

2

LAND USE AND URBAN FORM



2.1 REGIONAL SETTING AND PLANNING AREA

Regional Setting

Pacifica is located along the Pacific coast of the San Francisco Peninsula, in San Mateo County. It is bordered on the west by the Pacific Ocean, on the north by Daly City, and on the south and east by the ridges of the Coast Range, the cities of South San Francisco and San Bruno, and unincorporated San Mateo County. Pacifica lies approximately 13 miles south of downtown San Francisco, 40 miles northwest of San José and six miles west of San Francisco International Airport. The City is relatively close to San Francisco, and at the same time its rugged, coastal location puts it at the edge of the metropolitan region.

Access to Pacifica is primarily via State Route (SR) 1, also known as Highway 1 or Coast Highway, and State Route (SR) 35, also known as Skyline Boulevard. State Routes 1 and 35 connect to Interstates 80 and 280 and the larger regional system. Buses connect Pacifica to high-capacity transit service at the Daly City and Colma BART stations and the San Bruno Caltrain station.

The Planning Area

The Planning Area consists of the City of Pacifica and its “sphere of influence,” as defined by the San Mateo County Local Area Formation Commission (LAFCo), an area totaling 8,742 acres. Pacifica has an estimated population of 39,995, living in distinct neighborhoods along the coast, in valleys separated by ridges, and in the northern hills. Pacifica extends approximately six-and-a-half miles along the Pacific Ocean, from just south of Mussel Rock in the north to San Pedro Point in the south. Its border extends three miles inland at its widest point, where it rises to an elevation of 1,250 feet above sea level on Sweeney Ridge.

Pacifica’s sphere of influence is nearly congruent with the City limits, with the addition of 325 acres of unincorporated land along the City’s southern boundary, on the flank of Montara Mountain.

Other jurisdictional influences include the State of California, San Mateo County, the National Park Service (Golden Gate National Recreation Area), and the City and County of San Francisco. In addition, regional agencies such as the Association of Bay Area Governments (ABAG), the Metropolitan

Transportation Commission (MTC), and the California Coastal Commission (CCC) impact planning in Pacifica.

Coastal Zone

Land west of Highway 1 in Pacifica, along with the Shelldance Nursery, is part of the Coastal Zone, and under jurisdiction of the CCC. Pacifica’s Coastal Zone comprises approximately 1,000 acres of land, or about 13 percent of the Planning Area, and includes key parts of the City.

The Coastal Zone is subject to the additional regulatory requirements of the California Coastal Act of 1976. The Coastal Act, established by voter initiative in 1972, made permanent the California Coastal Commission and set forth guiding policies for the Commission and its local government partners to follow when establishing land use and development regulations for the coast. Coastal act policies, and Pacifica’s Local Coastal Plan, are covered below in the Current Plans section.



Aerial view over Pacifica from the south.

Figure 2-1: Regional Setting

-  Pacifica Planning Area Boundary
-  County Lines
-  Urbanized Area
-  Freeways
-  Highways & Major Arterials
-  Caltrain
-  BART
-  Commute Rail: Capitol Rail

Sources: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.

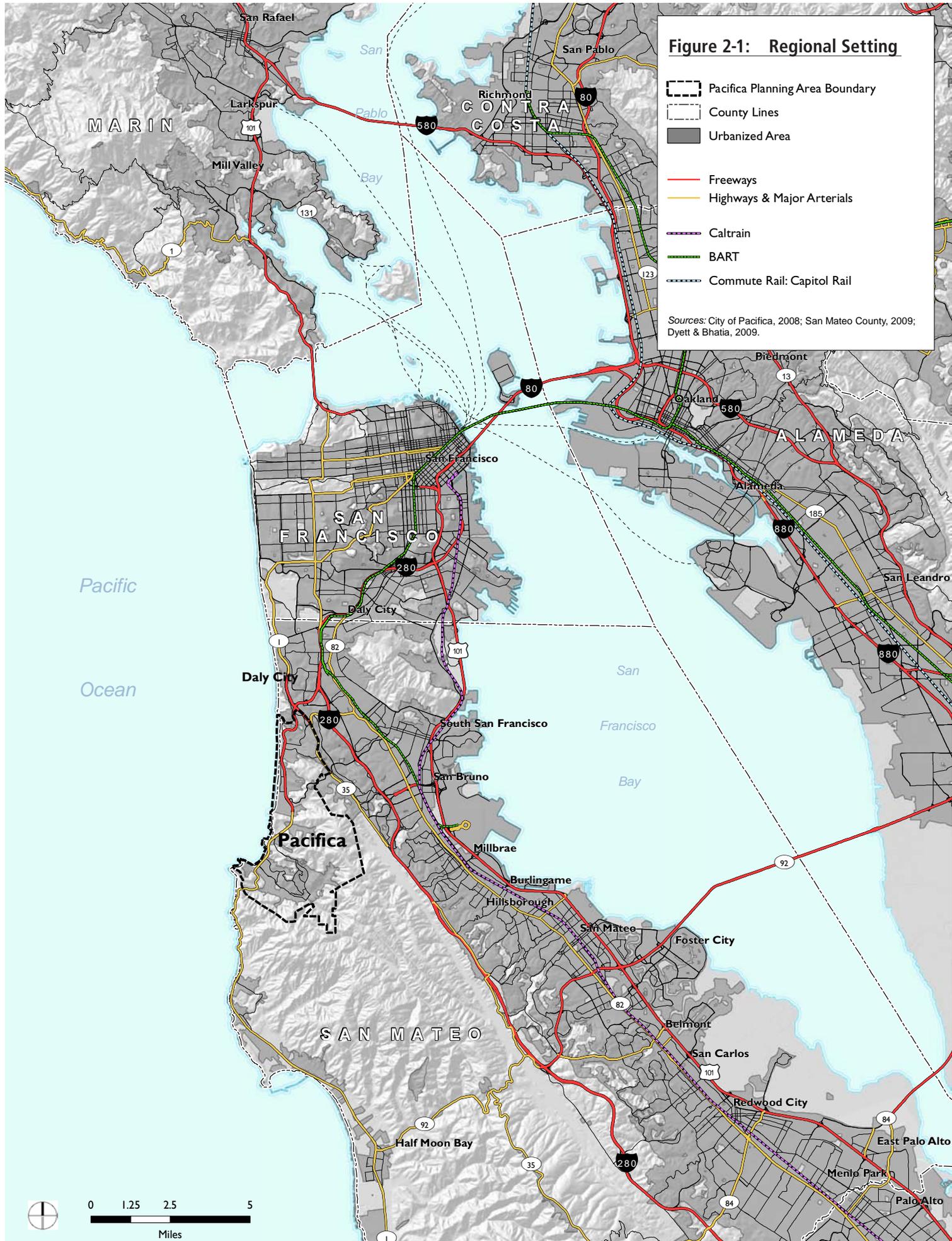
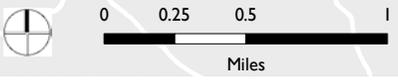
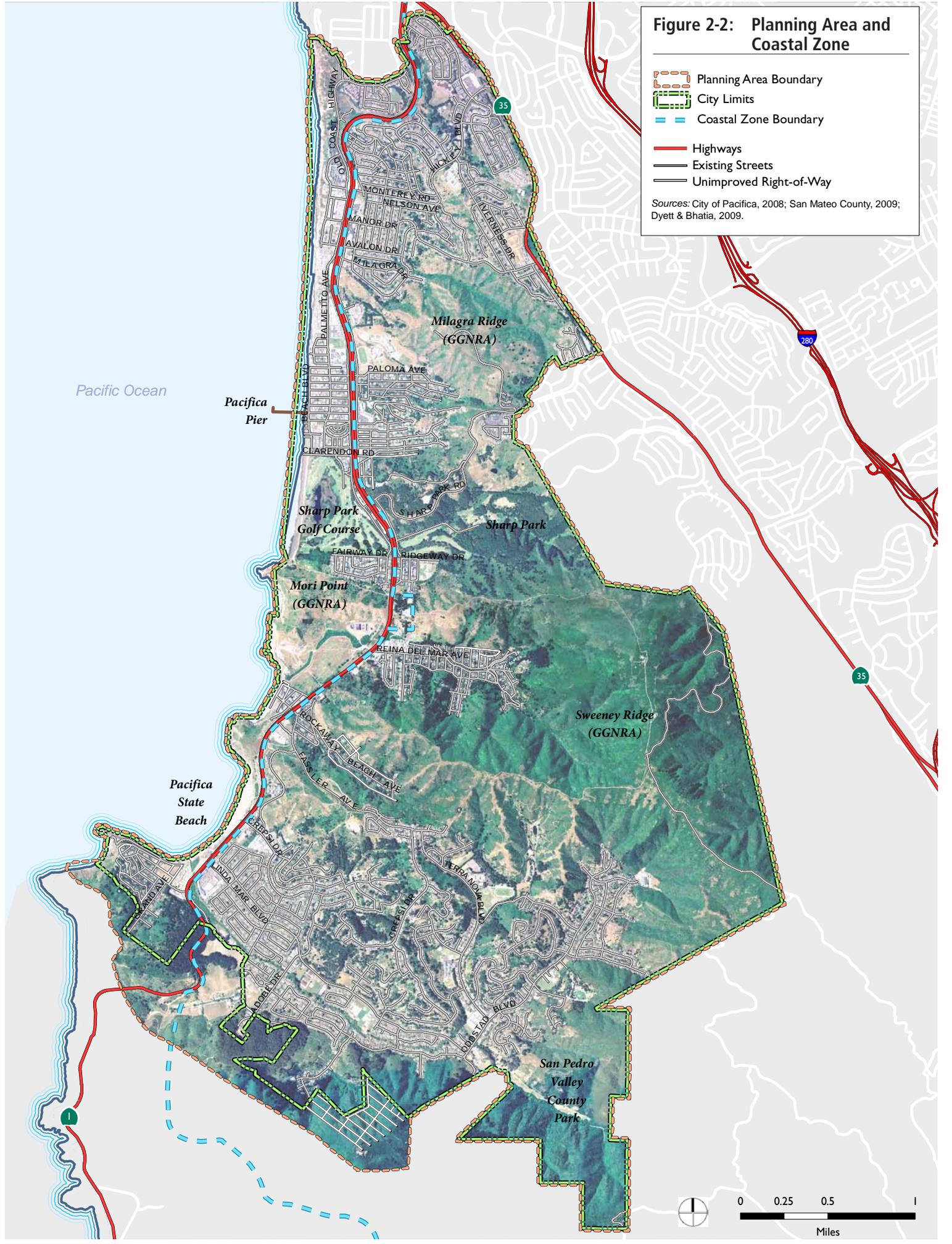


Figure 2-2: Planning Area and Coastal Zone

-  Planning Area Boundary
-  City Limits
-  Coastal Zone Boundary
-  Highways
-  Existing Streets
-  Unimproved Right-of-Way

Sources: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.

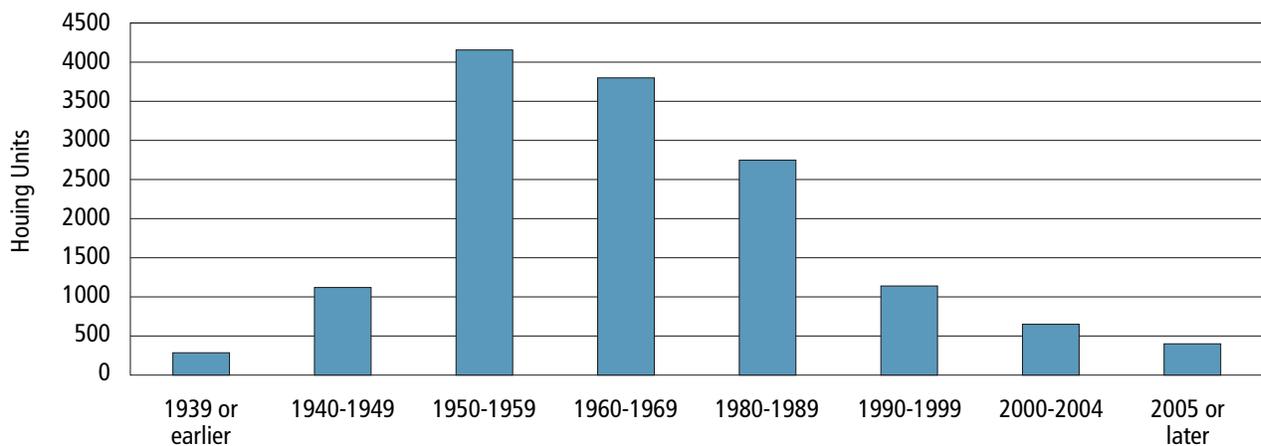


2.2 HISTORICAL DEVELOPMENT

Originally visited by the Portola expedition in 1769, Pacifica remained primarily agricultural until after the San Francisco Earthquake in 1906. Land speculators, stimulated by the construction of the Ocean Shore Railroad in 1905, subdivided and developed a series of small coastside communities including Edgemar, Vallemar, and the areas now known as Sharp Park, Pedro Point, and Rockaway Beach. These communities, together with Pacific Manor, Westview, Fairway Park, and Linda Mar incorporated in 1957 as the City of Pacifica.

The City grew rapidly in the 1950s and 1960s, and most of its current housing – 60 percent as of the 2000 Census – was built during those decades. Growth slowed in the 1970s, and then slowed further in the 1980s and '90s, owing to the scarcity of developable land, and infrastructure constraints.

CHART 2-1: Housing Units Built by Period



Source: ACS, 2005-2007.

2.3 URBAN STRUCTURE

Pacifica has a strong physical identity, as a stretch of dramatic coastline punctuated by rugged ridges. As an urban place, Pacifica is a collection of valley and coastal neighborhoods negotiating the topography, but not organized around a center. See Figure 2-3, Urban Structure.

Balance of Urban and Undeveloped Land

Pacifica is striking for its high proportion of open, undeveloped land, which comprises two-thirds of the Planning Area, and for the way its neighborhoods and rugged, open ridges alternate along the length of the City.

Hillsides and Ridges

The crest of the Coast Range forms Pacifica's eastern boundary. This crest rises toward the south as Sweeney Ridge. Five lateral ridges extend towards the ocean. From north to south, these are Milagra Ridge, Gypsy Hill, Mori Ridge, Cattle Hill, and Fassler Ridge. Montara Mountain sweeps west to form a definitive southern boundary, capped by Pedro Point.

The dramatic terrain is a defining feature of the City. However, the ridges also separate neighborhoods and influence access to and use of various commercial centers.

Neighborhoods

Pacifica developed first as a string of coastal communities, and later as a suburban extension of San Francisco; this has created unusual patterns. Development in the newer neighborhoods has occurred on a larger scale, often with significant grading to provide access and construction pads, whereas older development was generally one or a few houses at a time with minimal change to the existing terrain.

Balance of Activity Centers

Pacifica is distinct from many cities in that it has no single downtown area, rather an assortment of activity centers.

The West Sharp Park neighborhood has a concentration of public uses and a small business district, and comes closest to having the characteristics of a center. However, it is balanced by the shopping hubs of West Linda Mar to the south and Pacific Manor to the north, while a downtown-like atmosphere is captured more clearly at Rockaway Beach. Other small activity centers are at Fairmont Shopping Center, Park Mall, and small business districts at Crespi Drive, Adobe Drive, and Vallemar.

Highway 1

Highway 1 is a unifying thread for the City, connected all of its neighborhoods and key sites to one another and to the region. But the highway also divides neighborhoods and influences access to and use of various commercial centers. Highway 1 links Edgemar-Pacific Manor and Sharp Park, so that the northern neighborhoods feel connected despite the topography. At the same time, the freeway splits these neighborhoods into East and West sections.

Figure 2-3: Urban Structure

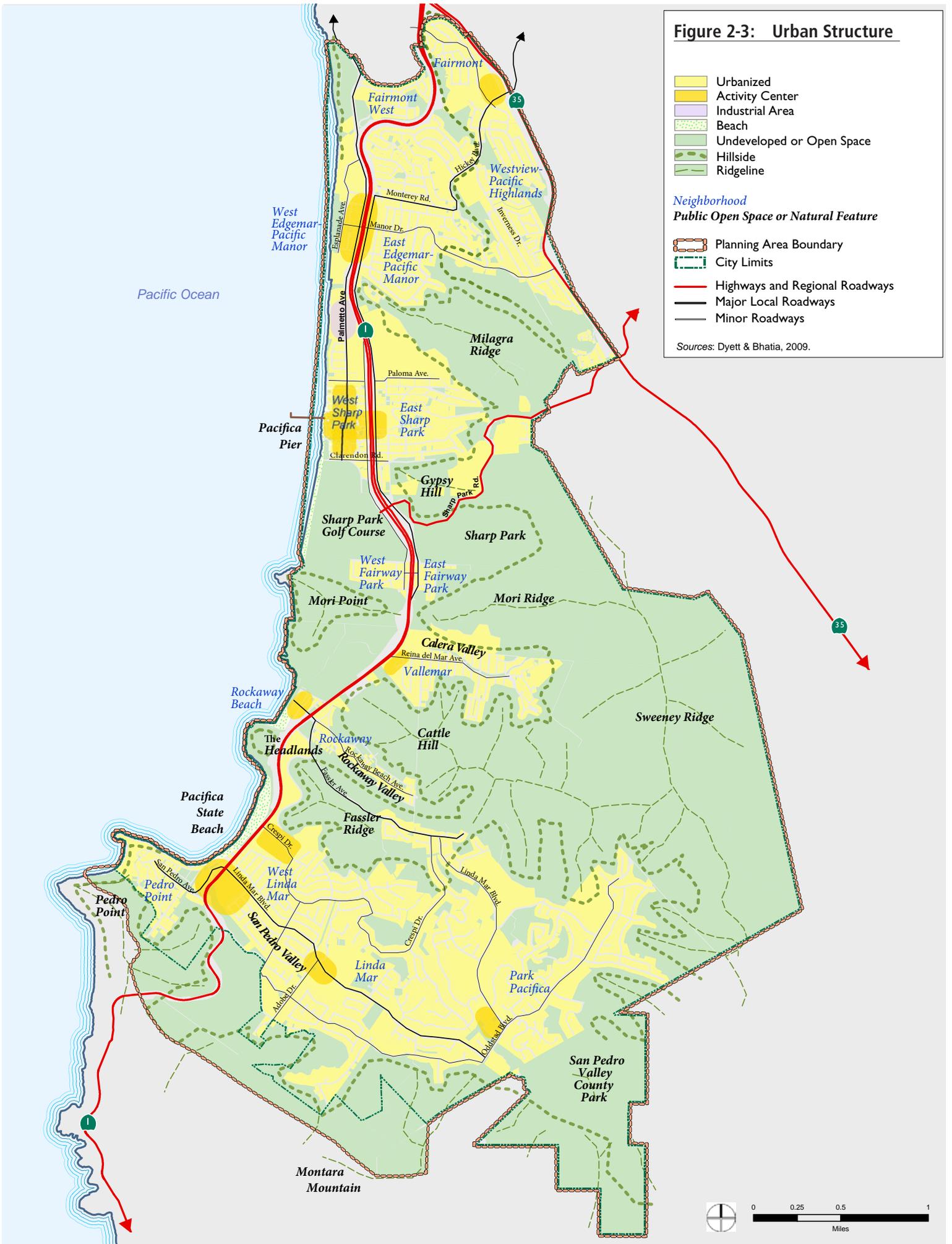
-  Urbanized
-  Activity Center
-  Industrial Area
-  Beach
-  Undeveloped or Open Space
-  Hillside
-  Ridgeline

Neighborhood

Public Open Space or Natural Feature

-  Planning Area Boundary
-  City Limits
-  Highways and Regional Roadways
-  Major Local Roadways
-  Minor Roadways

Sources: Dyett & Bhatia, 2009.



2.4 NEIGHBORHOOD CHARACTER

Inland Neighborhoods

Fairmont

The Fairmont neighborhood, set in the hills in Pacifica's far north, was primarily developed during the post-war building boom. Fairmont Park and Community Center provides a neighborhood focal point and developed play area, and the Fairmont Shopping Center at Hickey and Skyline Boulevards provides convenience shopping and services. The San Andreas Fault traverses the neighborhood, underlying ravines, City-owned greenbelts, and the grounds of the closed Fairmont Elementary School. The predominant land use is single-family residential; some multi-family housing has been developed around the shopping center and on Hickey Boulevard.



Residential street in Fairmont.

Westview-Pacific Highlands

Like Fairmont, this is a newer, predominantly single-family neighborhood in the hills. There is a cluster of multi-family housing directly south of Fairmont Shopping Center and a small amount elsewhere. As in Fairmont, the San Andreas fault crosses from northwest to southeast. Imperial Park provides public open space for the neighborhood, while Sunset Ridge Elementary provides a local public school. Two significant residential developments have been built recently along Skyline Boulevard, adjacent to the Christian Hill water tank and on the site of the former Westview School. The southwestern boundary of the neighborhood is defined by Milagra Creek canyon, much of which is privately owned and undeveloped. On the other side is Milagra Ridge, a unit of the Golden Gate National Recreation Area.



Residential Development in the Westview-Pacific Highlands.

East Edgemar-Pacific Manor

East Edgemar-Pacific Manor is one of Pacifica's older coastal neighborhoods, but has been cut off from the coast by Highway 1. The neighborhood is relatively flat, with hills rising up to the north, east, and south. Manor Drive links the neighborhood to the Pacific Manor shopping area and the Esplanade Avenue oceanfront to the west, and to the Westview-Pacific Highlands neighborhood uphill to the east. Manor Drive's crossing over Highway 1 experiences significant congestion, which should be helped by planned improvements. Oceana Boulevard serves as a frontage road to Highway 1, and is lined with commercial and auto service uses, as well as Ocean Shore Elementary School. The neighborhood is composed mainly of single-family houses, with a small amount of multi-family housing. Edgemar Park provides a small public open space for the neighborhood.



Typical street in East Edgemar-Pacific Manor.

East Sharp Park

Sharp Park is one of Pacifica's original beach communities, but the east side of the neighborhood was severed from the ocean by the Highway 1 freeway. The neighborhood lies in two valleys and on the minor ridge separating them. It is framed on the north by Milagra Ridge and to the east and south by Gypsy Hill.

Houses are along streets that go up the valleys and along the small ridge, with a scattering of multi-family housing on the ridge. North-south connections in the neighborhood are poor. Eureka Square shopping center is along Oceana Boulevard facing Highway 1. There are connections across the highway to West Sharp Park and the ocean at Paloma Avenue in the north and Clarendon Road in the south, as well as a pedestrian overcrossing from Eureka Square.

East Sharp Park's most prominent feature is Oceana High School and its extensive grounds, on the flank of Milagra Ridge. The Milagra Ridge slope is also home to Good Shepherd Catholic Church and school, and a low-density residential development has recently been completed at its western tip. While Milagra Ridge is protected as open space, there is potential for development to occur on Gypsy Hill.



Eureka Square Shopping Center in East Sharp Park.

East Fairway Park, Vallemar, and Rockaway

East Fairway Park, Vallemar, and Rockaway are three residential neighborhoods in narrow valleys bracketed by parks and steep ridges. Each neighborhood has one access from Highway 1, and is almost entirely composed of single-family houses.

EAST FAIRWAY PARK

East Fairway Park is a small subdivision on flat terrain, with a public ballfield. Sharp Park borders the neighborhood on the north, providing permanent open space and recreational opportunities managed by the City and County of San Francisco.

VALLEMAR

Mori Ridge separates East Fairway Park from Vallemar, which follows Reina del Mar Avenue up the narrow Calera Creek valley. Around the intersection of Reina del Mar and Highway 1 is a small commercial area, as well as Vallemar School, the Pacifica School District offices, and



Aerial view of a section of Vallemar.

the new Pacifica police station. Mori Ridge on the north, Sweeney Ridge at the back of the valley, and Cattle Hill on the south are mostly protected open space, and afford recreational opportunities. The western face of Cattle Hill has some residential development potential.

ROCKAWAY

South of Cattle Hill is the Rockaway neighborhood, which ascends from Highway 1 along Rockaway Beach Avenue up another narrow valley. The adjacent slopes of Cattle Hill to the north and Fassler Ridge to the south are in private ownership and designated for open space residential or very low density residential development, with many vacant residential lots on mapped rights-of-way. Topography makes development on either slope very difficult. There is a very small commercial area where Rockaway Beach Avenue meets Highway 1. The visitor-oriented district of Rockaway Beach is directly across the highway.



Reina del Mar Avenue, Vallemar.

Linda Mar

This neighborhood includes the central portion of the San Pedro Valley, as well as development along the south side of Fassler Ridge. The predominant land use is single-family residential, with housing stock similar to West Linda Mar's. The neighborhood includes the Sanchez Adobe, the oldest structure in San Mateo County and a preserved historic resource. Further east along Linda Mar Boulevard are the campus of Alma Heights Christian Academy, and the Pacifica Center for the Arts in the former Sanchez school. Some housing exists south of San Pedro Creek, along with undeveloped or agricultural land where a limited amount of residential development may be possible.

The western part of the neighborhood, and the Park Pacifica neighborhood beyond, are served by the Park Mall shopping center on Terra Nova Boulevard, as well as by the adjacent Sanchez branch library and Ortega Elementary School. The hilly northern section of Linda Mar is characterized by winding residential streets and greenbelts. Oddstad Park, among the City's largest, is in this area.

A significant amount of undeveloped land remains on the highly-visible west end of Fassler Ridge; some of this land is currently slated for low-density residential development. Highway 1 cuts between Fassler Ridge and the Rockaway Headlands, which juts into the Pacific.



Aerial view of section of Linda Mar, showing Linda Mar Boulevard and San Pedro Creek.



Residential street in Linda Mar.

West Linda Mar

The West Linda Mar neighborhood is in the bottom of the San Pedro Creek Valley, directly across Highway 1 from popular Pacifica State Beach. A significant portion of the neighborhood is within the creek's flood plain, and storm drainage is an issue. San Pedro Creek itself is the site of recent environmental restoration, and provides habitat for steelhead.

The neighborhood is predominantly single-family residential, built mostly during the postwar housing boom. Ninety five percent of the neighborhood's housing is single-family, compared with 75 percent in Pacifica overall. Linda Mar Shopping Center, Pacifica's largest, is at the junction of Linda Mar Boulevard and Highway 1, and a Caltrans park-and-ride lot sits opposite across Linda Mar.

Another parking lot for commuters and beach visitors is at the corner of Highway 1 and Crespi Drive. Crespi Drive, at the foot of Fassler Ridge, is home to a small shopping area, as well as Cabrillo Elementary School, the Pacifica Community Center, the skate park, and one of the City's two post offices.



Linda Mar Shopping Center.

Park Pacifica

Park Pacifica lies in a secluded valley extending northeast from the Linda Mar neighborhood. As in Linda Mar, the predominant land use is low density residential, interspersed with greenbelts. Other than a gas station, there is no commercial land in the neighborhood at all, though Park Mall is at its border. Multi-family housing is developed along Terra Nova and Oddstad Boulevards.

One of the neighborhood's main features is Terra Nova High School. The local elementary school, Oddstad, has recently been closed. Some very limited residential development potential may exist on the south flank of Sweeney Ridge behind the high school and at the extreme east end of the neighborhood. The neighborhood is hemmed in by topography and protected open space on Sweeney Ridge and in San Pedro Valley County Park, as well as the more locally-oriented Frontierland Park.



Residential street in Park Pacifica.

Coastal Neighborhoods

Fairmont West

Fairmont West is a small residential neighborhood in northwestern Pacifica between Highway 1 and the Pacific Ocean. It is separated from the Fairmont neighborhood by the highway and a significant grade change. The neighborhood is composed mainly of single-family houses, with a condominium development and a neighborhood park. Fairmont West occupies an important view corridor, lying below the curve of Highway 1 as it sweeps into Pacifica, and providing unmatched views from Palmetto Avenue.

There is a significant amount of undeveloped land on both the coastal and inland side of Palmetto Avenue, with coastal scrub vegetation and sandy dunes. The Local Coastal Plan identifies access points along this stretch of Palmetto, offering a unique, isolated beach experience, but there are no formal paths or stairs. Due to their value as open space and potential geological hazards, the undeveloped bluffs have been designated as a “donor site” for potential transfer of development rights to inland properties.



Residential street in Fairmont West neighborhood.

West Edgemar-Pacific Manor

West Edgemar-Pacific Manor is an established coastal neighborhood, extending from the “Dollaradio” site to Milagra Creek between Highway 1 and the ocean. The neighborhood comprises multi-family development in the north, a small single-family subdivision and an RV park in the south, and in the middle, a commercial district centered on the Pacific Manor shopping center.

The commercial district is oriented toward Palmetto Avenue and Highway 1, and has little relationship with the coast, one half block to the west. Bluffs here are 60 to 80 feet high and highly erosive; erosion has caused significant loss of property along Esplanade Avenue.

There is both public and private ownership of beach property in West Edgemar-Pacific Manor. The Local Coastal Plan identifies three coastal access points in the neighborhood. Two of these, at Points West Condominiums in the north and the RV Park in the south, are developed. The third is a proposed access from Esplanade Avenue at Manor Drive.



Pacific Manor shopping center.

West Sharp Park

Sharp Park is one of Pacifica's original beach communities. The neighborhood was divided into East and West parts by Highway 1. The northern half of West Sharp Park includes some of Pacifica's only land devoted to industrial and service commercial uses, along Palmetto Avenue. This stretch of Palmetto also includes Pacifica's single mobile home park, as well as a small subdivision of single-family houses, and I.B. Lacy Middle School. The area is highly visible from Highway 1 and contributes to the visual image of Pacifica for southbound visitors.

The southern half of the neighborhood has a mixture of single-family and multi-family housing. Retail and service commercial uses prevail along Palmetto Avenue, the neighborhood's main spine. Planned streetscape improvements should help to establish an inviting pedestrian realm. The Old Wastewater Treatment Plant occupies a strategic position between the Pier

and the "main street" district along Palmetto Avenue, and presents a significant redevelopment opportunity.

The neighborhood includes many public facilities, including a branch of the San Mateo County Library, the Pacifica Resource Center, City Hall, the sanitation company's garage, and the North Coast County Water District offices.

As in West Edgemar-Pacific Manor, the bluff is subject to erosion. There is a coastal access point at the neighborhood's north end. From Paloma Avenue south, Beach Boulevard follows the shoreline, providing direct contact with the ocean. The Fishing Pier extending from Santa Rosa Avenue is one of Pacifica's most popular features, and is connected to Sharp Park Beach by a small park and promenade. Sharp Park Beach, owned by the State, provides public access to the ocean as far south as Mori Point.



Aerial view of section of West Sharp Park, including the Old Wastewater Treatment Plant.



View west toward the Promenade, West Sharp Park.

Sharp Park Municipal Golf Course, West Fairway Park, Mori Point, and Rockaway Beach

The central stretch of Pacifica's coast is diverse in character. It includes tourist-oriented Rockaway Beach, the greens of Sharp Park Golf Course, undeveloped Mori Point, and the small subdivision of West Fairway Park.

SHARP PARK GOLF COURSE

Sharp Park Municipal Golf Course is owned and operated by the City and County of San Francisco. The historic course is part of a land bequest made early in the 20th Century on the condition that the land be used for public recreation. Laguna Salada and its marsh, located on the western side of the golf course, provide habitat for the San Francisco garter snake and California red-legged frog.

WEST FAIRWAY PARK AND MORI POINT

Directly to the south, West Fairway Park is a small, quiet neighborhood of mainly single-family houses. On the south, the neighborhood meets the base of undeveloped Mori Point, which juts into the ocean. Mori Point is a relatively recent addition to the Golden Gate National Recreation Area, which has improved certain trails for formal use. Sharp Park Beach is publicly accessible via the Mori Point Road trail, and from West Sharp Park to the north.

Sharp Park Golf Course, West Fairway Park, and the Mori Point area may qualify as an "Environmentally Sensitive Habitat Area" under the California Coastal Act.



Houses in West Fairway Park, with Mori Point beyond.

ROCKAWAY QUARRY SITE

The vacant quarry site occupies about 120 acres in lower Vallemar and the inland slope of Mori Point. About 30 acres of the site are on slopes of 35 percent or steeper, and about 20 acres are in the Calera Creek flood plain. A parcel on the east end of the quarry site north of the creek was developed in the past decade as the Calera Creek Water Recycling Plant. The plant releases treated wastewater into Calera Creek, which has a naturalized channel and a restored riparian corridor. A paved walking and cycling path was developed along the creek, providing a new link on the Coastal Trail.

ROCKAWAY BEACH

Rockaway Beach is a small district just off Highway 1, nestled between Mori Point and the Headlands to the south. It is a small pedestrian-oriented area with shops, restaurants, and lodging. It has a small beach and a scenic setting. A Redevelopment Area was created in 1986 to spur reinvestment in Rockaway Beach and redevelopment of the quarry site. The beach is directly accessible, with a parking lot and other amenities.

HIGHWAY 1

A planned improvement project for Highway 1 adjacent to the Rockaway Beach district and the Quarry site is intended to ease congestion, and will change the character of this part of the City.



Quarry site and Mori Point from Rockaway Beach.

The Headlands and Pacifica State Beach

THE HEADLANDS

The Headlands is a rocky promontory separating Rockaway and Pacifica State beaches. It was included in the Rockaway Redevelopment Area, which facilitated the construction of an accessible and scenic trail connecting the two beaches.

PACIFICA STATE BEACH

Pacifica State Beach, also known as Linda Mar Beach, is a long sandy beach on a small bay formed by the Headlands and Pedro Point. It is part of the system of California public beaches, but is operated by the City. The beach is a popular destination for surfing, as well as walking and enjoying the scenery and environment, attracting over one million visitors annually. It was the subject of significant improvements in the last decade, including dune restoration and replanting, trail construction, new public restrooms, wetlands restoration, and stormwater diversion. There are a few private properties along the beach, including a highly-visible Taco Bell restaurant.



View north over Pacifica State Beach.

Pedro Point and Shelter Cove

PEDRO POINT

The Pedro Point neighborhood sits on the slope of the promontory that marks Pacifica's southern boundary, overlooking Pacifica State Beach and the entire Pacifica coastline. The neighborhood is highly visible from Highway 1, and is characterized by single-family houses climbing up the slope, with some commercial development, including a small shopping center, on the flat land near the beach. There is a vacant, 5.5-acre site west of the shopping center. The neighborhood is separated from the coastline by the berm of the former Ocean Shore Railroad; beyond the berm are a cluster of single-family houses, and the former Tobin railway station, now a private home.

The Pedro Point neighborhood abuts City- and State-owned land at the Point's higher elevations. This land is within Golden Gate National Recreation Area's legislative boundary, and could be included in the park in the future.

SHELTER COVE

The western tip of Pedro Point plunges down to Shelter Cove, where another cluster of houses exists on a single 17-acre parcel. The houses and the coast are accessible only by a narrow private road skirting steep bluffs.



Pedro Point from Linda Mar (Pacifica State) Beach.

Sphere of Influence

The crest of Montara Mountain and Pedro Point define the southern boundary of Pacifica's Sphere of Influence, as defined by the County's Local Agency Formation Committee. The area between the City and Sphere of Influence boundaries includes sloping, undeveloped land along Montara Mountain, and agricultural land at Shamrock Ranch. The Devil's Slide Tunnel project currently under construction on Highway 1 will ease the connection between Pacifica and points south.



View toward new Highway 1 bridge, part of the Devil's Slide Tunnel project.

2.5 LAND USE AND DENSITY

Land Use

Existing land uses were identified using information from San Mateo County, the City of Pacifica, field work, and aerial photographs, and analyzed using Geographic Information Systems (GIS) software. Table 2-1 and Chart 2-2 show the amount and proportion of Pacifica's land by land use category. Figure 2-4 shows existing land use in Pacifica.

Planning Area

Nearly half (3,600 acres, or 47 percent) of the land in the Planning Area is preserved as open space, while another 360 acres are used for agriculture and 1,200 acres are vacant or undeveloped. Together these areas make up nearly 67 percent of the Planning Area. Most of Pacifica's developed land is in residential use, which accounts for 26 percent of the Planning Area and 70 percent of the developed area. Pacifica's land use is rounded out by 336 acres of public or community uses (4 percent), 100 acres of commercial uses (1 percent), 18 acres of industrial uses (0.2 percent), 3.5 acres of mixed use development, and 65 acres (0.8 percent) of utilities and public parking lots.

CHART 2-2: Land Uses in the Planning Area

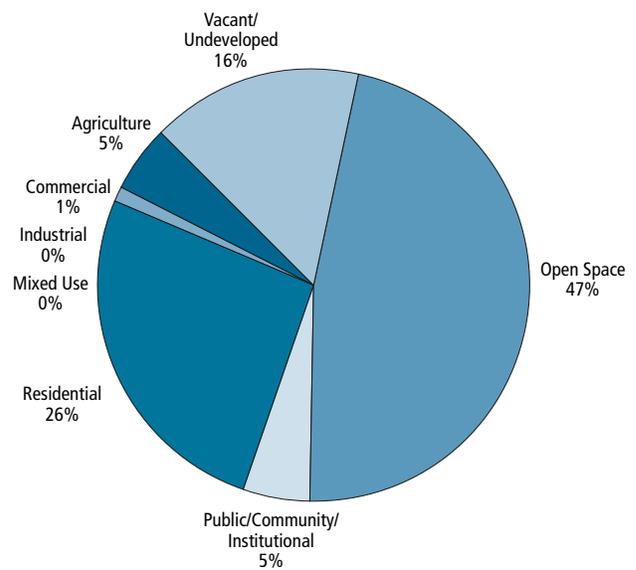


Figure 2-4: Existing Land Use

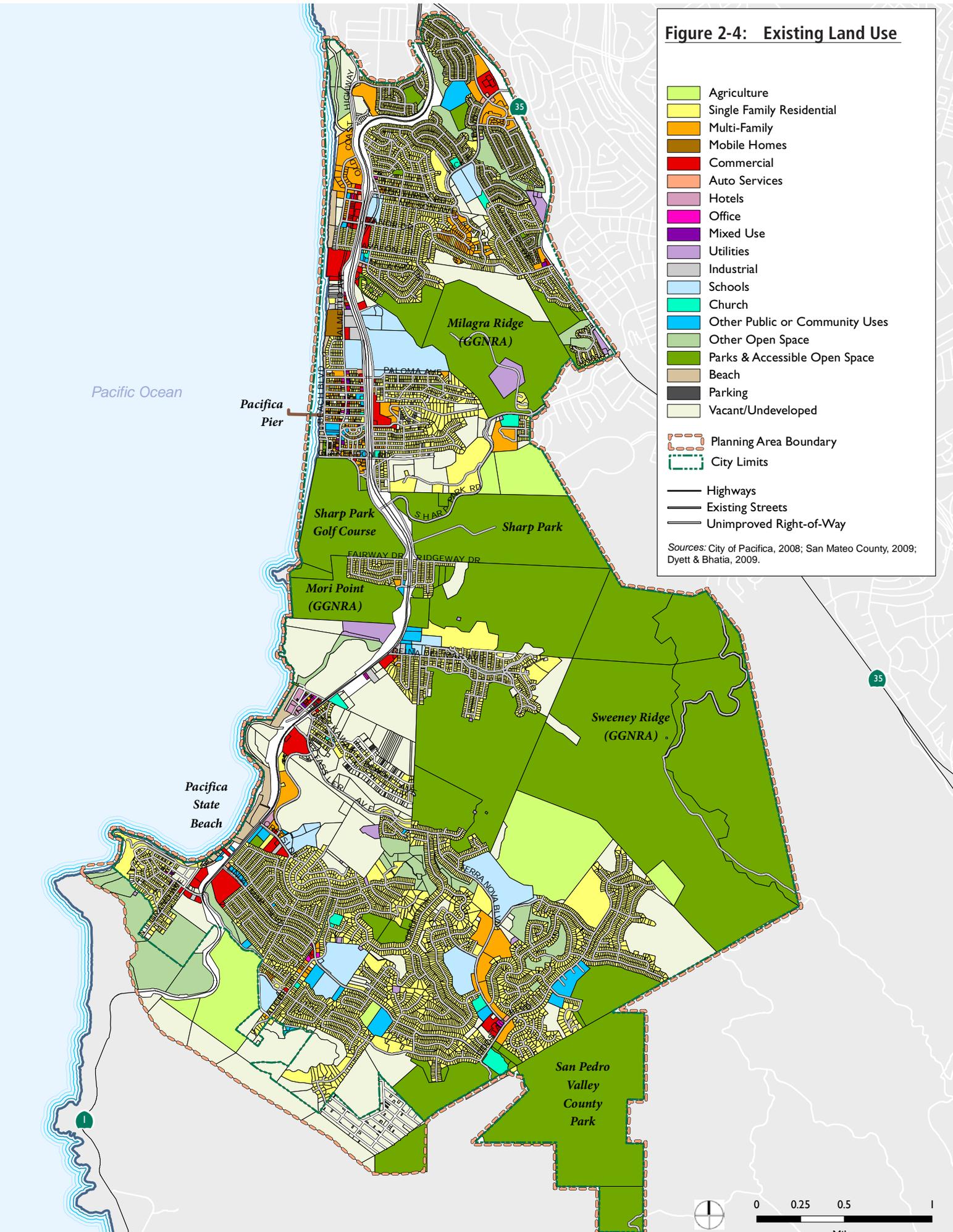


TABLE 2-1: LAND USE IN THE PLANNING AREA

Land Use	Acres in Planning Area	Percent of Planning Area
Open Space		
Parks & Accessible Open Space	3,262	43%
Other Open Space	299	4%
Beach	43	1%
SUBTOTAL	3,604	47%
Residential Uses		
Single-Family Residential	1,774	23%
Multi-Family	175	2%
Mobile Homes	9	<0.5%
SUBTOTAL	1,957	26%
Commercial Uses		
Auto Services	5	<0.5%
Retail, Services and Restaurants	89	1%
Hotels	7	<0.5%
Office	4	<0.5%
SUBTOTAL	104	1%
Mixed Use		
SUBTOTAL	4	<0.5%
Industrial Uses		
SUBTOTAL	18	<0.5%
Public/ Community/ Institutional Uses		
Schools	238	3%
Other Public or Community Uses	75	1%
Churches	28	<0.5%
Utilities	55	1%
SUBTOTAL	395	4%
Agriculture		
SUBTOTAL	361	5%
Vacant/ Undeveloped		
SUBTOTAL	1,204	16%
TOTAL	7,646	100%

Sources: County of San Mateo, 2008; Dyett & Bhatia, 2009.

Notes:

1. Total acres represent total land use in Pacifica, excluding right-of-way and areas of ocean included in the Planning Area.
2. Amounts and percentages are rounded to the nearest whole number, and may not appear to add up.

Coastal Zone

Land use in the coastal zone follows a similar pattern to Pacifica overall, with the majority of land designated as park or open space (48 percent); followed by residential uses (21 percent) and vacant and undeveloped land (21 percent). Despite making up just 13 percent of the Planning Area, the coastal zone contains about 86 percent of all mixed-use development, 70 percent of industrial uses, 67 percent of hotels, and all of the mobile homes in Pacifica.

Unincorporated Area

The areas located outside the City limits but within the sphere of influence include about 65 acres of protected open space, 104 acres of agricultural land, and 237 acres that are vacant or undeveloped. This land accounts for about 20 percent of all the vacant or undeveloped land in the Planning Area.

Table 2-2 shows the relative concentrations of land uses in the coastal zone and in the part of the Planning Area that is outside City limits.

Pacifica's neighborhoods each have distinct land use patterns. Some key observations follow:

- Pacifica's lodging is highly concentrated in the Rockaway Beach neighborhood, where it com-

prises 71% of all commercial acreage, compared with just 10% for the planning area as a whole.

- Industrial uses make up 51% of the commercial acreage in West Sharp Park, compared to just 11% for the planning area.
- Auto services comprise 37% of the commercial acreage in West Edgemar-Pacific Manor, and only 8% in the planning area.
- While general commercial activities—retail, restaurants, services—occupy 61% of all commercial acreage in the planning area, they are especially dominant in the Fairmont, West Linda Mar, and West Edgemar-Pacific Manor neighborhoods, where they comprise 94%, 90%, and 89% of commercial land area, respectively.
- Single-family housing accounts for three-quarters of Pacifica's housing overall. Single-family housing accounts for over 90% of the housing in the Pedro Point, West Linda Mar, West Fairway Park, and Linda Mar neighborhoods.
- Multi-family housing, while comprising only one-quarter of the overall housing stock, comprises 94% of the housing in West Edgemar-Pacific Manor, 62% in West Sharp Park, and 47% in East Edgemar-Pacific Manor.

TABLE 2-2: LAND USES IN THE PLANNING AREA, THE COASTAL ZONE, AND OUTSIDE CITY LIMITS

Land Use	Acres in Planning Area	Percent of Planning Area	Acres in Coastal Zone	Percent of Coastal Zone	Acres Outside City Limits	Percent of Planning Area Outside City Limits
Open Space	3,604	47%	469	48%	65	20%
Public, Community, Institutional	395	5%	38	4%	0	0%
Residential Uses	1,957	26%	206	21%	2	1%
Commercial Uses	104	1%	38	4%	0	0%
Mixed Use	4	0%	3	0%	0	0%
Industrial Uses	18	0%	13	1%	0	0%
Agriculture	361	5%	9	1%	104	32%
Vacant or Undeveloped	1,204	16%	211	21%	237	73%
TOTAL	7,647	100%	988	100%	325	100%

Sources: County of San Mateo, 2008; Dyett & Bhatia, 2009.

Note: Total acres represent total land use in Pacifica, excluding right-of-way and areas of ocean included in the planning area.

Parks and Open Space

Parks and open space account for 47 percent of the land in the Planning Area. They are owned and managed by various public agencies, including the Golden Gate National Recreation Area (GGNRA), the State of California, the County of San Mateo, the City of Pacifica, and the City and County of San Francisco. GGNRA owns about 1,400 acres in Pacifica, about 19 percent of the City. The City and County of San Francisco owns 842 acres and San Mateo County owns about 490 acres, 11 percent and 6 percent of the City, respectively. In addition, there are 54 acres of privately owned permanent open space in Pacifica. Parks are distributed throughout Pacifica, particularly along the ridgelines. Large areas of open space include Milagra Ridge, Sweeney Ridge, Sharp Park, Mori Point, and San Pedro Valley County Park. Parks and open space are discussed in further detail in section 7.3 Public Open Space and Recreation.

Public and Institutional Uses

Public, community, and institutional uses occupy 395 acres of land in Pacifica. Of this, about 60 percent is school land and buildings, including the

sizable campuses of Oceana and Terra Nova high schools. Other significant public land holdings—not including parks and open space—include the two library sites; the new Water Recycling Plant; police and fire stations; and water tanks throughout the city. Churches account for about 28 acres of land in Pacifica.

Residential

Single-family housing makes up 1,774 acres, about 91 percent of residential land use area, while multi-family housing makes up about 175 acres or 9 percent of residential land use area, and mobile homes make up less than one percent of residential land use area. Single-family houses are typical in all neighborhoods, while multi-family housing is distributed in clusters throughout the City. In the West Sharp Park neighborhood, single-family and multi-family housing and commercial uses are close to one another and intermixed.

According to the American Community Survey from 2007, three quarters of housing units in Pacifica (10,467) are single-family detached houses, and another 931 units, or 6 percent, are single-family attached houses or duplexes. Nineteen percent of the City's housing stock is multi-family (2,808 units).



Sharp Park Golf Course, owned and operated by the City and County of San Francisco, and Golden Gate National Recreation Area's Mori Ridge. Open space makes up approximately 50% of the planning area.

County Assessor data does not distinguish between attached single-family and multi-family dwellings, and has slightly different counts. As of 2008, San Mateo County recorded 10,971 single-family and 3,500 multi-family units in Pacifica, and 47 mobile homes. See Table 2-3.

Commercial

Commercial uses occupy approximately 104 acres in Pacifica, making up only one percent of the City's land. Pacifica has no central downtown area. Most retail, restaurants and services are located in neighborhood shopping centers and commercial areas distributed around the City. These include:

- Linda Mar, Fairmont, Eureka Square, Pacific Manor, Park Mall, and Pedro Point shopping centers;
- Adobe Plaza Center and Ramallah Plaza;
- Palmetto Avenue, Crespi Drive, Vallemar, and Rockaway Beach business districts.

There are only 4.3 acres devoted to office use in Pacifica.



Hillside housing in the East Edgemar-Pacific Manor neighborhood. Single-family dwellings comprise three quarters of Pacifica's housing stock and occupy 90% of the city's residential land.



Fairmont Shopping Center is Pacifica's second-largest, with approximately 100,000 square feet of commercial space.

TABLE 2-3: HOUSING UNITS AND NON-RESIDENTIAL SPACE BY TYPE

Land Use	Housing Units	Percent of Total	Non-Residential Sq. Ft.	Percent of Total
Residential				
Single Family Residential	10,971	75%	NA	NA
Multi-Family	3,500	24%	NA	NA
Mobile Homes	47	0%	NA	NA
Commercial				
Retail, Restaurants, Services	NA	NA	1,134,380	60%
Hotels	NA	NA	204,932	11%
Auto Services	NA	NA	157,193	8%
Office	NA	NA	82,628	4%
Mixed Use	14	0%	93,560	5%
Industrial	NA	NA	229,983	12%
TOTAL OF PRIVATE DEVELOPED LAND	14,532	100%	1,902,676	100%

Sources: San Mateo County Assessor's Office, 2008, Dyett & Bhatia, 2009.

Note: This information is based on County Assessor's records and may differ from Census data cited elsewhere.



Rockaway Beach is home to a cluster of buildings housing a visitor-serving retail, offices, restaurants and lodging.



While most of Pacifica's vacant land is in large parcels on ridges, there are a scattering of vacant urban lots, like this one in East Edgemar-Pacific Manor.



"The Bowl," a 5-acre undeveloped site on the east side of Palmetto Avenue near Pacifica's northern boundary. There are 1,204 acres of vacant or undeveloped land in the planning area.

Mixed Use

Pacifica has a small amount of mixed-use development, along Palmetto Avenue in West Sharp Park and in Rockaway Beach. Several buildings along Palmetto Avenue have restaurants or retail on the ground floor and housing units or office space on the second floor. Many of these developments are relatively new. Overall, West Sharp Park has the greatest mix of uses throughout the neighborhood, both vertically and horizontally.

Industrial

Most of the 18 acres of industrial land in Pacifica is located between Palmetto Avenue and the ocean, in the northern end of the West Sharp Park neighborhood.

Agricultural

There are about 360 acres of land used for agriculture in the Planning Area. About 260 acres of this are within City limits, at Millwood Ranch, Park Pacifica Stables, and properties directly north of Sharp Park in the highlands and along Linda Mar Boulevard west of the Pacifica Center for the Arts. About 104 acres are outside City limits, at Shamrock Ranch between San Pedro Creek and Highway 1. The current General Plan's definition of agriculture may be too limited to include these various properties, but this classification seems the best fit.

Vacant and Undeveloped Land

Vacant and undeveloped land covers 1,204 acres or 16 percent of land in the Planning Area. About 20 percent of this land, or 237 acres, is in the Planning Area, but outside City limits. Large pieces of undeveloped land are present along the northern bluffs, the north slope of Milagra Ridge, Gypsy Hill, the Rockaway Quarry site, the face of Cattle Hill, Fassler Ridge, and the slope of Montara Mountain. Smaller vacant "infill" lots are found primarily in the West Sharp Park, East Sharp Park, Westview-Pacific Highlands, Rockaway, and Pedro Point neighborhoods. Given environmental factors such as slope and sensitive species, there are some constraints on the development potential of these sites. Vacant and undeveloped sites are further addressed in Chapter 4, Development Potential.

Density and Intensity

The density of residential development and intensity of commercial development in the Planning Area are shown in Figure 2-5.

Residential Density

With approximately 40,000 persons living in an area of about 8,000 acres, the Planning Area's population density is low—five persons per acre. Pacifica's low density is due mainly to the high proportion of preserved open space (47 percent of the Planning Area) and undeveloped land (16 percent).

About 24 percent of Pacifica's housing units are in multi-family developments, built at an average density of approximately 20 units per acre (see Table 2-4). Multi-family housing is clustered along Esplanade Avenue (West Edgemar-Pacific Manor), around Hickey Boulevard and Gateway Drive (Fairmont and Westview-Pacific Highlands), and Oddstad and Terra Nova boulevards (Park Pacifica); and mixed in with single-family houses in West Sharp Park.

Single-family housing accounts for about three-quarters of the City's housing stock, and is built at an average density of about six units per acre. Residential density varies by neighborhood, as shown in Figure 2-5, Density and Intensity. In Fairmont, Fairmont West, Westview-Pacific Highlands, West Sharp Park, West and East Fairway Park, Vallemar, and West Linda Mar, most single-family lots are between 3,000 and 5,500 square feet, producing 8 to 15 units per acre. Most lots are larger and single-family densities are lower in Linda Mar, Park Pacifica, East Sharp Park, Pedro Point, and East Edgemar-Pacific Manor.

The size of lots and the relative mix of housing types combine to produce variation in neighborhood density, as shown in Table 2-5. West Sharp Park and West Edgemar-Pacific Manor, with their high proportion of multi-family units, have the highest average residential densities, at approximately 24 and 15 units per acre, respectively. Fairmont West, Fairmont, and Westview-Pacific Highlands,

dominated by compact single-family lots, follow at approximately 10 units per acre (vacant lots are not included in these density averages.)

Commercial Intensity

Most of Pacifica's commercial development occurs in the form of shopping centers, with an average Floor Area Ratio (FAR) of 0.29 FAR is the ratio of building floor area to lot area; a higher FAR means higher-intensity development. Relatively intense commercial conditions occur in the Rockaway Beach district, with average FAR exceeding 0.75. Palmetto Avenue in West Sharp Park is characterized by one- and two-story street-facing buildings, often with little or no parking, and here commercial intensity hovers in the 0.50 to 0.75 FAR range.

TABLE 2-4: DENSITY AND INTENSITY BY LAND USE

Land Use	Acres	Housing Units	Commercial Sq. Ft.	Average Density	Average FAR
Residential					
Single Family Residential	1,774	10,971	NA	6.2	NA
Multi-Family	175	3,500	NA	20.0	NA
Mobile Homes	9	47	NA	5.3	NA
Commercial					
Retail, Restaurants, Services	84	NA	1,134,380	NA	0.29
Hotels	7	NA	204,932	NA	0.72
Auto Services	5	NA	157,193	NA	0.75
Office	4	NA	82,628	NA	0.44
Mixed Use	4	14	93,560	5.4	0.61
Industrial	18	NA	229,983	NA	0.29
TOTAL OF PRIVATE DEVELOPED LAND	2,084	14,532	1,902,676	7.4	0.35

Sources: San Mateo County Assessor's Office, 2008, Dyett & Bhatia, 2009.

TABLE 2-5: DENSITY AND INTENSITY BY NEIGHBORHOOD

Neighborhood	Housing Units	Acres Residential	Average Density (Units/Acre)	Commercial, Industrial Sq. Ft.	Acres Commercial, Industrial	Average Intensity (FAR)
Inland Neighborhoods						
Fairmont	1,156	113	10.2	155,119	7	0.50
Westview – Pacific Highlands	1,967	189	10.4	19,517	2	0.25
East Edgemar – Pacific Manor	1,085	142	7.6	173,727	6	0.68
East Sharp Park	877	161	5.4	166,061	9	0.41
East Fairway Park – Vallemar – Rockaway	1,122	195	5.8	64,665	8	0.19
West Linda Mar	1,116	145	7.7	343,310	20	0.40
Linda Mar	2,485	455	5.5	161,483	18	0.21
Park Pacifica	2,115	351	6.0	5,475	0	0.26
Coastal Neighborhoods						
Fairmont West	341	34	10.2	0	0	NA
West Edgemar - Pacific Manor	874	36	24.3	133,508	16	0.19
West Sharp Park	907	59	15.3	325,789	21	0.36
Sharp Park Golf Course – West Fairway Park – Mori Point – Rockaway Beach	193	24	8.1	234,434	6	0.84
The Headlands – San Pedro Beach	–	–	NA	3,439	1	0.12
Shelter Cove – Pedro Point	292	56	5.2	107,022	7	0.34
None	2	1	2.0	9,127	5	0.04
GRAND TOTAL	14,532	1,961	7.4	1,902,676	126	0.35

Sources: San Mateo County Assessor's Office, 2008, Dyett & Bhatia, 2009.

Notes:

1. Average density and intensity do not account for vacant and undeveloped land.
2. Mixed use acreage is counted both as residential and commercial acreage for the purpose of calculating density and intensity.

Figure 2-5: Density and Intensity

Density (Residential Uses)

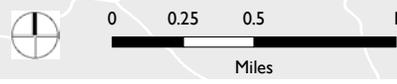
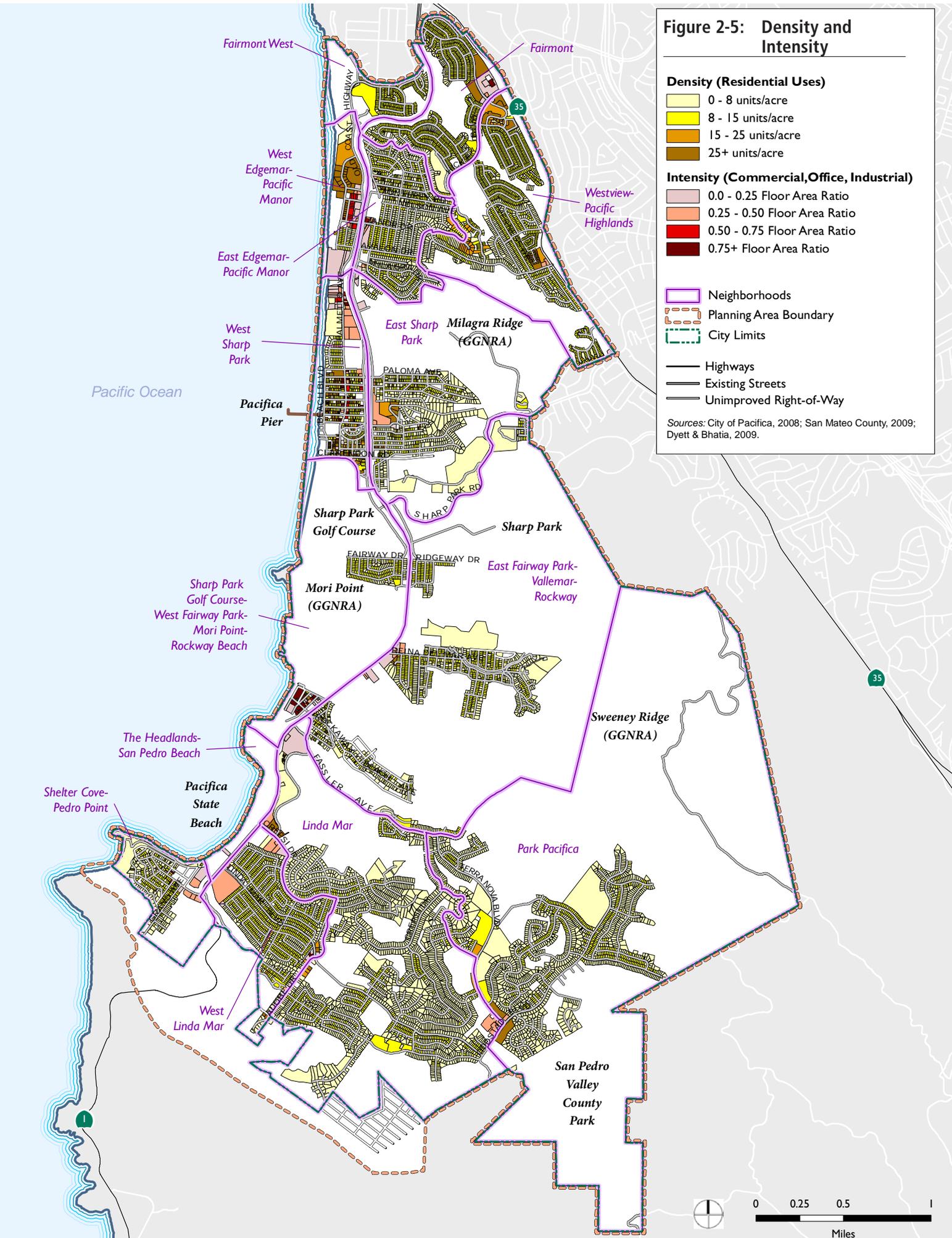
- 0 - 8 units/acre
- 8 - 15 units/acre
- 15 - 25 units/acre
- 25+ units/acre

Intensity (Commercial, Office, Industrial)

- 0.0 - 0.25 Floor Area Ratio
- 0.25 - 0.50 Floor Area Ratio
- 0.50 - 0.75 Floor Area Ratio
- 0.75+ Floor Area Ratio

- Neighborhoods
- Planning Area Boundary
- City Limits
- Highways
- Existing Streets
- Unimproved Right-of-Way

Sources: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.



2.6 SUMMARY OF CURRENT PLANS

Many plans were reviewed in the process of producing this report. As new policies are proposed in the updated General Plan, it is important that the policies set forth in current or recent plans are recognized.

General Plan and Local Coastal Plan

Pacifica's current General Plan was adopted in 1980, with some sections updated more recently. 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 Plan, and incorporates the detailed requirements of the state Coastal Commission.

The Local Coastal Plan and the Land Use and Community Design Elements of the General Plan are discussed in Sections 2.7 and 2.8. Seismic Safety and Safety, Conservation, and Noise Elements are discussed in Chapter 5; the Circulation and Scenic Highway Elements are discussed in Chapter 6; and the Historic Preservation, Community Facilities, and Open Space and Recreation Elements are discussed in Chapter 7.

Design Guidelines

Pacifica adopted design guidelines in 1990, following the Community Design Element's recommendation for the establishment of rules to preserve and enhance the character of the City. The Guidelines are meant to encourage high-quality and context-sensitive buildings, and encourage creativity in design. The Design Guidelines are summarized in this chapter's Section 2.9.

Redevelopment Plans

Rockaway Beach Specific Plan and Redevelopment Plan

A Specific Plan for the area comprising Rockaway Beach, the Headlands to the south, and the quarry site to the north was completed in 1986. The Plan's goal is to facilitate a high-quality environment attractive to both visitors and locals. The Specific Plan sets the stage for mixed-use and office development on parts of the quarry site, strong pedestrian connections between Rockaway Beach and new development, and preserved open space and views. See detailed discussion in Chapter 4.

Rockaway Beach Design Manual

The Specific Plan and Redevelopment Plan were followed by the creation of a design manual, which illustrates ways to improve the pedestrian quality of the Rockaway Beach district. See Chapter 4.

Report on Community Input Regarding Development of Rockaway Quarry

In 1995, the City's Redevelopment Agency appointed a steering committee to study development options for the quarry site, and to gather input from the public. The Committee determined that development of the quarry site should be both "revenue-positive," and environmentally friendly. See Chapter 4.

Implementation Plan for the Rockaway Beach Redevelopment Project

The 2006 Implementation Plan for the Rockaway Beach Redevelopment Project summarizes programs and projects accomplished to date, and identifies redevelopment of the quarry site as its main project for the next five years and beyond. It describes the likely project as a mix of retail, residential, hotel and public uses. See Chapter 4.

Redevelopment Eligibility Feasibility Analysis

In 2008, Pacifica studied the potential for other areas of the City to be designated as redevelopment areas, and concluded that none of the sub-areas studied clearly met the eligibility standards. See Chapter 4.

Environmental Plans

San Mateo Countywide Water Pollution Prevention Program (SMCWPPP)

The San Mateo County Water Pollution Prevention Program (SMCWPPP), formerly known as the San Mateo Stormwater Pollution Prevention Program (STOPP) was established in 1990. The primary goal of the SMCWPPP is to reduce pollution carried by stormwater throughout San Mateo County into local creeks, San Francisco Bay, and the Pacific Ocean. SMCWPPP maintains compliance with the National Pollutant Discharge Elimination System (NPDES) permit program, and promotes stormwater pollution prevention. The program is managed and maintained by the 21 participating San Mateo County cities, including Pacifica. See discussion in Chapters 5 and 7.

San Francisco Bay Basin Water Quality Control Plan

The Regional Water Quality Control Board's water quality plan, adopted in 2007, designates beneficial uses and water quality objectives for surface water

and groundwater in the San Francisco Bay region. It also includes programs of implementation to achieve water quality objectives. See Chapter 5.

San Pedro Creek Watershed Assessment and Enhancement Plan

In 2002, the San Pedro Creek Watershed Coalition conducted an assessment of conditions, a summary of recent restoration activities, and recommendations for future enhancement. The plan concluded that steelhead habitat restoration should be the top priority, and called for the removal of impediments to fish passage at bridge culverts. See Chapter 5.

Local Hazard Mitigation Plan

The City of Pacifica completed its Annex to the Association of Bay Area Governments' Local Hazard Mitigation Plan in 2005. The Plan assesses a range of natural hazards in Pacifica, and concludes that earthquakes (causing ground shaking, liquefaction, and landslides) and winter storms (causing coastal erosion and flooding) are the highest priorities for mitigation. See Chapter 7.



The quarry site, from Rockaway Beach.

Western Snowy Plover Recovery Plan

In 2007, the US Fish & Wildlife Service produced a recovery plan for the Pacific Coast population of the western snowy plover, which is federally listed as threatened. This population, which breeds on coastal beaches, sand spits, and sparsely vegetated dunes along the Pacific coast from Washington to Baja California, is threatened by a great variety of conflicting processes and activities on beaches. Pacifica State Beach is identified as one of the population's potential breeding sites. The Recovery Plan calls for continued monitoring of populations, protection of habitat, and public education. See Chapter 5.

Transportation Plans

Congestion Management Program

The City/County Association of Governments of San Mateo County's Congestion Management Program for 2007 fulfills the state requirement for urban counties to maintain comprehensive strategies to respond to transportation needs. The Program specifies principal roadways, sets congestion standards, and includes policies to reduce automobile travel demand and promote alternative modes. See discussion in Chapter 6.

Public Facilities Plans

Wastewater Facilities Plan

In 1992, the City conducted a Wastewater Facilities Plan to assess options for replacing its treatment facility. The Plan recommended building a new plant at the north end of the Rockaway Quarry, using Sequential Batch Reactor (SBR) technology. The plant, now completed, discharges treated water into a restored Calera Creek, and supports riparian habitat. See Chapter 7.

Facilities Plan for a Civic Center

In 2008, the City studied the feasibility of a new civic center. The study found that the City's current facilities need extensive upgrades because they are in poor condition and are not fully accessible. It concluded that two City-owned sites in West Sharp

Park could accommodate a civic center, with different advantages belonging to the Francisco Boulevard and Palmetto Avenue sites. See Chapter 7.

Open Space and Trails Plans

Open Space Task Force Report

The Open Space Task Force evaluated 51 properties as priorities for preservation in its 1988 Report, and identified a shortage of neighborhood open spaces and weak links between ridgeline and coastal open spaces as key issues. The Task Force determined that the City should pursue additional right-of-way acquisitions or easements to create a complete coastal trail and a lateral ridgeline trail for Milagra Ridge. The report also recommends that the Golden Gate National Recreation Area (GGNRA) seek to acquire certain properties, or be involved in facilitating their preservation. See Chapter 7.

Pacifica Boundary Study, Golden Gate National Recreation Area

Based on the recommendations of the Open Space Task Force, GGNRA completed a study in 1997 to determine the appropriateness of including additional land in its boundaries, and to consider priorities for expanding ownership or management of these lands. Of the 16 tracts considered, 15 were found to meet GGNRA's criteria for boundary expansion. See Chapter 7.

GGNRA General Management Plan

The National Park Service is in the process of developing a new Management Plan for Golden Gate National Recreation Area and Muir Woods National Monument. The Plan will be the first to comprehensively treat GGNRA's 30,000 acres in San Mateo County, including significant areas in Pacifica. See Chapter 7.

Pacifica State Beach General Plan

A General Plan was developed for Pacifica State Beach in 1990, shortly after the beach was formally classified as a unit of the state park system. The Plan recommended upgrades to the beach's restroom/

shower facilities, improvements to pedestrian and auto circulation, construction of a bicycle path as part of the larger coastal trail, and an interpretive boardwalk in restored dunes. See Chapter 7.

Pacifica State Beach Master Plan for Public Improvements

A Master Plan was approved in 2003 to carry out recommendations of the Pacifica State Beach General Plan, in coordination with other public goals. The Master Plan included a combination of habitat restoration, stormwater diversion, beach protection, public amenities, and bicycle trails. Most of its program was complete by the end of 2004, resulting in significant environmental and public benefits. See Chapter 7.

Pacifica Bicycle Plan

The Pacifica Bicycle Plan, completed in 2000, proposes improvements to the north-south route paralleling the coast and the east-west route along Sharp Park Road. A number of bike lanes and signed bike routes would be added within neighborhoods. See Chapter 7.

Strategic Plan

Like a general plan, a strategic plan aims to take in the full range of issues affecting a city. Pacifica's Strategic Plan from 2006 defines the City's key goals as follows:

1. Preserve and enhance Pacifica's natural resources and open space to ensure an ecologically vibrant community;
2. Evaluate land use issues to ensure that the goals, policies and programs of the General Plan reflect the community's vision and mission;
3. Maintain, modernize and beautify the City's infrastructure and facilities;
4. Broaden and enhance local revenues to provide stable, reliable, and sufficient revenue sources;
5. Foster a vibrant business climate;

6. Promote cultural, arts, historical activities and community services;
7. Enhance economic development in a manner which emphasizes sustainable urban development, increased public sector revenue, increased investment in the community, and positively impact the physical environment and quality of life;
8. Maintain a safe community that is prepared for emergencies;
9. Provide efficient, cost-effective city government and excellent customer service and administration;
10. Implement measures that improve traffic congestion and enhance safety.

For each of these goals, a roster of more specific objectives and actions are identified to reach them. Many of these reaffirm City commitments to objectives stated in earlier plans: promoting businesses that serve both visitors and locals; providing incentives for affordable housing; supporting the acquisition of open space by the Golden Gate National Recreation Area. Some express new or more specific ideas, including the development of an Ocean Discovery Center; creating after-school centers in coordination with the School District and the Libraries; and initiating one-stop permitting. One objective – to revise the General Plan to implement the current economic and ecological vision – is being pursued here.



The Promenade, in West Sharp Park.



Pacifica's northern coastal bluffs, along Palmetto Avenue.



Pacifica State (Linda Mar) Beach.

2.7 LOCAL COASTAL PLAN

Coastal Zone

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. Shelldance Nursery, directly east of Highway 1, is also in 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 clear 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.

The Coastal Act policies most relevant to Pacifica's coastal zone are summarized below. While most policies have remained consistent since the current Pacifica Local Coastal Plan and General Plan were adopted in 1980, certain policies have been added, subtracted, or changed. Changes are noted in footnotes.

Public Access Policies

- Maximum access shall be conspicuously posted and recreational opportunities shall be provided for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.

- Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects. Exceptions may be made for public safety or environmental protection needs; where adequate access exists nearby; or where agriculture would be adversely affected.

This policy does not apply to demolition and reconstruction of single-family houses; improvements which do not increase intensity by more than 10 percent or change the location of the previous structure; or the reconstruction or repair of seawalls.

- Lower-cost visitor and recreational facilities shall be protected and encouraged. Developments providing public recreational opportunities are preferred.
- Implementation of public access policies shall take into account the need to regulate the time, place, and manner of public access, and in a manner that balances the rights of individual property owners and those of the public.

Recreation Policies

- The use of private lands suitable for visitor-serving commercial recreational facilities shall have priority over residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.
- Recreational boating use of coastal waters shall be encouraged, by developing dry storage areas, increasing public launching facilities, and limiting non-water-dependent land uses adjacent to natural harbors.

Marine Environment Policies

- The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes shall be maintained and, where feasible, restored. Restoration may include minimizing adverse effects of wastewater discharge, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface

water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

- Diking, filling or dredging open coastal waters, wetlands, estuaries, and lakes shall be permitted only where there is no feasible, less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.
- Where erosion control and flood control facilities impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters, material removed from these facilities may be placed along the shoreline where appropriate.¹
- Construction of revetments, breakwaters, groins, channels, sea walls, cliff retaining walls, or other structures that alter the natural shoreline shall be permitted only when required to serve coastal-dependent uses or to protect existing structures or public beaches from erosion, and when designed to mitigate adverse impacts on local shoreline sand supply.
- Any substantial alterations of streams shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects; (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or; (3) developments where the primary function is the improvement of fish and wildlife habitat.

Land Resources Policies

- Environmentally sensitive habitat areas shall be protected against disruption of habitat values. Development in areas adjacent to environmentally sensitive habitat areas and parks and recre-

¹ This policy has been added to the policy since adoption of the Pacifica General Plan and Local Coastal Plan.

ation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

- The maximum amount of prime agricultural land shall be maintained, and conflicts shall be minimized between agricultural and urban land uses.
- Where development would adversely impact archaeological or paleontological resources, reasonable mitigation measures shall be required.

Development Policies

- New development, except as otherwise provided for in the Coastal Act, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, or in other areas with adequate public services and where it will not have significant adverse effects on coastal resources.
- The scenic and visual qualities of coastal areas shall be protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.
- The location and amount of new development should maintain and enhance public access to the coast by facilitating transit service, providing commercial facilities, providing non-automobile circulation, correlating new development with local park development, and other means.
- New development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- New development shall be consistent with air pollution control plans, and minimize consumption and vehicle miles traveled.
- Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this policy, coastal-dependent developments shall not be sited in a wetland.

Industrial Development Policies

- Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this policy.
- Oil and gas development are permitted, when several conditions are met. Among these: facilities related to such development must be consolidated to the maximum extent feasible; must not degrade coastal visual qualities unless needed to substantially reduce environmental risks; and must not cause or contribute to subsidence.
- Refineries or petrochemical facilities not otherwise consistent with the provisions of this policy shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas, and; (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.
- New or expanded thermal electric generating plants may be constructed in the Coastal Zone if the proposed coastal site has been determined by the State Energy Resources Conservation and Development Commission to have greater relative merit than available alternative sites.

Local Coastal Program

Local Coastal Programs (LCP) consist of land use plans and implementing tools such as zoning and subdivision ordinances. They must be prepared by every jurisdiction that is wholly or partly within the Coastal Zone. Programs must take into account 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 and 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 Local Coastal Land Use Plan

Pacifica’s LCP was completed in 1980 together with the General Plan. The heart of the LCP is a detailed description of each coastal neighborhood, and a statement of land use and coastal access policies for each neighborhood. This part of the LCP is reproduced

in the General Plan, and is summarized in the General Plan discussion below. The LCP follows with a detailed description of each existing or proposed beach access point. The Access Component is summarized in the Public Open Space and Recreation section of Chapter 7 of this document. The LCP concludes with a set of policies meant to achieve the Coastal Act goals. These are summarized below.

Plan Conclusions

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

- Sensitive habitats for endangered and threatened species are to be preserved, with particular attention to wetlands and creeks.
- Areas identified as known or potential habitats for the rare and endangered San Francisco garter snake, or environments that support primary habitats, shall be investigated before any use or change of use. Sharp Park Lagoon is a known habitat, and the brackish marsh at the northern end of Pacifica State Beach is a potential habitat.
- Primary habitat areas, defined as all areas determined by a project EIR to be necessary for the survival of the garter snake, shall be managed and restored.



Laguna Salada, or the Sharp Park Lagoon, is a habitat for the San Francisco garter snake and the California re-legged frog.

- Potential secondary habitat areas shall be identified by biologists before any site plan is submitted. A secondary habitat buffer shall be determined, within which any activity or development must not adversely impact habitat. The width of the buffer shall be based on geologic and topographic considerations and the size and location of development.
- No development shall occur in designated wetlands areas (Sharp Park Lagoon and the brackish marsh at the north end of Pacifica State Beach), and mitigation measures must be taken to address impacts identified in EIRs in secondary areas.
- Buffer zones shall be required along all creeks, and riparian vegetation shall be protected, enhanced, and restored where feasible.

GEOTECHNICAL

- Any development in erosion- or landslide-prone areas must conserve soil and protect people from geotechnical hazards.
- A geotechnical report shall be prepared for any development proposed for steep slopes or bluff tops.

- A site’s “net developable area” will be identified so that steep or sensitive terrain is not included in calculations that determine density.
- Unless no other buildable land exists on a property, development shall be prohibited on slopes in excess of 35 percent and on bluff faces.

PROTECTION OF LANDFORMS

- The visual character and ecological value of prominent landforms are to be preserved.
- Development is to be prohibited on prominent ridgelines and the top of highly visible landforms.
- Permitted development is to be clustered and contoured into the natural slope, grading is to be minimized, and natural vegetation preserved.

PRESERVATION AND ENHANCEMENT OF COASTAL VIEWS, VIEWSHEDS AND VEGETATION

- New development is not to harm to views to the sea from public roads, trails and vista points.
- Locations which offer open views of the coast are to be developed for public coastal viewing where feasible.
- Trails and access points are to be designed to protect fragile native vegetation.



Shoreline protection and public beach parking at Rockaway Beach.

SHORELINE PROTECTION AND DRAINAGE STRUCTURES

- Where structures must be built to protect the shoreline from erosion, impacts should be carefully studied and minimized.

COMMUNITY SCALE AND DESIGN

- Small, older homes should be preserved, and new construction should be at a compatible scale and density.
- New development adjacent to beaches or on bluffs shall not physically or visually intrude on the beach.
- Buildings, parking lots, and public roadways should be designed to be compatible with the scale and intensity of the neighborhood, while meeting modern standards.
- Design review shall be required for new development and major remodeling in West Sharp Park.

COASTAL DEPENDENT COMMERCIAL USES

- Visitor-serving commercial and recreational uses shall be prioritized in West Sharp Park, Rockaway Beach, Mori Point, The Headlands, Pacifica State Beach, Pedro Point, and Shelter Cove, especially in waterfront locations.

- New commercial development should be designed to be compatible with existing neighborhoods, and to provide visual and physical access to the beach.
- Visitor-serving uses should be clustered to create areas of sustained activity, and should also serve local needs, in order to be viable.

HOUSING

- The low- and moderate-income population in the Coastal Zone shall be supported through land use regulations and housing programs.
- The mixed-use and mixed-income qualities of coastal neighborhoods should be promoted, and higher-value housing should be encouraged where it does not threaten affordability.
- Loss of affordable housing due to natural disaster or replacement should be carefully monitored and minimized.

COMMUNITY SERVICE REQUIREMENTS

- Expansion of public services should be consistent with the Coastal Act and regional (ABAG and MTC) goal of concentrating development in and adjacent to established communities, as well as the goal to preserve coastal environments.



The western end of the Rockaway Quarry site, from the Ocean front at Rockaway Beach.

- If capacity of services is reached, priority should be given to coastally-dependent land uses, and essential public needs.

SPECIAL AREAS

- The Local Coastal Plan designates several Special Areas, where flexibility in development or conservation is preserved, and public review process is established for specific proposed uses and site plans.
- In portions of Special Areas designated for commercial development, visitor-serving commercial uses are prioritized, and physical and visual access to and harmony with the coast is emphasized.
- Highly-visible landforms shall be preserved, and adequate open space and steep slopes shall be protected.

MARINA

- The Rockaway Quarry is identified as the one potential site for a marina in Pacifica, and a marina is encouraged here if it is determined feasible. (A marina has since been studied, and determined infeasible in this location.)
- Any marina shall be reinforced with ancillary visitor-serving commercial uses, shall mitigate environmental impacts, and shall be designed to enhance public access to the coast.

HIGHWAY 1

- The safety and operational improvements needed for the southern half of Highway 1 in Pacifica shall minimize environmental impacts, protect coastal views, and support a multi-modal functionality.
- A carefully-designed two-lane service road shall be provided parallel to and west of Highway 1 between Fairway Park and Rockaway Beach.

2.8 GENERAL PLAN

Pacifica's current General Plan was adopted in 1980, in coordination with the Local Coastal Plan outlined above (some sections have been updated more recently.) The General Plan defines as its overarching goal "to provide a rational guide to public decision-making and private development which will conserve the unique qualities of Pacifica as a coastal community while making the City the best possible place in which to live, work, and play." It is composed of the following thematic elements:

- Land Use
- Circulation
- Scenic Highways
- Historic Preservation
- Community Facilities
- Seismic Safety and Safety
- Conservation
- Noise
- Open Space and Recreation
- Community Design
- Housing

The Plan identifies policies for each subject area, and recommends "action programs" to be undertaken to achieve these policies. The Land Use Plan—the policies of the Land Use Element and the General Plan map—"represents the conclusion of the interaction among these element studies."

General Plan Land Use Definitions

The Existing General Plan map, shown in Figure 2-6, shows the general land use pattern proposed by the 1980 General Plan to guide future development. 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 2-6.

Figure 2-6: Existing General Plan

- Open Space Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Utilities
- Public & Semi-Public
- Greenbelt
- Agriculture
- Park
- Special Area
- Prominent Ridgelines
- Sandy Beach
- Beach & Commuter Parking

- Planning Area Boundary
- City Limits
- Highways
- Existing Streets
- Unimproved Right-of-Way

Sources: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.

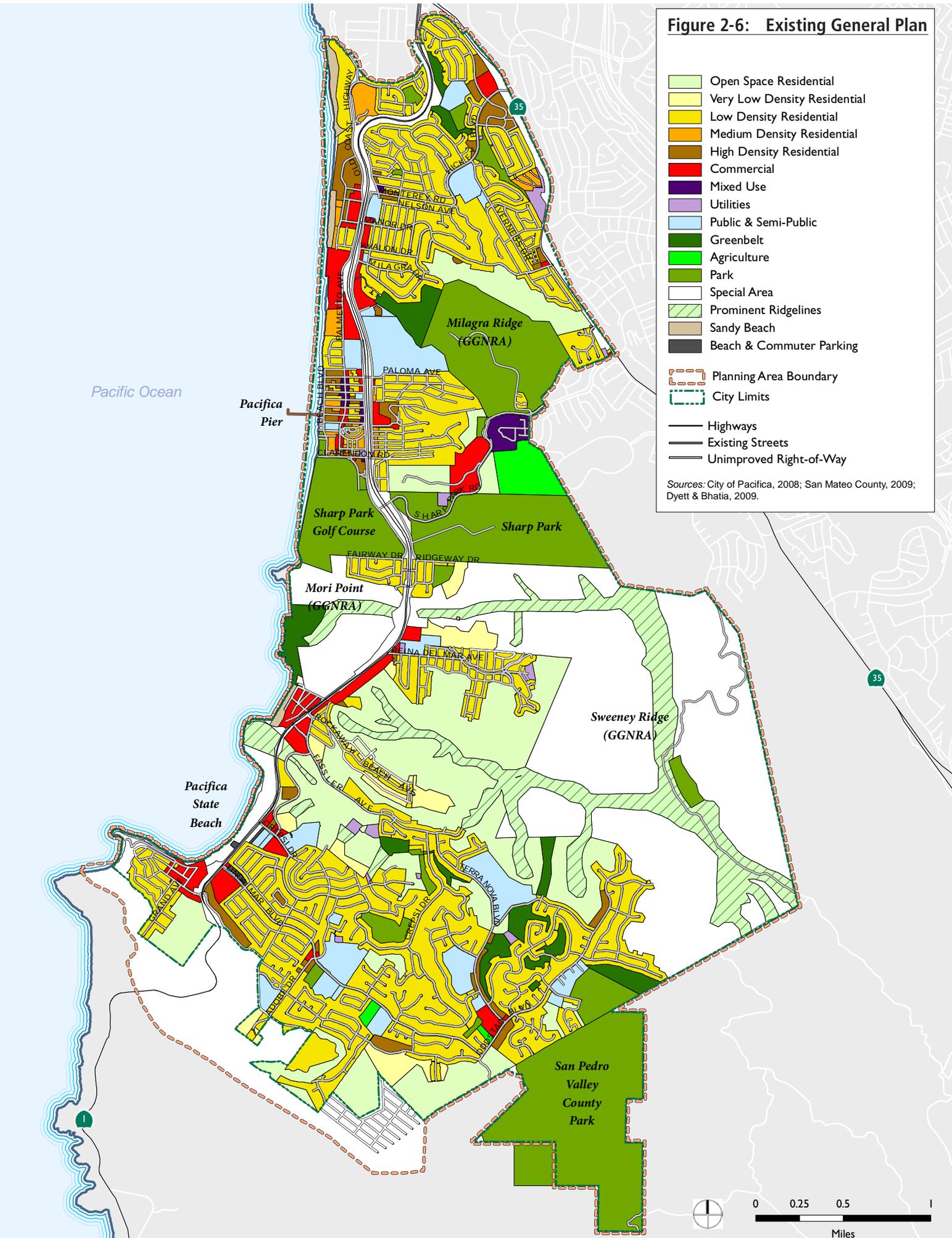


TABLE 2-6: GENERAL PLAN LAND USE DEFINITIONS

Land Use Designation	Description²
Residential	
Open Space Residential	Residential, agriculture, and recreation uses are allowed if consistent with objectives described in General Plan narrative. Average residential development densities are designated at more than five acres per unit.
Very Low Density Residential	Residential development averaging one-half to five acres per unit.
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.
Commercial	
Agriculture	Lands under cultivation or intensively used for agricultural use.
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.
Mixed Use	
Mixed Use ¹	A combination of residential and commercial uses, either arranged vertically within buildings or horizontally across sites.
Public or Institutional	
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.
Beach and Commuter Parking	Priority use is public parking. Underlying zoning will be consistent with adjacent land uses.
Parks and Open Space	
Parks	Publicly-owned areas, either now developed for recreation use or intended for future recreation development.
Greenbelts	Publicly- or privately-owned open areas not intended for development. May include land that is physically unsuitable to development due to geotechnical hazards or other environmental constraints; areas to remain undeveloped as a result of density transfers; areas covered by open space, recreational, or seismic easements; open areas providing a buffer between other areas; or open space required as mitigation for environmental impacts.
Prominent Ridgelines	A designation assigned to the most scenic ridges in order to protect their visual importance. The intent is to limit development on these ridges as much as possible.
Sandy Beach ¹	Beaches.
Other	
Special Area	An area, as described in the text, within which special physical or economic problems exist and for which more than one use would be acceptable, based on the land use designation in the Plan description and the findings of the Environmental Impact Report, site, plan, and other required evaluation of development.

Sources: City of Pacifica General Plan, City of Pacifica 2009, Dyett & Bhatia, 2009.

Notes:

¹ This category is not defined in the current General Plan, but is included in the General Plan map. Definition is inferred.

² Land use descriptions may be summarized from the original.

Coastal Zone Land Use Plan Policies

Pacifica's existing General Plan was done in coordination with an LCP covering the area of the City within the Coastal Zone. The General Plan incorporates the policies of the California Coastal Act. See Section 2.7 for a summary of the policies with most potential relevance for Pacifica.

Land Use Element

Policies

Pacifica's existing General Plan identifies eight policies for the Land Use Element. Six of these are also associated with other plan elements.

1. The Pacifica General Plan Map and text shall establish a land use classification for the entire City and its Sphere of Influence.
2. The Zoning Ordinance shall apply Zoned District status to all land within the City consistent with the General Plan policies.
3. The City shall continue broad-based citizen participation in the planning process.
4. Continue to cooperate with other public agencies and utilities in applying compatible uses for their lands, rights-of-way and easements.
5. Ridgelines designated as visually prominent shall be protected from residential and commercial development.
6. Local access roads and trails may be allowed on visually prominent ridgelines provided they follow contours, minimize grading, and are unobtrusive in their design.
7. Development shall maximize beach and open space access and be oriented as much as possible to the carrying capacity of each particular coastal environment in use, design, and intensity.
8. Land use and development shall protect and enhance the individual character of each neighborhood.

The first policy was accomplished with the adoption of the General Plan itself. The second policy was accomplished with the development of the zoning code, and the continual maintenance of zoning that is consistent with the General Plan. Pacifica's zoning is covered in section 2.10, below. The third policy was observed in the creation of the current General Plan, and is being followed in the preparation of today's General Plan update.

Description by Neighborhood

The Land Use Element provides a detailed discussion of each of Pacifica's neighborhoods. Informed by the findings and recommendations concerning circulation, housing, etc., it provides guidance on how land development or conservation opportunities should be handled. Some of the main themes and key sites are summarized here.

Large Undeveloped Sites

The Plan calls attention to several privately-owned, undeveloped sites along the hillsides edging the neighborhoods east of the Coast Highway. These include sites on the lower slopes of Milagra Ridge and Gypsy Hill, the slope east of Fairway Park, the lower flanks of Fassler Avenue, and the back portions of Sweeney Ridge (most of which remains undeveloped today). Mainly, the General Plan recommends low-density residential development in these areas, well-designed to prevent erosion and preserve views and open space. In the case of Sweeney Ridge, the National Park Service's recommendation for public acquisition for open space is supported.

Unused school properties, and a discontinued quarry site along upper Sharp Park Road, are also discussed for their development potential. Since the Plan's writing, these have all been developed according to recommendations: single-family housing on the Edgemar school site, higher-density housing on the Fairmont III school site, and a mix of housing types and a church on the quarry site.

The stretch of the Coast Highway between Vallemar and Rockaway is discussed, both for the few potential development sites along its hillside edge, and the likely highway widening (now a project undergoing environ-

mental review.) The General Plan recommends a frontage road along the west side of Highway 1, and suggests another road on the east side would improve local circulation and access to development sites. Commercial development is appropriate, with sensitively designed, low-density housing possible on the slopes above.

The Land Use Element anticipates that the Shamrock Ranch property south of Linda Mar is likely to be annexed by the City, and would be appropriate for low-density residential development. (Neither has occurred.)

Coastal Neighborhoods

The neighborhoods between the highway and the ocean are treated separately, to correspond with the Local Coastal Plan. The Land Use Element identifies the key issues of these neighborhoods as follows:

- Preserving the concentration of affordable housing;
- Protecting against erosion;
- Improving beach accessibility and parking;
- Providing a better mix of local- and visitor-serving commercial activity, better oriented to the coastal setting;
- Protecting sensitive habitats; and

- Achieving the best potential of Rockaway Beach and the adjacent quarry site.

HOUSING SITES

The Element notes few large potential housing development sites in the coastal neighborhoods; the area above the bluffs along Westline Drive is an important exception. Here, the use of a “density transfer” from the bluff-top site to the site to the east is suggested for lower-impact development, and “density bonus” for more affordable housing.

COMMERCIAL DEVELOPMENT

Several commercial areas are discussed, and while they differ in character and function, the Plan argues that Pacifica would be better served if they were more attractive to visitors. Palmetto Avenue is recognized for its potential to be redesigned with an attractive streetscape, and to support a mix of local commercial activity and residential infill. Manor Plaza is noted for its poor appearance and lack of visitor-oriented retail, while Pedro Point Shopping Center is characterized by its indifference to its beachfront location. Rockaway Beach, as the center for visitor activities, is seen as being less than it could be. A Specific Plan and Redevelopment Plan are justified, and the Land Use Element proposes several key principles: the pedestrian orientation of



Lower Fassler Ridge contains a significant amount of privately-owned, undeveloped land, which was a subject of the current General Plan, and remains relevant.

Rockaway Beach Avenue; the consolidation of lots for redevelopment; and the integration of the district with the quarry redevelopment site to the north.

COASTAL ACCESS

The Land Use Plan recommends:

- Adding two new public access points in the Pacific Manor neighborhood, with parking at Manor Drive;
- Better distributing beach parking near Sharp Park Beach; and
- Adding 20 spaces at the north end of Pacifica State Beach to the 120 at the current public service area.

At the same time, the Element calls for protection of the dunes from parking and informal trails in Pacific Manor.

Mori Point and the Headlands north of Pacifica State Beach are privately-owned, undeveloped, and highly scenic; Mori Point is also part of the endangered San Francisco garter snake's habitat. The General Plan emphasizes the potential for special visitor-serving uses like inns or restaurants, if well-designed, to create public access to these special places, while adding value to the City. Mori Point is designated as a Special Area, and the Plan recommends that at least 30 percent of any planned development there should be a visitor-serving commercial use. Public acquisition of the Pacifica State Beach Headlands is offered as an alternative to development.

Community Design Element

As noted earlier, the current General Plan includes ten elements in addition to the Land Use Element summarized above. These elements are covered in this report in the chapter which best suits their subject. Thus the Land Use Element was covered in this chapter on "Land Use and Urban Form." Now we turn to the Community Design Element, which deals with neighborhood character and scenic qualities.

Policies

1. Preserve the unique qualities of the City's neighborhoods.
2. Encourage the upgrading and maintenance of existing neighborhoods.
3. Protect the City's irreplaceable scenic and visual amenities.
4. Establish development standards that would keep open the steep slopes and visually prominent ridgelines.
5. Require underground utilities in all new development.
6. Establish design review standards to be employed early in the planning process.
7. When determining level of development, the City shall consider views of the ridgelines from the Bay side of the Peninsula, as well as from the Pacifica side.

Discussion

With this Element, the General Plan recognizes the value of Pacifica's natural features and distinctive communities, and also the potential for a more cohesive overall identity. It recommends that the City designate planning districts, and establish development rules which preserve and enhance the character of each area.

The Element suggests that guidelines for future infill development consider:

- The relationship between proposed development and established land uses and building types, and compatibility with existing neighborhood plans;
- Standards for public access and views in the Coastal Zone;
- The visual quality of significant slopes and open spaces.

The Community Design Element calls for attention to protect viewsheds, and especially to enhance views from the Coast Highway, to elevate Pacifica's image.

2.9 DESIGN GUIDELINES

Pacifica adopted design guidelines in 1990. The Guidelines are to be used by staff when reviewing the design of all new developments and additions, and are meant to encourage high-quality and context-sensitive buildings, without stifling creativity in design. The document's guidance on site planning, building design, and landscaping issues includes the following:

- Site plans should incorporate advantageous natural features, and should take into account solar orientation, privacy, and impact on adjacent places;
- Buildings should complement the character of surrounding neighborhoods, including being scaled appropriately even where zoning allows for more;
- The purpose of landscaping should be to have interplay with good buildings, not to hide bad ones.
- Landscaping should be designed to conserve water; the guidelines seek to enable small, green backyards, but discourage large expanses of turf or water-requiring plants unless they are programmatically needed.

The Design Guidelines give more detailed attention to certain “special problems,” including hillside development, infill development, coastal development, and commercial development. Hillside site plans should follow topography, minimize grading and access roadways, and soften the visual impact of new buildings. Coastal projects should protect view corridors from public roads and trails, protect native vegetation from trampling, and design with consideration for exposure to weather. Commercial development should consider appearance, not just functionality, and pedestrians, not just automobiles.

2.10 ZONING

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 2-7 Existing Zoning displays the zoning designations in effect for Pacifica, 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 Single-Family Hillside Residential District, R-1-H, differs from R-1 only in that it requires Site Development Permits and additional parking. 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. It is mapped over very 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 permitted 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.

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. The Commercial-Recreation District, C-R, and Professional Office District, O, currently have the same regulations as the C-2 District. C-2 applies to a handful of sites along Highway 1; elsewhere it is the zoning designation for a large undeveloped property on the west side of Sharp Park Road. The Professional Office District covers a very small scattering of sites, while the Commercial Recreation District is used to promote commercial activity relating to the scenic or natural qualities of the site.

Service Commercial and Manufacturing Districts

The Service Commercial District, C-3, permits such uses as storage, industrial supply, and service stations. Manufacturing, auto repair, refuse and recycling operations are among uses that may be permitted conditionally, along with any use permitted in other commercial districts. Pacifica's two industrial districts, M-1 and M-2, are equivalent to the C-3 District. Pacifica has C-3 or M-zoned land along a stretch of Palmetto Avenue, and a very limited amount elsewhere. The quarry site is zoned C-3, but its zoning designation will be changed with redevelopment.

TABLE 2-7: SINGLE-FAMILY RESIDENTIAL ZONING DISTRICTS ZONING DISTRICT

Characteristic	Zoning District		
	R-1	R-1-H	R-2
Permitted Uses	Single-family dwellings; accessory buildings; small childcare and special care facilities	Same as R-1	Single-family dwellings on lots < 5800 sq. ft.; two-family dwellings; accessory buildings; small childcare and special care facilities
Conditional Uses	Churches; schools; bed-and-breakfast inns; larger childcare and special care facilities; second dwellings; clustered housing	Same as R-1	Two-family dwelling groups; single-family dwellings on lots > 5800 sq. ft.; conditional uses allowed in R-1
Minimum Site Area	5,000 sq. ft.	5,000 sq. ft.	5,000 sq. ft.
Min Lot Area per Unit	5,000 sq. ft.	5,000 sq. ft.	2,900 sq. ft.
Min Lot Width	50 ft.	50 ft.	50 ft.
Min Setbacks	15 ft. (fr.), 5 ft. (side), 20 ft. (rear)	Same as R-1	Same as R-1
Maximum Lot Coverage	40%	40%	50%
Min Landscaped Area	20%	20%	20%
Max Height	35 ft.	35 ft.	35 ft.
Req'd Parking	2 garage spaces + 1 guest space if not available on street	2 garage spaces + 1 guest space	Same as R-1
Parking Location	Driveways must be spaced to preserve street parking where feasible		Same as R-1

Source: City of Pacifica Zoning Ordinance, 2009.

TABLE 2-8: MULTI-FAMILY RESIDENTIAL ZONING DISTRICTS

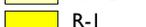
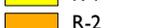
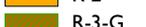
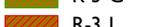
Characteristic	Zoning District		
	R-3, R-3.1, R-5	R-3/L.D.	R-3-G
Permitted Uses	Duplexes and multi-family dwellings; accessory buildings; small childcare and special care facilities	Same as R-3	Same as R-3
Conditional Uses	Single-family dwellings; lodges; dormitories; conditional uses allowed in R-1	Single-family dwellings; clustered housing; larger childcare and special care facilities	Same as R-3
Minimum Site Area	5,000 sq. ft.	7,500 sq. ft.	7,500 sq. ft.
Min Lot Area per Unit	2,075 sq. ft. (21 acres/ac)	4,840 sq. ft. (9 acres/ac)	2,300 sq. ft. (19 units/ac)
Min Lot Width	50 ft.	50 ft.	60 ft.
Min Setbacks	Same as R-1	Same as R-1	Same as R-1
Maximum Lot Coverage	60%	50%	50%
Min Landscaped Area	20%	25%	25%
Min Usable Open Space	400 sq. ft. per unit	450 sq. ft. per unit	450 sq. ft. per unit
Max Height	35 ft.	35 ft.	35 ft.
Req'd Parking	For multi-family units: 1 space per studio, 1-BR; 2 spaces per 2-BR and larger; 1 guest space per 4 units	Same as R-3	Same as R-3
Parking Location	For multi-family units: parking access limited to 50% of street frontage, and < 50 ft	Same as R-3	Same as R-3

Source: City of Pacifica Zoning Ordinance, 2009.

TABLE 2-9: COMMERCIAL ZONING DISTRICTS

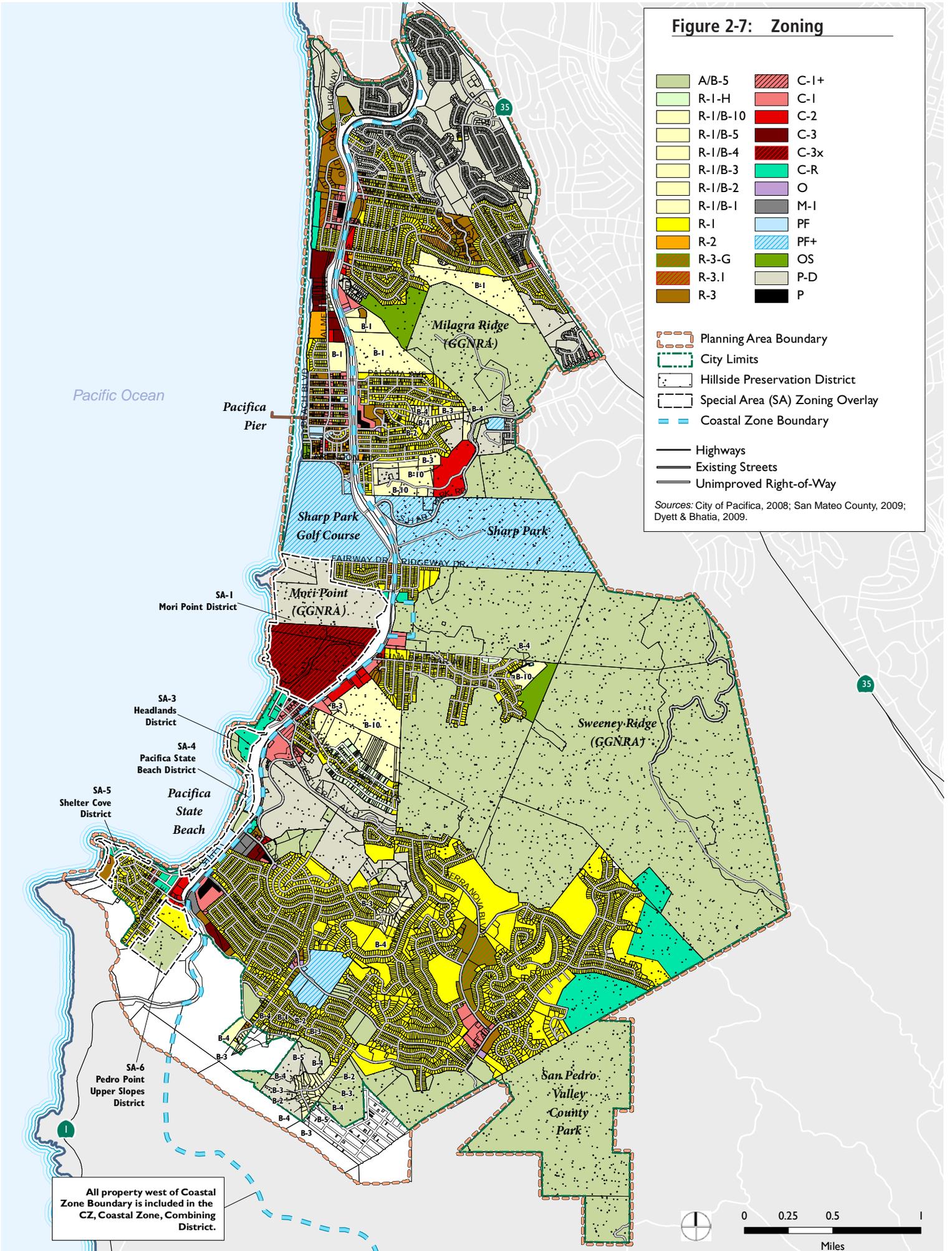
Characteristic	Zoning District		
	C-1, C-1-A	C-2, C-R, O	C-3, M-1, M-2
Permitted Uses	Retail; personal services; offices when located above ground floor; galleries and studios; visitor-serving commercial uses in the Coastal Zone.	Retail; personal and business services; offices; restaurants and bars; appliance and furniture sales; printing plants.	Warehouses and storage; glass, welding, machine shops, etc.; crafts production; car washes and service stations.
Conditional Uses	Service stations; mini-markets and similar uses in conjunction with service stations; motels; restaurants; offices on the ground floor; dwelling units above the ground floor.	Theaters; nightclubs; pet care, sales and grooming; vehicle and boat sales and service; appliance repair; specialty auto service; car washes; firearms sales.	Processing, manufacturing or assembly plants; auto body repair, paint, upholstery; auto wrecking; refuse operations and recycling centers; full-service auto repair; wholesale nurseries and lumber yards; all other uses allowed as permitted or conditional uses in C-1 and C-2 except residential uses
Minimum Site Area	5,000 sq. ft.	Same as C-1	Same as C-1
Min Lot Width	50 ft.	Same as C-1	Same as C-1
Min Setbacks	None, unless required by site development permit	Same as C-1	Same as C-1
Min Landscaped Area	10%	Same as C-1	Same as C-1
Max Height	35 ft.	Same as C-1	Same as C-1
Req'd Parking	As set forth in Art. 28; varies by use	As set forth in Art. 28; varies by use	As set forth in Art. 28; varies by use

Figure 2-7: Zoning

	A/B-5		C-1+
	R-1-H		C-1
	R-1/B-10		C-2
	R-1/B-5		C-3
	R-1/B-4		C-3x
	R-1/B-3		C-R
	R-1/B-2		O
	R-1/B-1		M-I
	R-1		PF
	R-2		PF+
	R-3-G		OS
	R-3.1		P-D
	R-3		P

-  Planning Area Boundary
-  City Limits
-  Hillside Preservation District
-  Special Area (SA) Zoning Overlay
-  Coastal Zone Boundary
-  Highways
-  Existing Streets
-  Unimproved Right-of-Way

Sources: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.



All property west of Coastal Zone Boundary is included in the CZ, Coastal Zone, Combining District.



Development Regulations

All of Pacifica's commercial districts have the same development regulations, setting a minimum lot size at 5,000 square feet and a maximum height of 35 feet. There are no required setbacks or lot coverage limitations. Parking requirements vary by use, and parking exceptions are available.

Agricultural and Open Space Districts

Agricultural District

The Agricultural District (A) permits agricultural uses, tree farming, and housing for workers, as well as kennels, riding academies, and sale of products made on-site. The A District covers most of Pacifica's undeveloped land. Most of this is on steep ridges, and very little is used for agriculture. All of Pacifica's A-zoned land has a zoning overlay which determines residential density, and is discussed below.

Open Space District

The Open Space District (O-S) permits recreational and educational uses (not including schools), and open space used as a reserve for seismic safety, water conservation, erosion protection, view protection, and greenbelts. With a Conditional Use Permit, new incidental buildings, shoreline erosion protection structures, campgrounds, golf courses, substations and other miscellaneous uses may be permitted. The OS District is very minimally used. It covers Sharp Park Beach, and two undeveloped properties on Milagra and Sweeney Ridges.

Public Facilities District

In the Public Facilities District (P-F), government facilities, schools, recreational facilities including visitor-serving commercial uses, churches, and utility installations may be permitted. The form, density and design of proposed developments is governed by the Use Permit and Site Development Permit, and based on criteria including compatibility with surroundings, support for effective operation of public functions, and mitigation of adverse impacts.

Planned Development District

The Planned Development District (P-D) is meant to provide flexibility in development, to permit mixture of uses, and to encourage open space preservation as part of development. The District cannot be used for sites smaller than five acres except in the Hillside Preservation District, and must be authorized by all property owners within its boundaries. Variables of development form and intensity like lot coverage, yards, height, parking, and usable open space are to be guided by the regulations of the zoning district that corresponds most closely to the proposed uses. Detailed development plans and specific plans must be submitted and approved by the Planning Commission.

P-D has been mapped over much of the Fairmont, Westview, and Pacific Highlands neighborhoods, and to large, mainly undeveloped sites elsewhere. Several developments have been approved and constructed based on this zoning, including the redevelopment of the Westview school site on Skyline Boulevard, the Crespi school site on Fassler Avenue, and the former quarry on Sharp Park Road.

Overlay Districts

Lot Size Overlay Districts

All of Pacifica's agriculturally-zoned land, and some parcels zoned Single-Family Residential, have a lot size overlay zone (B). The overlay zone provides more specific or more restrictive requirements for lot size and dimensions and building coverage. The lot size overlay zones are applied mainly to land with challenging or sensitive site characteristics, designated for "open space residential" development in the General Plan.

As Figure 2-7 shows, there are ten lot size overlay zones, ranging from B-1, with a minimum lot size of 6,000 square feet and up to 40 percent lot coverage, to B-10, requiring lots larger than five acres. The most commonly applied designation is B-5, which permits lots as small as one acre, and is applied to large portions of Milagra, Mori, and Sweeney

Ridges. The highly visible western ends of Gypsy Hill and Cattle Hill are zoned R-1/B-10, guaranteeing considerable open space preservation.

Hillside Preservation District

Much of the land covered by a lot size overlay district is also part of Pacifica's Hillside Preservation District (HPD), which covers most of the City's ridges and open spaces. This designation aims to ensure that development of highly sensitive slopes does not endanger the public or harm the environmental or scenic values of the site. The District creates more stringent lot coverage limits, based on the average natural slope of the site. HPD also requires that any development other than conditional uses allowed in the Agricultural District follow the requirements of the Planned Development zone, and coincide with a reclassification of the development site to P-D.

Combining Districts

Coastal Zone Combining District

The City's Coastal Zone Combining District (CZ) ensures that the goals and policies of the California Coastal Act are followed. 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 LCP, west of Highway 1. 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.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

If a development is within 100 feet of an environmentally sensitive habitat area a survey must be done identifying resources and mitigation measures. No development will be permitted in a primary habitat or a wetlands area; limited development may be permitted in a habitat buffer area.

SOILS AND SLOPES

A geotechnical study may be required to show landslide or ground shaking potential or erosion risk along coastal bluffs. No development will be permitted on slopes steeper than 35 percent unless this limitation makes a property undevelopable and the risk can be mitigated; density is to be determined based on net developable area; and new development shall be set back from coastal bluffs enough to accommodate a 100-year event.

GRADING AND DRAINAGE

Any development proposal in the Coastal Zone must include a grading and drainage plan in which alteration of natural topography, removal of trees, use of cut-and-fill surfaces, and use of heavy machinery are minimized. Similarly, the use of seawalls or other shoreline alterations is not permitted except where necessary to protect existing development or public resources.

PUBLIC SHORELINE ACCESS

All development in the Coastal Zone and located where public shoreline access is required by the LCP must provide access, with easements for trails. The Coastal Zone provides setback and signage standards for lateral and vertical public access trails through or alongside development.

VIEW CORRIDORS

Any development within a view corridor designated in the LCP must site structures on the least visible portions of the property, cluster buildings, minimize alteration of natural slopes and preserve existing trees to the greatest extent possible.

VISITOR-SERVING COMMERCIAL USES

Finally, in C-1 and C-2 Districts within the Coastal Zone, only visitor-serving commercial uses are permitted as-of-right, with all other proposed uses requiring a use permit determination to ensure consistency with Local Coastal Plan policies regarding neighborhood character.

Special Area Combining Districts

A series of Special Area Combining Districts have been established within the Coastal Zone, to address the challenges and opportunities presented by specific areas.

The Mori Point District (SA-1) specifies that commercial uses shall comprise at least 30 percent of net developable area, unless geotechnical studies demonstrate that the portion of the site envisioned for lodging or other visitor-serving uses cannot support development. The Headlands District (SA-3) and the Pacifica State Beach District (SA-4) similarly permit lodging and restaurant uses, but SA-3 prohibits structures on the ridgeline, and SA-4 enables stricter limits on building height and mass, if needed to preserve coastal views. The Shelter Cove District (SA-5) permits visitor-serving commercial uses, but also requires that any low- or moderate-income housing lost due to redevelopment must be replaced.

These four districts all mandate habitat surveys to determine the extent of potential habitat for the endangered San Francisco garter snake, and note that permanent environmental protection may be required. The Mori Point District states that public shoreline access may not be required if habitat protection makes it untenable. The other three districts require public shoreline access, and specify its elements.

The Pedro Point Upper Slopes District (SA-6) applies to property designated as “Open Space Residential” in the General Plan. The District sets a maximum density of one unit per five acres, and adds that hillside development must be clustered and built into natural contours, and that for each tree removed, fifteen must be planted.

Housing Regulations and Incentives

The Pacifica zoning code includes a number of special regulations focused on housing. The provisions respond to the City’s goals to ensure opportunities for families with modest means to live in Pacifica, and to limit the impact of housing development on the natural and scenic environment.

Second Residential Units

As a way to provide more affordable housing units without changing the basic character of its neighborhoods, Pacifica allows for second units to be built in Single Family Residential zones, provided that the property continues to meet lot coverage, setback, and height requirements. The primary unit must be owner-occupied, and the second unit must have no more than one bedroom and be no larger than 750 square feet or 50 percent the floor area of the main unit. No more than 25 percent (20 percent in the Pedro Point neighborhood) of lots on any block can contain a second residential unit.

Clustered Housing Developments

The zoning code includes an article which provides special scrutiny, and flexibility, to site planning and development of multi-family projects with multiple buildings and cooperative or private ownership. Such projects are required to receive use permits and site development permits, which are given based on a review of the relationship between proposed buildings and their surroundings. Clustered housing developments must provide 750 square feet of usable open space per townhouse-style unit, and 450 square feet for all other types of units.

Transfer of Development Rights

Transfer of development rights is established “to provide a mechanism to relocate potential development from areas where environmental or land use impacts could be severe to other areas more appropriate for development.” The zoning code identifies eligible “sending” areas including all land designated for open space in the 1988 Open Space Task Force Report Inventory; any undeveloped land with identified landslide or flood hazards; or any undeveloped land identified for density transfer in the General Plan or by the Planning Commission or City Council. “Receiving areas” are also identified: any land in R-2, R-3, R-3.1, R-3-G, or P-D Districts, and land in R-1 Districts for the development of second residential units without density limitations. Development rights cannot be transferred to land in designation Special Areas, except for the quarry site.

Below Market Rate (Inclusionary) Program

An inclusionary zoning ordinance was adopted by the City in April, 2007, which requires that residential developments of eight or more units, including where the units are added to an existing project, set aside at least 15 percent as below market rate housing. More detailed requirements about income qualification are established based on location within or outside of Redevelopment Areas. The ordinance requires that the affordability provisions remain in place for at least 45 years for for-sale units and 55 years for rental units. With approval from the Planning Commission, developers may meet the program goals by building units off-site, dedicating land to the City, or paying into the City's housing trust fund. On-site provision of the affordable units is encouraged through the density bonus.

Density Bonus

The density bonus allows developments providing rental units, affordable housing, or housing for elderly or disabled persons to exceed the maximum density, with approval from the Planning Commission. Rental housing developments may be granted up to 15 percent more units, while affordable housing and housing for the elderly or disabled may receive up to a 50 percent bonus, proportionate to the number of set-aside units and the extent to which low- and very-low-income households are served. Rental developments making use of the density bonus may save space by designing up to one-third of required parking spaces for compact cars. Affordable developments may be given a reduction in required lot area per unit, or may exceed lot coverage, setback or other requirements. Projects providing housing for elderly or disabled households may provide parking at a reduced ratio, and may also take advantage of other incentives outlined above. In all cases, all types of units must be integrated in the design and overall layout.

2.11 PLANNING ISSUES AND IMPLICATIONS

Pacifica's existing General Plan is nearly 30 years old. The current update process must take full stock of the General Plan and produce a coherent new vision and set of policies to help Pacifica thrive in the coming decades. The above analysis reveals the follow issues which will be discussed with City staff, decisionmakers, and community members, and ultimately addressed through policies in the updated General Plan.

- 1. Land Use Policies to Encourage Quality Development on Vacant Land.** About 16 percent of land in the Planning Area is classified as vacant or undeveloped, and much of this is constrained. The scarcity of developable land and the location at the region's edge create difficulties for economic development and stable sources of revenue. The General Plan will address appropriate land use and economic development to ensure fiscal sustainability and expand business opportunities. Future land use polices should seek to make new development compatible with neighborhood character. They should accommodate projected growth, meet community needs, and preserve open space and ecological resources. And they should help to make Pacifica more vibrant. These competing goals will be the challenge of the General Plan's land use strategy.
- 2. Connecting Neighborhoods.** The General Plan can play an important role in better connecting neighborhoods along Highway 1, and reconnecting neighborhoods across Highway 1, through community design policies and decisions concerning the circulation network.
- 3. Creating a Town Center.** The City as a whole does not have a center. Palmetto Avenue and the Rockaway Quarry site have both been discussed as potential sites for a town center. Another approach may be to revitalize or redevelop shopping centers, which could help to create stronger focal points for the West Edgemar-Pacifica Manor, East Sharp Park, and Linda Mar neighborhoods.
- 4. Consolidating Commercial Activities.** Pacifica's commercial land is distributed throughout the City, with little concentration. More commercial development could be beneficial in terms of providing local services, creating a "critical mass" of activity, and increasing revenue to the City. Pacifica has the potential to attract tourists, and may be able to add more visitor-serving commercial uses. Office land use is especially under-represented in Pacifica, and there may be a desire to create more jobs for residents and to close the gap between jobs and housing.
- 5. Determining the Appropriateness of Industrial Land.** Pacifica's few industrial or service commercial uses are concentrated along the coast. The General Plan should determine whether this condition should be changed, and if so, what alternatives are desirable.
- 6. Adding Open Space.** Over half of the Planning Area is preserved as open space, mainly under the auspices of Golden Gate National Recreation Area, the County and State parks systems, and the City and County of San Francisco. Additions to preserved open space must be considered in terms of local and regional benefit and environmental protection.
- 7. Ensuring Housing Choices.** The City will need to determine how much housing, and at what level of affordability and what density, it will accommodate during the planning horizon. Redevelopment at a higher intensity could allow Pacifica to grow without compromising open space resources. The General Plan process will consider how such housing can be incorporated into mixed-use redevelopment projects or integrated into existing neighborhoods.
- 8. Responding to Coastal Commission Requirements.** About 13 percent of the Planning Area is within the jurisdiction of the California

Coastal Commission. For this area, the General Plan also serves as the LCP and must address all of the goals applied to the California coast, with its unique environmental concerns, expectation for public access, and opportunities for commercial and recreational development. Some Coastal Act policies have changed since the adoption of the current LCP in 1980 and must be addressed in this update.

9. **General Plan and Zoning Code Consistency.** Pacifica's current Zoning Code has been developed and updated to be consistent with the goals and policies of the existing General Plan. The General Plan map needs to be updated to be consistent with the Zoning Code, and with any new General Plan policies related to land use.

2.12 REFERENCES

Regional Setting and Planning Area

California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009, with 2000 Benchmark*. May 2009. Accessed at <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2009/>

Historical Development

US Census Bureau, *2005-2007 American Community Survey 3-Year Estimates*. Accessed at <http://www.census.gov/>. 2009.

US Census Bureau, *Census 2000*. Accessed at <http://www.census.gov/>. 2009.

Neighborhood Character

San Mateo County Assessor's Office. 2008.

US Census Bureau, *2005-2007 American Community Survey 3-Year Estimates*. Accessed at <http://www.census.gov/>

Land Use and Density

San Mateo County Assessor's Office. 2008.

US Census Bureau, *2005-2007 American Community Survey 3-Year Estimates*. Accessed at <http://www.census.gov/>

Summary Of Current Plans

Anderson Brule Architects for City of Pacifica, *Facilities Plan for a Civic Center*. October 2008.

Bay Area Ridge Council, *Draft Master Plan Report for Harry Dean Trail in the City of Pacifica*. November 2002.

California Department of Parks & Recreation for the City of Pacifica, *Pacifica State Beach General Plan*. 1990.

City of Pacifica, *City of Pacifica General Plan*. 1980.

City of Pacifica, *City of Pacifica Strategic Plan*. February 2006.

City of Pacifica, *Draft Wastewater Facilities Plan, Revision 2*. 1992.

City of Pacifica, *Local Coastal Land Use Plan*. March 1980.

City of Pacifica, *Local Hazard Mitigation Plan Annex: City of Pacifica, Association of Bay Area Governments Local Hazard Mitigation Plan*. 2005.

City of Pacifica, *Pacifica Design Guidelines*. April 1990.

City of Pacifica, *Pacifica State Beach Master Plan for Public Improvements*. July 2003.

City of Pacifica, *Rockaway Beach Specific Plan*. February 1986.

City of Pacifica, *Rockaway Quarry Background Briefing Book*. September 2005.

City of Pacifica Redevelopment Agency, *Implementation Plan for the Rockaway Beach Redevelopment Project*. November 2006.

City of Pacifica Redevelopment Agency, *Report on Community Input Regarding Development of Rockaway Quarry*. February 5, 1996.

City/County Association of Governments of San Mateo County, *Congestion Management Program for 2007*. Accessed at <http://www.ccag.ca.gov/CMP2007.html>. 2008.

Hansen Associates Architects and Planners for City of Pacifica, *Rockaway Beach Design Manual*. November 1986.

John Northmore Roberts & Associates, John B. Dykstra Associates, and John Thelan Steere Associates for the City of Pacifica, *Preliminary Pacifica Citywide Trails Master Plan*. 1992.

National Park Service, *Draft Pacifica Boundary Study, Golden Gate National Recreation Area, San Mateo County, California*. May 1997.

National Park Service, “Golden Gate National Recreation Area/Muir Woods National Monument General Management Plan/ Environmental Impact Statement Newsletter 4.” Spring 2008.

Pacifica Open Space Task Force, *Pacifica Open Space Task Force Report (Volume I)*. 1998.

Regional Water Quality Control Board, San Francisco Bay (RWQCB), *San Francisco Bay Basin Plan (Basin Plan), San Francisco Bay Region*. 2007.

San Pedro Creek Watershed Coalition. *San Pedro Creek Watershed Assessment and Enhancement Plan*. Accessed at http://pedrocreek.org/SPCW_Assess_Enhance_Plan.pdf. 2002.

Seifel Consulting, Inc. for City of Pacifica, “Pacifica Redevelopment Feasibility: Eligibility Analysis.” February 14, 2008.

Local Coastal Plan

City of Pacifica, *Local Coastal Land Use Plan*. March 1980.

State of California, *California Public Resources Code Division 20, California Coastal Act*. 2009.

General Plan

City of Pacifica, *City of Pacifica General Plan*. 1980.

Design Guidelines

City of Pacifica, *Pacifica Design Guidelines*. April 1990.

Zoning

City of Pacifica, *Pacifica, California Municipal Code, Title 9, Chapter 4 Zoning*. Accessed at http://municipalcodes.lexisnexis.com/codes/pacifica/_DATA/TITLE09/CHAPTER_4_ZONING/index.html, October 2008.

This page intentionally left blank.