing the utility poles and undergrounding the wires. The street "feel" fits its current residential uses, with openings oriented toward the street, and windows, doors, and porches that encourage an active street front. However, a few residential buildings are designed in the dingbat style architecture, which includes a blank garage wall or covered parking spaces that limit an active street feel.



View looking west down Santa Rosa Avenue. Common street elements include mature tall trees, double-sided street parking and sidewalks, utility poles and wires, and a variety of styles of single-family homes. Santa Rosa Avenue ends with a view of the Pacifica Municipal Pier.

## Oceana Boulevard

Oceana Boulevard is a north-south street that has two lanes, one in each direction, and runs parallel to Francisco Boulevard across Highway 1. Oceana Boulevard acts as a connector to the East Sharp Park neighborhood and is home to a few key sites, including the historic Anderson's Store at Paloma Avenue and Oceana, the Oceana High School (outside of the Planning Area), and Eureka Square Shopping Center. There are a few townhomes and smaller commercial buildings located along the street as well. The pedestrian overpass that connects over to Francisco Boulevard and San Jose Avenue is located along Oceana Boulevard across from the Eureka Square Shopping Center. The auto-centric design of the shopping center and few stop signs with wide lanes make it easier for motorists to speed down the street, limiting pedestrian comfort. Although Eureka Square does have continuous sidewalks and some vegetation, large parking lots remove the store frontage along the street.



View looking south down Oceana Boulevard along Eureka Square Shopping Center. Street improvements such as the new overpass, crosswalk, signs, plantings, and bus shelter help improve the pedestrian experience.



## Talbot Avenue

Talbot Avenue is a narrow, steep, two-way street located on the eastern-most edge of the Planning Area which sits above Eureka Square Shopping Center. On-street parking and sidewalks line both sides of the street. Talbot Avenue primarily provides access to the apartment buildings located upon a bluff and further up single-family homes that are outside of the Planning Area. The steep slope of the street makes it difficult to park and walk but provides panoramic views of the ocean and the rest of Pacifica. The street character largely reflects an auto-oriented design, with the street frontage primarily consisting of garages for the apartment buildings and on-street parking.



View looking west down Talbot Avenue. The steep slope of the street makes it difficult to park and walk, but it provides a panoramic view of the ocean. The Horizons West Apartment complex, shown in the middle of the picture, can be seen from throughout the Planning Area.

## PUBLIC REALM

The public realm is space to which the general public has access. It includes physical features within the space itself and those that border and define it. Typically, this includes spaces that are public, such as streets, sidewalks, and plazas, as well as spaces that are private but publicly accessible, such as adjacent buildings and courtyards. In addition to roadways, the public realm includes:

- Sidewalks and pedestrian ways (discussed in Chapter 4, Access and Connectivity)
- Frontage buildings and parking areas
- Street trees and landscape
- Street furnishings and lighting

These elements of the existing public realm are discussed in detail below.

### Frontage Buildings and Parking Areas

Frontage buildings can have a strong effect on streetscape character. They shape the street space by physically defining its boundaries and creating a sense of enclosure. Buildings with entrances oriented toward the sidewalk and uses with high levels of daily activity generally create a livelier and more attractive public realm that encourages walking and social activity.

In general, both residential and commercial buildings open towards the street which helps provide a comfortable pedestrian experience and promotes activity within the neighborhood.

Buildings in the Planning Area generally have good frontage along the street, with many shops and building entrances located directly along the sidewalk. Good frontage for single-family homes typically include having a porch or windows that face the street, compared to buildings with blank garages or walls that do not add visual interest and pedestrian scale. Businesses along Palmetto Avenue typically have storefronts that face the street; although some storefronts, such as those commercial buildings at Carmel Avenue and Palmetto Avenue, are set back from the sidewalk behind parking lots.

### Street Trees and Landscape

Curbside street trees and landscaping like gardens or planters can provide shade, act as a buffer between pedestrians and roadways, and improve the aesthetics of the street. Incorporating green infrastructure techniques, such as bioswales or street tree rain gardens, can also help reduce stormwater runoff while providing other benefits to the character of the street.

In general, each parcel exhibits its own on-site landscaping, and most of the streetscape landscaping has been planted on private property without any discernable pattern. While this method can produce charming gardens with a variety styles and tree types, it is up to the property owner to grow and maintain it. While most residential properties have room for a front yard to grow plants, commercial properties along Palmetto Avenue do not have room for such landscaping. As such, there are very few trees planted along the street, but there are pockets of plants in pedestrian bulb-outs in corner locations.

### Street Furnishings, Lighting, and Wayfinding

Street furnishings and lighting are instrumental to providing a safe and walkable street environment. Generally, there are a lack of street furnishings and lighting throughout the Planning Area. While Palmetto Avenue has new sidewalks and streetlights, other pedestrian amenities such as benches, garbage cans, and street trees are absent. In place of trees, additional elements such as awnings, overhangs, banners, and signs can provide a vertical element to the streetscape. Places that create opportunities to gather, such as plazas with benches, could be incorporated along Palmetto Avenue. The ocean promenade along Beach Boulevard and the Pacifica Municipal Pier include trash cans and benches which help improve the visitor experience. Most of the other streets in the Planning Area do not have furnishings or lighting along the street. Clear orientation and wayfinding are important components of the public realm to guide visitors and guests to important destinations. Currently, there is little wayfinding signage within the Planning Area.

## **PLANNING ISSUES AND IMPLICATIONS**

- The existing public realm and streetscape provides a solid foundation for future development in the Planning Area. Recent Palmetto Avenue improvements set the stage for what is envisioned to be a vibrant, mixed use main street. However, the constrained public right-of-way has resulted in limited space for street trees and significant landscaping. Additional street “furniture” such as benches, planters, and parklets that take the place of some parking spaces could improve the pedestrian experience. For other parts of the Planning Area, improvements to sidewalks and undergrounding utilities would also make the area more aesthetically pleasing.
- The Specific Plan will need to consider how to best balance the character and energy of north-south commercial corridors and additional mixed-use and multifamily development with the preservation of existing residential uses on east-west streets.
- To improve street frontage and increase walkability, the City should aim to minimize blank surfaces on building facades, surface parking lots, and vacant parcels along the street. For commercial properties, design guidelines could include placing parking behind buildings and orienting storefronts and entrances toward the street.
- The Sharp Park area has the potential to be more than the sum of its unique parts. A cohesive visual identity and branding scheme can help to establish the Planning Area as a destination and unite the disparate-feeling street functions in the Planning Area. Incorporating gateway features at major entry points can also enhance a sense of arrival and placemaking. Establishing architectural design standards, active ground floor guidelines that draw upon Pacifica’s artist and artisan community, and material palettes can also strengthen the visual identity of the neighborhood. Wayfinding and signage to major destination points, like the Pacifica Coastside Museum at the Little Brown Church, or the Municipal Pier, could increase pedestrian traffic and encourage people to stay and explore the area.

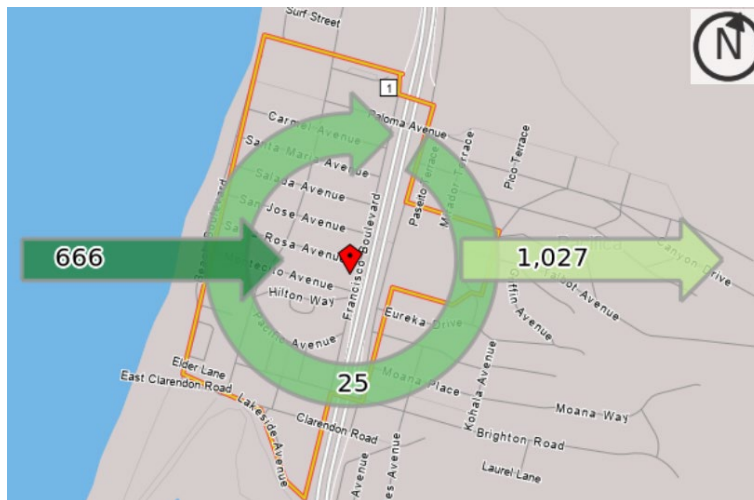


## 4. ACCESS, CONNECTIVITY, AND PARKING

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.

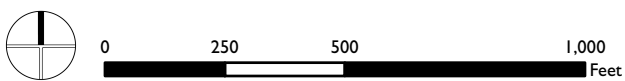
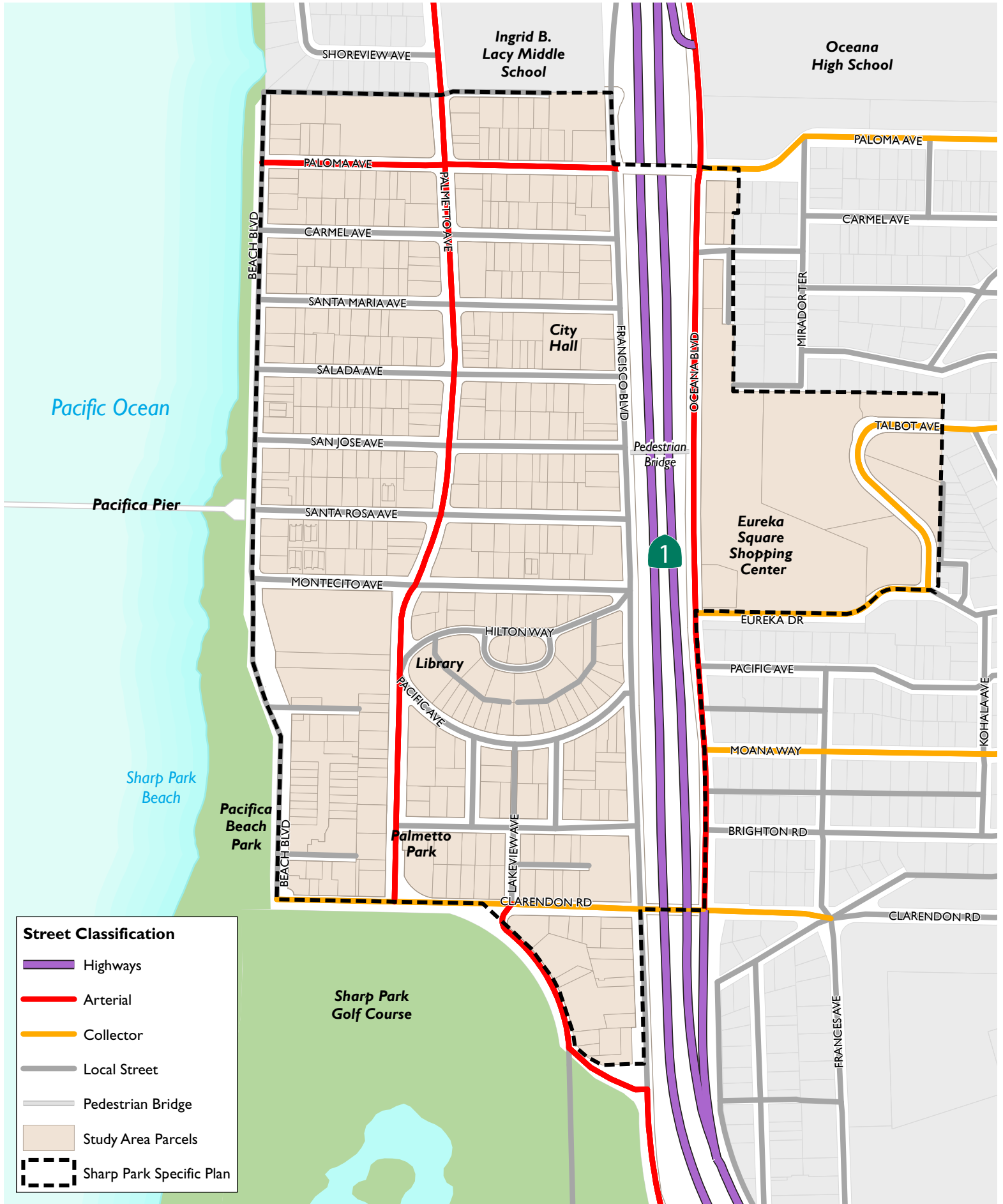


While there is dedicated space for a sidewalk, the quality and safety are inconsistent.



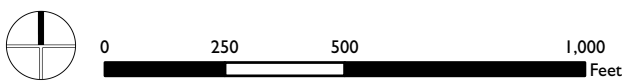
The new pedestrian-only crossing at San Jose Avenue provides access to the Eureka Square Shopping Center east of Highway 1.

**Figure 4-1: Street Network**

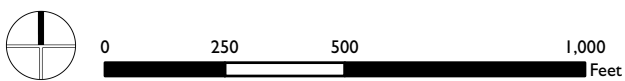
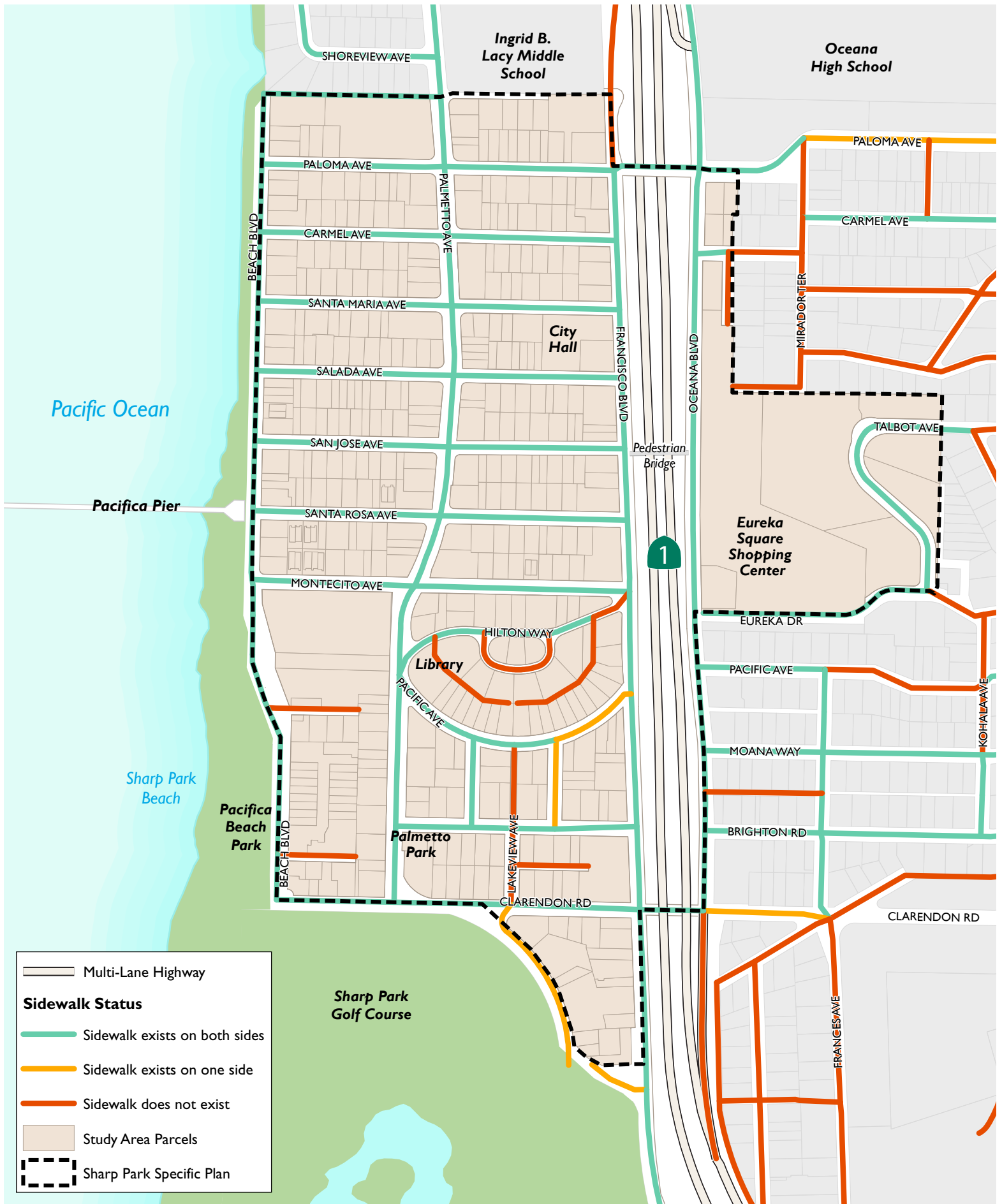




**Figure 4-2: Level of Service, Study Intersections**



**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

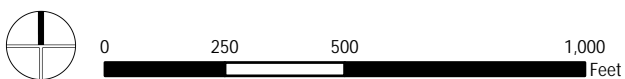
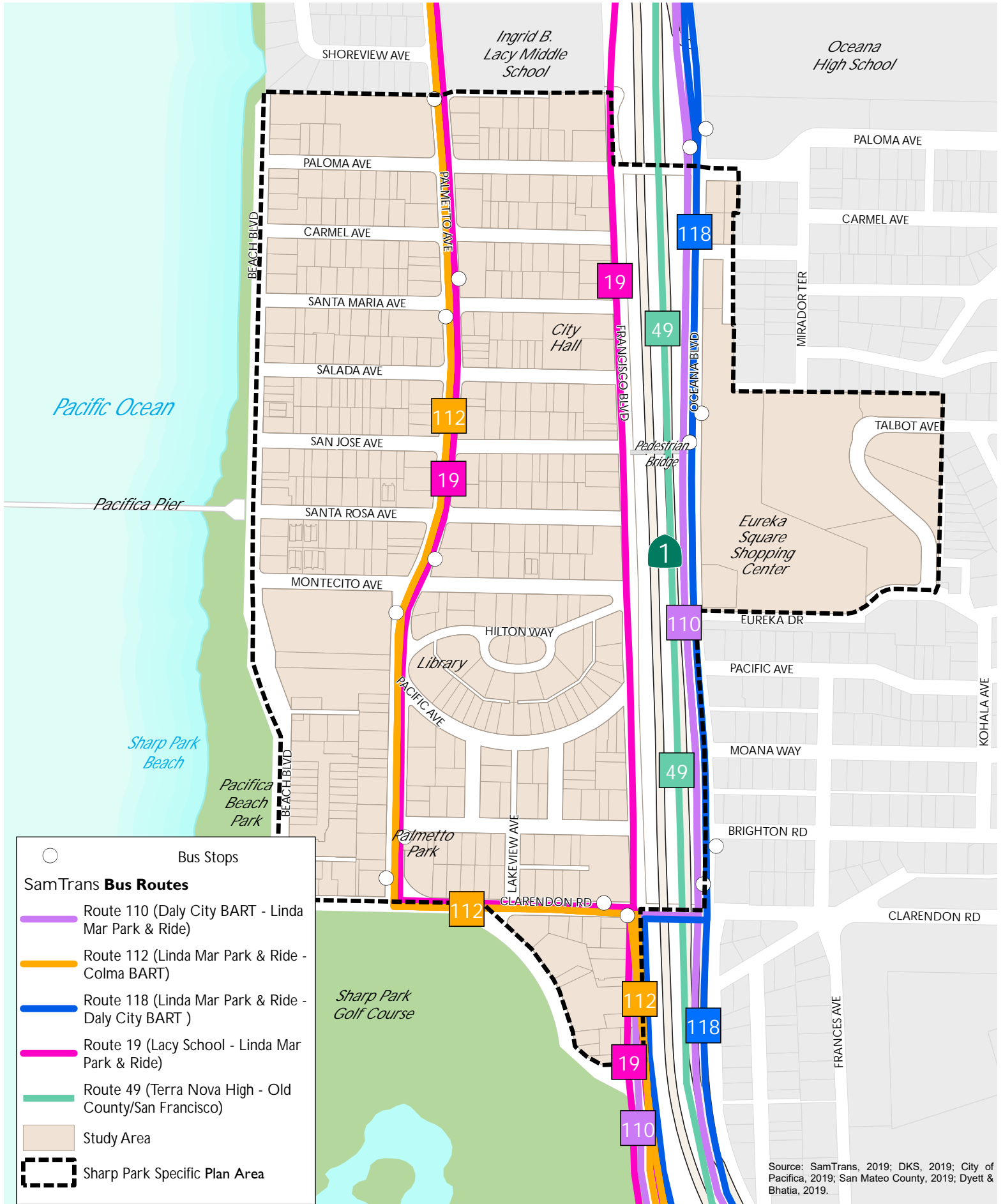
**Route 19** is a local school-day bus route connecting Linda Mar Park and Ride in the south to Ingrid B Lacy Middle School in the north. The route follows a loop around Crespi Drive, Terra Nova Boulevard and Linda Mar Boulevard before continuing north along Highway 1 and Palmetto Avenue. The northbound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



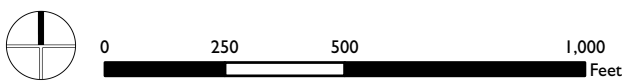
The California Coastal Trail is accessible at the southern end of Sharp Park Beach.

**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**



## 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**

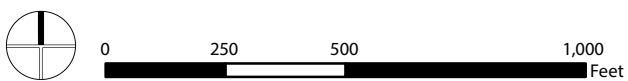
In the Planning Area, off-street parking is available in a few public lots serving commercial stores, beaches and other recreational areas, including commercial parking at Eureka Square Shopping Center and a few other stores and restaurants; public parking for beach visitors at Sharp Park Beach and Promenade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

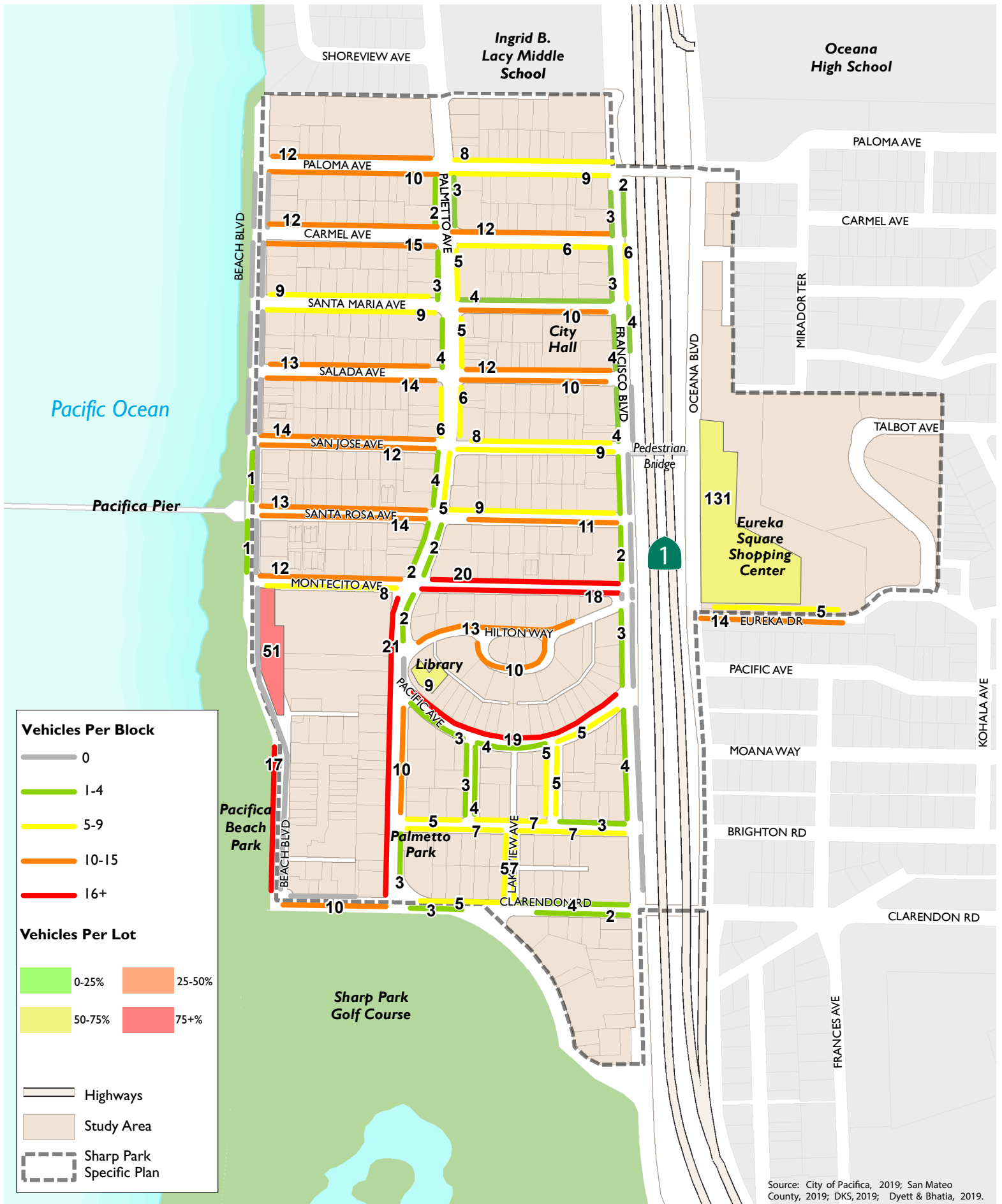
**Figure 4-7: Weekday Midday Occupancy**



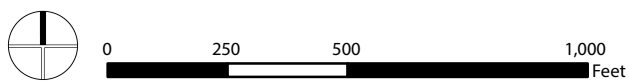
Source: City of Pacifica, 2019; San Mateo County, 2019; DKS, 2019; Dyett & Bhatia, 2019.



**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

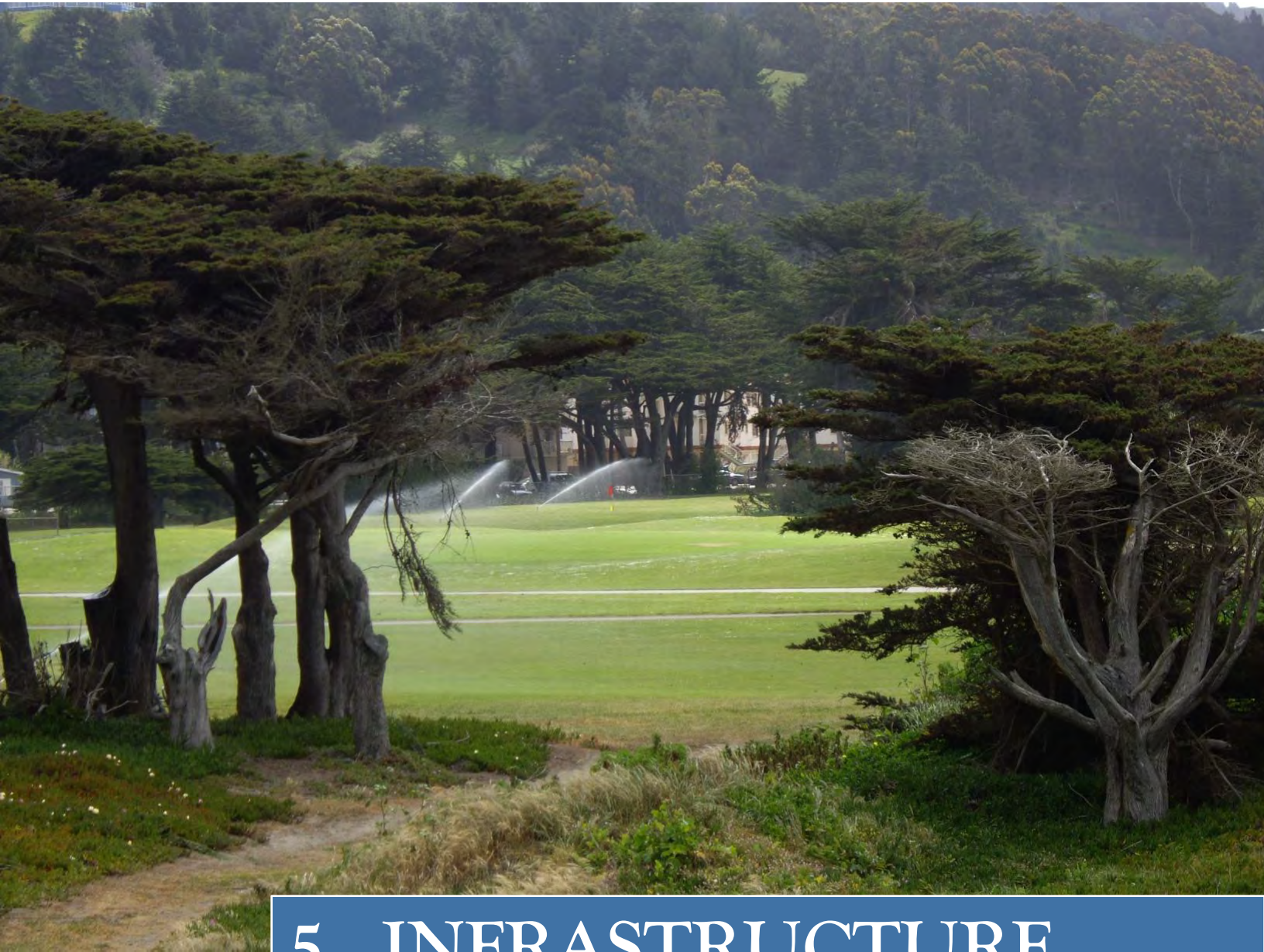
As per Sec. 9-4.2822 of Pacifica Code of Ordinances, new development also must provide for bicycle parking spaces equal to ten (10%) percent of the required parking in all developments (excluding residential uses), with a minimum of two (2) spaces required. Bicycle parking facilities shall be conveniently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



## 5. INFRASTRUCTURE

A well-functioning infrastructure system is an essential part of supporting the needs of Sharp Park area residents, businesses, and visitors. This chapter analyzes the utilities infrastructure network that supports the Planning Area, including the water supply and distribution system, the sanitary sewer system, and the stormwater drainage system.

## **5.1 Water Supply**

The North Coast County Water District (“District”) supplies potable water to the Planning Area and most of Pacifica, with a service area of approximately 13.6 square miles and a service population of 40,000. The potable water system is divided into 34 pressure zones, each separated by pressure reducing valves. At average daily demand, storage capacity in the District’s 12 water tanks (including the now-operational Christen Hill tank) is about 19 million gallons (MG), which can supply the District with water for up to 7.2 days. The District also receives a portion of the total amount of tertiary recycled water produced annually from the Calera Creek Water Recycling Plant (CCWRP), under an Agreement between the City and the District. The District began receiving recycled water from the plant and has been delivering the tertiary recycled water to recreational and institutional customers for irrigation use since August 2013, and residential customers since 2015.

The most recent data on current usage and near-term projections can be found in the 2015 Urban Water Management Plan. The average total potable water demand in the Pacifica service area was 815 MG in 2015 and is projected to increase to 1,136 MG in 2035. Longer term planning for water supply reliability to meet future water demands from 2020 to 2040 is addressed in the 2015 Urban Water Master Plan (UWMP), which confirms the City’s ability to meet projected demand including during drought years.

The District also recently completed a 20-Year Long-Term Water Master Plan (Stetson, 2016) which proposes several capital improvement projects (CIP), including approximately 6.15 million gallons of additional treated water storage in the form of new storage tanks, and replacement of storage tanks that were previously removed from service. The additional storage would increase the District’s total treated water storage from 18.85 million gallons to 25.0 million gallons, which would be sufficient to meet 2015 average daily demand for approximately 12 days. While most of Sharp Park’s pipes are aging, the 2,700 feet of pipeline along Palmetto Avenue was prioritized in the Master Plan and replaced in 2017. Other proposed District CIP projects in the Planning area include replacement of approximately 170 feet of aging pipe crossing Highway 1 on Pacific Avenue.

## **5.2 Wastewater**

The City of Pacifica owns and maintains a wastewater treatment plant, sewage lift stations, and stormwater pump stations, as well as the citywide system of sewer mains and lateral pipes that connect to homes and businesses. Wastewater flows through 106 miles of main pipes to five sewer pump stations, and on to CCWRP, where wastewater is treated. The City’s topography prevents gravity flow to the plant and requires pump stations at Linda Mar and Sharp Park. The CCWRP was designed to handle an annual average daily wastewater flow of 4.0 million gallons per day (gpd), enough to treat the annual average daily wastewater flow of 3.1 million gpd.

In 2011, the City was issued a Cease and Desist Order (CDO) by the Regional Water Quality Control Board and was ordered to eliminate insufficient capacity caused by sanitary sewer overflows (SSOs) from the sanitary sewer collection system. In response, the City developed the Wet Weather Equalization (EQ) Basin Project to reduce SSOs, which required construction of a 2.1-million-gallon-capacity EQ basin at the Pacifica Community Center parking lot and underground conveyance piping along Linda Mar Boulevard and Arguello Boulevard. These projects are scheduled to be completed in

2019. The City is in the process of completing Phase II of the Sewer System Master Plan Update and the Sharp Park Station Odor Control Upgrade, which will make the site compatible with any proposed future redevelopment. Other wastewater projects include the relocation of mainline and forcemain at the Sharp Park pump station, as well as an upgrade to the Sharp Park pump station itself, in 2019-2020. The Odor Control and Sharp Park pump station upgrades are shown in Figure 5-1.

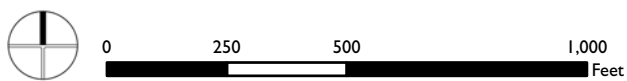


**The North Coast County Water District offices are located at 2400 Francisco Boulevard.**



**The Sharp Park Pump Station is undergoing an odor control upgrade to make it compatible with any future redevelopment of the 2212 Beach Boulevard site.**

# Figure 5-I: Capital Improvement Projects



### 5.3 Stormwater

Pacifica's storm drainage system consists of a collection system and two pump stations. This drainage system acts to convey drainage to area creeks or the ocean. Two areas in the City, Linda Mar and lower Sharp Park, are too low to allow drainage to a creek or the ocean and are served by pump stations to prevent street flooding. The City's system services 290,000 linear feet of storm drain pipes, and 989 inlets.<sup>1</sup>

### 5.4 Electricity

Pacific Gas & Electric (PG&E) provides gas and electric services to Pacifica homes and businesses with energy obtained from power plants, natural gas fields, and renewable energy sources in northern California. According to the City of Pacifica's 2017 Climate Action Plan, average residential electrical use has been decreasing, while average commercial electrical use has increased since 2016. The availability of electricity and gas services is not expected to become an issue during the planning horizon.

After a series of devastating wildfires in northern California, PG&E has recently initiated a "Public Safety Power Shutoff", or "PSPS." During PSPS events, PG&E proactively turns off electricity when gusty winds and dry conditions, combined with a heightened fire risk, are forecasted. At the time of this Map Atlas' publication, the latest PSPS event shut off power to San Mateo County and Pacifica in late October, 2019.

Peninsula Clean Energy (PCE) is a community choice energy (CCE) program, or a locally controlled community organization that enables alternative energy choices. PCE purchases the electricity for 290,000 homes, businesses, and community facilities in San Mateo County while PG&E continues to maintain the grid. On October 28, 2019, the Peninsula Clean Energy Board of Directors voted to commit up to \$10 million over three years to fund clean backup power for San Mateo County's medically vulnerable residents and essential community services during PG&E power shutoffs.<sup>2</sup> PCE will develop programs to support the installation of battery backup systems powered by renewable energy on eligible homes and community facilities with greatest need. Programs are expected to roll out next year.

### 5.5 Utilities Vulnerability to Sea Level Rise

According to the City's Vulnerability Assessment (2018), the Planning Area is located in the Sharp Park, West Fairway Park, and Mori Point subarea that is vulnerable to the effects of climate change and sea level rise, including storm flooding and wave impacts on utilities. Potential impacts include vulnerability of communications conduit (0.7-0.8 mi) to storm flooding, coastal inundation impacts

<sup>1</sup> San Mateo Countywide Water Pollution Prevention Program. Annual Report, 2007-08. August 29, 2008.

<sup>2</sup> Peninsula Clean Energy. "Press Release: Peninsula Clean Energy Commits \$10 Million for Emergency Backup Power During PG&E Outages.: October 29, 2019. Accessed at <https://www.peninsulacleanenergy.com/wp-content/uploads/2019/10/Peninsula-Clean-Energy-Commits-10-Million-FINAL.pdf>

0.1 mi of stormwater pipes and 4 outfalls, and potential storm flooding impacts of up to 2 miles of pipe and 7 outfalls. Wastewater pipelines are also vulnerable (1.9 to 2.7 miles) while one to two wastewater pump stations are vulnerable to storm flooding and wave impacts, respectively.<sup>3</sup> It is important to note that this vulnerability assessment did not reflect the significant protection provided by the existing Beach Boulevard seawall. More information on sea level rise vulnerability is provided in Chapter 6: Environmental Hazards and Resources.

## 5.6 Other Infrastructure Improvements

Other planned capital improvement projects in the Planning Area include the following, shown in Figure 5-2:

**The Palmetto Streetscape Project:** Includes installation of archways, planting, signage, water fountains, kiosks, benches, planter boxes, art sculptures and more. For fiscal year 2019-2020, bike racks and benches will be installed.

**The Beach Boulevard Seawall and Promenade Project:** A multi-year collaborative process to completely replace the northern Beach Boulevard Seawall and Promenade. The first phase will result in a feasibility study, conceptual design alternatives. The second phase will result in engineered plans and specifications. The third and final phase will be construction.

**Beach Boulevard Picnic Area Landscaping Project and Fitness Court:** Replaces the existing landscaping within the picnic area along the southern end of the Beach Boulevard Promenade with resilient improvements that will withstand ocean environment. A fitness court and playground equipment will be installed following or concurrent with landscaping/hardscaping of Beach Boulevard.

## 5.7 Planning Issues and Implications

- The District's source of supply from the SFPUC is a reliable source of high-quality, potable water. However, the 2016 NCCWD 20-Year Long-Term Water Master Plan recommends that the District pursue additional sources of supply that would increase operational flexibility and system reliability and provide additional security in the event of prolonged droughts, a catastrophic emergency, or a catastrophic failure of the SFPUC's regional water system.
- Future development will likely occur largely on previously developed sites served by existing infrastructure; a series of improvement projects such as the EQ weather equalization treatment basin, Sharp Park pump station improvements, the addition of the Christen Hill tank, and the Palmetto Avenue pipeline improvement project will support new development.
- The highest priority CIP project in the Planning Area, replacement of a large aging pipe running under Palmetto Avenue, was completed in 2017. The other pipeline proposed for replacement occurs at Pacific Avenue crossing under Highway 1. Aside from these upgrades,

<sup>3</sup> Sea Level Rise Vulnerability Assessment. ESA. January 2018.

the main infrastructure deficiencies identified in the NCCWD's 20-Year CIP in the Planning Area have already been addressed.

- According to the City's Vulnerability Assessment (2018), the Planning Area is located in the Sharp Park, West Fairway Park, and Mori Point subarea that is vulnerable to the effects of climate change and sea level rise, including storm flooding and wave impacts on utilities. As part of the Coastal Zone, the Planning Area will include Local Coastal Program policies that address coastal hazards, monitor shoreline change, and protect its assets, including utilities.
- PG&E's PSPS events are intended to reduce wildfire risks, but power outages can pose additional safety hazards. These can include strains on emergency and medical services, especially for vulnerable communities; mobility and circulation concerns as traffic lights go out of service; and other disruptions to daily living. Heightened fire risks and PSPS events may become more commonplace due to climate change, and as such, the City should consider policies to address the impacts of electricity disruptions.





## 6. ENVIRONMENTAL RESOURCES & HAZARDS

As an oceanfront community, the Planning Area possesses a number of cultural and biological assets as well as environmental hazards associated with the Bay Area coast. This section documents the environmental context and provides an overview of various cultural and historic resources, biological resources, hydrology, geology and seismicity, climate change, and other hazards that may be present within the Planning Area.

## **6.1 Weather and Climate**

### **OVERVIEW**

Pacifica enjoys a moderate climate with an average temperature of 56 degrees, ranging between an annual high temperature of 63 degrees and low of 48 degree. The summer months are generally warmer and dryer, with an average high temperature of 70 degrees and averaging 0.2 inches of rain, while the winter and spring months are generally colder and wetter, with an average high temperature of 57 degrees and 5.0 inches of rain. Pacifica's coastal fog and average annual rainfall of 30 inches reflect a climate more similar to the Pacific Northwest than other coastal communities further south along the California coast. Lower temperatures, heavy fog, and wet winters could be a consideration for land use and architectural features, especially in the Planning Area, which experiences slightly lower temperatures than the City as well as year-round fog. Nevertheless, outdoor activities like the golf course, coastal access and trail system, fishing, and surfing opportunities found within Pacifica and the Planning Area are enjoyed frequently.

## **6.2 Cultural Resources**

### **HISTORIC OVERVIEW**

Before European settlement, Pacifica was home to the Ohlone people for thousands of years. Pacifica remained a mainly agricultural and undeveloped area until the construction of the Ocean Shore Railroad in 1905. The railroad stimulated development of small coastal communities including Edgemar, Vallemar, Sharp Park, Pedro Point, and Rockaway Beach. These communities, together with Pacific Manor, Westview, Fairway Park, and Linda Mar, were incorporated in 1957 as the City of Pacifica. After a period of rapid growth in the 60s and 70s, growth slowed in the following decades, owing to the scarcity of developable land and infrastructure constraints.

### **HISTORIC RESOURCES**

The Planning Area features one site listed on the National Register of Historic Places: the Little Brown Church, located at 1850 Francisco Boulevard. According to the Pacifica Historical Society, the Little Brown Church was originally built in 1910 as a Presbyterian church and was one of the earliest buildings in what was once known as Salada Beach, now known as Sharp Park. In 2005, the Pacifica Historical Society restored and incorporated the Little Brown Church into the Pacifica Coastside Museum, which opened in 2015. The Church is leased from the City. The Historical Society also owns the last remaining car from the Ocean Shore Railroad, Car 1409 and has stated interest in moving the railcar next to the Church.

While the Little Brown Church is the only site eligible for the National Register of Historic Places, the City of Pacifica has nine local historical landmarks as designated in the City's Municipal Code, three of which are within the Planning Area and one adjacent, as shown in Figure 6-1. A local landmark that is not officially designated but is worth noting is the house known as Pacifica Castle, or more recently, Sam's Castle. The house, perched above the Sharp Park neighborhood and adjacent to the Planning Area, was built in 1908 in the style of a Scottish castle. Now owned by a foundation, the house is used for events and occasionally open to the public. Winters Tavern is another local landmark without an official designation, but is estimated to have been built in the 1950s. Approximately seven to eight

percent of the housing stock in the Planning Area was built before 1939 or earlier and could potentially meet criteria for historic landmark designation.

Following are images and description of the other four historic landmarks found in or adjacent to the Study Area, shown in Figure 6-1:



**Anderson's Store (220 Paloma Avenue).** Built in 1907, Anderson's Store was the first general store and telephone switchboard for the area, the control point for the eater supply for the neighborhood, and the first source of gasoline for automobiles using a hand-crank pump.



**San Pedro Schoolhouse/Pacifica City Hall (170 Santa Maria Avenue).** Built in 1914, this schoolhouse historically served children living on the coast. After a new school was built in Sharp Park and Pacifica was incorporated as a City in 1957, the building was donated by real estate agent Ray Higgins to serve as the new City Hall.



**Private residence (185 Carmel Avenue).** Designated as a Historic Landmark in 1985, this home appears to be built in coastal cottage style with a pitched gable roof, wooden shingles and wood lap siding.



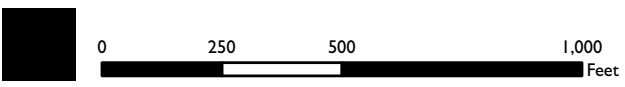
**Sharp Park Golf Course and Clubhouse (2600 Francisco Boulevard).** Located to the south just outside of the Planning Area, the Golf Course dates to 1929 and was designed by famed golf course architect Alister MacKanzie in the classic "Links" style near the ocean and sand dunes. The Clubhouse, built in 1932, includes a bar, restaurant, and golf shop.

**Figure 6-1: Sharp Park Cultural Resources**



<b>Historic Sites</b>	Highways
<span style="display:inline-block; width:15px; height:15px; background-color:red;"></span> Local Landmarks	<span style="display:inline-block; width:15px; height:15px; background-color:tan;"></span> Study Area Parcels
<span style="display:inline-block; width:15px; height:15px; background-color:teal;"></span> Noted in Other Studies	<span style="border: 2px dashed black; display:inline-block; width:15px; height:15px;"></span> Sharp Park Specific Plan

Source: California Historical Resources Information System, 2009; Northwest Information Center, 2009; City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.



## 6.3 Biological Resources

### VEGETATION AND HABITAT

Pacifica's varied topography creates a range of habitats in the city, including intertidal areas, beaches, ridges, coastal headlands, woodlands, grasslands, scrub, creeks, and wetlands. Figure 6-2 shows sensitive habitat and vegetation for the Planning Area. The beach at Pacifica Beach Park and the rest of the coastline is considered sensitive estuarine and marine wetland habitat.<sup>1</sup> Other than this area, most of the Planning Area is urbanized and there is little risk of disturbing existing natural habitat on land. However, pollution, contaminated runoff, and trash from urban uses may be inadvertently swept into the ocean, causing harm to the habitat. The Sharp Park Golf Course, while not directly in the Planning Area, is considered an environmentally sensitive habitat area, which means that any development along the southern border of the study area may be limited or require additional mitigation/impact studies.

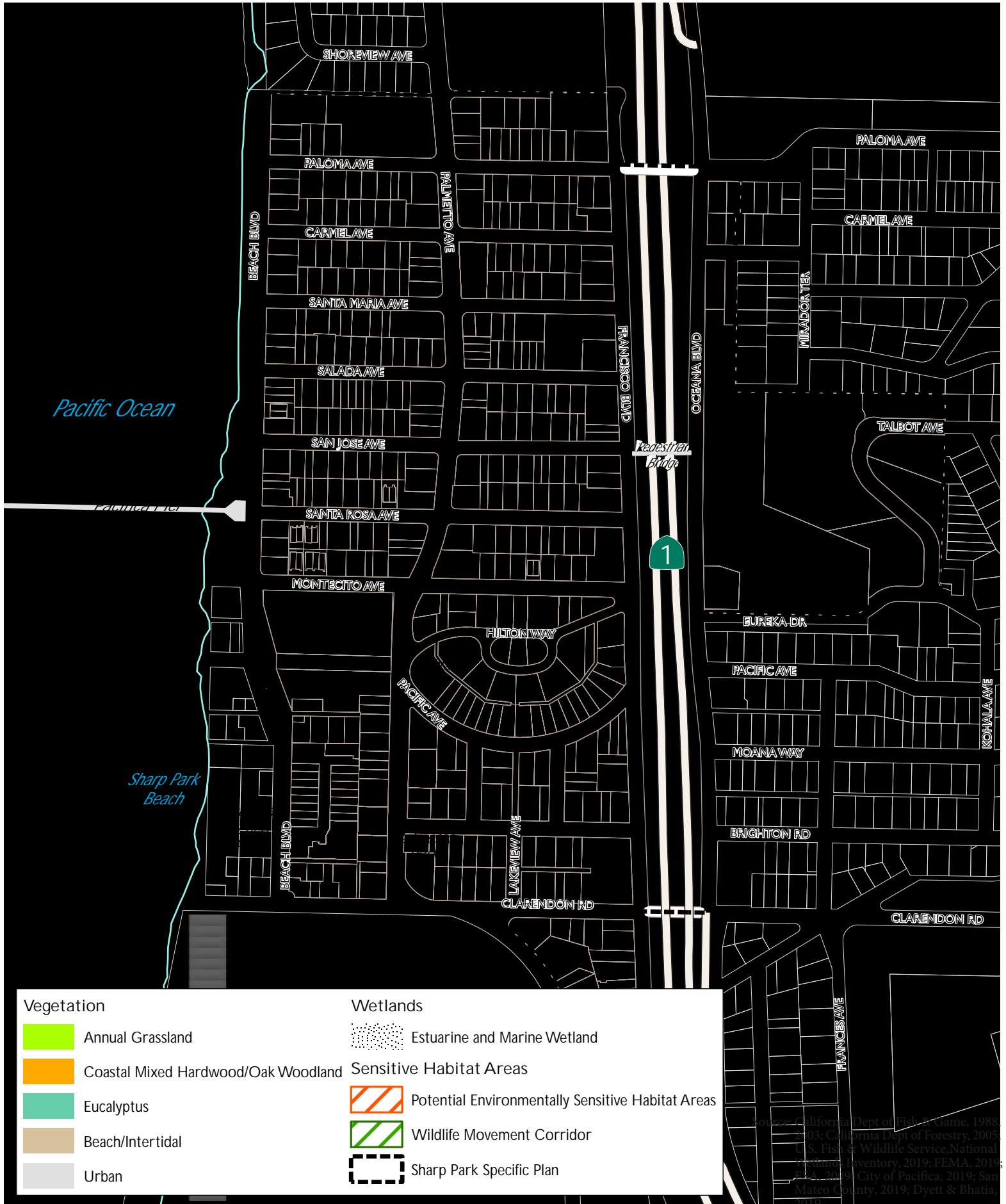
### SPECIAL STATUS SPECIES

Several species known to occur in the project vicinity are accorded "special-status" due to their recognized rarity or vulnerability to various causes of habitat loss or population decline. Some of these receive specific protection, as defined in federal or State endangered species legislation. Other species have been designated as "sensitive" based on adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies in order to meet local conservation objectives. A variety of special status species have the potential to be found in or near the Planning Area, including the San Francisco Garter Snake, the Bumblebee Scarab Beetle, the San Francisco Bay Spineflower, the Hoary Bat, and the Saltmarsh Common Yellowthroat. Figure 6-3 displays known records of the occurrence of special-status species in or near the Planning Area.

The San Francisco Garter Snake is a federally listed endangered species, and its habitat area covers most of Pacifica. The federally listed threatened California Red-legged Frog may be found just outside the Planning Area along Paloma Avenue. In these areas, project-level review and in-depth biological analysis would be required to study any potential impacts from development.

<sup>1</sup> U. S. Fish and Wildlife Service. National Wetlands Inventory website. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C., <http://www.fws.gov/wetlands/>, 2019.

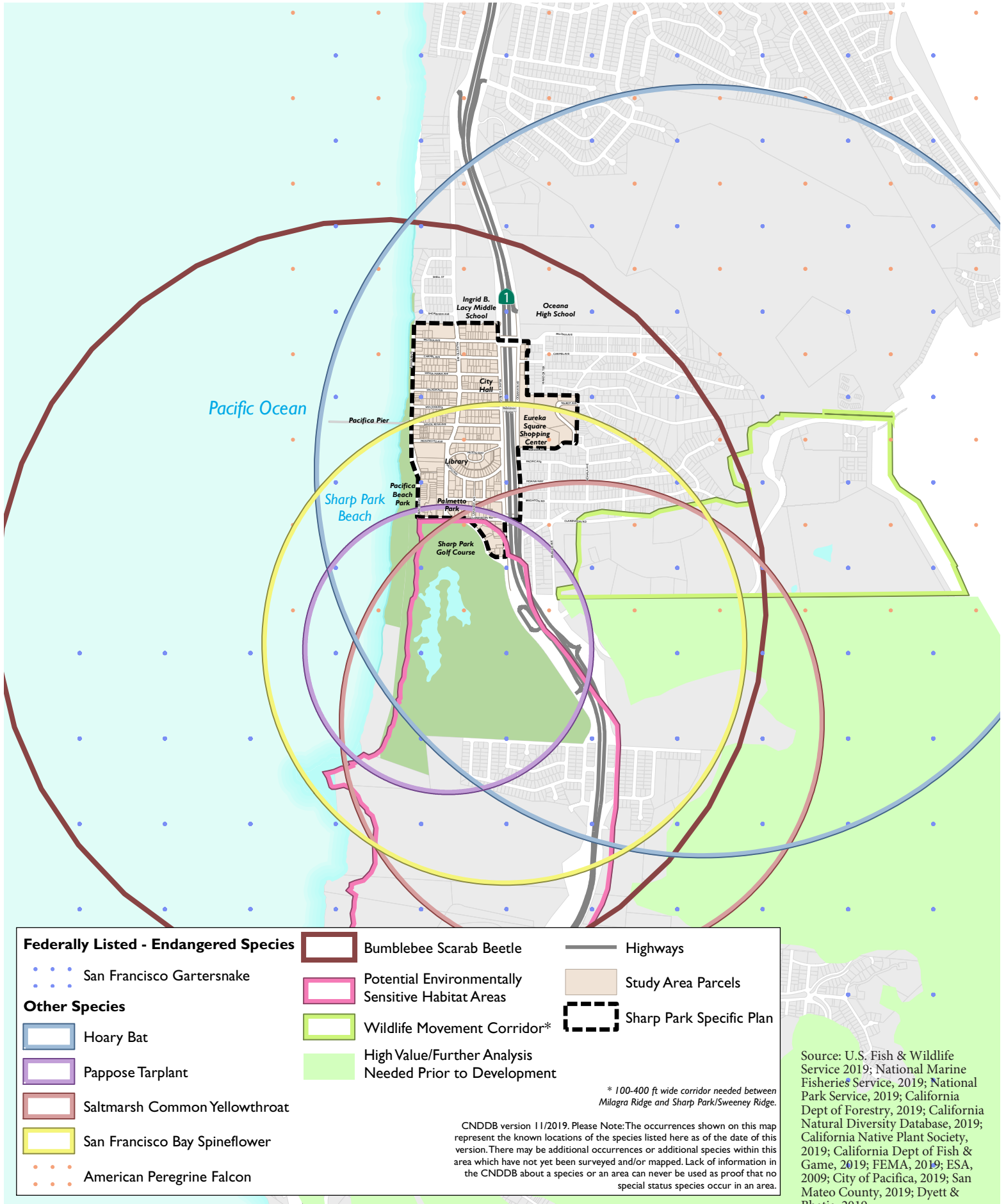
Figure 6-2: Sensitive Habitats



<b>Vegetation</b>	<b>Wetlands</b>
Annual Grassland	Estuarine and Marine Wetland
Coastal Mixed Hardwood/Oak Woodland	<b>Sensitive Habitat Areas</b>
Eucalyptus	Potential Environmentally Sensitive Habitat Areas
Beach/Intertidal	Wildlife Movement Corridor
Urban	Sharp Park Specific Plan



**Figure 6-3: Sharp Park Sensitive Species**



Source: U.S. Fish & Wildlife Service 2019; National Marine Fisheries Service, 2019; National Park Service, 2019; California Dept of Forestry, 2019; California Natural Diversity Database, 2019; California Native Plant Society, 2019; California Dept of Fish & Game, 2019; FEMA, 2019; ESA, 2009; City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.



## 6.4 Environmental Hazards

### REGIONAL GEOLOGY

The City of Pacifica lies within the Coast Ranges geomorphic province, which spans the Pacific Ocean and the Great Valley provinces (Sacramento and San Joaquin valleys) and stretches from the Oregon border to the Santa Ynez Mountains near Santa Barbara.<sup>2</sup> Modern seismic activity within the Coast Range continues to be associated with movement along the San Andreas system of faults.

### Seismicity and Seismic Hazards

The San Andreas Fault is the closest active fault to the Planning Area, transecting the northeastern tip of Pacifica and crossing the cities of South San Francisco and San Bruno.<sup>3</sup> Other nearby active faults are the San Gregorio and Hayward faults. These three faults pose the greatest threat of significant damage to the Planning Area and have experienced movement within the last 150 years.<sup>4</sup>

### Ground Shaking

Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic materials. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. The strongest ground shaking anticipated to occur in Pacifica would come from the San Andreas Fault and could cause strong to very violent ground shaking.

### Liquefaction

Liquefaction is the condition by which saturated soils lose cohesion during seismic events and settle, lose stability, or amplify the effects of groundshaking. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low plasticity silt, and some low-plasticity clay deposits. The potential for liquefaction in the Planning Area is mapped as very low to very high, depending on location, with highest risk areas in the southern portion near Lakeside Avenue and Clarendon Road, as shown in Figure 6-4.

<sup>2</sup> A geomorphic province is an area that possesses similar bedrock, structure, history, and age. California has 11 geomorphic provinces (CGS, 2002).

<sup>3</sup> An “active” fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 11,000 years)

<sup>4</sup> A strike-slip fault is a fault on which movement is parallel to the fault’s strike or lateral expression at the surface (Bates and Jackson, Glossary of Geologic Terms, second edition, 1984).

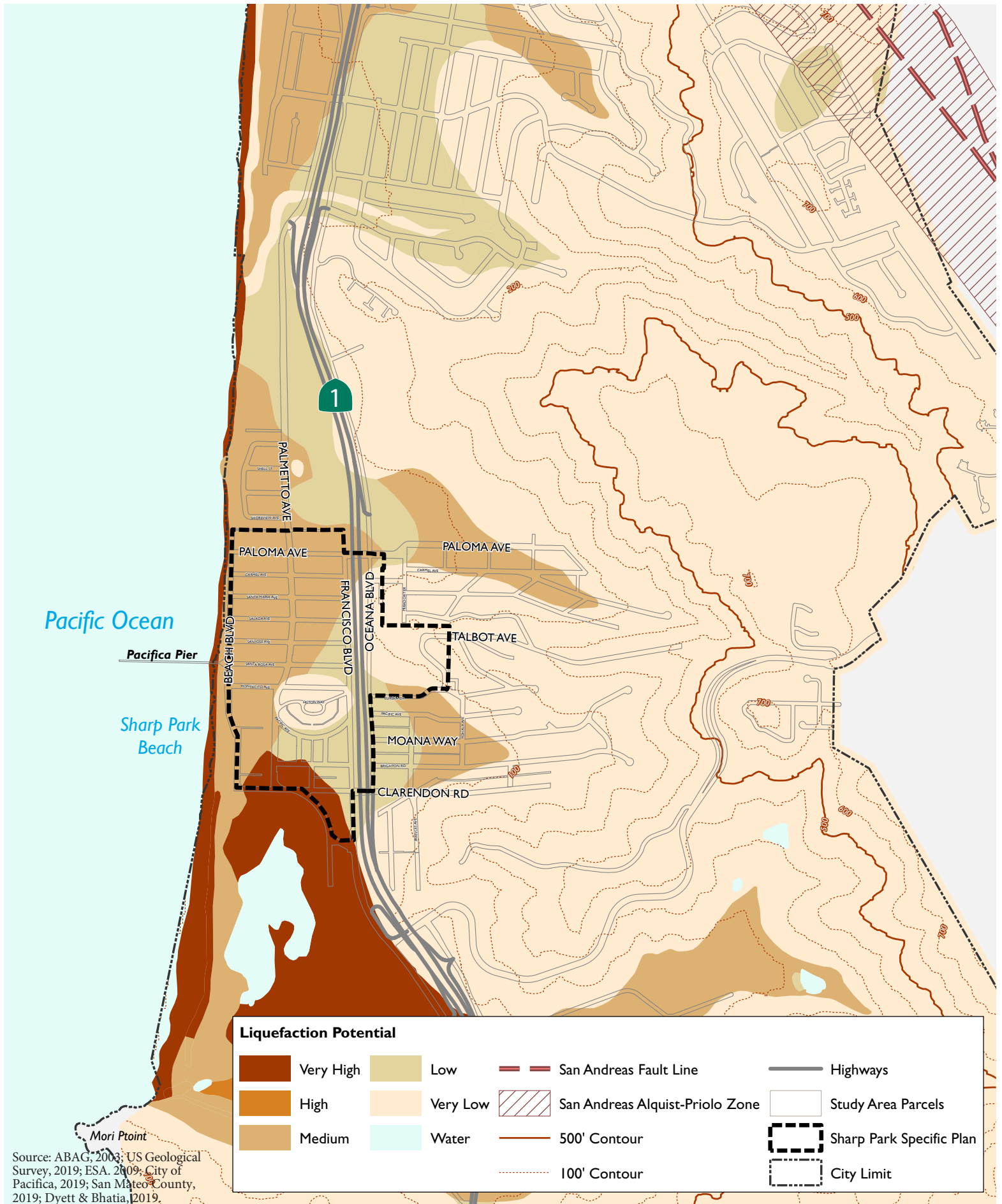


## Landslides

Figure 6-5 identifies the relative likelihood of landslides in the Planning Area.<sup>5</sup> Areas mapped as “Few Landslides” contain few, if any, large mapped landslides, but locally contain scattered small landslides and questionably identified larger landslides; defined in most of the region by excluding groups of mapped landslides. “Not Landslide Prone” refers to areas of gentle slope at low elevation that have little or no potential for the formation of slumps, translational slides, or earth flow except along stream banks and terrace margins; defined by the distribution of surficial deposits. Most of the West Sharp Park neighborhood is on relatively flat land and is not prone to landslides. However, across Highway 1, Eureka Square Shopping Plaza and apartments along Talbot Avenue have landslide potential. All of the coast in the Planning Area is subject to severe beach and cliff erosion, described in more detail in the next section of this chapter, “Coastal Hazards.”

<sup>5</sup> USGS. Open File Report 97-745, San Francisco Bay Landslide Folio, <http://pubs.usgs.gov/of/1997/of97-745/>, 1997.

**Figure 6-4: Sharp Park Liquefaction Zones and Fault Lines**



**Figure 6-5: Sharp Park Slope Failure**



Source: Pacific Institute, 2009; FEMA Revised DFIRM, 2017; US Geological Survey, 1997; ESA, 2009; City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.



## COASTAL HAZARDS

### Sea Level Rise

As a coastal city, Pacifica is susceptible to significant impacts due to sea level rise caused by climate change. High tides and severe storms will challenge and change Pacifica’s existing shoreline and could affect existing coastal developments, coastal habitats, coastal access and recreation.

To date, there have been a variety of studies and analyses conducted on the threat of coastal flooding and erosion to the city and its residents, including the Sea Change San Mateo County (2017), Our Coast Our Future (2016), Pacific Institute Study (2009), and Coastal Regional Sediment Management Plan (Draft 2015).

More recently, a Sea Level Rise Vulnerability Assessment (2018) and a Sea-Level Rise Adaptation Plan (2018) were completed for the City of Pacifica. The Vulnerability Assessment used the best available science, or most recent peer-reviewed science reasonably validated by qualified experts in the scientific community, to determine the potential exposure of assets to flooding and erosion hazards under sea level rise scenarios selected for study, shown in Table 6-1 below.

**Table 6-1: Sea Level Rise Projections for Pacifica**

<i>Year</i>	<i>Low (17% Chance)</i>	<i>Med-High (0.5% chance)</i>	<i>Extreme (n/a)</i>
2050	1 ft.	2 ft.	-
2100	3 ft.	6 ft.	10 ft.*

\* SLR of 6 ft. at 2075 was considered in place of 10 ft. at 2100 to assess potential impacts under the Extreme scenario. This was recommended by the technical consultant, ESA, because of the lack of erosion and flooding data for 10 ft. of SLR.

Hazards identified as part of the Vulnerability Assessment for the Sharp Park, West Fairway Park and Mori Point subarea include wave overtopping and run-up, flooding due to sea level rise and flooding due to significant rainfall events or coastal storms, and coastal erosion. Impacts of these hazards are shown in Figure 6-6 and described in the following sections of this chapter.

Drawing upon Vulnerability Assessment findings, the 2018 Adaptation Plan was prepared to inform City decision making about a variety of sea level rise adaptation policy options to address these hazards, which were then evaluated and selected by Pacifica City Council. These decisions informed general and subarea-specific Coastal Resilience policies in the City’s Local Coastal Program.

### Shoreline Protection and Wave Overtopping

North of the Planning Area, private homes are armored by rock revetments and gunite covering the bluff face. A seawall/revetment structure (which ranges from 25 to 31 feet tall north of the pier, and 22 to 24 feet tall south of the pier) protects the pedestrian walkway, road and residential properties along Beach Boulevard from its northern terminus at Paloma Avenue to Clarendon Road. The structure has required maintenance on several occasions to repair areas where beach erosion has undermined the structure. The backshore along the Sharp Park, West Fairway Park and Mori Point sub-area is low enough such that assets and property are subject to wave run-up and overtopping under

existing conditions. The City of Pacifica is in the process of evaluating options to fund, design, permit, and construct additional structural protections for portions of the subarea. Beyond the south end of the seawall, the City currently manages a sand berm to limit wave run-up and overtopping at the end of Clarendon Road. South of Clarendon, the backshore consists of an earthen berm levee managed by the City and County of San Francisco that spans south to the headlands of Mori Point, and which was constructed in 1980 to protect the Sharp Park Golf Course. These shoreline protections are shown in Figure 6-6.

### Hydrology and Flooding

While there are no existing creeks or bodies of water within the Planning Area, it can experience flooding, typically caused by some combination of high tides, large wind-driven waves, or storm surge. Areas mapped in Figure 6-7 as prone to coastal flooding include the low-lying areas of Sharp Park Beach, the coastline along Beach Boulevard, and the edge of Beach Boulevard.

The only section of coastline protected by levees is the Sharp Park Golf Course area and Laguna Salada, which drains a 1,200-acre watershed. Waves overtopping the levee along the golf course resulted in significant flooding in 1983 and 1986.<sup>6</sup> Since that time, the levee has been reinforced, reducing overtopping risk in the area.

A pump station is used to manage the water level in Laguna Salada, but pumping is restricted to maintain minimum water levels in order to protect habitat in Laguna Salada, and drainage from Sanchez Creek and Laguna Salada to the ocean can be insufficient to prevent lowland flooding during high tide/high flow events. The City also has a portable pump station deployed along Clarendon Road to pump stormwater from swales out to Clarendon Road and over the beach berm to the ocean. If the sea level rises enough during a rainstorm, inundation and flooding due to the backup of stormwater channels and outfalls will have a significant impact on the lower part of the Planning Area.

### Tsunami

A tsunami is a wave generated by abrupt movement of the seabed, which can occur as an earthquake or after a significant landslide. Coastal flooding, potentially severe structural and environmental damage, and threats to human health and safety can occur as a result of a tsunami. Tsunami hazards occur for the low-lying portions of Pacifica, which include a significant portion of the Planning Area, and generally coincident with the coastal flooding zones discussed above. Figure 6-7 shows the tsunami evacuation areas for the Planning Area.<sup>7</sup>

The most significant recorded tsunami wave that reached Pacifica was caused by the 1964 earthquake in Prince William Sound, Alaska. This event was a 9.2 magnitude earthquake that resulted in a 4.5 foot (1.37 m) run-up at Pacifica. The study resulted in an estimate of tsunami run-up heights and frequencies ranging from 0.16 feet (0.05 m) for the 5-year (20 percent annual chance) event to 4.2 feet (1.27 m) for the 500-year (0.2 percent annual chance) event.<sup>8</sup>

<sup>6</sup> PWA, 1992.

<sup>7</sup> California Department of Conservation. San Mateo County Tsunami Inundation Maps. <https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo>. Accessed 9/2019.

<sup>8</sup> Ibid.

The City of Pacifica has identified tsunami hazards in their local annex to the Local Hazard Mitigation Plan for San Mateo County.<sup>9</sup> As part of an earlier program to prepare for a tsunami event, the City of Pacifica installed a tsunami warning system, consisting of three solar powered alarm towers. Two are in the Sharp Park neighborhood and one is located at Rockaway Beach. This system links into a San Mateo County alert system that can also reach email and cell phones.

### Coastal Erosion

Erosion is the wearing away of soil and rock by processes such as mechanical or chemical weathering; mass wasting; and the action of waves, wind, and underground water. Excessive soil erosion can eventually lead to damage of building foundations and roadways. According to a study done by the U.S. Geological Survey following the heavy winter storms of 1982–1983, the entire coastline of San Mateo County contains areas susceptible to severe erosion and slope failure.<sup>10</sup> This study lists specific impacts to Pacifica’s coast, which include wave surging over the seawall, cliff erosion, and severe beach erosion.<sup>11</sup> In 2009-2010, erosion caused by winter storms resulted in evacuation and eventual City-mandated demolition of apartment buildings on the 300 block of Esplanade Avenue, 1.4 miles north of the Planning Area.

Figure 6-8, the Coastal Vulnerability Zone Map, shows the extent of projected erosion in the Planning Area, evaluating using Pacific Institute coastal erosion maps (2009) and Draft San Francisco Coastal Regional Sediment Management Plan (CRSMP, 2015.)<sup>12</sup> While the erosion scenario does not account for existing shoreline protection structures, the map highlights the importance of the existing structures and the vital need for them to be maintained to protect those vulnerable areas. These maps are not a substitute for site-specific erosion analyses but do show important information necessary to make general planning-level decisions about the vulnerability of portions of the Planning Area. To confirm vulnerability potential, further studies should be performed for sites in the Planning Area.

<sup>9</sup> City of Pacifica, Local Hazard Mitigation Plan Annex: City of Pacifica, Association of Bay Area Governments Local Hazard Mitigation Plan, 2005.

<sup>10</sup> USGS, Lajoie, Kenneth and Mathieson, Scott, 1982-1983 Coastal Erosion: San Mateo County, California,

<sup>11</sup> USGS. 1982-83 El Niño Coastal Erosion Map: 3 of 26 Sharp Park. Accessed 9/2019.

[https://archive.usgs.gov/archive/sites/walrus.wr.usgs.gov/el\\_nino/SMCO-coast-erosion/03sharp\\_e.html](https://archive.usgs.gov/archive/sites/walrus.wr.usgs.gov/el_nino/SMCO-coast-erosion/03sharp_e.html)






<sup>12</sup> PWA 2009; Pacific Institute 2009

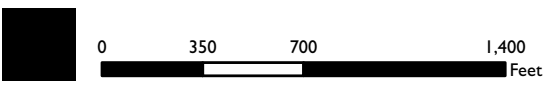
**Figure 6-6: Sharp Park Coastal Protection Structures**



Source: ESA, 2009; City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.

**Coastal Structures**

-  Coastal Armor
-  Levee
-  Sharp Park Specific Plan
-  Highways
-  Study Area Parcels



**Figure 6-7: Sharp Park Hydrology and Floodzones**



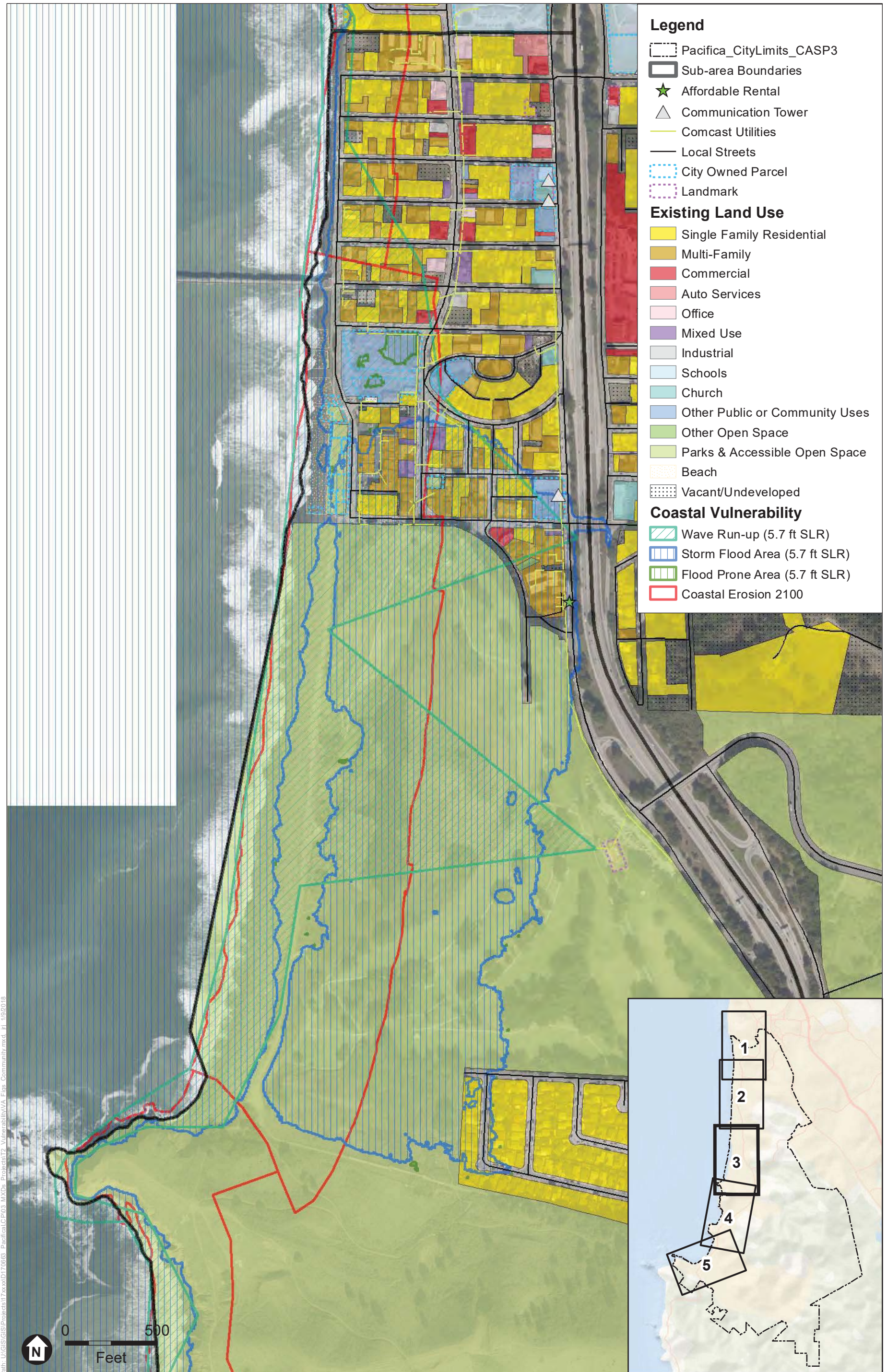
Flood Zones		Watershed		Other Features	
	0.2% Annual Chance Flood Zone		Sanchez Creek		Highways
	1% Annual Chance Flood Zone		Unnamed		Study Area Parcels
	1% Annual Chance Coastal Flood Zone		Creek		Sharp Park Specific Plan
	Tsunami Evacuation Area				

Source: Pacific Institute, 2009; FEMA, 2017; ABAG, 2009; US Geological Survey, 2009; ESA, 2009; City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.





Figure 6-8: Coastal Vulnerability Area Map



SOURCE: San Mateo County 2017 Imagery; City of Pacific and SMC Assets (2017); Pacific Institute Erosion (2009); OCOF Coastal Flooding (2014)

Disclaimer: This map is not detailed to the parcel-scale and should not be used for navigation, permitting, regulatory, or other legal uses. The erosion scenario does not account for shoreline protection. Coastal Vulnerability projections were sourced from publicly available data and existing models not created by the City of Pacifica.

## 6.5 Other Hazards

### FIRE HAZARDS

Fire hazards in Pacifica include both urban and wildland fires. Urban fires involve the uncontrolled burning of built structures due to human-made causes; wildland fires affect grassland, forest, and brush (and the structures on them), and can result from either human or natural causes. The city of Pacifica has a substantial risk of wildland fires, with many areas of high and very high threat within the Planning Area. The entirety of the Planning Area faces moderate risk of wildfire. The City's main challenges regarding fire hazards are:

- ***Actively Managing the Urban-Wildland Interface.*** Pacifica's residents enjoy close contact with open ridges and woodlands. This brings with it the risk of proximity to wildland fires. Preparedness is essential, and the North County Fire Authority's fire prevention activities, especially its Vegetation Management Program, are important.
- ***Maintaining and Enhancing Evacuation Routes.*** It is critical that road capacity exists for local residents, workers, and visitors to evacuate in case of an environmental disaster, including fire.

### Urban Fires

Urban fires are fires that begin in a building in urban centers. They are typically localized but have the potential to spread to adjoining buildings. The risk of urban fires is highest where single-family homes, multifamily residences and business facilities are clustered close together, increasing the possibility of rapid spread to an adjoining building. The risk to life and property can be reduced by adopting and funding adequate levels of fire protection and ensuring new buildings are built to include fire resistive features which conform to modern fire and building codes.

### Wildland Fires

Wildland fires are fires that start in a wooded or undeveloped areas. Their potential for damage is dependent on the extent and type of vegetation, known as surface fuels, as well as weather and wind conditions. Wildland fires occur infrequently but typically cause more damage than urban fires.

The California Department of Forestry (CDF, or "Calfire") also designates land as either a State or Local Responsibility Area (SRA and LRA), based on population density, land use, and land ownership. The Planning Area is a designated LRA.

## HAZARDOUS MATERIALS

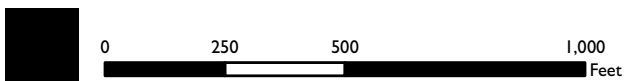
Within the Planning Area, the only site currently undergoing remediation for hazardous materials is an auto body shop at 1518 Francisco Boulevard.<sup>13</sup> It is listed as an open-verification monitoring Leaking Underground Storage Tank (LUST) cleanup site by the State Water Resources Board for potential gasoline contaminants.<sup>14</sup> Contamination does not render these sites unusable but may require time and funding for cleanup. A few sites in Planning Area have been contaminated in the past but are now remediated.

Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. Areas where historic or ongoing activities have resulted in the known or suspected release of hazardous materials to soil and groundwater, and where current clean-up activities monitored by the State Water Quality Control Board or the California Department of Toxic Substances are ongoing, are listed in Figure 6-9.

<sup>13</sup> CalEPA Cortese List Data Resources. <https://calepa.ca.gov/sitecleanup/corteselist/> accessed 9/2019.

<sup>14</sup> State Water Resources Control Board Geo Tracker. <https://geotracker.waterboards.ca.gov/> accessed 9/2019.

**Figure 6-9: Sharp Park Hazardous Material Sites**



## 6.6 Planning Issues and Implications

- The Planning Area is home to many treasured cultural and historic resources. Opportunity exists to maintain, enhance, and promote these historic resources as community amenities and draws for tourism.
- Because a variety of special status species may exist throughout the Planning Area, careful review and environmental analysis will need to be conducted during the site-specific planning process. The legal protections given to these species to ensure their survival will need to be taken into consideration when planning new development.
- Like most of the Bay Area, the Planning Area is vulnerable to earthquakes and seismic hazards. The southern portion of the Planning Area could be highly susceptible to liquefaction, and Eureka Square Shopping Center and apartments along Talbot Avenue could be prone to landslides. Site-specific geotechnical investigations can confirm the presence of liquefiable materials and can provide various foundation design or slope stabilization criteria to mitigate the potentially damaging effects.
- The Planning Area faces significant coastal hazards, including flooding due to sea level rise, coastal erosion, and tsunamis. Flooding at the Sharp Park Golf Course (SPGC) affects residences directly north of the course. The Specific Plan should implement Coastal Resiliency strategies and policies that are consistent with the Pacifica General Plan and the Local Coastal Program, particularly the policies for the Sharp Park, West Fairway Park and Mori Point subarea. Development in the Sharp Park area will face the challenge of balancing coastal protection and future effects due to climate change with preservation of Pacifica's cultural and economic assets.

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**DYETT & BHATIA**

Urban and Regional Planners

1330 Broadway Ste. 604 Oakland, CA 94612  
415 956 4300 | [www.dyettandbhatia.com](http://www.dyettandbhatia.com)