

## NOTICE OF PREPARATION

**DATE:** June 22, 2012  
**TO:** All Recipients on the Attached Distribution List  
**LEAD AGENCY:** City of Pacifica  
**CONTACT:** Lee Diaz, Associate Planner  
City of Pacifica  
Planning Department  
1800 Francisco Boulevard  
Pacifica, CA 94044  
**SUBJECT:** Notice of Preparation of an Environmental Impact Report  
**PROJECT TITLE:** **Redevelopment of the Beach Boulevard Property**  
**PROJECT APPLICANT:** City of Pacifica

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In implementing its duties under Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City of Pacifica Resource Management Agency (City of Pacifica) serving as Lead Agency, intends to prepare an Environmental Impact Report (EIR) for the Redevelopment of the Beach Boulevard Property (hereinafter "proposed project") located at located at 2212 Beach Boulevard in the City of Pacifica. In accordance with Section 15082 of the CEQA Guidelines, the City of Pacifica has prepared this Notice of Preparation (NOP) to provide responsible and trustee agencies with sufficient information describing the proposed project and its potential environmental effects.

As specified by the CEQA Guidelines, the NOP will be circulated for a 30-day review period from June 26, 2012 to July 26, 2012. The City of Pacifica welcomes responsible and trustee agency input during this review, specifically input is requested as the scope and content of environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. In the event that no response or request for additional time is received by the end of the review period, the City of Pacifica may presume that your agency has no comment. Comments may be submitted by July 26, 2012 at 5:00 PM via email to: [diazl@ci.pacifica.ca.us](mailto:diazl@ci.pacifica.ca.us), or by mail to:

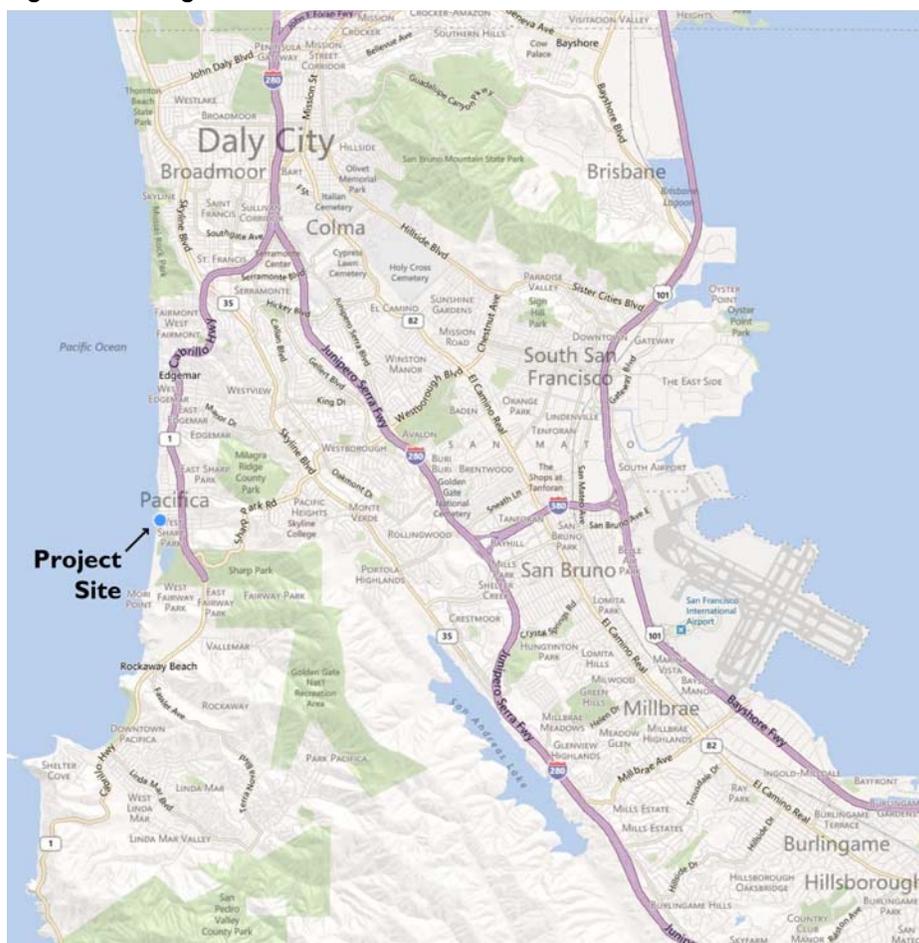
Lee Diaz, Associate Planner  
City of Pacifica  
Planning Department  
1800 Francisco Boulevard  
Pacifica, CA 94044

## Regional Location

The proposed project is located in the Sharp Park neighborhood of Pacifica. The site is bounded by Montecito Avenue to the north, Palmetto Avenue to the east, Birch Avenue to the south, and Beach Boulevard frontage to the west (see [Figure 2-1: Regional Location](#) and [Figure 2-2: Aerial of Existing Project Site](#)). Currently, site access and parking is provided from Beach Boulevard on the west and Montecito Avenue from the north. A gated entry is also located from the west off Palmetto Avenue.

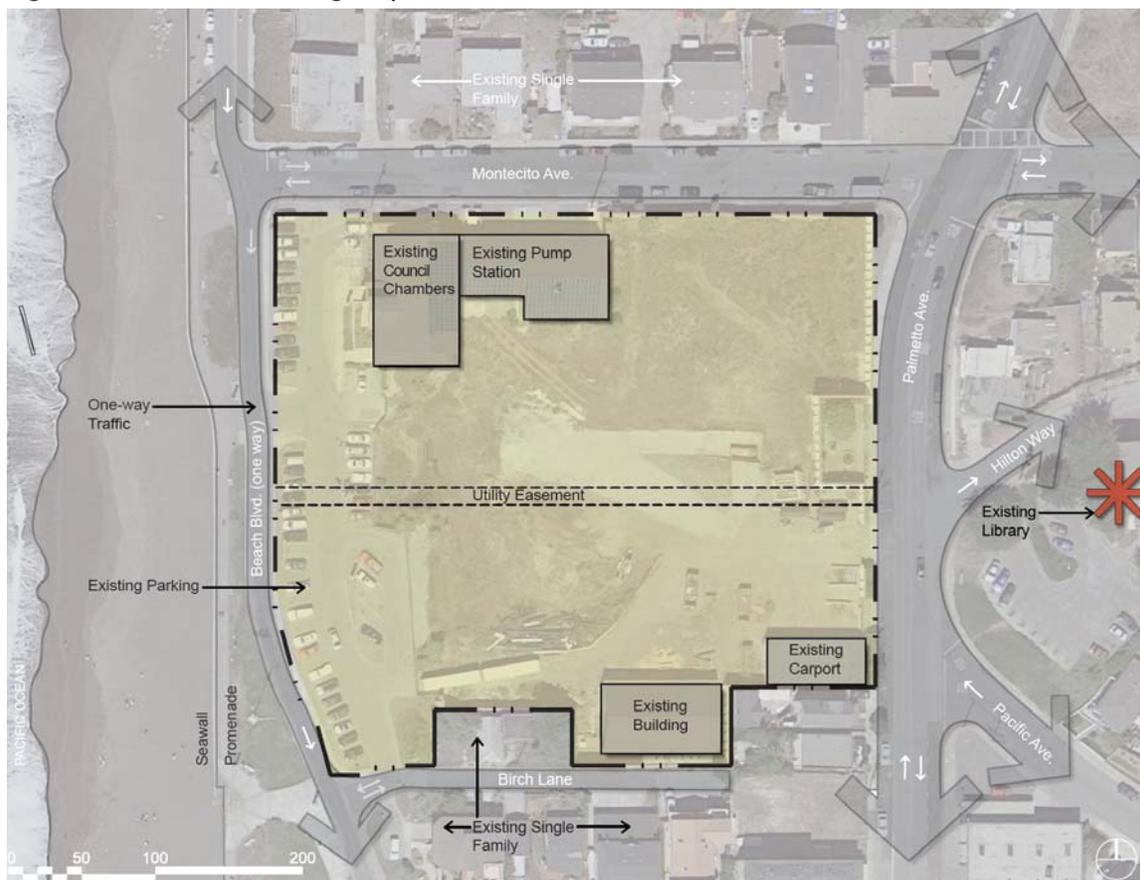
The site is the former location of Sharp Park Waste Water Treatment Plant (SPWWTP). When the Calera Creek Water Recycling Plant was completed in 2000, the SPWWTP was demolished. A majority of the site has been cleared, but there are four buildings that remain on the site. All of the buildings are proposed to be removed with the exception of the City of Pacifica pump station (approximately 8,100 sf) located along the northern edge of the property.

**Figure 2-1: Regional Location**



Source: Microsoft Bing Maps and RBF Consulting, 2012.

Figure 2-2: Aerial of Existing Project Site



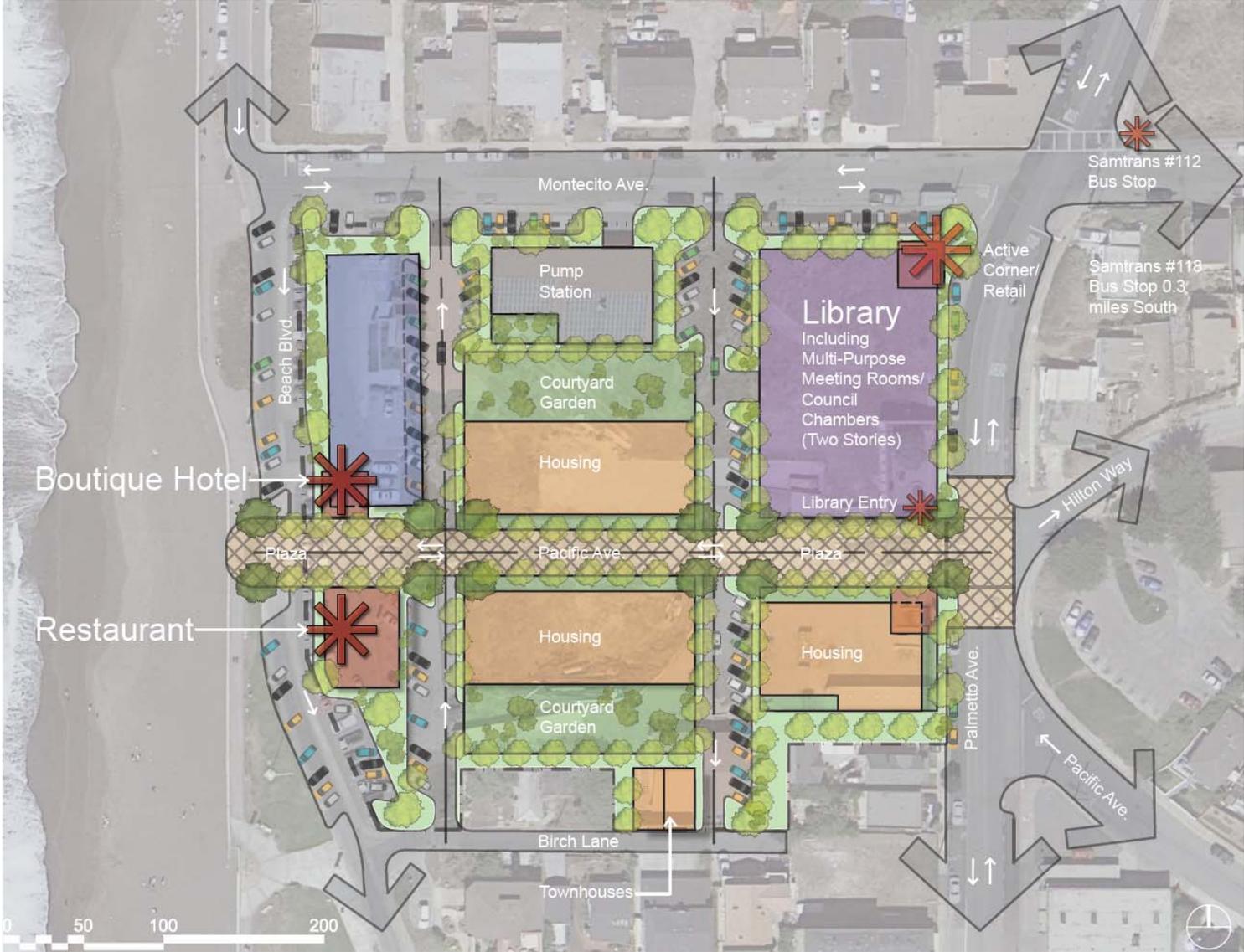
Source: Leland Consulting Group, 2012.

## Project Description

### Proposed Land Uses

The City of Pacifica is proposing the redevelopment of a 3.5 acre, publicly-owned property located at 2212 Beach Boulevard in the City of Pacifica. The proposed project is comprised of a mix of complementary uses that meet the project objectives identified above and was approved by the Pacifica City Council in October 2011 as part of the Beach Boulevard Property Redevelopment Strategy. Land uses include a new library, a boutique hotel, a restaurant, housing, and parking, each of which are described below and in [Table 2-1: Proposed Land Uses](#). [Figure 2-3: Conceptual Land Use Plan](#) provides an illustration of the proposed project.

Figure 2-3: Conceptual Land Use Plan



Source: Leland Consulting Group, 2012.

Table 2-1: Proposed Land Uses

<b>Land Use</b>	<b>Square Feet /Units</b> Maximum	<b>Building Height</b> Maximum
Residential	84 units	4 stories
Library <sup>1</sup>	36,500 sf	3 stories
Boutique Hotel	75 rooms	3 stories
Restaurant	4,500 sf	2 stories (may be integrated into 3-story hotel)

Notes:

1. Includes 500 to 2,000 sf of retail uses within the Library building.

### **Pacifica Library**

The City currently has two libraries: one at Hilton Way, directly across the street from the subject site, and another approximately four miles south on Sanchez Way in the Linda Mar neighborhood.

The City, in coordination with San Mateo County Library, conducted a Pacifica Library Needs Assessment in 2011 (Anderson Brulé Architects, 2011). Based on comparisons with library districts of comparable size and location, the consultant team and citizens concluded that the current library was severely undersized and offered an inadequate array of services.

The new library will be approximately 36,500 square-feet on two floors. It will include space for reading and studying, community meeting rooms, internet access, books, and other resources. A large meeting room (3,000 square feet) will also double as the City Council Chambers. Approximately 500 square-feet of retail may be included within the library building and will likely be located at the corner of Montecito and Palmetto Avenues. The building height is estimated to be approximately 35'. One level of below grade parking is planned as a part of the library building. The remainder of the required parking will be surface parking behind the building.

### **Residential**

Up to 84 housing units are proposed for the project site. The housing will be attached units that will range in size and scale from two-story townhomes to three or four story podium style units over parking. Full floor building heights will not exceed 45 feet, though view towers, or smaller projections may exceed this height in order to add architectural interest to the buildings.

### **Boutique Hotel**

A boutique hotel of between 35 and 75 rooms is proposed along the western edge of the project site, adjacent to Beach Boulevard. A boutique hotel is a small hotel with a unique niche or stylish theme to help differentiate it from the competition and make it a unique destination. The location of the project site on the waterfront, near the Pacifica Pier, Beach Boulevard Pedestrian Promenade and Palmetto Avenue create a unique site that is well

suited to this type of use. The building will be two or three stories, and up to 45 feet in height.

### **Waterfront Restaurant**

A full service restaurant of up to 4,500 square feet is proposed along the southwestern edge of the project site, adjacent to Beach Boulevard. The restaurant will be either a standalone one-to-two story building, approximately 35 feet in height, or be integrated into the boutique hotel structure.

### **City of Pacifica Pump Station**

The existing pump station located adjacent to Montecito Avenue will remain on site and continue to operate as a pump station.

### **Circulation**

At present, there is no vehicular circulation through the site. The project would add several multimodal roadways through the site, all of which will be designed to enhance pedestrians' walking experience, while encouraging automobiles to travel slowly through pavement design and in some cases relatively narrow lane widths.

The proposed project will create Pacific Avenue, a east-west multimodal link from Palmetto Avenue to the Beach Boulevard. While this roadway will be accessible by vehicles, it will function as a linear public plaza and include special pavement treatments, narrow intersections, street trees, special lighting and pedestrian amenities such as benches, trash receptacles, etc. The design will purposefully constrict vehicles (e.g. curbing, street trees, etc.) requiring them to move slowly and thereby ensure safe use by pedestrian and bicyclists.

The proposed project will add two north-south alleyways through the site from Montecito Avenue to Birch Lane. The westerly alley will be one-way north while the easterly alley will be one-way south. These two alleys will provide access to the interior of the project site.

As part of the proposed project, the westerly property line along Beach Boulevard will be reconfigured to allow more efficient use of the space and improve circulation and parking along Beach Boulevard.

### Access

The California Coastal Act emphasizes enhancing public access to the coast. This will be achieved at the site through building Pacific Avenue, a new multimodal and pedestrian friendly street, improving the streetscape and parking on Montecito Avenue, and by providing bicycle parking on the project site.

Transit service along Palmetto Avenue is provided by the SamTrans #112 bus. Additional bus lines in the immediate area (within 0.3 miles of the project site) include SamTrans route #s 110 and 140. Additionally, SamTrans #118 is a high frequency commuter bus that connects to the regional BART system.

## Parking

### Public Parking

The general public currently uses parking on and adjacent to the site to access the Pacifica Promenade, beach and pier, Palmetto Avenue merchants, and other destinations. [Table 2-2: Public Parking](#), below shows the public parking that is available now and following redevelopment of the site.

The Beach Boulevard parking lot currently has 54 spaces. Of these, 20 are associated with on-site use of the Administration Building (city offices and Council Chambers), however these spaces are often used by the public, particularly when there is no City Council meeting. As part of the proposed project, this parking will be relocated to the western edge of Beach Boulevard in order to allow site redevelopment. In addition, parking on Montecito Avenue will be reconfigured from parallel to angled parking, netting an additional seven spaces on the block between Beach Boulevard and Palmetto Avenue. Following redevelopment, there will be a net addition of four public spaces.

**Table 2-2: Public Parking**

Public Roadway	Existing Spaces	Future Spaces
Beach Boulevard Parking Area <sup>1</sup>	34	31
Montecito	13	20
<b>Total</b>	<b>47</b>	<b>51</b>

Notes:

(1) Total parking is 54 spaces, 20 of which are appropriated to on-site uses and are also used for public parking.

Source: City of Pacifica, 2012.

### On-site Project Parking

Parking requirements are regulated by the City of Pacific Municipal Code (Section 9-4.2818). These regulations prescribe parking for each respective land use, as shown below in [Table 2-3: Parking Demand & Supply Analysis for Proposed Project](#). Special consideration for mixed-use developments (as is proposed), is allowed under these regulations

Given the fact that the proposed project is a mixed-use development and located within a walkable, relatively urban environment, parking standards for shared-use development were utilized. Because the City does not have a specific shared-use parking standard for mixed-use residential and retail development, parking standards for “suburban center/town

centers", were used based standards endorsed by the Metropolitan Transportation Commission (MTC 2007).<sup>1</sup>

**Table 2-3: Parking Demand & Supply Analysis for Proposed Project**

Land Use	Size	Parking Standard	Spaces Provided		Spaces Provided	Net Difference
			by Use	Shared		
Library <sup>1</sup>	36,500 sf	2/1,000 sf <sup>2</sup>	73	73	77	4
Hotel	75	1/room <sup>3</sup>	75	198	198	--
Restaurant	4,500	4/1,000 sf <sup>4</sup>	18			
Housing	84 units	1.25/unit <sup>4</sup>	105			

Notes:

- (1) Includes café and meeting space / Council Chambers.
- (2) Per Sec. 9-4.2818 of the Pacific Municipal Code with 20 % discount for shared use and patrons arriving via walking, bike, and bus.
- (3) Per Sec. 9-4.2818 of the Pacific Municipal Code.
- (4) MTC 2007, page 47 for shared-use parking standards for Small Towns.

As shown in [Figure 2-4: Parking Plan](#), on-site parking for the project site will be accommodated by both below-grade and surface parking. Parking for each use will be dedicated to that use, though there will be some shared parking, particularly between the boutique hotel and restaurant.

Library parking (77 spaces) will be shared with events taking place in the multipurpose room (e.g. City Council meetings, community functions, etc.), typically during the evenings. Because the peak library use occurs from noon to 6:00 p.m., and most council meetings and other community events will occur in the evenings, the library and multipurpose room will be a shared parking facility.

Parking for housing will include 106 below-grade spaces and 18 surface spaces. Parking for the boutique hotel will be a combination of five surface spaces and ~50 below-grade spaces. 19 surface spaces will be allocated for the restaurant.

The number of spaces represent the maximum to be provided; if less of a given land use is built (i.e. fewer housing units than the maximum possible on the site), then fewer parking spaces would be constructed. It should be noted that the final parking plan may vary depending on the ultimate development program and densities developed on the site.

Some parking will be located along interior access alleys; however, no parking will be provided along Pacific Avenue in order to enhance this street's pedestrian-oriented nature.

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<sup>1</sup> *Reforming Parking Policies to Support Smart Growth – Toolbox/Handbook: Parking Best Practices & Strategies for Supporting Transit Oriented Development in the San Francisco Bay Area*, prepared by the Metropolitan Transportation Commission in coordination with the Association of Bay Area Governments and the Bay Area Air Quality Management District per , June 2007, page 47.

Figure 2-4: Parking Plan



Source: Leland Consulting Group, 2012.

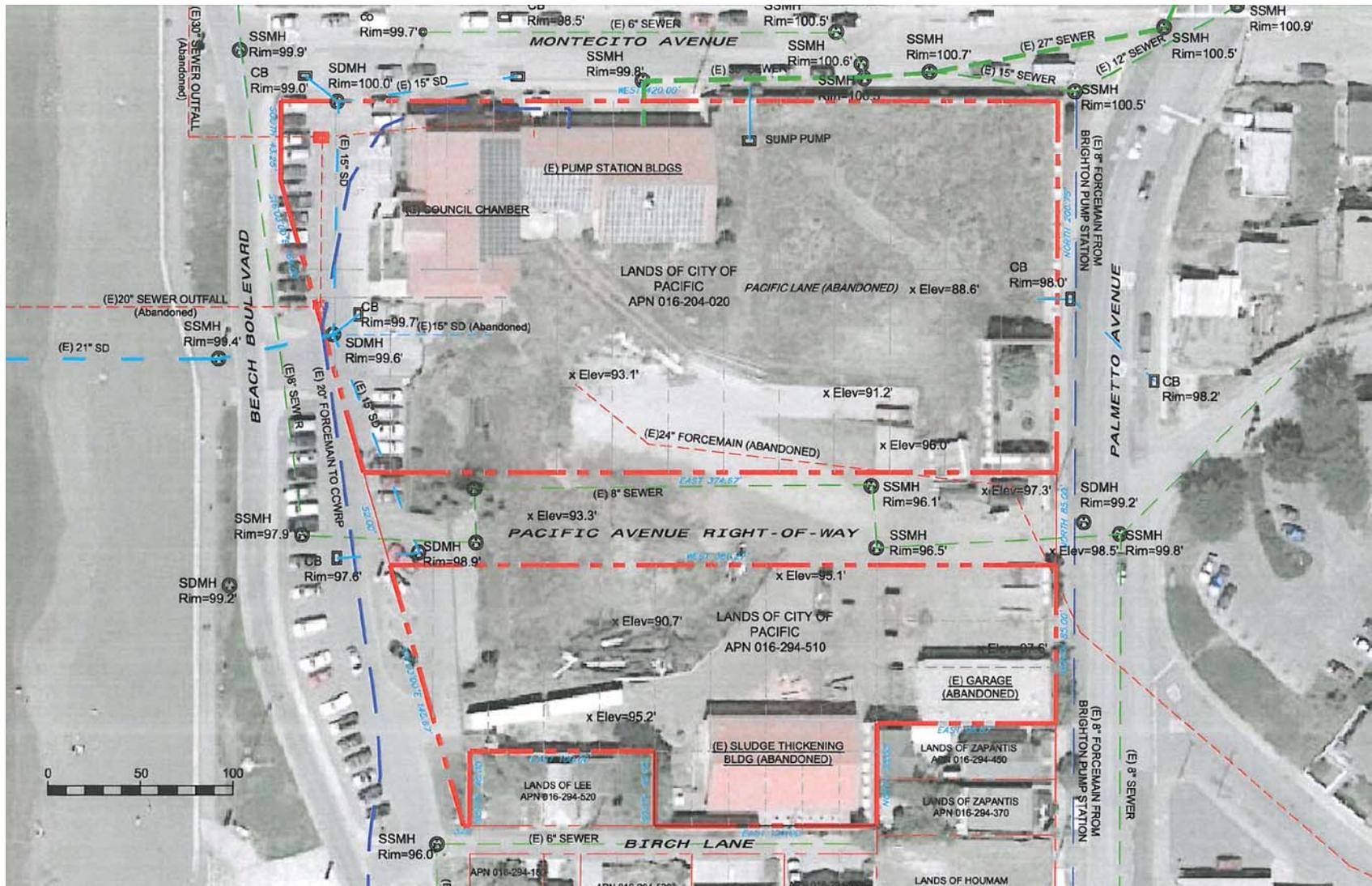
### **Infrastructure Improvements**

As shown in [Figure 2-5: Existing Utilities and Services](#), existing infrastructure including water, sewer and storm drainage facilities are readily accessible to the project site. A 27-inch sewer line extends west on Montecito Avenue and into the pump station. A six-inch sewer line also extends along Birch Lane. The eight-inch sewer line that extends along the Pacific Avenue right-of-way and a portion of Palmetto Avenue would likely be removed as part of project construction.

As part of final grading and site plan, surface water will flow east to west across the site and be intercepted by a 21-inch storm drain that extends via a pipeline into the Pacific Ocean. Prior to discharge into the storm drain, all surface water will be detained and treated consistent with local and state water quality requirements.

Water service and other utility services including gas, electricity, cable, etc. is readily accessible from the existing adjacent public roadways.

Figure 2-5: Existing Utilities and Services



Source: City of Pacifica, 2006.

## Development Process

Development of the library will be managed directly by the City of Pacifica and San Mateo County. For the remaining portions of the site, the city expects to enter into a negotiated sale (public-private partnership) with one or more private developers, who will then build the residential and commercial (hotel and restaurant) portions of the project per a development and disposition agreement (DDA) or other binding agreement. Based on market conditions and preferences of the private developer, the ultimate development program may be less for any particular land use. Therefore, for this EIR, the land uses identified represent an estimate of the future uses and a maximum envelope that future development will not exceed, and will likely be less than the building program described herein.

## Project Approvals

Because this project is within the Coastal Zone of Pacifica, the project requires city approval of a Coastal Development Permit. The project will also require a General Plan Amendment, a Zoning Change and a Site Development Permit by the City of Pacific.

## Potential Environmental Effects

Each of the following environmental topic areas in the EIR will thoroughly discuss the existing conditions for each environmental issue and identify short-term and long-term environmental impacts associated with the project, and their levels of significance. Mitigation measures will be identified to reduce any potentially significant or significant impacts.

- Aesthetics
- Air Quality & Green House Gases
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Noise
- Population and Housing
- Public Services, Utilities & Recreation
- Traffic and Transportation

The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on responses to this NOP and/or any refinements to the proposed project that may occur subsequent to the publication of this NOP. The analysis will utilize project-specific technical reports and the analysis within the *City of Pacifica General Plan* and *EIR*.

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

July 2, 2012

Lee Diaz  
Associate Planner  
City of Pacifica  
1800 Francisco Boulevard  
Pacifica, CA 94044

**RECEIVED**

**JUL 05 2012**

**City of Pacifica**

RE: Notice of Preparation of an Environmental Impact Report for Redevelopment of the Beach Boulevard Property

Dear Mr. Diaz:

Thank you for providing C/CAG the opportunity to review the Notice of Preparation (NOP) for the Redevelopment of the Beach Boulevard Property. The following comments are for your consideration in complying with the San Mateo County Congestion Management Program (CMP) Traffic Impact Analysis (TIA) Policy and Land Use Component Guidelines. In preparing the EIR's Traffic Impact Analysis, refer to the latest CMP, adopted in 2011. ([http://ccag.ca.gov/pdf/Studies/Final%202011%20CMP\\_Nov11.pdf](http://ccag.ca.gov/pdf/Studies/Final%202011%20CMP_Nov11.pdf))

Please address and discuss expected impacts to the CMP roadway network due to land use development as outlined in the TIA Policy including traffic demand forecasting requirements, scope and parameters, and scenarios for TIA considerations. A project is considered to impact the CMP network if the combination of the proposed project and future cumulative traffic demand result in violation of the adopted Level of Service (LOS) standard for CMP freeway segments. For CMP intersections, impact results when both the LOS standard is violated and the average control delay by four (4) seconds or more.

For a project that will generate a net 100 or more peak hour trips on the CMP roadway, the impacts must be addressed by following the policy and mitigation methods stated in the "Guidelines for Implementing Land Use Component of the CMP" including but not limited to reducing project scope, improving roadway and/or transit infrastructure, applying traffic mitigation fees, and implementing/monitoring Transportation Demand Management (TDM) programs or a combination thereof.

The complete TIA Policy and Land Use Guidelines can be found at the following 2011 CMP link [http://ccag.ca.gov/pdf/Studies/Final%202011%20CMP\\_Appendix\\_Nov11.pdf](http://ccag.ca.gov/pdf/Studies/Final%202011%20CMP_Appendix_Nov11.pdf) (Appendix I and L).

We request the opportunity to review and comment on the EIR, including the TIA upon its completion. If you have any questions, please contact me at [jhoang@co.sanmateo.ca.us](mailto:jhoang@co.sanmateo.ca.us) or 650-363-4105.

Sincerely,



John Hoang  
Program Manager

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-6053  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

July 5, 2012

SM001394  
SM-001-R43.9  
SCH# 2012062070

Mr. Lee Diaz  
City of Pacifica  
Planning and Economic Development Department  
1800 Francisco Boulevard  
Pacifica, CA 94044

**Redevelopment of the Beach Boulevard Property – Notice of Preparation**

Dear Mr. Diaz:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Redevelopment of the Beach Boulevard Property project. The following comments are based on the Notice of Preparation. As the lead agency, the City of Pacifica is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy.

**Vehicle Trip Reduction**

Caltrans encourages you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: [http://www.mtc.ca.gov/planning/smart\\_growth/parking/](http://www.mtc.ca.gov/planning/smart_growth/parking/).

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Mr. Lee Diaz/City of Pacifica

July 5, 2012

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### ***Traffic Impact Study***

We encourage the City to coordinate preparation of the Traffic Impact Study (TIS) with our office, and we would appreciate the opportunity to review the scope of work. Please include the information detailed below in the TIS to ensure that project-related impacts to state roadway facilities are thoroughly assessed. The Caltrans "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. The state ROW should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the *TIS Guide*, should be applied to all state facilities.
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.

If the proposed project will not generate the amount of trips needed to meet the Department's trip generation thresholds, an explanation of how this conclusion was reached must be provided.

### ***Transportation Permit***

Project work that requires movement of oversized or excessive load vehicles on state roadways (such as State Route [SR] 1) requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route for the

Mr. Lee Diaz/City of Pacifica

July 5, 2012

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shipper to follow from origin to destination must be submitted to the following address:  
Transportation Permits Office, 1823 - 14<sup>th</sup> Street, Sacramento, CA 95811-7119.

See the following website link for more information: <http://www/hq/traffops/permits/>

Please forward at least one hard copy and one CD of the environmental document, along with the TIS, including Technical Appendices, to the following address as soon as they are available: Sandra Finegan, Associate Transportation Planner, Office of Transit and Community Planning, Mail Station 10-D, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or [sandra.finegan@dot.ca.gov](mailto:sandra.finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



ERIK ALM, AICP  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse



Bay Delta Region  
7329 Silverado Trail  
Napa, CA 94558  
(707) 944-5500  
[www.dfg.ca.gov](http://www.dfg.ca.gov)



July 23, 2012

Ms. Lee Diaz  
City of Pacifica  
1800 Francisco Boulevard  
Pacifica, CA 94044

Dear Ms. Diaz:

Subject: Redevelopment of the Beach Boulevard Property, Notice of Preparation,  
SCH #2012062070, City of Pacifica, San Mateo County

The Department of Fish and Game (DFG) has reviewed the documents provided for the subject project and we have the following comments.

Please provide a complete assessment (including but not limited to type, quantity and locations) of the habitats, flora and fauna within and adjacent to the project area. The assessment should include California red-legged frogs and San Francisco garter snakes as well as other endangered, threatened, and locally unique species and sensitive habitats. The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the project. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). DFG recommended survey and monitoring protocols and guidelines are available at [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols\\_for\\_Surveying\\_and\\_Evaluating\\_Impacts.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf).

Please be advised that a California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require a Lake and Streambed Alteration Agreement (LSAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance

Ms. Lee Diaz  
July 23, 2012  
Page 2

of an LSAA is subject to CEQA. DFG, as a responsible agency under CEQA, will consider the CEQA document for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the LSAA notification process, please access our website at <http://www.dfg.ca.gov/habcon/1600/>; or to request a notification package, contact the Lake and Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Ms. Suzanne DeLeon, Environmental Scientist, at (831) 440-9433; or Mr. Craig Weightman, Acting Environmental Program Manager, at (707) 944-5577.

Sincerely,



Scott Wilson  
Acting Regional Manager  
Bay Delta Region

cc: State Clearinghouse

**CALIFORNIA COASTAL COMMISSION**

NORTH CENTRAL COAST DISTRICT OFFICE  
45 FREMONT ST, SUITE 2000  
SAN FRANCISCO, CA 94105-2219  
VOICE (415) 904-5260  
FAX (415) 904-5400  
TDD (415) 597-5885



September 7<sup>th</sup> 2012

Lee Diaz, Associate Planner  
City of Pacifica, City Hall  
170 Santa Maria Avenue  
Pacifica CA 94044

**RE: Notice of Preparation of Environmental Impact Report for the Proposed  
Redevelopment Project at 2212 Beach Boulevard by City of Pacifica**

Dear Mr. Diaz:

Thank you for your recent submittal regarding the Notice of Preparation of an Environmental Impact report for the redevelopment of the Beach Boulevard property in Pacifica. The City of Pacifica is proposing the redevelopment of a 3.5 acre, publicly-owned property located at 2212 Beach Boulevard in Pacifica. The proposed project is comprised of a mix of complementary uses including a new library, a boutique hotel, a restaurant, housing, and parking. While the Commission is supportive of visitor-serving commercial development and public access improvements and certain components of the proposed project meet these criteria, after our initial review of this proposal we are providing the following comments regarding issues raised by this proposed development that need to be addressed in the EIR.

Please note this project raises issues and concerns related to Coastal Act policies with regards to shoreline armoring (30235), geologic stability (30253), public access (30210-30214), scenic resources (30251), and concentration of development (30250).

### **Hazards**

The project is located on the bluff adjacent to the ocean. The Coastal Act requires new structures to be set back adequately for the lifetime of the structure (usually 100 years) without the need for shoreline armoring. Similarly the City's LCP refers to the design life as the time span during which the designer expects the development to safely exist to be generally 100 years. The development setback needs to take into account the impacts of sea level rise and winter storm events, as well as erosion rates and site stability.

In order to address potential hazards and geologic risks, the EIR should include a thorough geotechnical analysis conducted for the project site to include an assessment of the potential risk of landslides and shoreline erosion. This information is necessary to determine the required development setback that will ensure that the proposed development will be safe over the lifetime of the structures, without shoreline armoring. Please note that a current erosion rate study for this area is necessary and that the stability evaluation needs to be conservative as

Pacifica has a history of high erosion rates in some areas and stability has been overestimated in the past.

The EIR should also evaluate the project using the most current data related to sea level rise to ensure all development is setback adequately for the life of the structures without a seawall. Please contact the Coastal Commission's Senior Engineer, Lesley Ewing at (415) 904-5260 or [Lesley.Ewing@coastal.ca.gov](mailto:Lesley.Ewing@coastal.ca.gov) for the most current information regarding projected sea level rise.

### **Visual resources**

The proposed project site is located in a visually sensitive area along the shoreline, i.e. it is visible from Highway 1 and the beach.

Coastal Act section 30251 requires that new development be sited and designed to protect views to and along the ocean and scenic coastal areas. New development must also be visually compatible with the character of surrounding areas. Consistent with this policy, the Pacifica LCP contains comparable standards to protect visual resources.

*New development within the viewshed shall not destruct the views to the sea from public roads, trails and vista points. Methods of achieving this could include height limitations which keep structures below the sight line, clustering structures to protect view corridors, careful placement of landscaping...use of natural-appearing materials and colors on new buildings...(C-101).*

*Views of the coast and coastal panorama from public roadways shall be protected by limiting the height and mass of permitted structures as well as clustering structures to be unobtrusive and visually compatible with landforms (C-101).*

#### *9-4.4408 Coastal View Corridors*

- (a) (1) Protect public views toward and along the ocean and scenic areas;*
- (2) Provide visual compatibility with the surrounding character*

The proposed project has the potential to impact coastal views due to its size and location. The EIR should evaluate the visual and aesthetic impacts of the proposed project and include appropriate mitigations designed to avoid or minimize any adverse impacts to public scenic coastal views to the maximum extent feasible. In addition, after reviewing the submitted plans, we are concerned that the height, scale, massing and lack of articulation in the proposed buildings will have a significant detrimental impact on public views, and that the project will substantially alter the defining visual character of the surrounding area. The EIR should include an evaluation of multiple reduced project alternatives, including at least one alternative that is of size and scope to meet existing LCP height requirements, as well as alternatives that include additional articulation to make the proposed project appear less massive.

### **Public Access**

Coastal Act Section 30212 requires that new development between the first public road and the sea provide a public access component. The EIR should include an analysis of public access options, including lateral access along the bluff top, and vertical access to the beach.

Thank you for the opportunity to comment on the NOP. Please feel free to contact me at (831) 427-4863 or by email at [karen.geisler@coastal.ca.gov](mailto:karen.geisler@coastal.ca.gov) if you wish to discuss these matters further. With the clarifications described herein, we expect that the EIR document will provide a sufficient level of detail to allow for a careful analysis of the project for Coastal Act policy conformance issues. We look forward to reviewing the EIR and will provide additional comments at that time.

Sincerely,

Karen J. Geisler  
Coastal Program Analyst