

# 3

## PUBLIC ACCESS AND RECREATION

*Open space is a defining feature of the Pacifica Coastal Zone, an extraordinary resource, and a priority for the community. Parks, schools, and public utility services are a vital part of a livable and sustainable Pacifica. The purpose of this chapter is to document existing public open space and community facilities and infrastructure, identify priority improvements, and ensure that they meet the needs of community members. The close relationship between open space, parks, recreation, and schools is highlighted.*

*An important part of coastal planning under the Coastal Act is identifying and protecting public access to the shoreline. With this in mind, this chapter provides policies for coastal access, and describes improvements that are proposed to be undertaken during the planning period to enhance recreational use of the coastline.*

## 3.1 COASTAL ACT FRAMEWORK

Section 30210 of the Coastal Act states that “maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.” The Coastal Act establishes specific requirements for public access to and along the coast, and identifies recreational use of coastal land as a high priority. Policies especially relevant to this chapter are below; refer to Appendix B for the full text of each Coastal Act policy.

### Coastal Act Policies

#### *Article 2: Public Access*

- **Section 30210** Access; recreational opportunities; posting
- **Section 30211** Development not to interfere with access
- **Section 30212** New development projects
- **Section 30212.5** Public facilities; distribution
- **Section 30214** Implementation of public access policies; legislative intent

#### *Article 3: Recreation*

- **Section 30220** Protection of certain water-oriented activities
- **Section 30221** Oceanfront land; protection for recreational use and development
- **Section 30223** Upland areas
- **Section 30224** Recreational boating use; encouragement; facilities

#### *Article 6: Development*

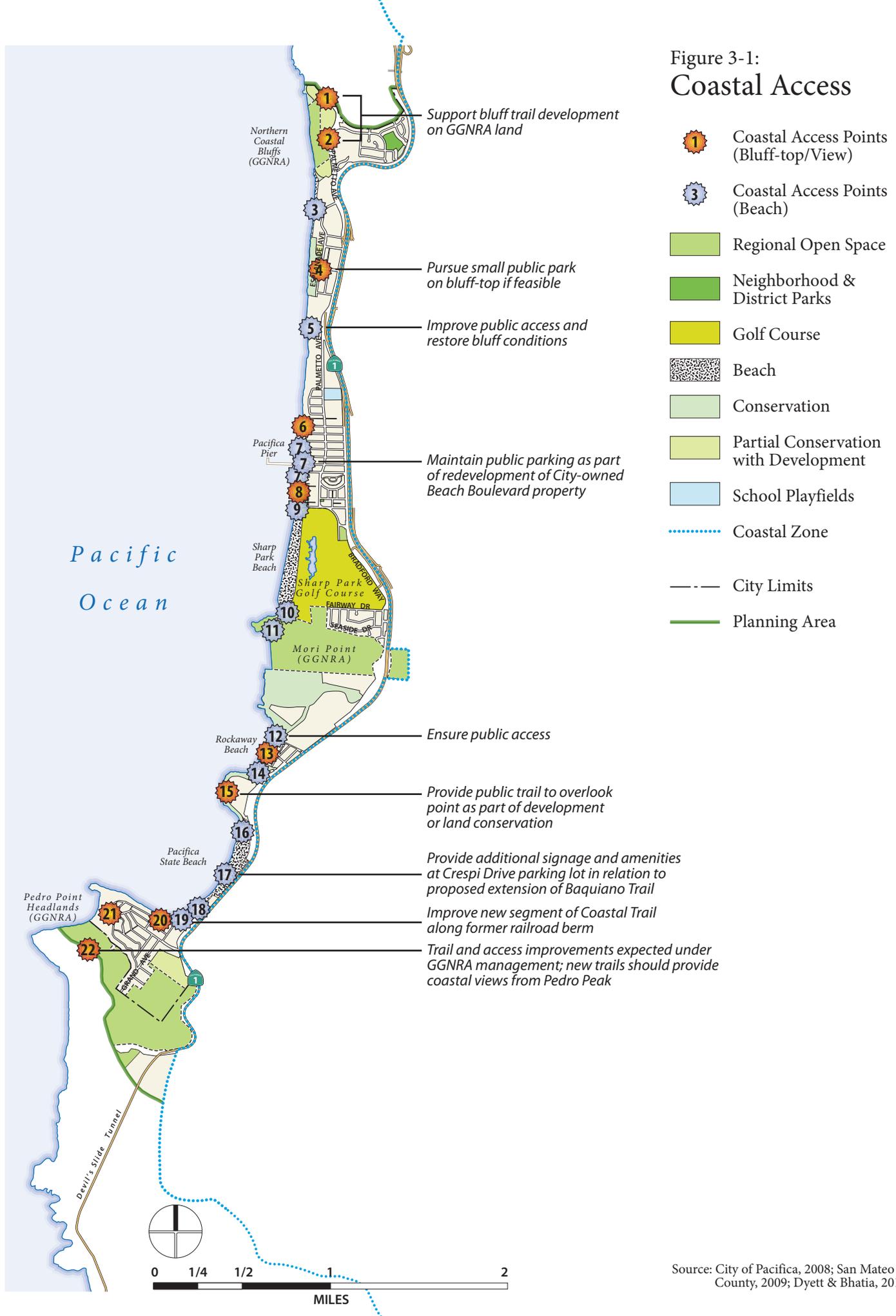
- **Section 30252** Maintenance and enhancement of public access
- **Section 30254** Public works facilities

## 3.2 COASTAL ACCESS

Under the Coastal Act, the public’s right of access to the sea is protected (Section 30211). New development along the coastline is expected to provide public access from the nearest public roadway, except where public access would endanger public safety or fragile coastal resources or where there is adequate access nearby (Section 30212). Public access requirements are to be implemented in a way that allows flexibility in the time, place, and manner of access based on site characteristics such as topography, natural resources, and the privacy of adjacent property owners (Section 30214). To the greatest extent feasible, public coastal access facilities should be distributed along the coastline to prevent overcrowding or overuse of any area (Section 30212.5).

The Coastal Act requires that local coastal land use plans include a public access component to coordinate public and private access improvements. Coastal access points in Pacifica are detailed in **Table 3-1** and shown in **Figure 3-1**. Some of the access points are privately-owned, while others are on public land. Two types of access points are distinguished: those that provide beach access, and those that provide bluff-top access or viewpoints.

Figure 3-1:  
Coastal Access



Source: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2013.

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### Coastal Access Points with Beaches

Public access to beaches in Pacifica exists at Sharp Park Beach, Rockaway Beach, and Pacifica State Beach. The shore can also be reached by a wooden stairway at Lands End Apartments in the West Edgemar-Pacific Manor neighborhood, and a public easement on the south side of the San Francisco RV Park.

### Coastal Access Points at Bluff-tops or Overlook Points

Bluff-top or promontory access with views over the coastline exists at Mori Point and on the Northern Coastal Bluffs. Direct views to the Ocean are provided at Esplanade Avenue; along Beach Boulevard; at Rockaway Beach; and from the Ocean Shore Railroad berm and the top of Kent Road in the Pedro Point neighborhood. A multi-purpose trail was constructed in 2006 at the south end of Esplanade directly north of the RV Park. Access and overlook points are listed on **Table 3-1**.

### Coastal Access Improvements

The City is planning improvements to the public access point south of the San Francisco RV Park and may develop a small public park or bluff-top viewing area on City-owned land along Esplanade Avenue if such improvements are feasible.

The City has supported potential trail improvements by GGNRA to create additional public access on the Northern Coastal Bluffs and at Pedro Point Headlands. A coastal access point has been identified on Rockaway Headlands, where the public could have the opportunity to experience this spectacular setting. LCLUP policies identify additional coastal access improvements.

### Coastal Access with Development

According to the Coastal Act, new development is required to provide maximum beach access from the nearest public roadway to the shoreline and along the shoreline, except where specific conditions apply. This provision does not apply to all types of new development, including reconstruction of a single family house or improvements to structures which do not change the intensity of use (California Public Resources Code Section 30210-30214).

### Right of Access Acquired Through Use

Along the California coast the general public has historically used numerous coastal areas. Trails to the beach, informal parking areas, beaches, and blufftops have provided recreational opportunities for hiking, picnicking, fishing, swimming, surfing, diving, viewing and nature study. The public may have the right to use the property by permission of the owner or the public may acquire the right through use of the property without permission. This is sometimes referred to as a “public prescriptive easement”. This term recognizes that the use must continue for the length of the “prescriptive period” before a public easement comes into being. In California the prescriptive period is five years.<sup>1</sup>

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<sup>1</sup> California Coastal Commission, “Some Facts About Public Prescriptive Rights,” accessed July 2013 at <http://www.coastal.ca.gov/access/pr-access-facts.pdf>

**TABLE 3-1: COASTAL ACCESS POINTS**

Map	Name	Beach Access?	Ownership	Detail	Proposed Improvement
1	North City Boundary	No	GGNRA	Bluff top. Isolated beach access using informal trails. Erosion concerns.	Support bluff trail development on GGNRA land.
2	West Fairmont Foredune	No	GGNRA	Bluff top. Isolated beach access using informal trails. Erosion concerns.	Support bluff trail development on GGNRA land.
3	Lands End Apartments	Yes	Private	High bluffs. Path and stairway to beach available to public, privately maintained.	
4	Esplanade at Manor	No	City	Steep bluffs. Coastal erosion has resulted in loss of houses, and fencing across entire stretch.	Pursue small public park on bluff-top if feasible.
5	South of San Francisco RV Park	Yes	Private (public easement)	Coastal bluffs. Beach accessible by informal path. Off-street parking provided. Erosion concerns.	Improve public access and restore bluff conditions.
6	Northern Beach Boulevard	No	City	Seawall along Beach Boulevard and armored bluff shoreline. No parking.	
7	Pacifica Pier and Vicinity	Yes	City	Access to beach at San Jose, Montecito Avenues across armored bluffs, and to Pier at end of Santa Rosa Avenue. Popular fishing area. Erosion concerns. Parking at City-owned lot.	Maintain public parking as part of redevelopment of City-owned Beach Boulevard property.
8	Sharp Park Beach Promenade	Yes	City and State	Low bluffs between beach and park. Popular for walking, jogging, fishing, ocean viewing, beachcombing. Parking available along Beach Boulevard.	
9	Clarendon Road	Yes	City and State	Access to long beach across very low bluffs, protective berm. Parking available along Beach Boulevard.	
10	Sharp Park, South End	Yes	City/County of SF	Beach access from south end of berm. Access point is reached by GGNRA's Mori Point Trail.	
11	Mori Point	No	GGNRA	Steep rocky bluffs, subject to rockfalls. Trail improvements and habitat restoration in progress.	
12	Rockaway Beach, North End	Yes	City, private	Low armored bluffs to sandy beach. Informal beach access. Public parking lot provides access to beach, most of which is privately-owned	Ensure public access.

**TABLE 3-1: COASTAL ACCESS POINTS (CONTINUED)**

Map	Name	Beach Access?	Ownership	Detail	Proposed Improvement
13	Rockaway Beach Seawall	No	City	Promenade above seawall provides ocean views. Parking available in private lots or on-street.	
14	Rockaway Beach, South End	Yes	Private	Gentle slope to sandy beach. Popular for surfing, ocean viewing. Served by public parking lot for 60 vehicles. Also a trailhead for Coastal Trail.	Ensure public access to the beach.
15	The Headlands (new)	No	Private	Headlands with steep cliffs descending to cobble beach. No formal access. Erosion concerns.	Provide public trail to overlook point as part of development or land conservation.
16	North End of Pacifica State Beach	Yes	State	Unrestricted access along beach and Coastal Trail. Nearest parking at public lot at Crespi Drive.	
17	Central Pacifica State Beach	Yes	State	Unrestricted beach access, and access to Coastal Trail. Public lot across Highway 1 at Crespi Drive provides 175 parking spaces, restrooms and changing facilities/	Provide additional signage and amenities at Crespi Drive parking lot in relation to proposed extension of Baquiano Trail.
18	South End of Pacifica State Beach	Yes	State	Unrestricted beach access and access to Coastal Trail. Public parking for State Beach provided in two parking lots, accessed from Highway 1 and San Pedro Avenue.	
19	North Side Pedro Point Shopping Center	Yes	Private	Informal trail access, and customer parking at shopping center.	Improve new segment of Coastal Trail along former railroad berm.
20	Oceanshore Railroad Berm	No	Private	Narrow sandy beach backed by private residences and the old Oceanshore Railroad berm, about 80-100 feet in height.	
21	Shelter Cove (new)	No	Private	Steep bluff. Access by steep, informal trail on private land. High-up views over Shelter Cove, Pedro Point.	
22	Pedro Point Headlands (new)	No	Public	Headlands with steep cliffs. Limited trail access exists from trailhead at Highway 1.	Trail and access improvements expected under GGNRA management; new trails should provide coastal views from Pedro Peak.

Source: Pacifica General Plan, 1980; Dyett & Bhatia 2012

## Policies

### Guiding Policies

- PR-G-1** **Coastal Access and Recreational Opportunities.** Provide maximum coastal access and recreational opportunities 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, including access at each point identified on Figure 3-1.
- PR-G-2** **Management of Public Access.** Provide public access in a manner that takes into account the need to regulate the time, place, and manner that access is provided, based on such factors as topographic and site constraints; the fragility of natural resources; and the privacy of adjacent residential uses.
- PR-G-3** **Distribution of Public Coastal Facilities.** Continue to distribute public facilities, including parking areas or facilities, so as to mitigate against the impacts of overcrowding or overuse by the public of any single area.

### Implementing Policies

- PR-I-1** **Public Shoreline Access.** Continue to ensure that new development does not interfere with the public's right of access to the sea at locations identified in the Local Coastal Land Use Plan and where public access to the sea has been acquired through historic use or legislative authorization.
- Public access locations are shown on the Open Space and Trails map.*
- PR-I-2** **New Development and Coastal Access.** Require that new development along the coastline provide public access from the nearest public roadway to the shoreline and along the coast, and be designed to minimize impacts to public coastal access and recreation. Ensure that impacts are mitigated through the dedication of access or trail easements or the provision of improvements to other public access points.
- The Planning Director may grant exceptions to this requirement where public access would pose a safety risk or threat to fragile resources, or where adequate access exists nearby.*
- PR-I-3** **Private Roads and Gates.** Prohibit gates and other barriers designed to regulate or restrict access on private roads where such barriers have the potential to impede access to public trails and recreational areas.
- PR-I-4** **Maintenance of Public Coastal Access.** Require a public or private entity to be responsible for required public access ways. Until such an entity agrees to be responsible for such access ways, they are not required to be open for public use. Dedicated public access ways should be designed to provide views as well as access connections to or along the shore.

- PR-I-5** **Impediments to Public Access.** Prohibit restrictions on public parking that would adversely affect public access to beaches, trails, or other recreational lands along the coast except where necessary to protect public safety. Such restrictions include the installation of “private beach” and “private parking” signs, landscaping, and painting red curbs in the public right-of-way.
- PR-I-6** **Structures on Public Beaches.** Limit structural development on public beaches to that which is necessary for public access or safety, such as lifeguard towers, waste receptacles, or wheelchair accessways. Such development will be sited and designed to minimize adverse impacts on public access, recreation, and coastal resources.
- PR-I-7** **Adjustment of Lateral Shoreline Easements.** Require that new lateral shoreline easements, where required, automatically adjust as needed to move in response to changes to the shoreline (“rolling easements”).
- When sea level rise models are available with sufficient detail for local land use planning, new development must demonstrate that lateral access can be maintained for the expected life of the building. Alternatively, the Planning Director may determine that lateral public access is not necessary.*
- PR-I-8** **Temporary Events.** Ensure that temporary events minimize impacts to public access, recreation, and coastal resources through the special events permitting process. Require a coastal development permit for temporary events to be held in the Coastal Zone that are held between Memorial Day weekend and Labor Day, and occupy all or part of a public sandy beach area.
- PR-I-9** **Fees and Time Restrictions.** Ensure that public beaches and parks in the Coastal Zone maintain lower-cost user fees and parking fees, and minimize parking lot and beach curfews to the extent feasible in order to maximize public access and recreation opportunities.
- PR-I-10** **Northern Coastal Bluffs.** Promote potential trail improvements by GGNRA to create controlled public access to the bluffs, while protecting Northern Coastal scrub and other vegetation. (See Points 1 and 2 on the Coastal Access map.)
- PR-I-11** **Esplanade Bluff.** Develop a small public park or viewing area on City-owned land along Esplanade Avenue (Point 4 on the Coastal Access map), if such improvements are feasible.
- PR-I-12** **Coastal Access Point South of RV Park.** Complete planned improvements to public access along easement south of the RV Park (Point 5 on the Coastal Access map), including trail improvements and natural restoration. Lateral access along the bluffs should be provided from this coastal access point with changes on surrounding properties.
- PR-I-13** **Beach Boulevard.** Ensure that public access to the coast at the Promenade and Pier (Points 7 and 8 on the Coastal Access map) is maintained and enhanced by

redevelopment at the City-owned 2212 Beach Boulevard site, including continuation of public parking.

- PR-I-14** **Rockaway Beach.** Ensure that public access to Rockaway Beach (from Points 12 and 14 on the Coastal Access map) is maintained.
- PR-I-15** **Rockaway Headlands.** On the Headlands south of Rockaway Beach, create public access to coastal views (Point 15 on the Coastal Access map).
- PR-I-16** **Pedro Point Headlands.** Extend trails on Pedro Point Headlands to a coastal overlook point. (See Point 22 on the Coastal Access map.)
- PR-I-17** **Rockaway Quarry.** If a safe public route can be developed on the Quarry uplands, create coastal access along a new trail connecting Rockaway Beach with Mori Point, as part of a conservation proposal or new development.

### **3.3 OPEN SPACE AND RECREATION**

The Coastal Act seeks to preserve areas especially suited for ocean-oriented recreational use (Section 30220) unless the demand is not likely in the foreseeable future or similar recreation is already adequately provided for locally (Section 30221). Upland areas necessary to support coastal recreational uses should also be preserved (Section 30223). Section 30224 specifically promotes development of facilities for boating use. New development along the coast should ensure that the recreational needs of new residents will not overload coastal recreation areas (Section 30252).

Parks and recreation facilities provide community gathering places, opportunities for relaxation, passive and active recreation, enjoyment of the natural environment, and a break from the stresses of everyday life. Public open space in Pacifica also defines neighborhoods, establishes urban edges, creates scenic vistas, protects coastal resources, and protects rare and endangered or threatened plants and animals and their habitats.

Pacifica has over six miles of coastline and beaches, offering recreation opportunities that include isolated beach experiences, outstanding fishing, surfing, tide-pooling and diving. Trails provide public access along much of Pacifica's coastline. Pacifica also provides City parks in a variety of sizes for local residents, and maintains a partnership with local school districts making school play fields available for community use. Existing parks and proposed improvements are shown on **Figure 3-2, Parks and Open Space System**.

In addition to the extensive public land in Pacifica's Coastal Zone and the recreation opportunities it affords, the Local Coastal Land Use Plan designates certain areas for Low-Intensity Visitor-Serving Commercial uses. This development priority is covered in Chapter 2.

#### **Regional Parks and Beaches**

##### *Regional Parks*

Regional parks and beaches in the Coastal Zone total approximately 450 acres, and are listed in **Table 3-2**. This park land is owned and managed by various agencies, including the National Park Service,

the State of California, the City and County of San Francisco, and the City of Pacifica. The City does not have permitting authority over park land owned by other public agencies.

<b>TABLE 3-2: REGIONAL PARKS AND BEACHES IN THE COASTAL ZONE</b>		
<b>Park Name or Category</b>	<b>Owner</b>	<b>Acres</b>
<b>Regional Parks</b>		
Mori Point (GGNRA)	National Park Service	106
Northern Coastal Bluffs (GGNRA)	National Park Service	17
Pedro Point Headlands (GGNRA) <sup>1</sup>	City of Pacifica, State of California	160
Sharp Park <sup>2</sup>	City and County of San Francisco	128
<i>Subtotal</i>		<i>410</i>
<b>Beaches</b>		
Sharp Park Beach	City and County of SF, State of California	14
Rockaway Beach	Private	4.5
Pacifica State Beach	State of California, City of Pacifica	21
<i>Subtotal</i>		<i>40</i>
<b>Total</b>		<b>450</b>

Notes:

(1) As of 2012, Pedro Point Headlands is owned by the City of Pacifica and the California Coastal Conservancy.

(2) Only portion within Coastal Zone is counted. Portion of Sharp Park Beach within Sharp Park is calculated under "Beaches".

Source: San Mateo County Assessor's Office, 2008; City of Pacifica, 2010; Dyett & Bhatia, 2012.

### **GOLDEN GATE NATIONAL RECREATION AREA**

Mori Point and land on Pacifica's Northern Coastal Bluffs are part of the National Park Service's Golden Gate National Recreation Area (GGNRA), which extends in segments from Point Reyes, through San Francisco, to the Santa Cruz Mountains. Additional land owned by the California Coastal Conservancy and the City of Pacifica on Pedro Point Headlands is expected to be added to the Park. As of 2009, GGNRA estimated approximately 17 million visitors to the Recreation Area as a whole, up from 13 million visitors to 74,820 acres of parkland in 2004.<sup>2</sup> Protected ridges and coastal bluffs in and adjacent to the GGNRA are features of major local and regional significance as well as being vantage points for impressive views of the coast and bayside ridges and valleys.

#### *Northern Coastal Bluffs*

GGNRA manages approximately 17 acres of bluffs along the ocean in the far northern end of Pacifica, nearly contiguous with GGNRA-managed coastal land around Mussel Rock in Daly City. This land offers wide open views from Palmetto Avenue. There is currently no improved public access. GGNRA intends to preserve and enhance the natural and scenic values of their cliffs, with some public access.

#### *Mori Point*

Mori Point, a 106-acre promontory between Sharp Park and Rockaway beaches, was added to the GGNRA in 2002. Mori Point is accessible from the Coastal Trail along Calera Creek, from the Sharp Park levee at Clarendon and Beach Boulevard, or from Mori Point Road in the West Fairway

<sup>2</sup> National Park Service, <http://www.nps.gov/goga/parkmgmt/statistics.htm>, accessed 2009.

Park neighborhood. The San Francisco garter snake and California red-legged frog are found on Mori Point, and the unit is managed for the protection of these species, while trail enhancements are also being provided.

#### *Pedro Point Headlands*

Pedro Point Headlands is the coastal extension of San Pedro Mountain, jutting into the Pacific west of Highway 1 north of Devil's Slide. Most of Pedro Point Headlands within the Planning Area are now owned by the State of California or the City of Pacifica and are expected to be added to GGNRA. The Headlands will be managed for habitat protection and public enjoyment. Trail improvements and the creation of a trailhead and parking area will occur with the closure of the section of Highway 1 bypassed by the Devil's Slide tunnel.

#### **SHARP PARK**

The 400-acre Sharp Park is the result of a 1917 land bequest by the Murphey family to the City and County of San Francisco, on the condition that the land remains in recreational use. Sharp Park has an 18-hole public golf course, occupying 128 acres between the ocean berm and Highway 1. It was established in 1932 and designed by Alister Mackenzie. The Park provides low-cost golf to the general public, with reduced greens fees for Pacifica and San Francisco residents. The golf course also includes habitat for the California red-legged frog and the endangered San Francisco garter snake. In 2009, the San Francisco Recreation and Park Commission adopted a restoration plan that would retain the golf course, while also creating more habitat by realigning parts of the course.

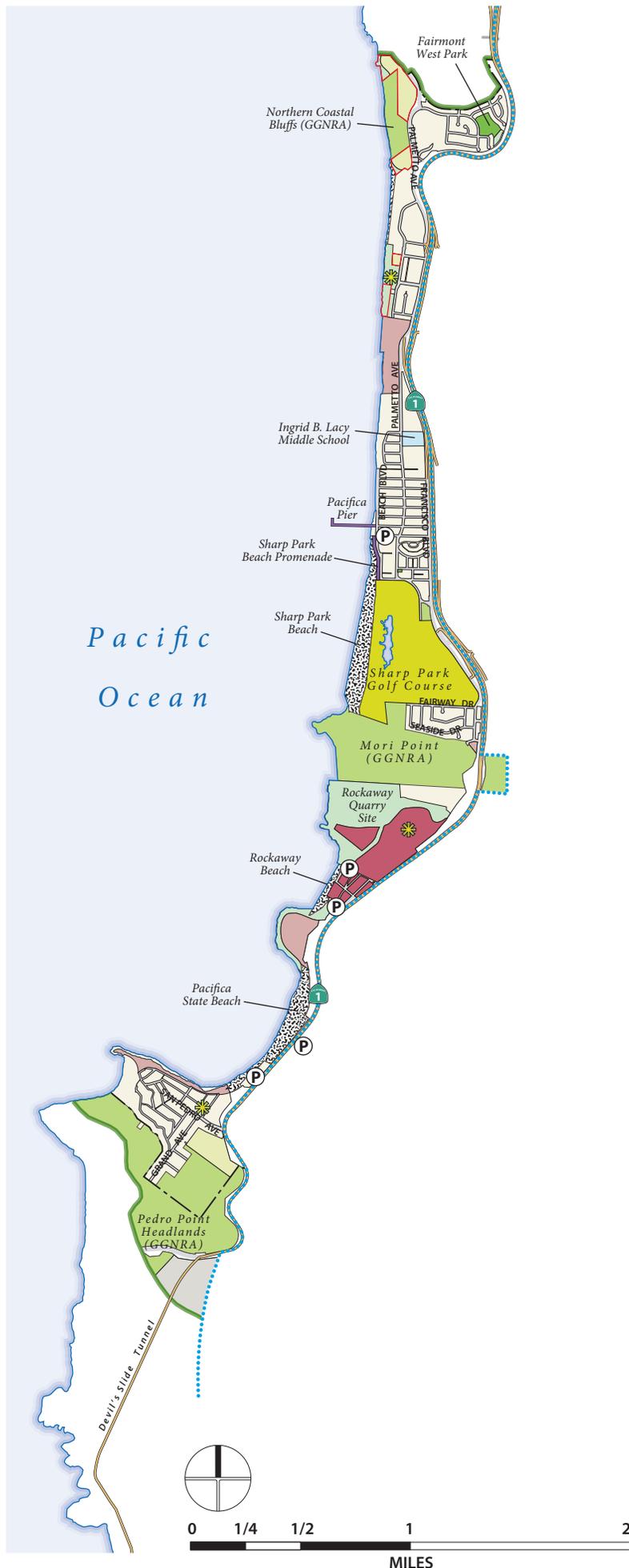
#### *Beaches*

#### **PACIFICA STATE BEACH**

Pacifica State Beach, stretching more than a half mile between Pedro Point and the Rockaway Headlands, is one of the most popular surfing spots in the San Francisco area. By a 2005 estimate, more than one million visitors use Pacifica State Beach every year. Most of the beach and dunes are owned by the State and are part of the state parks system, but are managed by the City of Pacifica. Improvements completed in 2004 included rehabilitation of the Linda Mar Sewage Pumping Station, wetlands restoration, shoreline protection, dune restoration, improvements to the Coastal Trail, and new public restrooms.

Figure 3-2:  
Parks and Open Space System

-  Park Opportunity Site
-  Regional Open Space
-  District, Neighborhood, & Pocket Parks
-  Special Facilities
-  School Playfields
-  Priorities for Conservation
-  Golf Course
-  Beach
-  Other Protected Open Space
-  Partial Conservation with Development
-  Urban Reserve
-  Visitor Serving Commercial
-  Low-Intensity Visitor-Serving Commercial
-  Visitor Parking Lot
-  Coastal Zone
-  City Limits
-  Planning Area



Source: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2013.

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**ROCKAWAY BEACH**

Rockaway Beach lies on a small bay between rocky headlands. The north end of the beach may be accessed from a seafront plaza at the end of Rockaway Beach Avenue. A parking lot connects the south end of the beach to a new segment of the Coastal Trail crossing the Headlands between Rockaway Beach and Pacifica State Beach. The new section of Coastal Trail along Calera Creek can be reached from the south end of Rockaway Beach.

**SHARP PARK BEACH AND PACIFICA PIER**

Sharp Park Beach extends from Mori Point along the west side of the Sharp Park levee to the West Sharp Park neighborhood. The southern section is owned by the City and County of San Francisco as part of Sharp Park, while the northern portion is owned by the State. The beach is open to the public, and is popular for walking. It is reached from the south from a small trailhead at Mori Point, and from the north at the Beach Boulevard Promenade, where public parking is available. The Promenade also provides access to Pacifica Pier.

*Open Space Task Force Recommendation*

An Open Space Task Force, convened by City Council in 1984 “to identify, prioritize, and seek means for long-range preservation of significant open space in Pacifica,” identified 51 properties as priorities for preservation. Preservation strategies include public acquisition of land or conservation easements; General Plan and zoning changes; use of Transfer of Development Rights; and action by a local land trust. The Open Space Task Force recommendations include land that has been permanently preserved since the Report was produced. Land on Mori Point, Pedro Point Headlands, the Northern Coastal Bluffs, Esplanade Bluff, Sharp Park Beach, and Pacifica State Beach were acquired by land trusts, the City of Pacifica, the California Coastal Conservancy, or the National Park Service for conservation.

*Priorities for Regional Park Land in the Planning Area*

Some land owned by the City and the State, on Pedro Point Headlands, is expected to be added to GGNRA. This allows the National Park Service to coordinate trail access and improvements and park land management. The General Plan also identifies land on the Northern Coastal Bluffs and the bluffs along Esplanade Avenue as priorities for permanent conservation because of the presence of sensitive natural communities and the risks of development along the coast. This land may be managed by GGNRA, the City, or others, with development rights transferred with use of the City's TDR program.

On a variety of other sites shown on **Figure 3-1** as “Partial Conservation with Development,” open space is expected to be preserved as part of development.

**City Parks and Playfields**

Section 30252 of the Coastal Act states that new development along the coast should ensure that the recreational needs of new residents will not overload coastal recreation areas.

City parks and school playfields provide active use areas and areas for local passive enjoyment for Pacifica residents. City parks and school grounds in the Coastal Zone total approximately 10 acres. The Coastal Zone includes one neighborhood park, Fairmont West, which covers five acres and includes a soccer field, basketball hoops, and public restrooms. Palmetto Mini-Park provides a small

playlot for the West Sharp Park neighborhood, while more ample playfields are available for after-school use at I.B. Lacy Middle School.

The most prominent City of Pacifica recreational facilities in the Coastal Zone are Sharp Park Beach Promenade and the Pacifica Municipal Pier. Sharp Park Beach Promenade is located above the seawall in the West Sharp Park neighborhood. It is served by public parking, and is popular for walking and jogging. The Promenade provides access to the Pacifica Pier and Sharp Park Beach. Pacifica Municipal Pier, built in 1973, is one of the Bay Area's most popular places to fish. No fishing license is needed, and several types of fish can be caught from the pier. The pier is adjacent to the promenade and picnic area along Beach Boulevard. A café is located at the foot of the pier.

### *Park Standards*

The City's park standards are intended to meet the needs for active and passive recreation and enjoyment of Pacifica residents and visitors over the planning period. Pacifica requires developers to dedicate land or pay an in-lieu fee to provide park land at a ratio of five acres per 1,000 residents. All residents should be within a short walk (one-quarter to one-half mile) of either a neighborhood park or usable outdoor area at a school site, but not necessarily both.

### *Parks and Recreation Priorities*

According to the California Parks and Recreation Society, the most valued feature of parks is the preservation of and access to outdoor spaces, particularly minimally-developed areas in a nearly natural state and areas with facilities for children's play and for exercise and group sports. Parks also provide a sense of social connectedness.<sup>3</sup> The desire for natural areas is abundantly met in Pacifica.

Pacifica has a good inventory of park land. Because population growth is expected to be slow during the planning period, little new land is needed (an estimated 13 acres citywide). Fiscal constraints, meanwhile, make park maintenance a challenge in the future. Pacifica is likely to focus on enhancing existing parks, and evaluating opportunities to create new parks on underused public land and as part of new development. Opportunity sites for new parks and park improvements are shown in **Figure 3-2**.

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<sup>3</sup> California Park & Recreation Society. Market Research to Support CRPS Building the Brand Initiative. March 2009.

## Policies

### Guiding Policies

- PR-G-4 Coastal Areas Suited for Water-Oriented Recreation.** Continue to protect coastal areas suited for water-oriented recreational activities.
- This policy applies to but is not limited to the following: fishing at Pacifica Pier, surfing and other water recreation at Pacifica State Beach. The policy is based on Section 30220 of the California Coastal Act.*
- PR-G-5 Development of City Parks.** Create and enhance neighborhood and pocket parks and plazas to provide access to local recreational space to all Pacifica residents.
- PR-G-6 Recreation Facilities.** Enhance outdoor recreation facilities and services in local parks, in coordination with youth and adult leagues and community groups with priority given to sports fields and off-leash dog play areas.
- PR-G-7 Community Gathering Place.** Create or enhance one or more public plazas or central gathering places where all Pacifica residents come together. This place or places should be connected with concentrated, mixed use areas.
- PR-G-8 School Playfields.** Continue to cooperate with the school districts to make school play fields available for public use after school hours.
- PR-G-9 Open Space Preservation.** Preserve open space that protects natural resources, visual amenities, and public health and safety.
- The top priority areas for conservation are beaches, oceanfront bluffs, ridgelines, hillsides areas adjacent to existing open space, and areas that support critical wildlife habitat and endangered species.*

### Implementing Policies

#### REGIONAL PARKS AND BEACHES

- PR-I-18 Public Access Improvements and Habitat Restoration.** Support GGNRA in implementing habitat restoration and public access improvements at its park units in the Planning Area, including Sweeney Ridge, Milagra Ridge, Mori Point, and the Northern Coastal Bluffs.
- PR-I-19 Pedro Point Headlands.** Complete the planned transfer of City-owned land on Pedro Point Headlands to GGNRA, in coordination with transfer of State-owned land, and pursue land and/or trail easement acquisition to connect Headlands trails with the Coastal Trail in Pacifica.
- PR-I-20 Northern Coastal Bluffs.** Promote the permanent conservation of private land on the Northern Coastal Bluffs to protect sensitive natural communities and protect

against coastal erosion. Managed protected land together with adjacent GGNRA land.

**PR-I-21** **Sharp Park.** Support the continued operation of golf at Sharp Park Golf Course, and support development of additional recreational uses in upland portions of the Park.

*The long-term management approach must protect existing development from hazards; protect and restore habitat; and maintain public access to and along the beach.*

**PR-I-22** **Sharp Park and Pacifica State Beaches.** Maintain partnership with the State of California in ownership and management of Sharp Park Beach and Pacifica State Beach, balancing public access with protection of habitat and shoreline conditions.

**PR-I-23** **Rockaway Beach.** Pursue public ownership of Rockaway Beach and promote management that enhances natural shoreline processes.

**PR-I-24** **(NEW) Fees and Time Restrictions.** Ensure that public beaches and parks in the Coastal Zone maintain lower-cost user fees and parking fees, and minimize parking lot and beach curfews to the extent feasible in order to maximize public access and recreation opportunities.

#### **CITY PARKS AND SCHOOL PLAYFIELDS**

**PR-I-25** **Park Land Dedication or In-Lieu Fees.** For new development, continue to require the dedication of land or payment of in-lieu fees to provide park land at a ratio of five acres per 1,000 residents.

**PR-I-26** **Park Development to Meet Park Standards.** Develop new parks in a timely manner using in-lieu fees or land dedicated as part of new development, to ensure that Citywide park and recreation space is available to the community at a ratio of 6.4 acres per 1,000 residents by 2035.

**PR-I-27** **Community Use of School Grounds and Recreation Facilities.** Maintain existing joint-use agreements and seek to strengthen these as needed to ensure community use of play areas and indoor recreation facilities at school sites.

**PR-I-28** **Parks as Part of Future Development.** Create future public spaces, accessible to the community, as part of the redevelopment of publicly-owned sites and of larger privately-owned sites, including the Rockaway Quarry site, the undeveloped San Pedro Avenue site, and the Milagra Canyon site.

**PR-I-29** **Pocket Park Opportunity Sites on Public Land.** Explore opportunities to develop pocket parks on public land that is not otherwise needed as neighborhood gathering places and play areas.

*Potential sites are on street stubs or right-of-way not needed to serve future development, and within easy walking distance to adjacent residences. Amenities should include, but*

*not be limited to, play or exercise equipment in park-deficient areas, and benches or picnic tables at scenic overlook points.*

### 3.4 TRAIL SYSTEM

Trails play an important role in enhancing the recreational use of the coastline. Coastal Act provisions call for upland areas necessary to support coastal recreational uses to be preserved (Section 30223).

#### Existing Trails in the Planning Area

The Pacifica Planning Area has 67 miles of trails through GGNRA land, in San Pedro Valley County Park, and along the coast, including segments along City streets. Historically, the City has sought to create a system that includes a coastal trail, a ridgeline trail, and lateral trails connecting the ridgeline to the coast, as shown in **Figure 3-3**.

##### *Coastal Trail*

Pacifica's Coastal Trail currently runs almost the length of the Planning Area, from the Daly City boundary to Pedro Point Shopping Center. The route follows Palmetto Avenue alongside the Northern Coastal Bluffs, turns onto Esplanade Avenue through the West Edgemar-Pacific Manor neighborhood, and follows Palmetto again through West Sharp Park. The trail then branches into two parallel routes. The western route travels along the levee between Sharp Park Golf Course and Sharp Park Beach, and then east along the north side of Mori Point. The eastern route follows Francisco Boulevard south, meeting the other trail at the Mori Point trailhead. From this point, the Coastal Trail follows a path alongside Highway 1 and then arcs west along the restored section of Calera Creek in the Rockaway Quarry site. After a short on-street segment in the Rockaway Beach district, the trail follows a path over the Rockaway Headlands and then along the inland side of the dunes at Pacifica State Beach. The trail currently comes to an end at the south end of the beach.

##### *Ridge Trails*

Lateral trail connections to the Bay Area Ridge Trail along Sweeney Ridge exist along Milagra Ridge, Mori Ridge and Cattle Hill. Trailheads with parking lots are at Milagra Ridge, Skyline College, Sneath Lane, and Shelldance Nursery off of Highway 1. Connections between the Coastal Trail and the Ridge trails are currently lacking.

##### *Pedro Point Headlands*

Trails at San Pedro Point bring hikers from a trailhead on Highway 1 to an overlook point and to Pedro Summit. They are minimally improved, and the trailhead does not currently provide formal parking. The Devil's Slide Tunnel will allow the bypassed highway segment to be converted to a trail, and parking areas and trailheads are planned for both ends of this segment. A trail connection also is planned to fill the gap in the Coastal Trail between Pedro Point Shopping Center and Devil's Slide.

##### *Trailheads and Parking Areas*

Existing trailheads in the Coastal Zone exist at the Sharp Park Beach Promenade; Mori's Point Road; Shelldance Nursery; Rockaway Beach; and Pacifica State Beach. Planning Area trails also can be reached from trailheads east of the ridge at Skyline College and at Sneath Lane. A trailhead without parking exists on Highway 1 approaching Devil's Slide.

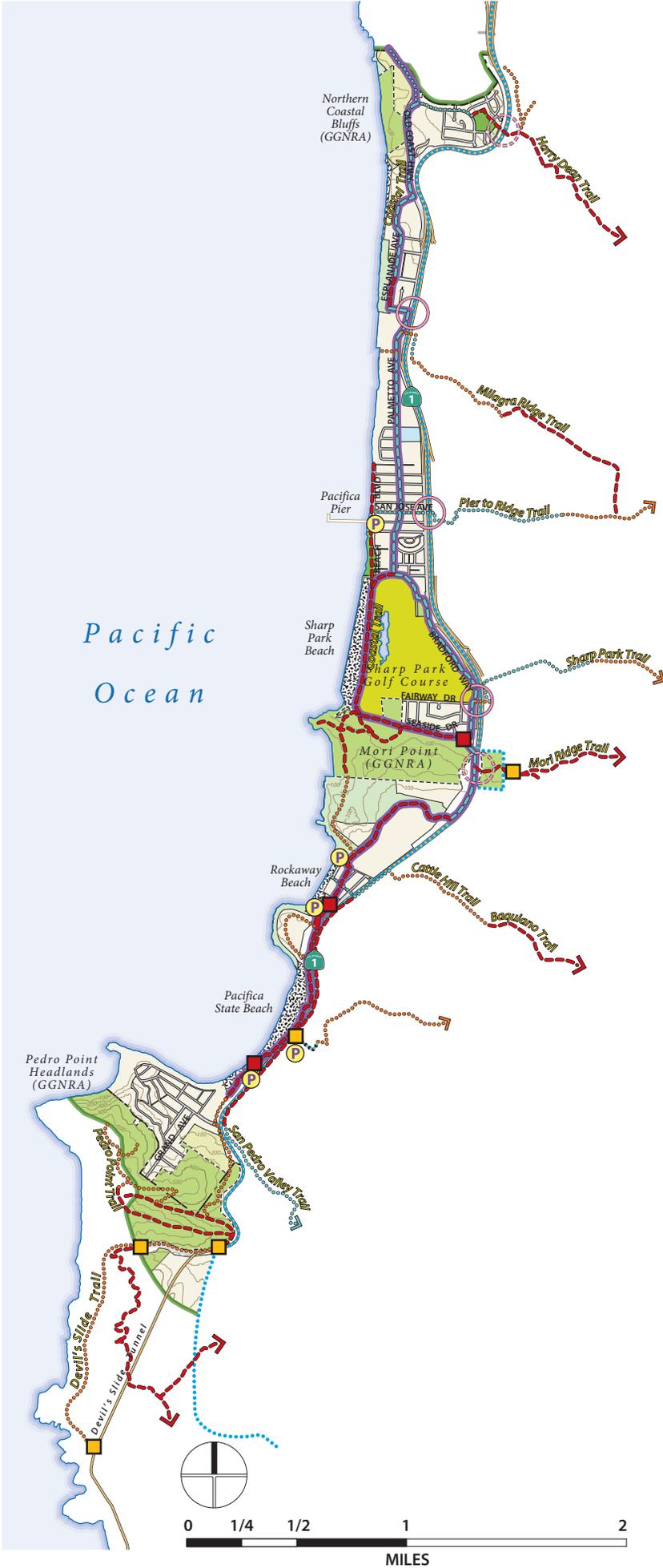
## **Priorities for Enhancing Pacifica's Trail System**

Developing an integrated trail system, as proposed in this Plan, will enhance access to and enjoyment of Pacifica's natural resources for both residents and visitors. It will make possible a variety of loop walks taking in a diversity of scenery and connecting large open spaces with Pacifica's activity centers. The trail system will function both as a system with a Pacifica identity, and as a link in regional and state trail systems.

The Plan proposes four areas of improvement. First, new trail segments are needed to connect the Coastal and Ridge trails and to provide better access to and through Pacifica's neighborhoods. Second, new and improved crossings of Highway 1 are needed to make the new trail connections work. Third, new trailheads and improvements are needed to assure access at locations that reinforce existing activity centers. And fourth, a signage and wayfinding program is proposed to make the overall system legible both as a Pacifica system and as part of the California Coastal Trail and Bay Area Ridge Trail.

Figure 3-3:  
Trail System

- - - Existing Trails
- - - Existing On-Street Trail Routes
- - - Proposed Trails or Trail Improvements
- - - Proposed On-Street Trail Routes
- Coastal Trail
- Existing Trail Heads
- Trail Heads to be Improved
- P Visitor Parking Lot
- Existing SR 1 Crossing
- Proposed SR 1 Crossing
- Regional Open Space
- Neighborhood, District and Pocket Parks
- Golf Course
- Beach
- Other Protected Open Space
- Partial Conservation with Development
- School Playfields
- 100 ft Contour
- - - Coastal Zone
- - - City Limits
- Planning Area



Source: City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2013.

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## Policies

### Guiding Policies

- PR-G-10** **Trail System Expansion.** Expand the trail system in Pacifica to create a connected trail network with communitywide links to open space and recreation facilities, as shown on **Figure 3-3**.

### Implementing Policies

- PR-I-30** **New Segments of California Coastal Trail in Pacifica.** Create new trail segments through Rockaway Quarry uplands and the Headlands as part of development or as separate Coastal Trail initiatives.

- PR-I-31** **Coastal Trail at Devil’s Slide and Between Pacifica and Devil’s Slide.** Support the initiative to create a new trail along the section of Highway 1 bypassed by the Devil's Slide Tunnel, with new trailheads and parking areas at both ends.

*The City will work with involved agencies and property owners to achieve a trail connection parallel to Highway 1 between Pedro Point Shopping Center and the new north Devil’s Slide trailhead.*

- PR-I-32** **Pedro Point Headlands Trails.** In coordination with GGNRA and the California Coastal Conservancy, support trail improvements on Pedro Point Headlands, and extension of these trails to the new trailhead at the north end of Devil’s Slide.

- PR-I-33** **Pedestrian Improvements on Palmetto and Esplanade.** Make sidewalk and streetscape improvements along Coastal Trail segments of Palmetto and Esplanade Avenues a priority.

*Streetscape improvements for Palmetto Avenue will also support a pedestrian-oriented mixed use district in West Sharp Park and may provide for a separated path along the northern coastal bluffs.*

- PR-I-34** **Lateral Ridge Trail Extensions.** In coordination with GGNRA, pursue lateral ridge trail extensions, providing new connections between the Coast and Sweeney Ridge.

- Extend the Baquiano Trail down Fassler Avenue and across private land to Crespi Drive and Highway 1. This would connect the Portola Expedition Camp with the San Francisco Bay Discovery Site on Sweeney Ridge, giving visitors the experience of this historic route.
- Extend the Cattle Hill trail spur west on a new easement with a new trailhead on Caltrans land, or a shared parking agreement with the church at the base of the hill.
- Extend the Milagra Ridge trail west across preserved land on the lower ridge, and provide a safe and attractive connection between the foot of the trail and the coastal access point north of the San Francisco RV Park.

- PR-I-35** **Highway 1 Over-Crossing at Mori Point.** Support the development of a new over-crossing between Shelldance Nursery and Mori Point, in coordination with GGNRA and Caltrans to enhance visitor facilities in Pacifica.
- PR-I-36** **Harry Dean Trail.** Improve and extend existing trails connecting City-owned parks and open spaces in Pacifica's northern neighborhoods to reach Skyline Boulevard on the east and Westline Drive along the Northern Coastal Bluffs.
- PR-I-37** **Pier to Ridge Trail.** Develop a direct pedestrian route between the Sharp Park Beach Promenade and upper Sharp Park Road, also connecting the West and East Sharp Park neighborhoods. Improvements should include:
- A new trail extending east from the top of Talbot Road to Sharp Park Road, with a public access easement;
  - Pedestrian improvements and trail signage along Talbot Road and San Jose or Santa Rosa Avenue; and
  - Replacement or rehabilitation of the Highway 1 over-crossing to enhance pedestrian access between the West and East Sharp Park neighborhoods.
- PR-I-38** **Enhanced Visitor Services at Shelldance Nursery.** Support the proposal for enhanced visitor services at the Shelldance Nursery site, including an education/visitors' center, additional parking, and better access, to be implemented by GGNRA.
- Shelldance Nursery may become the hub of Pacifica's trail system, with direct access to coastal and ridge trails, visitor amenities, and proximity to visitor-oriented commercial areas.*
- PR-I-39** **Hikers' Huts and Related Amenities.** Support the development of hikers' huts, kiosks, or cabins for hikers on Sweeney Ridge and at Rockaway Headlands
- PR-I-40** **Signage and Wayfinding.** Develop the overall image and accessibility of Pacifica's natural assets, through a program of consistent and attractive signage for the trail system.
- Provide wayfinding signage along all on-street portions of the trail system; at junctions of off-street trails; and at trailheads.
  - Provide interpretive signage to identify landforms visible from viewpoints; provide information about the natural environment and sensitive species; information about historical and cultural points of interest; information about unique features of Pacifica; and other subjects.
- Each trail should have an identity as part of the Pacifica trail system (e.g., Trail 1—Coastal Trail). Where routes are shared with the California Coastal Trail or the Bay Area Ridge Trail, these should also be identified.*
- PR-I-41** **Pacifica Parks and Trails Map and Guide.** Develop a map of Pacifica's parks and trails to support recreation activities, marketing and outreach efforts.

## 3.5 BICYCLE AND PEDESTRIAN NETWORK

As with the multi-use trail system described above, bicycle facilities expand access to the coastline for both local residents and recreational users, and support Coastal Act provisions for recreational use of upland areas (Section 30223) and maintenance and enhancement of public access (Section 30252).

### Bicycle Circulation

Pacifica's highly scenic setting, recreational amenities, and connections to major regional open spaces and trails make it ideal for recreational bicycle riding, and for local trips along the coastline or in the valley neighborhoods. However, the network of bicycle routes is inconsistently developed and not always well marked.

The proposed bicycle system, shown in **Figure 3-4**, is a critical component of the circulation network. It shows both bicycle routes and improved signage to improve access and safety. It provides bicyclists with a complete network of continuous and safe access along the coastal corridor and between neighborhoods. These designations support the City of Pacifica Bicycle Plan.

The Bicycle System includes three types of bikeway classifications, consistent with Chapter 1000 of the Caltrans Highway Design Manual:

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

### *North-South Bikeway*

Pacifica's north-south bikeway primarily runs parallel to and along SR 1. The northern segment includes a Class III facility (a signed bike route) along Esplanade Avenue, a Class II facility (bike lane) along Esplanade and Palmetto Avenues, and another stretch of Class III bike route on Francisco Boulevard to Mori Point Road and State Route 1. At this point, the bikeway becomes a Class I facility (bike path) between Mori Point Road and Reina del Mar Avenue. From here, the north-south bike route goes along a Class I facility along Calera Creek through the Rockaway Quarry site to Rockaway Beach. From here the route has two branches: a bike path over the Headlands and along the dunes from Rockaway Beach to Pacifica State Beach; and an unofficial route with a 9-foot-wide striped lane along SR 1. An enhanced north-south bikeway following Plan policies will provide options for more direct travel on major roadways, or more sheltered travel on Class I facilities or low-traffic streets.

### *Other Bikeways*

A Class II (striped bike lane) and Class III (signed bike route) facility runs east-west along Sharp Park Road between SR 1 and SR 35, providing a primary connection to the coastline from the east. Sharp

Park Road has a continuous eastbound bike lane; the westbound bike lane currently exists only between College Drive and US 35. No immediate bikeway improvements are proposed for the east-west route along Sharp Park Road.

A series of additional bikeways are proposed to serve the Sharp Park, Vallemar, Rockaway Beach, Linda Mar, and Pedro Point neighborhoods. These routes are planned to provide convenient access to most Pacifica residents, to follow streets with gradual slopes, and to use through streets with adequate right-of-way for bicycle facilities where possible. Proposed routes within the Coastal Zone are shown on **Figure 3-4**.

### *Bicycle Parking and Amenities*

As of 2000, there were 24 bike racks in Pacifica with a combined capacity for 130 bikes. Bike racks are close to most major destinations along the two bike routes, but are not present at Rockaway Beach, the beach access location at the end of Esplanade Avenue, in the Pedro Point area, at some of the public schools, or in the Pacific Manor commercial area. Improved parking and amenities will increase the comfort and appeal of biking in Pacifica during the planning period.

### **Pedestrian Circulation**

Walking is a basic and often overlooked part of all trips that also involve transit or automobiles. Walking can be ideal for short, local trips for shopping, school, and recreation. Adequate facilities for pedestrians help to ensure access to and along the coast. This section focuses on pedestrian facilities that support comfortable and safe day-to-day pedestrian travel. See Section 3.4 for a discussion of the trail system in Pacifica, and Section 3.6 for a discussion of complete streets.

### *Sidewalks and Crosswalks*

Where sidewalks are present in Pacifica, they are generally between five and 10 feet wide and in good condition. Crosswalks are provided at all studied intersections with appropriate striping and, where appropriate, pedestrian signals. Under the Plan, pedestrian facilities will be improved and enhanced, especially where pedestrian activity is a priority. Pedestrian Priority Zones are shown on **Figure 3-5**, Roadway Network and Planned Improvements.

### *Pedestrian and Bicycle Crossings of Highway 1*

Along SR 1, there are five east-west crossings for automobiles, pedestrians and bikes, at Gateway Drive, Manor Drive, Paloma Avenue, Clarendon Road, and Sharp Park Road. In addition, there are pedestrian/bicycle overcrossings at Milagra Drive and San Jose Avenue, and an undercrossing at Sharp Park Golf Course.

Figure 3-4:  
Bicycle Network

-  Existing Class I
-  Proposed Class I
-  Existing Class II
-  Proposed Class II
-  Existing Class III
-  Proposed Class III
-  Class III to be upgraded to Class II
-  Class I to be upgraded
-  Bicycle Lockers
-  Bicycle Parking
-  Changing Room w/Water
-  Changing Room wo/Water
-  Pedestrian Overpass
-  Pedestrian Underpass
-  Existing Link
-  Potential Link to Unpaved Trail
-  Coastal Zone
-  Parks/Open Space
-  City Limits
-  Planning Area



Source: City of Pacifica, 2008; DKS, 2009; San Mateo County, 2009; Dyett & Bhatia, 2013.

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## Policies

### *Guiding Policies*

- PR-G-11** **Bicycle and Pedestrian Routes.** Develop safe and efficient bicycle and pedestrian access within Pacifica and to local points of interest. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.
- PR-G-12** **Recreational Access.** Provide recreational access to coastal resources and public open space in keeping with Pacifica’s natural environment, with links to regional trails and bicycle corridors.
- PR-G-13** **Mobility for All Users.** Create a safe and attractive walking environment accessible for all users, particularly persons with disabilities, seniors, and younger residents and visitors.
- PR-G-14** **Connections Across Highway 1.** Enhance under- and over-crossings of Highway 1 for pedestrians and bikes to improve accessibility and connect neighborhoods to each other and to the coast.
- PR-G-15** **Coastal Trail and North-South Bikeway.** Complete the Coastal Trail and the north-south bikeway from the north to south end of the City parallel to Highway 1, providing clear, safe and efficient means to traverse coastal Pacifica.

### *Implementing Policies*

#### **PEDESTRIAN ACCESS**

*See also policies that support pedestrian circulation listed under Section 3.4: Trail System and Section 3.6: Roadway Network and Planned Improvements.*

- PR-I-42** **Pedestrian-Oriented Street Improvements.** Reduce curb-to-curb road widths and employ roadway design features, such as wider sidewalks, islands, bulb-outs, improved striping and signage, street trees, pedestrian amenities, pedestrian countdown signals, and pedestrian refuges where feasible and appropriate. Priority locations for pedestrian-oriented design improvements include:
- Pedestrian Priority Zones, which include mixed use and higher-intensity areas;
  - Streets that are part of Pacifica’s proposed trail system improvements;
  - Streets adjacent to schools; and
  - Locations where pedestrian-automobile collisions have occurred.

## BICYCLE FACILITIES

**PR-I-43** **Direct North-South Bikeway.** Complete the City’s direct north-south bicycle route to optimize safety and comfort and enhance access to and along the coast. Improvements should include the following, from north to south:

- Class II bike lanes along Westline Drive north of Palmetto Avenue;
- A continuous Class II bikeway on Palmetto Avenue between Westline Drive and the San Francisco RV Park;
- A Class II bikeway on Clarendon Road, Lakeside Road, Francisco Boulevard, and Bradford Way, improving the bikeway between West Sharp Park and Mori Point;
- A reconstructed Class I path between Mori Point and Reina del Mar Avenue that is wider and more sheltered from the highway than the current trail;
- A Class II bikeway on SR 1 between Reina del Mar Avenue and San Pedro Creek, providing a direct travel route along SR 1 through southern Pacifica with well-marked and buffered lanes; and
- A Class III bikeway along SR 1 between San Pedro Creek and the Devil’s Slide bypass.

**PR-I-44** **Parallel North-South Bikeway West of SR 1.** Create and upgrade bicycle facilities that provide an alternative for north-south bicycle travel west of Highway 1. Improvements should include the following, from north to south:

- A Class I trail in a public access easement along the west side of the RV park as part of any development or change in use, ensuring public access along the coast (a previous path was lost to erosion);
- A Class III route along Beach Boulevard between Paloma Avenue and Clarendon Road;
- A Class III bikeway along Dondee Drive in the Rockaway Beach district, connecting existing Class I trails along Calera Creek to the north and Rockaway Headlands to the south;
- A Class I trail parallel to and west of SR 1 from San Pedro Creek to the Devil’s Slide bypass.

*Many sections of the parallel north-south bikeway are shared with the Coastal Trail for pedestrians, covered in Section 3.4: Trail System. These sections should be evaluated for their functionality for both pedestrians and cyclists.*

**PR-I-45** **Bicycle Lockers at Public Parking Lots.** Replace existing bicycle lockers at the public parking lot on Crespi Drive, and add lockers at the park-and-ride lot on Linda Mar Boulevard.

**PR-I-46** **Bicycle Parking at Recreation and Shopping Areas.** Provide bicycle parking at the following locations:

- Park and beach access at the northern end of Esplanade Drive (Lands End Apartments);
- Manor Plaza shopping area; and
- Pedro Point Headlands/Devil's Slide.

**PR-I-47** **Bicycle Parking Requirements for New Development.** Continue to require bicycle parking facilities in new non-residential development.

**PR-I-48** **Bicycle Parking at Schools and Workplaces.** Work with the school districts and employers to provide adequate bicycle parking at all schools and workplaces with 30 or more employees.

**PR-I-49** **Funding for Bicycle Facilities.** Designate a portion of the City's annual street construction and improvement budget to fund bikeway design and construction, and continue to pursue potential funding from MTC and San Mateo County, as well as appropriate Federal and State programs.

**PR-I-50** **Eligibility Criteria for Improvements.** Review eligibility criteria for funding for improvements from the State, to obtain additional funding for bicycle facilities.

### 3.6 ROADWAY NETWORK AND PLANNED IMPROVEMENTS

Section 30254 of the Coastal Act states that new or expanded public works facilities must be designed and limited to accommodate needs generated by development or uses permitted consistent with the Coastal Act. The roadway network that connects people in Pacifica and beyond to the coastline, and improvements planned for this system, are discussed in this section.

#### Roadway Network

Three major routes connect Pacifica to the rest of the region. State Route (SR) 1 (Coast Highway) traverses the City from north to south, connecting Pacifica to Daly City and San Francisco to the north, and to Half Moon Bay and the San Mateo County coastline to the south, and providing continuous access to the Pacifica coast. SR 35 (Skyline Boulevard) generally runs along the eastern edge of Pacifica, and is a major north-south route connecting to Santa Clara County and San Francisco. Sharp Park Road follows a southwest-northeast route through the center of Pacifica, connecting SR 1 with SR 35. It continues east of SR 35 in South San Francisco as Westborough Boulevard. Each of these major roadways intersects with I-280, an eight-lane major regional freeway on the Peninsula.

#### Roadway Classification

Pacifica's roadway network is comprised of freeways, highways, arterials, collector streets and local streets. Each classification reflects the character of the roadway as well as its function within the context of the circulation system. **Figure 3-5** illustrates the roadway network with street classifications.

#### *Mode Priorities*

**Table 3-3** shows generally how vehicle modes of travel are accommodated on each type of roadway with the City. This table provides a guide for how future roadway improvements should help to

produce a complete streets network in Pacifica, with different roadways balancing needs differently to create a system that functions optimally for all users.

**TABLE 3-3: MODE PRIORITIES BY ROADWAY TYPE**

Facility	Transit	Bicycles	Pedestrians	Trucks	Automobiles
Freeways and Multilane Highways	□	X	X	■	■
Two-lane Highways	□	□	○	■	■
Arterials	□	□	□	○	□
Collectors	○	□	□	○	□
Local	○	□	□	X	□

■ = Dominant  
 □ = Accommodated  
 ○ = Incidental  
 X = Prohibited

<sup>1</sup> Transit has priority over bicycles on Arterials, where conflicts exist.

### Streetscape Improvements in Pedestrian Priority Zones

Pedestrian priority zones, shown on **Figure 3-5**, are areas in which high volumes of pedestrian traffic are encouraged and accommodated along the sidewalk. They include portions of Palmetto Avenue, Esplanade Avenue, and other streets in mixed use areas. Sidewalks should be a minimum of eight feet wide with ample pedestrian amenities such as street furniture and wayfinding signs, and a consistent street tree theme. Building frontages should provide a high level of pedestrian interest, with ample windows, doors and architectural articulation. Pedestrian crossings should have a high priority at intersections, with curb bulb-outs at key intersections. In some locations, well-protected mid-block crosswalks may be appropriate. These areas may also feature distinctive lighting, public art, and bicycle facilities at appropriate locations, and stormwater management features.

The City of Pacifica has made public realm improvements in Rockaway Beach and is currently undertaking a streetscape improvement program for Palmetto Avenue, from Clarendon Road north to Paloma Avenue. During the planning period, additional attention will be paid to streetscape improvements in the City’s mixed use centers and visitor-oriented commercial areas.

### Roadway Improvements and Complete Streets

Roadway improvements will follow design standards for each roadway classification that take into account a facility’s relation to the larger circulation system; appropriate travel speeds; surrounding land uses; conditions for managing local access; safety; and mode priority, as described in this chapter. These standards will be based on “Complete Streets” concepts, and State and federal requirements for “routine accommodation” of cyclists and pedestrians. They will be flexible enough to adopt the latest and best ideas, and allowing for adjustment to existing right-of-way and special circumstances.

Figure 3-5:  
Roadway Network  
and Planned  
Improvements

-  Freeway
-  Multi-Lane Highway
-  Two-Lane Highway
-  Arterial
-  Collector
-  Local Street
-  Unimproved Right-of-Way
-  Planned Improvement
-  Potential Future Street
-  Pedestrian Priority Zone
-  Coastal Zone
-  City Limits
-  Planning Area



Source: City of Pacifica, 2008; DKS, 2009; San Mateo County, 2009; Dyett & Bhatia, 2013.

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Many roadways in Pacifica offer opportunities for redesign of the existing right-of-way to balance the needs of all users and create a safer and more attractive public realm. Roadway improvements that do not require adjustments to curbs may involve the narrowing of travel lanes to a more compact 10 or 11 feet to accommodate bicycle lanes, or the conversion of four-lane streets to three lanes, with one travel lane in each direction and a continuous center left-turn lane.

### Level of Service Standards

Level of Service (LOS) is a measure of the degree of vehicle congestion that occurs during peak travel periods and is the traditional measure of roadway and intersection performance. Level of Service can range from “A” representing free-flow conditions, to “F” representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

In Pacifica’s Coastal Zone, the most critical congestion occurs on SR 1, where certain intersections and roadway segments currently operate at LOS E or F during peak periods. The City’s policy is to limit further deterioration of traffic conditions by evaluating the significance of impacts of new development on highway congestion, and requiring mitigation to maintain, if possible, LOS D for City streets.

### Multi-Modal Level of Service

To apply the Complete Streets framework, this Plan identifies qualitative indicators that may be used to prioritize improvements and evaluate projects, for all users, including transit riders, pedestrians, and cyclists, based on the National Cooperative Highway Research Program.<sup>4</sup> An LOS grade is established for each mode, based on the user’s perceptions of the quality of service provided by the street. These grades correspond to numerical scores, which are calculated using a variety of inputs that cover the facility design, facility controls, and volumes by mode. The thresholds for each grade are shown in Table 3-4.

TABLE 3-4: DEFINITION OF MULTI-MODAL LEVEL OF SERVICE INDICATORS			
LOS	Transit	Bicycle	Pedestrian
A	(Good walk access to bus stops, frequent service, good bus stop amenities.)	(Few driveway and cross street conflicts, good pavement condition, ample width of outside lane, including parking and bike lanes.)	(Low traffic volumes, wide buffer separating sidewalk from traffic, numerous street trees, and high parking occupancy.)
B	↓	↓	↓
C			
D			
E			
F	(Poor walk access to bus stops, infrequent service, poor schedule adherence, no bus stop amenities.)	(Poor pavement condition, narrow width of outside lane, frequent driveways and cross streets.)	(High traffic volumes, limited buffer separating sidewalk from traffic, few street trees, low parking occupancy.)

Source: Dowling Associates, 2010.

<sup>4</sup> National Cooperative Highway Research Program. “Multimodal Level of Service Analysis for Urban Streets” Report 616. Washington, DC: 2008.

## Planned Improvements

Three roadway improvement projects are at various stages of planning or construction in the Coastal Zone. Other improvements to the roadway network are expected to be needed during the planning period to achieve a balance between existing and future land use and traffic carrying capacity. Major street improvements planned or programmed for Pacifica are shown in **Figure 3-5** and described below.

### *Calera Parkway Project*

In Pacifica, SR 1 experiences high vehicle volumes and congestion resulting in stop-and-go traffic, delays of 30 minutes or more, and queues between one and two miles during peak hours. Traffic is most acute on the portion of highway between Linda Mar Boulevard and Reina del Mar Avenue, where vehicles back up at the signalized intersections. Left turns into and out of Reina del Mar Avenue during the AM peak period are especially problematic, as commuter traffic mixes with vehicles dropping off students at Vallemar School.

County and State transportation agencies are working in consultation with state regulatory agencies on a solution to the problem of northbound congestion in the AM peak period and southbound congestion in the PM peak period along SR1 between Fassler Avenue and Westport Drive. The Calera Parkway project, as it is more commonly called, proposes to add one lane of traffic in each direction between south of Fassler Avenue and north of Reina del Mar Avenue, which is projected to increase capacity at the intersections by 50 percent. Funding is from Measure A.

If the project is implemented, Level of Service (LOS) is expected to improve from LOS E to D along SR 1 from Fassler to Reina del Mar Avenue in the AM peak period, and from Reina del Mar to Fassler Avenue in the PM peak period. LOS would remain at LOS E between approximately Mori Point Road and Reina del Mar Avenue during the PM peak period, rather than decline to LOS F as expected without the improvements.

The Reina del Mar Avenue and SR 1 intersection would operate at LOS F for the AM and PM peak hours at Plan buildout (2035) without the Calera Parkway expansion. With the project, the intersection would operate at LOS E during the AM peak hour and LOS D during the PM peak hour. The SR 1/Fassler Avenue intersection would improve from LOS F to LOS E by converting the northbound and southbound left-turn phases to “protected-permitted” (a “protected-permitted phase allows left-turning cars to turn left when opposing traffic is stopped, and then after opposing traffic can go, when there is a break in traffic.)

### *Manor Drive Overcrossing*

The Manor Drive overcrossing is planned to be widened, and signal control is recommended to be added at the intersections of Manor Drive with Oceana Boulevard and Palmetto Avenue. This project includes a new on-ramp to SR 1 from Oceana at Milagra Drive.

### *Devil's Slide Bypass*

The Devil's Slide bypass project approximately one mile south of Pacifica, circumvents a historically dangerous stretch of SR 1 via a 0.85-mile dual tunnel beneath San Pedro Mountain. With the completion of the tunnel, SR1 now provides a reliable and safer route between south Pacifica and Montara.

### *Additional Improvements to Accommodate Buildout*

Additional improvements are justified based on the analysis of existing and projected future traffic conditions with projected growth during the planning period, compared to the City’s level of service standards. For example, signal optimization at the intersection of Linda Mar Boulevard and SR 1 would be calibrated to improve traffic conditions during peak hours.

## **Policies**

### *Guiding Policies*

**PR-G-16** **Comprehensive Circulation System.** Create a comprehensive, multi-modal transportation system with streets and highways; transit facilities; a continuous network of sidewalks and bicycle routes.

**PR-G-17** **Serve All Users.** Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for “complete streets” projects that facilitate walking, bicycling and transit use wherever possible.

**PR-G-18** **Context Sensitivity.** Plan, design, and build transportation improvements so that they respect the surrounding environment.

*Transportation improvements will be undertaken in consultation with local residents and businesses.*

**PR-G-19** **Congestion on Highway 1.** In consultation with Caltrans, seek solutions to ease the traffic congestion that occurs on Highway 1 near the Reina Del Mar, Fassler Avenue, and Linda Mar Boulevard intersections. Strive for the greatest benefit with the least environmental impact possible.

**PR-G-20** **Coordination of Local and Regional Actions.** Coordinate local transportation planning and improvements with State, Regional and County agencies to ensure consistency with the Regional Transportation Plan, the Congestion Management Program, and other regional actions.

**PR-G-21** **Walkable Neighborhoods.** Improve pedestrian amenities to create more walkable neighborhoods, especially in mixed-use activity centers and around schools.

### *Implementing Policies*

#### **COMPLETE STREETS IMPLEMENTATION**

**PR-I-51** **Connective Street Network.** Require new streets created as part of new development to continue existing street patterns, and include stub access points to adjacent undeveloped areas.

**PR-I-52** **Complete Streets Design Approach.** Update the City’s engineering design standards to implement Complete Streets concepts, and include Complete Streets design

principles in the planning of all circulation improvement projects. These principles include, but are not limited to:

- Maximizing connections with the existing circulation network;
- Minimizing ingress and egress points and consolidating entries;
- Providing public transit facilities and improvements;
- Providing bicycle and pedestrian facilities (bike lanes and sidewalks);
- Minimizing pedestrian crossing distances by providing curb extensions; medians with safety refuges, and other treatments;
- Improving safety by providing lighting and traffic calming devices for residential streets;
- Including landscaping (trees, medians, key intersections and gateways);
- Providing appropriate signage, including street signs, entry signs, and directional signs;
- Providing street furniture; and
- Maintaining on--street parking.

*Any proposed development or transportation project that does not adequately incorporate complete streets concepts should be supported by findings of why all travel modes have not been accommodated. The Complete Streets approach should be applied to new roadway construction as well as to retrofit projects.*

### **PR-I-53**

**Complete Streets in the Project Development Process.** Incorporate complete streets concepts at each stage of the development process for projects affecting the right-of-way, including the following:

- As part of design review, both at Phase I and Phase II, require documentation of how the “routine accommodation” of bicyclists and pedestrians has been satisfied in planning and design.;
- During project review and approval, ensure that the objectives and purpose are consistent with MTC directives on Complete Streets and Routine Accommodation;
- For projects subject to MTC’s Resolution 3765, as amended, work with MTC to secure approval of the Complete Streets checklist and submittal to MTC of all required documents.
- Integrating Complete Streets considerations should require only minor additions to normal design, acquisitions, and approval guidelines.

### **PR-I-54**

**Roadway Retrofits.** Identify opportunities to retrofit existing roadways to create complete streets, giving priority to arterial and collector streets where travel lanes may be narrowed or where four lanes may be converted to three, including a center left turn lane, with bicycle facilities added in both cases.

*Palmetto Avenue and Esplanade Avenue may all present opportunities for roadway retrofits. Roadway retrofits will also help to complete the bicycle network, as described in Section 5.4, and provide safety for cyclists. Ten- and eleven-foot travel lanes are often acceptable for auto and transit use, respectively, without adversely affecting capacity. Roadway retrofits will require additional analysis.*

- PR-I-55** **Streetscape in Mixed Use Areas.** Require pedestrian-oriented amenities and design in visitor-oriented commercial and mixed use areas, including wider sidewalks, curb bulb-outs at key intersections, outdoor seating, and public art.
- Priority streetscapes include Palmetto between Palmetto and Clarendon; Montecito, Santa Rosa, and San Jose Avenues in West Sharp Park; Rockaway Beach Avenue and Dondee Way in Rockaway Beach; and Manor Drive and Aura Vista Drive in West Edgemar-Pacific Manor.*
- PR-I-56** **Block Size and Maximum Street Spacing.** For new development at the Quarry site, require streets to be designed to maximize connectivity for automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Provide mid-block pedestrian connections where blocks exceed 500 feet in length.
- The intent of these standards is to prevent development of introverted neighborhoods, provide flexibility in circulation, and promote access for bicyclists and pedestrians.*
- PR-I-57** **Roadway Abandonment and Public Access.** Do not abandon or render unusable any City-owned right-of-way, unless necessary for reasons of public safety or environmental conservation. Whenever public roadways are proposed to be abandoned, assess the value of maintaining public pedestrian and/or bicycle access, especially where coastal access can be maintained or improved. Abandonment of any public right-of-way that may negatively affect public access to the sea will require a coastal development permit. Any public right-of-way that cannot be maintained in a condition suitable for public use shall be offered to another public agency or private association that agrees to maintain the right-of-way for public use.
- PR-I-58** **Bicycle and Pedestrian Advisory Committee.** Create and solicit input from a bicycle and pedestrian advisory committees (BPAC) on planning and funding for transportation improvement projects
- PR-I-59** **Palmetto Avenue Streetscape Plan.** Complete and implement the Palmetto Avenue Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and make other improvements that will upgrade the appearance of the avenue and make it more attractive to pedestrians.
- PR-I-60** **Additional Pedestrian Facilities on Large Sites.** Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment of large sites.

**PR-I-61**      **Universal Design.** Require all pedestrian facilities to be ADA compliant and accessible to persons with disabilities.

#### **ROADWAY IMPROVEMENTS TO EASE CONGESTION AND IMPROVE LEVEL OF SERVICE**

**PR-I-62**      **SR 1 Improvements Between South of Fassler and North of Reina del Mar.** Continue to work with the California Department of Transportation (Caltrans) and the San Mateo County Transportation Authority (SMCTA) to improve operations along SR 1.

*Improvements to SR 1 should alleviate traffic congestion between north of Reina del Mar and south of Fassler Avenue while minimizing environmental impacts and impacts to adjacent land uses, ensuring adequate local access, and enhancing the community's image.*

**PR-I-63**      **SR 1 and Linda Mar Operations.** Work with San Mateo County to evaluate, design and implement improvements to the intersection of Linda Mar Boulevard and SR 1. Improvements that would mitigate regional growth may include providing a westbound right turn overlap phase and increasing the overall cycle length, if warranted.

**PR-I-64**      **Manor Drive Overcrossing Improvements.** Complete planned improvements to the Manor Drive overcrossing to facilitate traffic movement across SR 1 for all modes.

*Improvements should include widening of the overcrossing, possible signal control at the intersections of Manor Drive with Palmetto Avenue and Oceana Boulevard, and a new on-ramp to SR 1 from Oceana at Milagra Drive.*

**PR-I-65**      **Strategies to Reduce School-Related Peak Hour Auto Congestion.** Work with Pacifica School District and Jefferson Union High School District to promote adoption of staggered hours, car-pooling, and use of transit to reduce traffic congestion during peak hours.

*This policy applies especially to Vallemar School and the Pacifica School District offices, where trips contribute to traffic congestion around SR 1 and Reina del Mar Avenue.*

### **3.7 PUBLIC TRANSPORTATION**

Section 30252 of the Coastal Act states that new development should maintain and enhance access along the coast by facilitating transit service and providing adequate parking or providing a substitute means of serving the development with public transportation, among other means.

Pacifica's location at the edge of the metropolitan area and its relatively low density makes extensive transit service or use challenging. Just one percent of all trips to or from Pacifica are made using transit. While as much as four percent of trips between Pacifica and San Francisco are made by transit, only a fraction (under 0.5 percent) of trips within Pacifica are transit trips. Growth during the planning period is expected to be limited, but the LCLUP aims to concentrate new development in mixed use, transit-accessible locations.



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## Transit Service

The San Mateo County Transit District (SamTrans) provides bus service throughout San Mateo County and into San Francisco and Palo Alto. SamTrans provides local service in Pacifica as well as service to and from BART and Caltrain stations.

### *Bus Routes*

As of 2013, seven SamTrans bus routes serve Pacifica's Coastal Zone (see **Figure 3-6**).

- Routes 14 and 16 make loops through the southern and northern areas of Pacifica serving shopping areas, schools, and services.
- Routes 110 and 112 provide service between the Highway 1 corridor in Pacifica and the Daly City and Colma BART stations, respectively. Both terminate at Linda Mar Shopping Center.
- Route 118 provides service to Colma BART station during the AM and PM peak hour periods of weekdays.
- Route 140 connects the Pacific Manor shopping center on Palmetto Avenue and Manor Drive to Skyline College and the San Bruno BART station to the east. It extends to Terra Nova High School on school days to serve students.
- Route 294 connects the Linda Mar Park and Ride to Half Moon Bay and the Hillsdale Caltrain station in San Mateo.

The City of Pacifica has initiated a free weekend shuttle known as the Devils Slide Ride. The service provides transportation along the coast between the Jean Brink Pool at Oceana High School and the turnaround at the Devils Slide tunnels, giving residents and visitors access to coastal attractions in Pacifica including the Devils Slide hiking and viewing area. Funding is provided through a grant from the San Mateo County Transportation Authority and the City/County Association of Governments of San Mateo County.

### *Dial-a-Ride Service*

All SamTrans buses are accessible to persons with disabilities. The San Mateo County Transit District also operates dial-a-ride (or paratransit) service for persons who cannot use fixed-route bus service. Paratransit service in the Planning Area is called RediCoast.

### *Planned Transit Improvements*

Regular service updates to SamTrans bus lines are expected as part of an overall system efficiency plan, but no large-scale improvements are expected. Neither BART nor Caltrain have planned improvements that would change service levels in the vicinity of Pacifica.

### *Park-and-Ride Facilities*

Commuter parking is provided at the park-and-ride lot on Linda Mar Boulevard., shown on Figure 3-6. The lot currently has capacity for 70 vehicles.

## Policies

### *Guiding Policies*

- PR-G-22** **Improved Public Transit.** Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast.
- PR-G-23** **Transportation Demand Management (TDM).** Support TDM strategies to reduce congestion and single-occupant vehicle travel.

### *Implementing Policies*

- PR-I-66** **Service Optimization.** Continue coordination efforts with transit agencies (i.e., SamTrans) to maintain transit service that is safe and efficient, provides convenient connections to high-use activity areas and key destinations outside the City, enhances access to the coast, and responds to the needs of all passengers, including seniors, youth, and persons with disabilities.
- PR-I-67** **Improved Transit Stops.** Work with transit agencies to improve transit stops and access to facilities.
- PR-I-68** **Park-and-Ride Locations and Attributes.** Work with Samtrans to identify changes that would improve the convenience and functionality of Park-and-Ride facilities, and result in increased ridership.
- PR-I-69** **Transit-Oriented Development.** Work with Samtrans to facilitate transit-oriented development on all or part of the Linda Mar Boulevard Park-and-Ride lot.
- PR-I-70** **Promotion of Transit Use.** Lead an initiative to promote transit use and reduce reliance on the private automobile in order to reduce congestion, reduce greenhouse gas emissions, and improve quality of life.
- PR-I-71** **Transportation Demand Management Programs.** Establish a Transportation Demand Management (TDM) program for City employees that may include transit passes or subsidies, preferential carpool parking, car share programs, bicycle lockers, and other incentives to employees choosing transportation modes other than driving.
- PR-I-72** **Local Transportation Services.** Support expanded funding for Local Transportation Services tailored to the schedules and destinations of students, seniors, and recreational visitors.

## 3.8 PARKING

Section 30252 of the Coastal Act states that new development should maintain and enhance access along the coast by providing adequate parking or providing a substitute means of serving the development with public transportation, among other means. Section 30212.5 directs that public facilities, including parking areas, shall be distributed so as to mitigate against any impacts related to overcrowding or overuse by the public of any single area.

Parking policies are intended to accommodate parked vehicles used by occupants, visitors, customers, clientele, and employees of a variety of buildings in the City. These policies seek to provide accessible, attractive, secured parking facilities, and to ensure adequate access to beaches and recreational open spaces along the coastline.

### On-Street Parking

On-street parking is an important contributor to a street's functionality. On-street parking is permitted on most residential streets in Pacifica. It is allowed and encouraged on collector streets, and on most arterials in pedestrian-oriented commercial areas. On-street parking can complement both automobile and pedestrian use, and provide a buffer between the two. On-street parking is not permitted on high-traffic roadways such as SR 1, where smooth traffic flow is prioritized.

### Off-Street Parking

The City requires off-street parking and loading facilities for all new developments.

Off-street parking is available in public lots in the Planning Area that serve beach visitors and visitors to recreational open space areas.

- Public parking lots for beach visitors exist at Pacifica State Beach, Rockaway Beach, and Sharp Park Beach and Promenade. The public parking lot on Crespi Drive serves the Community Center as well as beach visitors.
- The Northern Coastal Bluffs and the Esplanade bluff are publicly protected open space with limited trail or beach access, and are served by on-street parking.
- Trailhead parking is provided on GGNRA land at Sheldance Nursery.

Parking for open space and beach users is shown on **Figure 3-3**, Trails and Parking Areas. **Table 3-5** provides a current inventory of off-street parking for beach visitors in the Planning Area. While the Crespi Drive beach visitor lot is outside the Coastal Zone, it is an important source of parking for coastal and recreational users.

<b>TABLE 3-5: BEACH VISITOR PARKING</b>	
<b>Type and Location</b>	<b>Capacity (approx.)</b>
Crespi Drive	110
Pacifica State Beach (south)	54
Pacifica State Beach (north)	135
Rockaway Beach (south)	50
Rockaway Beach (north)	54
Sharp Park Beach Promenade/Pier	95
<b>Total</b>	<b>498</b>

Source: Dyett & Bhatia, 2013.

In 2009, parking lots at Pacifica State Beach were 60 to 70 percent full on weekdays and full on weekends, year-round. On hot days, the lots are generally full on any day of the week, while on days with strong winds or rain the lots are 10 to 25 percent full. The lot at Crespi Drive and Highway 1 is 30 to 50 percent full on weekdays in the winter, early spring, and late fall, and 40 to 60 percent full on weekdays during late spring, summer, and early fall. On weekends, this lot is 50 to 60 percent full during the cooler seasons and 60 to 80 percent full during the warmer seasons.<sup>5</sup>

A new parking area serving coastal and recreational visitors is being created near the north tunnel entrance at Devil's Slide, serving the new trail system at Devil's Slide and Pedro Point Headlands. Enhanced visitor services at Sheldance Nursery providing access to GGNRA lands will include expansion of the parking area. Finally, the public parking area at Sharp Park Beach/Pacifica Pier may be reconfigured as part of redevelopment of the former Wastewater Treatment Plant site.

## **Policies**

### *Guiding Policies*

**PR-G-24**     **Private Parking.** Ensure adequate off-street parking in all new development.

**PR-G-25**     **Public and Visitor Parking.** Facilitate beach and recreational use by providing safe and well-located public parking. Distribute parking areas throughout the Coastal Zone to mitigate against the impacts of overcrowding or overuse by the public of any single area.

### *Implementing Policies*

**PR-I-73**     **Preserve On-Street Parking.** Revise the zoning code to preserve on-street parking by limiting the number and location of curb cuts.

**PR-I-74**     **New and Enhanced Trailhead Parking.** Support GGNRA, the Coastal Conservancy and others in developing and enhancing new public parking for recreational users at Devil's Slide and Sheldance Nursery.

**PR-I-75**     **Parking at Sharp Park Beach.** Ensure that adequate and well-located public parking is preserved for Sharp Park Beach, the Promenade and Pier as part of any redevelopment of the City-owned Beach Boulevard property.

**PR-I-76**     **Signage for Visitor-Serving Parking.** Undertake a citywide program for improving signs for public visitor-serving parking. This may include incorporating smart parking technology for high-demand parking lots to alert drivers to the location of available parking.

**PR-I-77**     **Parking Enforcement.** Continue to make parking enforcement a priority at public visitor parking areas.

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<sup>5</sup> City of Pacifica Parks, Beaches and Recreation Commission, 2009.