

Responses to Comments on the Draft Pacifica General Plan

April 2015

Prepared by City Staff

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I Introduction

This Responses to Plan-Related Comments report has been prepared by the City of Pacifica Planning Department, as a resource to aid decision-maker review of the Draft General Plan and Local Coastal Land Use Plan. The report augments the Final EIR, which responds to public comments on matters related to the environmental review of these plans as required by CEQA.

I.1 Relationship to the Final EIR and Purpose of This Report

As required by the California Environmental Quality Act (CEQA), the City of Pacifica publicized the release of the Draft Environmental Impact Report for the Draft General Plan, with notices delivered to relevant government agencies and to community members on the General Plan mailing list, and published locally and online. The Draft EIR was published April 3, 2014, and the extended review period ran for over 80 days, from April 4 through June 23, 2014.

All comments received during the official public comment period are included in the Final EIR in their original form. The Final EIR's approach to Plan-related comments—as distinguished from comments that bear on the environmental analysis—is to state that comments will be presented to decision-makers at adoption hearings.

This Report on Plan-Related Comments is intended to facilitate Planning Commission and City Council consideration of issues that relate to the Draft General Plan and Local Coastal Land Use Plan. The Report identifies issues raised by community members that concern Plan policies, maps and text, and makes recommendations for maintaining or modifying the Plans in response to these comments.

1.2 Report Organization

The report includes the following:

Chapter 1 summarizes the purpose and describes the organization of the report.

Chapter 2 provides responses to all Plan-related comments, by topic area: Land Use, Economic Sustainability and Housing (Section 2.2); Circulation, Open Space and Community Facilities (Section 2.3); Conservation, Safety and Noise (Section 2.4); and Goals, Process, and Implementation (Section 2.5). The relationship between these sections and the chapters in the General Plan and Local Coastal Land Use Plan is shown in Table 1-1. Within each topical section, issues that were raised repeatedly are addressed with master responses. These are followed by responses to individual comments.

Table 1-1: Correspondence between this Report and General Plan and Local Coastal Land Use Plan Chapters

<i>Response to Plan-Related Comments Report Section</i>	<i>General Plan Chapter</i>	<i>Local Coastal Land Use Plan Chapter</i>
2.2: Land Use, Economic Prosperity, and Housing	2: Economic Prosperity 3: Community Design 4: Land Use	2: Land Use and Development
2.3: Circulation, Open Space and Community Facilities	5: Circulation 6: Open Space and Community Facilities	3: Public Access and Recreation
2.4: Conservation, Safety and Noise	7: Conservation 8: Safety 9: Noise	4: Environmental and Scenic Resources 5: Natural Hazards
2.5: Plan Goals, Process, and Implementation	1: Introduction 10: Implementation	1: Introduction

Responses to comments are classified as follows:

- Acknowledgement of comments that state support or concerns about the Draft General Plan or Draft Local Coastal Plan;
- Clarification of the intent of policies and land use designations, where needed;
- Affirmation of the Draft Plans' approach, in response to comments that call for changes which Staff does not recommend for inclusion. In this case, we will note whether this is because of a policy decision already made or a conflict with planning or environmental law or factual conditions or community concerns;
- Identification of comments whose subject is outside the purview of the General Plan or LCLUP, or may refer to an implementation detail which will be addressed after plan adoption, as implementation ordinances and regulations are prepared or area plans, programs or projects developed;

- Recommendation of Plan modifications, in response to comments that raise legitimate issues with the Draft Plans. Planning Commission and City Council members should consider whether to support or modify Staff recommendations.

Recommended modifications to the Draft General Plan and/or Draft LCLUP are highlighted in text boxes.

Chapter 3 provides proposed modifications to Plan text, policies, and maps, responding to the recommendations described in Chapter 2.

The report is designed and written to help highlight for decision-makers community priorities for potential changes to the Draft General Plan and Local Coastal Land Use Plan, and allow them to make informed decisions about whether to affirm the Plans' approach or request changes.

Responses to Comments on the Draft Pacifica General Plan
Chapter I: Introduction

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2 Responses to Plan-Related Comments

2.1 Plan-Related Comments

Table A-1, in the appendix to this report, lists all comments that relate to the General Plan (GP) or the Local Coastal Land Use Plan (LCLUP), from the comment letters received during the public review period. Responses to comments that relate to the environmental analysis are provided in the Final EIR. All original comment letters are also included in the Final EIR.

This Report addresses Plan-related comments, focusing on those issues that received notable attention from the community. Comments are sorted by topic, and then responses are presented. Specific proposals for Commission and Council consideration are presented in “Recommendation” subsections. In several instances, Staff affirms the proposals in the Draft General Plan, but also offers alternatives for the Commission’s and Council’s consideration. Because the scope of these alternatives is minor in the context of the citywide analysis, and these alternatives were generally considered during the alternative analysis phase of the General Plan update, they can be incorporated into the General Plan following certification of the Final EIR without any subsequent environmental review.

2.2 Land Use, Economic Sustainability, and Housing

The section begins with master responses to issues raised by many community members. These are followed by responses to individual comments.

AREAS OF CHANGE

Four commenters stated that it was difficult to understand what areas of the City would have their land use designations changed under the Draft General Plan, without a map showing areas of change. This made it hard for people to evaluate the Plan. In response to these comments, City staff had the consultants create a map showing where changes to land use designations would occur under the Draft General Plan. See Figure 2-1.

The great majority of Pacifica’s land area—shown in white on the map—would have an equivalent designation under the proposed Plan as it has now. Some large undeveloped sites would be changed from their current “Special Area” designations to have a standard General Plan designation. Elsewhere, most areas of change are in Pacifica’s commercial districts, where two designations in the current General Plan (“Commercial” and “Mixed Use”) would be replaced by eight more nuanced designations under the proposed Plan. In these areas, the proposed Plan provides more specific guidance about what types of development the City aims to facilitate.

RESIDENTIAL DEVELOPMENT AND GROWTH MANAGEMENT

The City received several comments about the amount of residential development that may be expected under the draft General Plan. Some of these comments proposed that a Growth Management policy be adopted as part of the General Plan update (or as a mitigation measure in the EIR). Both of these issues are addressed briefly here.

The Draft General Plan is estimated to provide the capacity for approximately 1,000 new housing units, based on the Plan's land use diagram (see section 1.5 of the General Plan). Comments were both "for" and "against" residential development and population growth in Pacifica over the coming decades. Some comments stated that growth is not needed, while others considered residential growth to be needed for the City's economic and fiscal health and to meet the demand for affordable units.

Some comments called for the Plan to include a Growth Management program that would allow new residential development only if and when there is adequate infrastructure capacity to serve that growth. Comments suggested that the City use a Level of Service threshold of "D" on the highways to determine if residential growth could be supported.

The City of Pacifica currently has a Growth Control Ordinance intended to time the phasing of residential growth so that development does not outpace the City's ability to provide needed services and infrastructure to support the growth. The ordinance allocates up to 70 building permits per year for residential development. Individual single-family dwellings on existing lots, affordable and senior housing, and second units are exempt. The ordinance provides that unused allocations will accrue from year to year.

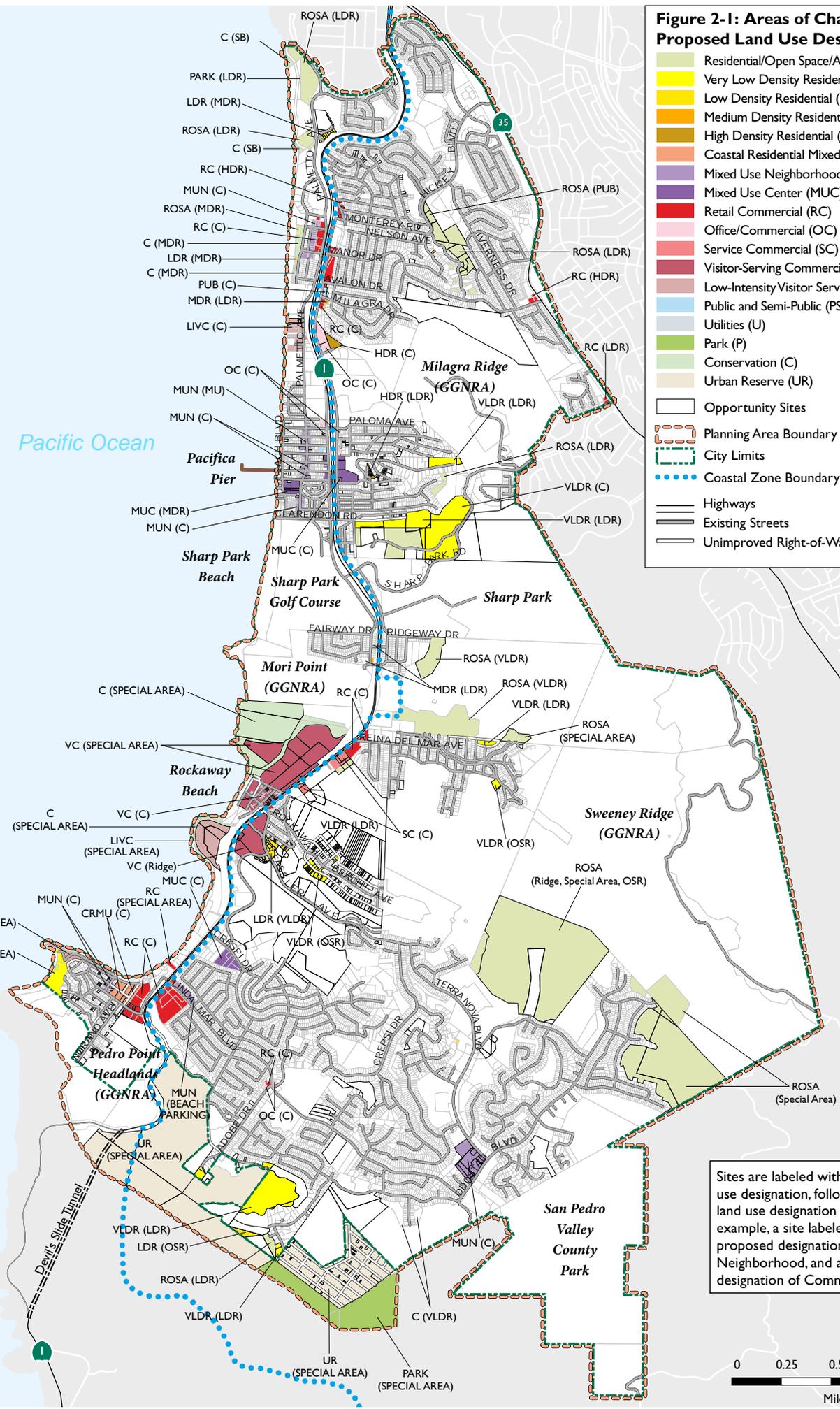
The draft Plan's Circulation Element includes numerous policies that call for the City to work with State, regional, and County agencies to improve operations along SR 1 and SR 35, where traffic congestion is affected by both local and regional trips. The Plan is consistent with the City/County Association of Governments of San Mateo (C/CAG) in accepting a LOS of "E" on SR 1 and SR 35. The Plan also calls for the City to accept LOS of "F" at two specific highway intersections as an interim standard until feasible traffic improvements can be designed, funded, and constructed. As at least one of the comments notes, currently proposed improvements for Highway 1 are projected to improve traffic conditions, but LOS "F" conditions would still persist at some intersections. A growth management program that would not allow residential development until a LOS of "D" is achieved would effectively mean no residential development could be allowed. Plan policies aim to balance the need for infrastructure improvements with other needs, including a mix of housing types and a shift to support alternative modes of travel.

Recommendation: No Change to Draft Plan

Figure 2-1: Areas of Change by Proposed Land Use Designation



Pacific Ocean



Sites are labeled with their proposed land use designation, followed by their existing land use designation in parentheses. For example, a site labeled as MUN (C) has a proposed designation of Mixed Use Neighborhood, and an existing designation of Commercial.



Responses to Comments on the Draft Pacifica General Plan
Chapter 2: Responses to Plan-Related Comments

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GYPSY HILL

A number of comments object to the change in land use designation for properties on Gypsy Hill from Commercial to Very Low Density Residential in the Draft General Plan. Comments ask how this proposed change was included in the Draft Plan. Others stated that this change is not consistent with Plan goals for increasing tourism or for focusing housing near retail and transit. Others are concerned about the impact of housing development on views, hillside stability, traffic, and traffic safety. There are also comments in support of the proposed land use change; these comments state that commercial development is not the highest and best use for land on Gypsy Hill because of its relative isolation from attractions.

The land in question is currently zoned for commercial development, reflecting the Commercial land use designation in the existing General Plan. During the Plan Update process, Gypsy Hill was one of several “focus areas” for which alternative land use designations were put forward to the public at a community workshop, and to the Planning Commission and twice to the City Council at public study sessions. These events took place on January 29, 2011, August 15, 2011, September 26, 2011 and October 10, 2011, respectively. Summaries of these meetings are available from the City of Pacifica. At the community workshop, Very Low Density Residential was preferred by community members over Visitor-Serving Commercial and High Density Residential alternatives. The Planning Commission recommendation and City Council direction corresponded with this preference.

The proposed Very Low Density Residential is most aptly seen as a lower-intensity designation than the current Commercial designation from the perspective of traffic. A substantially greater number of trips would be expected to result from development of a restaurant and boutique hotel than from development of 30 single-family houses. With regard to other concerns, the Draft Plan includes policies to ensure sensitive site planning on hillsides, including a policy (LU-I-35) specific to Gypsy Hill, and the Hillside Preservation District would continue to govern site planning and development on the site.

Based on community input received during the Plan Update process, Staff affirms the proposed designation. A detail of the Gypsy Hill site is provided below, with a potential alternative land use designation for Planning Commission and City Council consideration if a change in the designation is judged necessary.

Recommendation: No Change to Draft Plan

ROCKAWAY QUARRY SITE

Comments on the Draft General Plan’s approach to the Rockaway Quarry site were centered on two primary themes, discussed below. Other Quarry-related issues are addressed in responses to individual comments.

Several commenters described the Quarry site as having the potential to become a “unifying asset” for Pacifica, as a future site for visitor-oriented commercial uses and an extension of the existing Rockaway Beach district. Comments proposed that more of the site, including uplands areas, should be designated for low-intensity commercial uses instead of placed in the Conservation designation, and that the property should be allowed to develop to its highest and best use, which could include both commercial and residential uses. Other comments cautioned that the Draft General Plan designates more of the site for commercial development than can realistically be developed given environmental constraints.

The Draft General Plan would designate approximately half of the Quarry site—the “Flats” and the “Pad” above Rockaway Beach—for Visitor-Serving Commercial uses. The remaining half, including the Calera Creek riparian area and the uplands, would be designated for conservation. The Draft Plan states that any development will require detailed evaluation of biological resources, and that the likely footprint of development could be much smaller than the area designated. The Quarry site was the subject of substantial public discussion during the Plan Update process, and Staff believes that the Draft Plan’s approach is consistent with community priorities as well as the need to protect potential habitat. It will be important for City Staff to present potential investors with complete Plan guidance on the Quarry site, to the extent possible.

Second, several comments spoke against the Draft Plan’s proposed removal of the Hillside Preservation District overlay from a portion of the site, citing the need to protect wildlife. The Draft General Plan proposes to remove only the flat portion of the Rockaway Quarry site from the Hillside Preservation District, which is intended to protect steep, sloping sites. The Draft Plan ensures that potential habitat is evaluated and protected as part of any development on the site.

A detail map of the Draft Plan’s land use designations on the Quarry site is provided in Figure 2-3, with two potential alternatives outlined. Staff affirms the proposed Plan’s land use plan, but also offers two alternatives for consideration.

<p><i>Recommendation: No Change to Draft Plan</i></p>
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Figure 2-2: Gypsy Hill Site

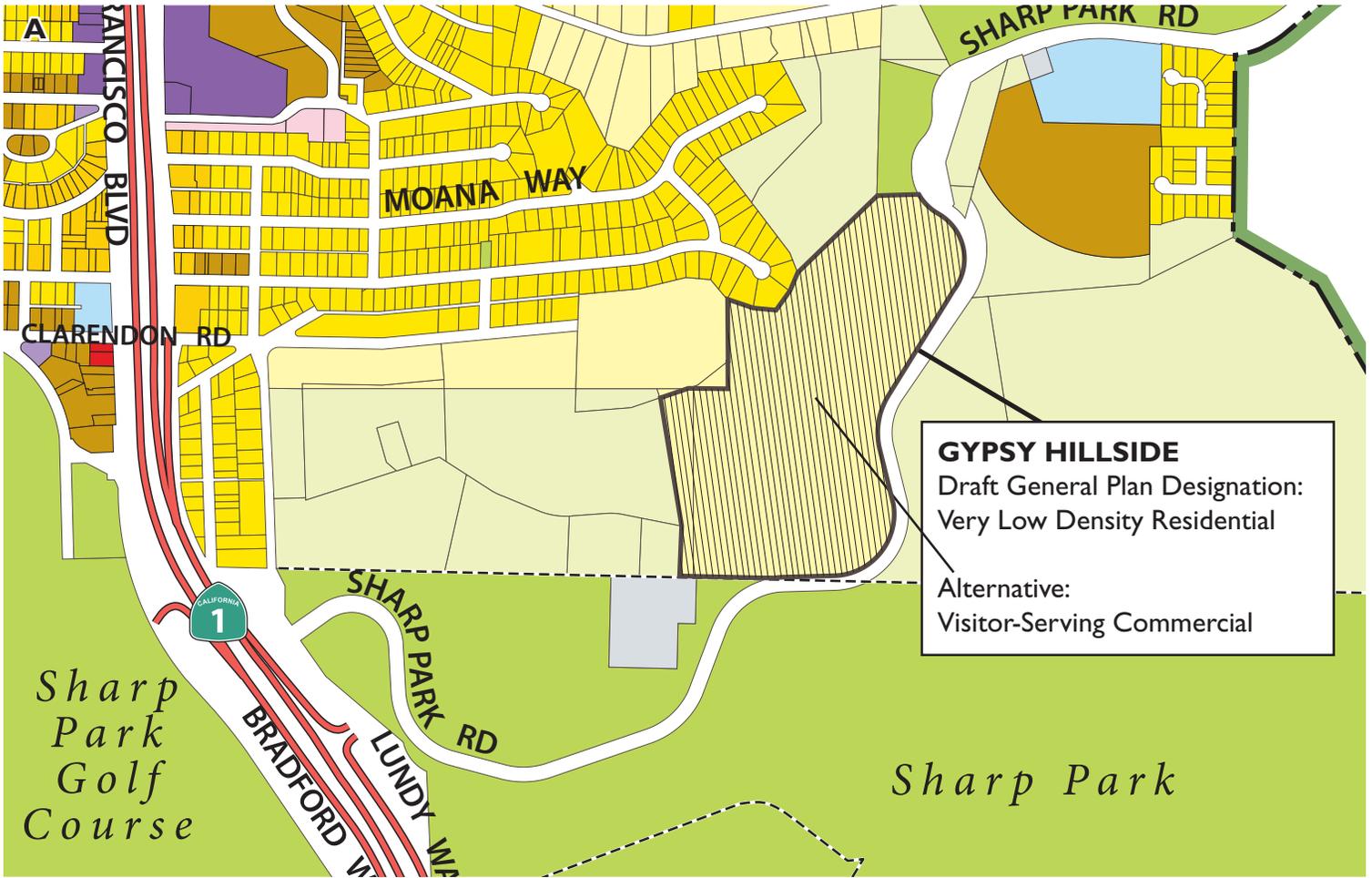
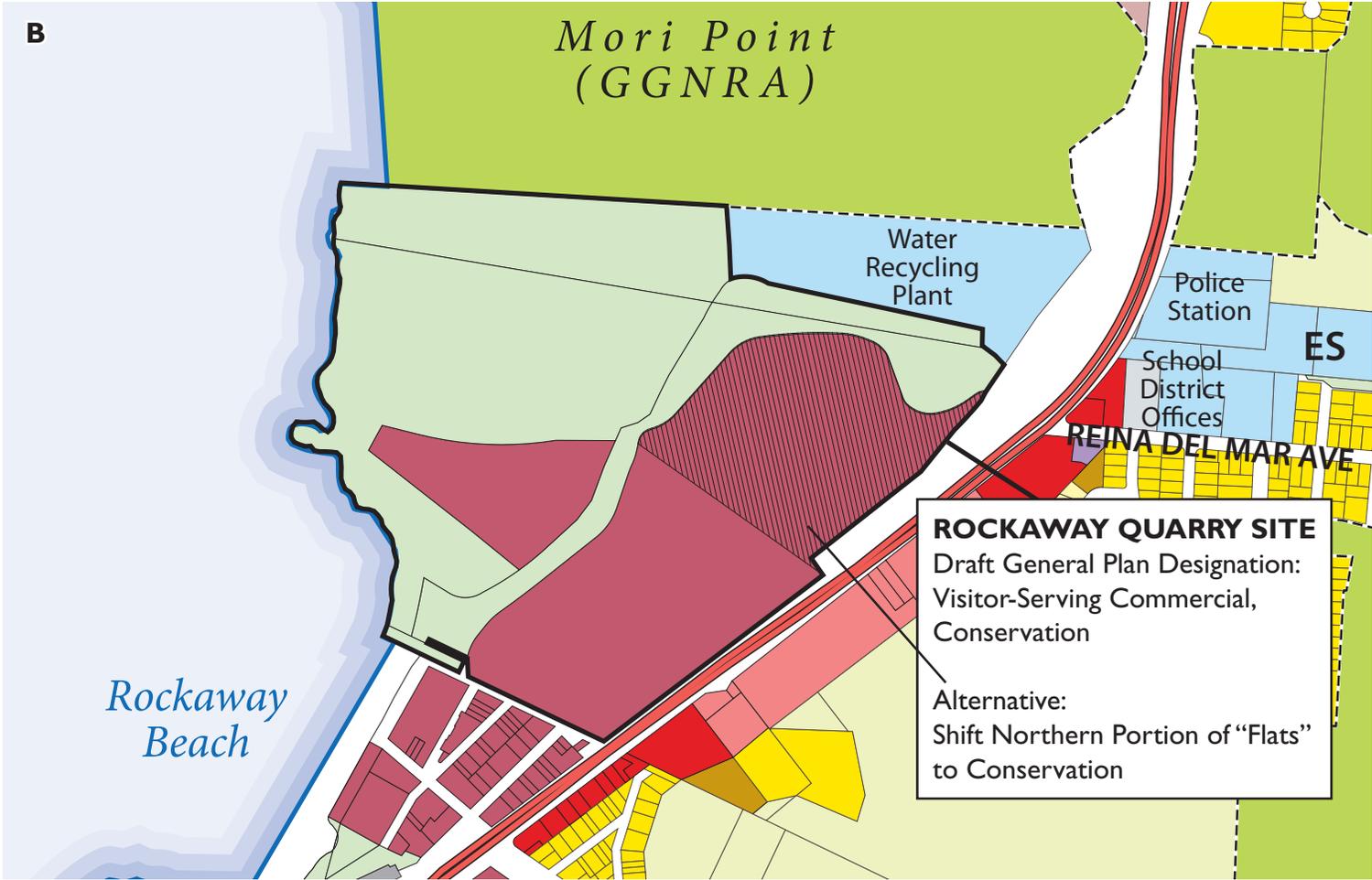
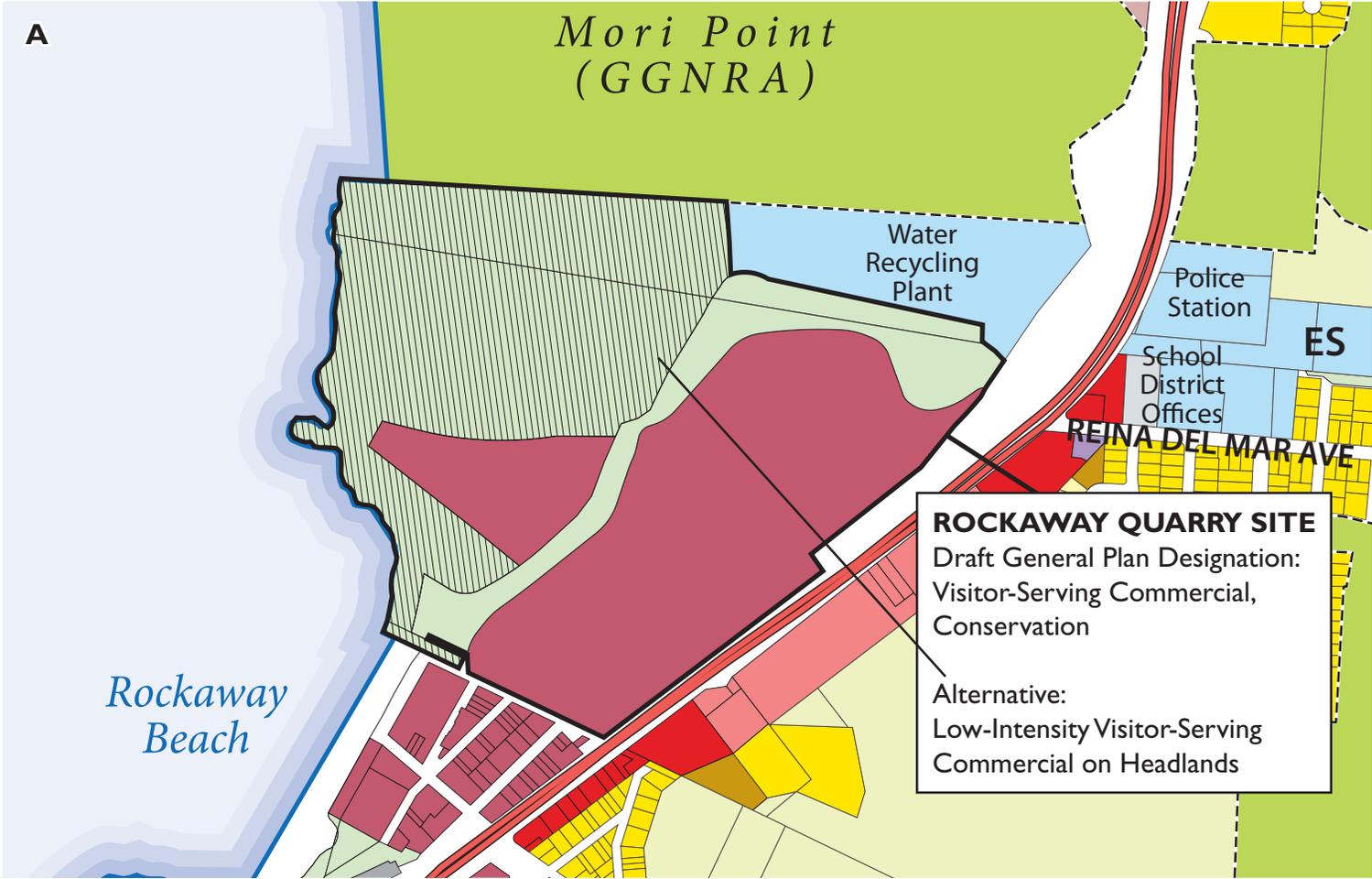


Figure 2-3: Rockaway Quarry Site



UNDEVELOPED SAN PEDRO AVENUE SITE

The City received many comments on the undeveloped site on San Pedro Avenue. Aspects of these comments that concern specific potential environmental impacts are addressed in the Final EIR. This Master Response clarifies the proposed designation as well as existing land use regulations pertaining to the site, and addresses the Draft Plan’s approach to this site with regard to Coastal Act goals.

Letters expressed support for or objection to the proposed land use designation at this site. Three letters stated that the Coastal Residential Mixed Use designation would be compatible with the surrounding neighborhood. Four other letters recommended low- or medium-density housing and a small park. Four letters, including letters from the Pedro Point Community Association (PPCA) objected to the CRMU designation and expressed a preference for either the Low Intensity Visitor Serving Commercial or Conservation designations. Two other letters didn’t make a specific land use recommendation, but stated that a much lower density of development would be appropriate given the site’s environmental constraints. One letter noted that the terms used to define the site is not always clear.

Clarifying the Site Boundaries

The area covered by the Coastal Residential Mixed Use designation and policy LU-I-30 in the Draft General Plan (LD-I-20 in the Draft LCLUP) includes both the Calson property and the undeveloped land along the drainage to the west. Some maps in the Draft General Plan and Draft LCLUP do not correctly establish the boundaries of the site or use the site name consistently.

Recommendation: Revise maps to consistently show the Site boundaries to include both the Calson property and the land along the drainage between that property and Pedro Point Shopping Center, and to consistently identify the land as “Undeveloped San Pedro Avenue Site.”

Changes would be reflected on the following maps:

- Draft General Plan Figure 4-5: Sub-Areas and Specific Sites (page 4-14); and Figure 4-8: Pacifica, Southwest (page 4-23);
- Draft LCLUP Figure: Sub-Areas and Specific Sites, and Figure 2-7: Pacifica Coastal Zone, South (page 2-25).

Clarifying the Proposed Designation: Coastal Residential Mixed Use

The Draft General Plan designates the undeveloped San Pedro Avenue site as Coastal Residential Mixed Use. As described in the Land Use Framework section, “the Coastal Residential Mixed Use (CRMU) designation is intended for sites in the Coastal Zone with residential mixed use development potential, including housing at a range of densities, mixed use with housing over retail, and/or small-scale visitor-oriented commercial uses such as vacation rental or time-share units. Hotels are not permitted. Coastal access and public open space must also be provided, and environmental resources must be evaluated and protected. Sites may be developed up to an overall density of up to 15 units per gross acre, with clustering and sensitive site planning. Non-

residential development may have an FAR up to 0.5 FAR. The total FAR (residential and non-residential) cannot exceed 1.0” (Draft General Plan, p. 4-7).

The Coastal Residential Mixed Use designation allows development at up to 15 units per gross acre – in other words, any needed roads or other land set-asides are included in the total acreage. Overall site density would necessarily be lower, as land would also be set aside for public open space and to protect environmental resources, as needed. However, this point may not be clear in the Draft General Plan.

Recommendation: Clarify Plan Intent with Regard to Density

Staff recommends adding the following statement in relevant locations in the General Plan and Local Coastal Land Use Plan: “For all land use designations, density and intensity ranges apply to the developable portions of a site.”

- General Plan Chapter 4: Land Use (pages 4-6 - 4-7);
- General Plan Land Use Diagram (Figure 4-3 on page 4-6), and area maps (Figures 4-6, 4-7, 4-8, and 4-9 on pages 4-15, 4-20, and 4-23, and 4-26);
- General Plan Table 4-1 on page 4-10
- Local Coastal Land Use Plan Chapter 2: Land Use and Development (page 2-7);
- LCLUP Land Use Diagram (Figure 2-3 on page 2-9), and area maps (Figures 2-5, 2-6, and 2-7 on pages 2-18, 2-21, and 2-25);
- LCLUP Table 2-1 on page 2-13.

In addition, specify that allowed density in Coastal Residential Mixed Use district allows “up to 15 units per gross acre on developable portions of a site” in Policy LU-I-30 in the General Plan (General Plan page 4-36), and Policy LD-I-20 in the LCLUP (LCLUP page 2-30).

See Chapter 3 of this report for specific recommended text changes.

Draft General Plan policy LU-I-30 provides specific direction for the site in question: “Development must include public coastal access and must provide public open space. A survey is required to delineate potential wetlands on the site, if any, as part of the development application and environmental review process.” This policy, in tandem with other Draft General Plan policies, aims to ensure that environmental resources are adequately protected and public shoreline access is provided.

Existing General Plan Land Use Designation

The existing General Plan, from 1980, gives the site a Commercial land use designation, which “[i]ndicates the variety of potential commercial uses the City might attract, including visitor-serving commercial, retail commercial, office, heavy commercial and light industrial. The type of commercial use recommended for a site is stated in the General Plan Land Use Description” (Pacifica General Plan, p. 33). Residential uses are also permitted above commercial uses, at a

density of up to 1 unit per 2,000 square feet of site area, which translates to approximately 22 units per acre.

The existing General Plan Land Use Description provides specific guidance for the site: “[t]he designated land use for the area is commercial with emphasis on coastal related and/or visitor-serving uses. By combining all the parcels in the area... and developing them as an integrated project along a realigned San Pedro Avenue, this small oceanside commercial center could be rejuvenated and expanded to become an attractive visitor destination, as well as provide for neighborhood retail needs.... Small scale, rustic design and ample landscaping throughout the commercial development would complement the existing attractive design elements in the Pedro Point area. Adequate access through the development to the shoreline and a general orientation to coastal related/visitor-serving uses within the project would be appropriate at this location” (Pacifica General Plan, p. 86).

Existing Zoning

Some comments point to the existing Commercial Recreation (C-R) zoning as the more appropriate regulatory comparison, stating that current zoning would be more restrictive and more likely to result in low-intensity visitor-serving commercial use compared to the proposed CRMU designation. However, per Section 9-4.1501 of the City of Pacifica Municipal Code, “[t]he permitted uses in the C-R District and the development regulations therefore shall be as set forth in Article 11 of this chapter for the *C-2 District*”(emphasis added). The C-2 Community Commercial District allows a range of uses including retail stores and shops; personal and business service establishments, offices, retail restaurants, fast food restaurants, household appliance and furniture sales and service, and veterinary hospitals and clinics, as well as visitor-serving commercial uses in the Coastal Zone. Development regulations established in Section 9-3.1102 indicate a minimum building site of 5,000 square feet, maximum allowable height of 35 feet, and no required setbacks unless established by the site development permit.

General Plan Update Process, and Arriving at the Proposed Designation

Some comments questioned the process by which the proposed General Plan came to include the Coastal Residential Mixed Use designation at this site. The “Calson site” was one of several focus areas for which alternative land use designations were put forward to the public at a community workshop, and to the Planning Commission and twice to City Council at public study sessions. These events took place on January 29, 2011, August 15, 2011, September 26, 2011 and October 10, 2011, respectively. Summaries of these meetings are available from the City of Pacifica. Alternatives for the site were as follows:

- Medium and High Density Residential, Park
- Hotel, High Density Residential, Park
- Mixed Use (Commercial and Residential), Park

The site was the only focus area which the City Council did not provide clear guidance on, calling for further community discussion. The Pedro Point Community Association (PPCA) held a forum on November 4, 2012. The Planning Director attended the first part of the meeting as an informational resource, and a facilitator managed the second part of the meeting, a community

discussion. Following the discussion, the PPCA Board drafted a resolution indicating their preferred land use approach. During the EIR comment period, PPCA representatives resubmitted its February 14, 2013 recommendation, originally submitted to City Council: “a motion that the 5 acre lot known as the ‘Calson Field’ remain in its current zoning of Commercial-Recreational.” The PPCA letter to City Council also notes that “the PPCA also voted against a motion that the property be re-zoned as Residential.”

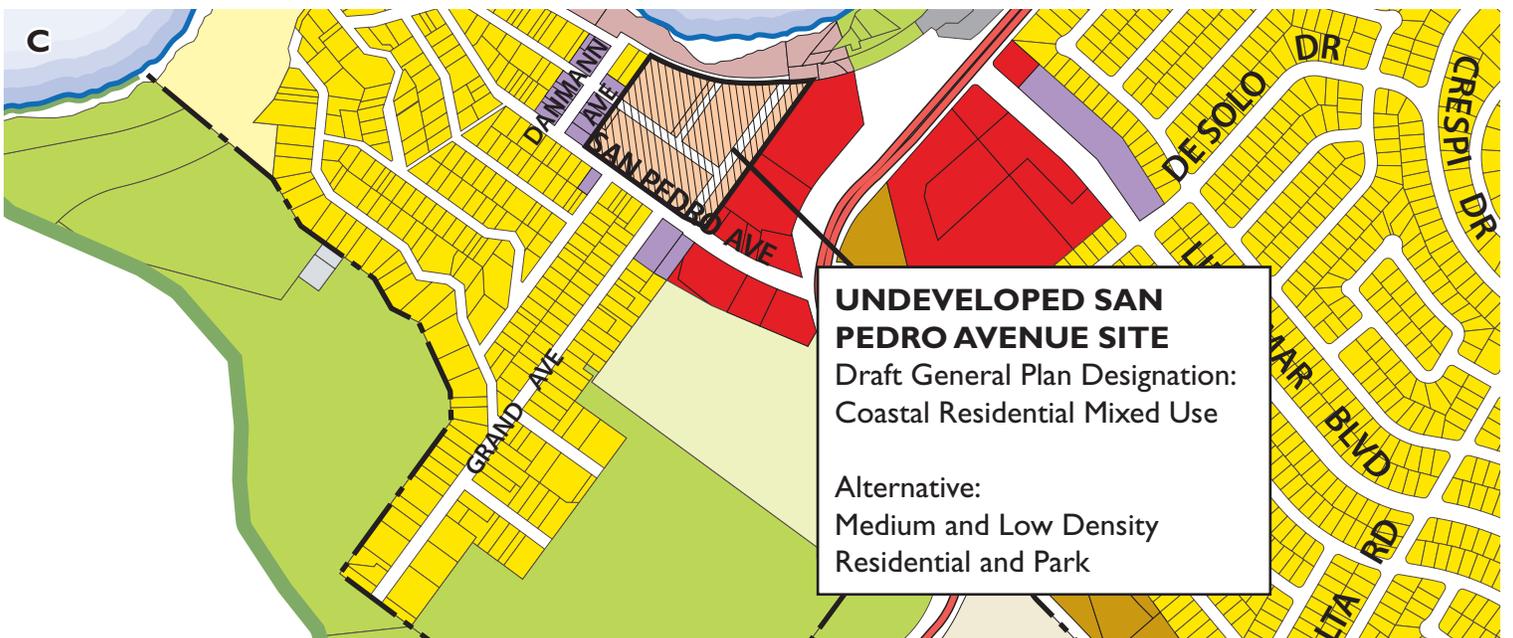
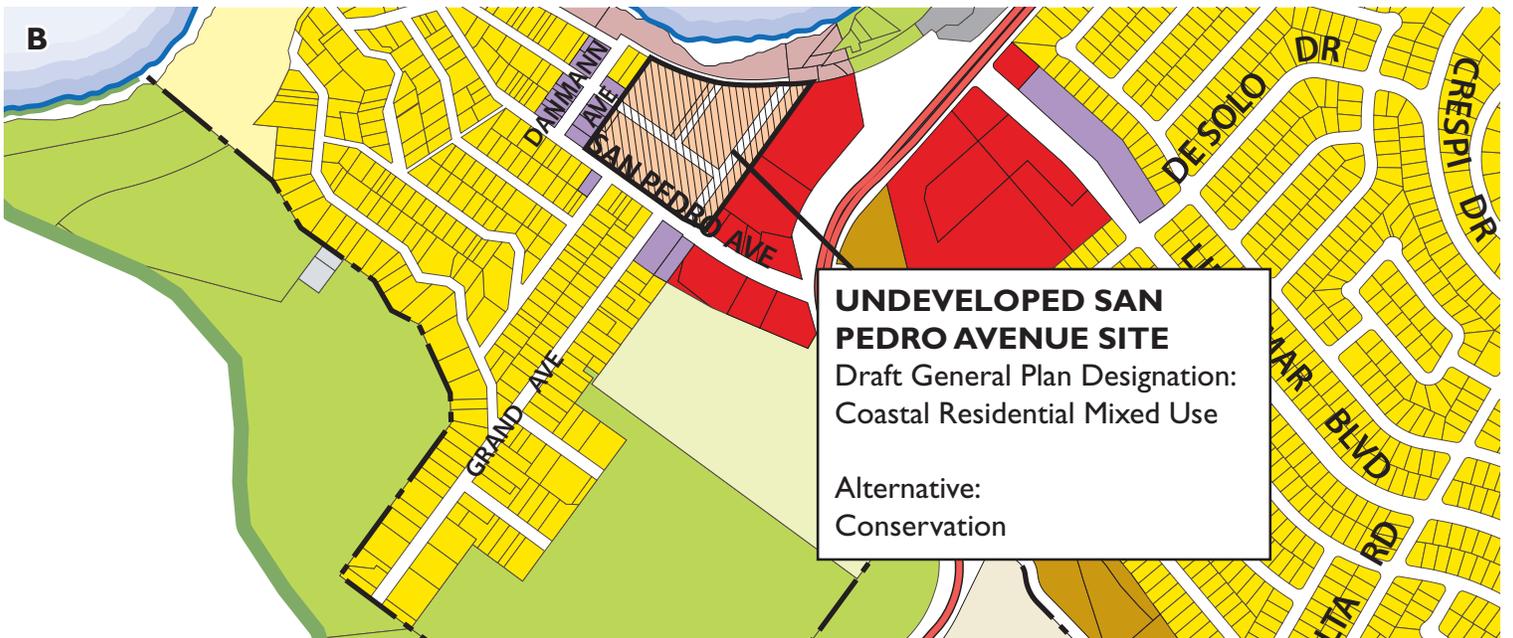
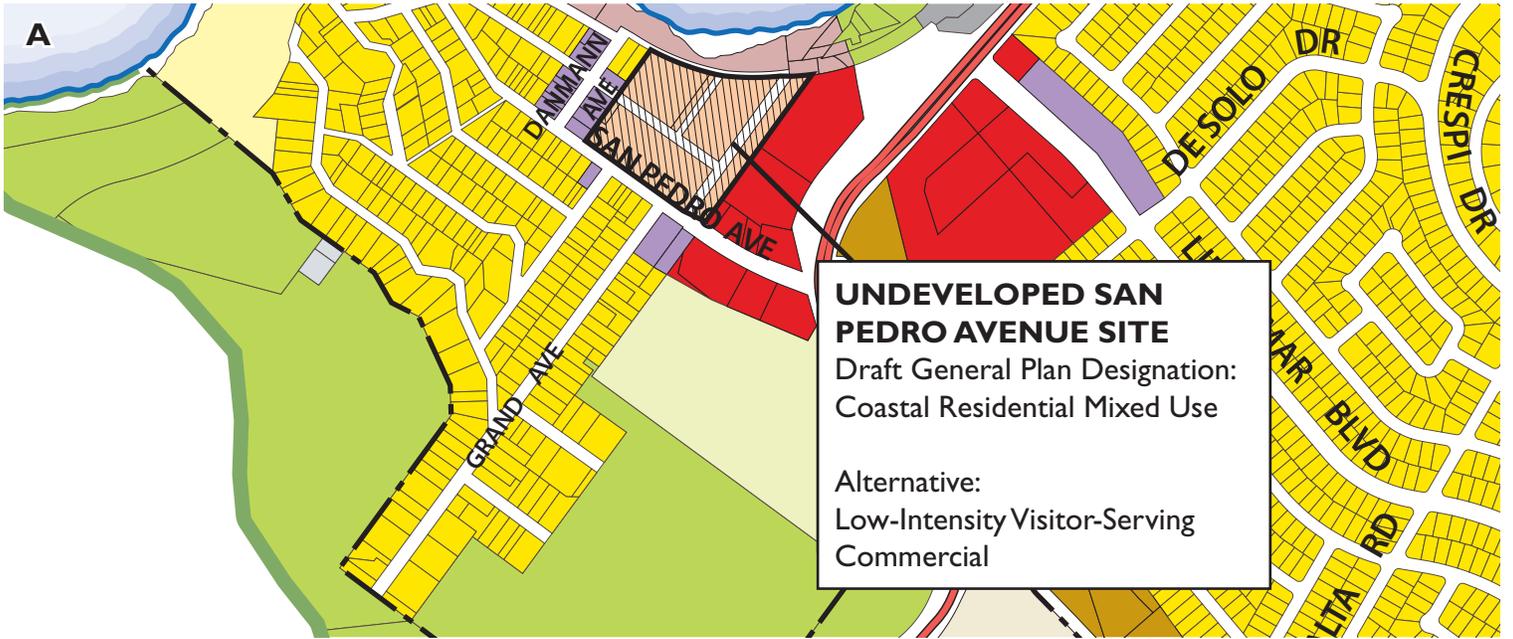
The proposed Coastal Residential Mixed Use designation seeks to balance various considerations, including the Coastal Act priority for visitor-serving uses; the need for the City to accommodate a range of housing types per State law; the stated neighborhood preferences for existing Commercial designation or open space; property owner preferences for residential development; and potential environmental resources.

Evaluation of the Proposed Land Use Designation

Staff continues to believe that the proposed Coastal Residential Mixed Use designation strikes an appropriate balance. Application of Draft Plan policies would ensure that potential environmental resources are protected as part of any future development. The recommended clarification pertaining to density ensures that a density range would apply only to developable portions of the property. Figure 2-4 shows the proposed land use designation, with three alternatives outlined based on public comments, for decision-maker consideration.

Recommendation: No Change to Draft Plan land use designation

Figure 2-4: Undeveloped San Pedro Avenue Site



Responses to Comments on the Draft Pacifica General Plan
Chapter 2: Responses to Plan-Related Comments

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RESPONSES TO INDIVIDUAL COMMENTS

This section responds to Plan-related individual comments on the subjects of Land Use, Economic Prosperity, and Housing. Within each subject, comments are addressed by topic, in the order they appear in Table 2-1. Aspects of comments that refer to environmental issues are addressed in the Final EIR. In many cases, citations to Draft Plan policies, text and graphics refers to the Draft General Plan (Draft GP). In many cases these policies and related graphics are also in the Draft Local Coastal Land Use Plan (Draft LCLUP), but that document is not cited unless the comment specifically refers to it.

Land Use

Agriculture

C4-1: The comment identifies a typographical error in the first paragraph on page 4-22, which is missing the word “Agriculture.”

Recommendation: Make Text Correction

Staff recommends correctly identifying the Residential/Open Space/Agriculture district on page 4-22 of the Draft GP. See Chapter 3 of this report for specific recommended text changes.

C56-33: The comment asks whether the Draft Plan includes policies to preserve agriculture. The Draft Plan’s Residential/Open Space/Agriculture land use designation is applied to extensive land within the City, including land used for agriculture, and limits density to one unit per five acres (Draft GP, page 4-7). Policy CO-I-51 in the Conservation Element states “where agricultural and related uses exist, allow compatible uses to continue” (Draft GP, page 7-32).

Areas of Change

For each of the comments below, please see the “Areas of Change” master response.

C6-3: The comment requests a map showing areas where land use would change under the Draft General Plan.

C8-1: See response to comment C6-3.

C9-1: See response to comment C6-3.

Beach Boulevard Site

C18-7: The comment suggests a restaurant similar to Beach Chalet would be an ideal use of the Old Wastewater Treatment Plant site on Beach Boulevard. The comment is acknowledged. Both the proposed Mixed Use Center land use designation and Policy LU-I-24: Promenade Area and Beach Boulevard Property support a higher-density mixture of uses, including but not limited to a restaurant. See pages 4-8 and 4-35 of the Draft GP.

Coastal Development Permit

C5-63: The comment refers to policy LD-I-3 of the Draft LCLUP, and asks how Coastal Development Permit findings would relate to an LCP that is not certified. The policy can be clarified to specify that it refers to a certified LCP.

Recommendation: Specify that Coastal Development Permit findings policy applies to a certified LCP.

Revision applies to Draft General Plan policy LU-I-3 (page 4-31) and Draft LCLUP policy LD-I-3 (page 2-14). Please see Chapter 3: Recommended Plan Modifications.

Coastal Zone

C5-59: The comment requests that the Shelldance Nursery and Quarry site be shown on Figure 1-1: Pacifica and the Pacifica Coastal Zone, as they are identified in the text as being areas of deferred certification.

Recommendation: Show areas of deferred certification on Coastal Zone map.

Revision applies to Draft General Plan Figure 1-2 (page 1-9) and Draft LCLUP Figure 1-1 (page 1-3).

C5-60: The comment requests that the Plan be clarified to consistently describe the Coastal Zone as extending from the eastern edge of Highway 1 to the Pacific Ocean, as well as the Shelldance Nursery.

Recommendation: Clarify text to indicate that the Coastal Zone includes Highway 1.

Revision applies to Draft General Plan page 1-5 and Draft LCLUP page 1-5.

C44-1: See response to comment C5-60.

East Fairway Park Hillside

C4-2: The comment requires clarification of policy LU-I-36 (page 4-37 of the Draft GP) concerning the East Fairway Park Hillside. Under the current General Plan, the property is designated as Very Low Density Residential. Its current zoning designation is R-1, which allows single-family housing. The Draft General Plan directs the City to rezone this property to a district consistent with the Residential/Open Space/Agriculture designation, which would be lower density than either the existing GP or zoning.

Economic Impacts of the Draft General Plan

- B5-8: The comment states there is a lack of flexibility for future improvements and uses in the LCLUP. The comment is acknowledged. Staff notes that the LCLUP can be amended if additional flexibility is needed in the future.
- B5-10: The comment requests an economic impact assessment on the cost of implementing the Draft LCLUP. The comment is acknowledged. Such an impact assessment has not been conducted because it is outside the scope of work for the update approved and funded by the City Council.
- B5-11: The comment describes the restriction of coastal uses in the Draft LCLUP as a potential barrier to economic growth that could threaten the survival of Pacifica, and suggests disincorporation as an option. The comment is acknowledged. Staff does not believe that any significant barriers will be created with adoption of the Draft LCLUP.

Fish and Bowl Sites

- C42-7: The comment argues that the “Fish and Bowl” site on the eastern side of Palmetto Avenue adjacent to the Northern Coastal Bluffs has open space value that should be recognized in the Draft GP, as well as potential as part of a trail system connecting the ocean to the ridges. Policy LU-I-19 calls for establishing zoning for the Bowl site that avoids hazards and protects open space (see page 4-34 of the Draft GP). A trail linking Pacifica’s northern neighborhoods with the Northern Coastal Bluffs is also identified: see Figure 6-2 and policy OC-I-30 on pages 6-17 and 6-20.

Gypsy Hill

For each of the comments below, please see the “Gypsy Hill” master response.

- C13-2: The comment objects to the proposed Very Low Density Residential land use designation on Gypsy Hill. Staff believes the designation is appropriate.
- C13-3: The comment requests Gypsy Hill remain in commercial zoning. Staff believes the proposed change to Very Low Density Residential and Residential/Open Space/Agriculture is appropriate.
- C18-1: The comment opposes the proposed General Plan’s proposed land use change on Gypsy Hill.
- C18-2: The comment expresses concern about the safety of adding traffic to the intersection of Sharp Park Road on Gypsy Hill.
- C18-3: The comment states that the change to residential land use on Gypsy Hill does not support Draft Plan goals of creating housing near transit and retail, or increasing tourism.
- C18-4: The comment notes that the current Commercial zoning would support the Plan’s goal to support tourism, and that the site would be well-suited to a bed-and-breakfast inn. Staff believes the proposed change is appropriate.

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- C18-5: See responses to comments C18-3 and C18-4.
- C18-6: The comment claims that the Draft General Plan land use designation has not received public input.
- C36-2: The comment suggests that commercial development is not the highest and best use on Gypsy Hill.
- C41-2: The statement that the Draft GP conflicts with its stated economic sustainability goals is acknowledged.
- C41-3: The identification of proposed General Plan policies ES-I-32, ES-I-33, and ES-I-34 is acknowledged.
- C41-4: The comment suggests that the proposed residential land use designation on Gypsy Hill is in conflict with Draft GP goals for fiscal stability and low-intensity outdoor commercial recreation uses as referred to in comments C41-2 and C41-3. Staff believes the proposed change is appropriate.
- C48-2: Please see Response C36-2 above.
- C52-1: The comment opposes the proposed Very Low Density Residential designation on Gypsy Hill, but is mistaken about the current zoning on the property, which is actually Commercial.
- C53-2: Please see Response C52-1 above.
- C68-1: The comment opposes the proposed Very Low Density Residential designation on Gypsy Hill. Staff believes the proposed change is appropriate.
- C69-2: The comment identifies safety and traffic concerns with the proposed land use designation on Gypsy Hill.
- C69-3: The comment expresses concern about hillside preservation on Gypsy Hill.
- C69-4: The comment expresses concern about drainage and landslides on Gypsy Hill.
- C69-5: The comment requests an explanation of how the site was proposed for a change in land use.

Height Limits

- B5-65: The comment is on Policy LU-I-17, which calls for the City to “replace a citywide height limit with height limits that vary by zone, based on community input. These may allow greater heights for buildings in the Mixed Use Center and Visitor-Serving Commercial designations.” The policy’s reference to “community input” recognizes that the community should have a say in whether taller buildings should be allowed in specific areas, and if so, how tall. This input can occur when the zoning ordinance is updated.

Housing Types

B10-7: The comment refers to the plan theme to provide “a diversity of housing and population,” stated on page 1-11 of the Draft GP, and argues that the Plan should not focus exclusively on transit-accessible locations for housing. As shown in Table 4-2 on page 4-29, about half of projected new housing units would be developed in low or very low density areas, and half in medium or high density or mixed use areas.

B10-10: The comment refers to policy CD-I-4 (mistakenly identified as CD-I-1) in the Draft GP (see page 3-8). The policy does not intend to limit new housing to transit-accessible locations, but to provide design guidance for higher-density housing types.

Housing Affordability

C21-2: The comment supporting a 10 percent affordable housing requirement for new development is acknowledged. No change is recommended by Staff.

C62-1: The comment noting that affordable housing can be developed in mixed use areas identified in the Draft General Plan is acknowledged.

Land Use Diagram and Classifications

C20-5: The comment states that the Transportation Corridor designation in the Draft GP is not defined. This designation is applied only to public right-of-way.

Recommendation: Define “Transportation Corridor”

Staff recommends adding the following definition for “Transportation Corridor:” “On the General Plan Land Use Diagram and detail maps, ‘Transportation Corridor’ denotes public right-of-way. If excess right-of-way is made available for future private development, adjacent land use designations should be followed.”

- General Plan Chapter 4: Land Use (page 4-9);
- LCLUP page 2-12.

See Chapter 3 of this report for specific recommended text changes.

C5-62: The comment recommending renaming the Land Use Diagram (Figure 4-3 in the Draft GP, Figure 2-3 in the Draft LCLUP) as the “2035 Land Use Diagram” is acknowledged. No change is recommended.

Library Sites and the Park Mall Area

C5-4: The comment notes the Draft GP’s identification of a future Library/Learning Center, and inquires about what is envisioned for the two existing library branches. The Sharp Park Branch library would be zoned as part of the pedestrian-oriented main street envisioned for Palmetto Avenue (Policy LU-I-23, page 4-34). The Sanchez Branch library,

together with Park Mall, would be rezoned to facilitate mixed use development (Policy LU-I-43, page 4-37). Policy OC-I-61 (page 6-33) calls for the City to work with San Mateo County Library to identify appropriate future land uses for existing Library branch sites.

- C5-10: The comment seeks further information about plans for the existing Library sites. Such detail is not needed in this City document as these are County facilities. Any proposed change for these sites is a decision for the governing body for the San Mateo County Library.
- C5-13: To respond to the question, the Park Mall and Sanchez Branch Library sites, as well as the property west of Park Mall, are designated Mixed Use Neighborhood in the Draft General Plan . See Figure 4-3 (page 4-6) or Figure 4-9 (page 4-26).
- C46-31: The comment asks how closing Sanchez Library in favor of a new Library/Learning Center would improve the quality of life for Linda Mar residents, particularly children and seniors. Any proposed change for these sites is a decision for the governing body for the San Mateo County Library. The Draft General Plan does support the concept of a unified Library/Learning Center in Pacifica. The comment’s concern about quality of life is acknowledged. Staff suggests that new mixed-use development in the Park Mall area could create more local accessibility and destinations in the East Linda Mar area than exist today.
- C46-33: The comment asks how a proposed community center park could impact the remnant wetland near the community center. A community center park is identified as a potential future improvement in Policy CD-I-1 (page 3-5) and Policy OC-I-7 (Page 6-13). This latter policy notes that “new features could include... a viewing area facing adjacent wetlands.”
- C56-20: The comment states that the Draft General Plan conflicts with the 2002 San Pedro Creek Watershed Assessment and Enhancement Plan restoration recommendations by acquiring the City owned property/Sanchez library site, and using a portion of the parcel for storing flood flows, mitigating water quality issues, and improving steelhead and other habitat, by daylighting the creek and restoring the riparian corridor. The Conservation Element includes several policies that support and address restoration efforts along San Pedro Creek and acknowledge the work being conducted by the San Pedro Creek Watershed Coalition. It would be reasonable to specifically support creek habitat restoration as part of new development at the Library site.

Recommendation: Modify Recommendation for Park Mall Area

Staff recommends adding a statement to Policy LU-I-43: Park Mall Area (Draft GP pages 4-37 – 4-38), that the San Pedro Creek Watershed Assessment and Enhancement Plan recommendation for daylighting the creek and restoring the riparian corridor should be incorporated into new development. See Chapter 3 of this report for specific recommended text changes.

Pedro Point Shopping Center

- C1-5: The comment recommending consideration of a park opportunity site at the south end of Pedro Point Shopping Center on Caltrans-owned land is acknowledged. Staff believes the proposed Plan text is sufficient.
- C19-2: The comments supporting improvements to the frontage gateway entering the Pedro Point neighborhood, including design enhancements and commercial or recreational uses, are consistent with Policy LU-I-29 (Draft GP page 4-26).
- C40-2: See response to Comment C19-2.

Pedro Point Upper Slopes

- B5-61: The comment on Policy NH-I-26 (Draft LCLUP, page 5-15; also included in the Draft GP as Policy LU-I-31, page 4-36) relates to density regulation flexibility in relation to the protection of the California red-legged front habitat on undeveloped private land on the upper slopes of Pedro Point. This land is designated Residential/Open Space/Agriculture, following community preferences during the alternatives stage of the planning process. Developable area on the site will be based on detailed site analysis beyond the purview of the General Plan/Local Coastal Land Use Plan.

Property Rights

- B5-5: The comment's concern about the potential for Draft General Plan policies to erode private property rights is acknowledged.

Residential Development and Growth Management

For each of the comments below, please see the “Residential Development and Growth Management” master response.

- C3-1: The comment suggesting adopting a growth management section in the Draft General Plan is acknowledged. As discussed in the “Residential Development and Growth Management” master response, the City of Pacifica has a growth control ordinance.
- C20-36: The comment recommending inclusion of a growth management ordinance that prohibits new residential development unless and until adequate infrastructure exists is acknowledged. Staff does not believe this approach would be appropriate.
- C21-1: The comment expresses support for a higher rate of population growth in Pacifica is acknowledged. To clarify, the Draft General Plan does not prescribe “housing limits,” but only designates land for different types of uses, including housing.
- C22-3: The comment's statement that some residential development will bring needed revenue to the City is acknowledged. The Draft General Plan does not include an economic or fiscal impact analysis as such work is outside the scope and budget approved by the Council for this update.

- C22-8: The comment states that Pacifica should increase residential and commercial growth, to generate taxes and jobs, is acknowledged. See response to comment C22-3.
- C26-1: The comment about considering growth management as a mitigation measure for traffic congestion is acknowledged.
- C26-3: See response to Comment C20-36.
- C26-4: See response to Comment C20-36.
- C47-4: The comment's support for growth management and for below-market housing is acknowledged. See response to comment C20-36.
- C59-2: The comment asks why there is a 1,000 housing unit limit. The Draft General Plan does not set a limit on housing units. Development capacity under the proposed Plan is described on pages 4-28 and 4-29 of the Draft General Plan. The estimated development capacity under the Draft Plan aligns with population and job projections done at the regional level. The City of Pacifica has a growth control ordinance.
- C67-1: The comment suggesting adopting a growth management section in the Draft General Plan is acknowledged. Staff believes the proposed Plan text is sufficient

Rockaway Quarry Site

For each of the comments below, please see the “Rockaway Quarry Site” master response.

- B5-14: The comment calls for low-intensity uses to be allowed on the Quarry uplands.
- B5-18: The comment calls for land use designation on the Rockaway Quarry site to be flexible. Staff believes the proposed Plan text is sufficient and notes that the General Plan can be amended in the future if changes are judged necessary.
- B5-36: The comment relates to the feasibility of requiring a safe public route at the Quarry upland. In fact, the Draft Plan does not require a trail on the Quarry Uplands. Policy OC-I-53 (Draft GP, page 6-27) states: “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.”
- B5-54: The comment on Policy ER-I-55 objects to renaming the Mori Point Special Area as the Rockaway Quarry Special Area, as called for in Policy ER-I-55 of the LCLUP (page 4-38). The policy refers only to a designation in the zoning ordinance, and does not have any implications for how a developer might name or brand a project on the site.

Recommendation: Clarify Policy Language for “Rockaway Quarry Special Area” policy.

Staff recommends adding statements to Policy CD-I-16 in the Community Design Element of the Draft GP (page 3-14) and Policy ER-I-55 in the Environment and Resource Protection chapter of the Draft LCLUP (page 4-38) to define the terms used and refer to relevant maps. See Chapter 3 of this report for specific recommended text changes.

- C19-1: The comment stating the potential for the Quarry site to become a unifying asset for the City is acknowledged.
- C20-6: The comment refers to the identification of the Rockaway Quarry Site. For larger scale mapping purposes, such as in Figure 4-5 of the proposed General Plan, the site is referred to as the “Rockaway Quarry Site.” Figure 4-7 of the proposed General Plan and Figure 2-6 of the LCLUP show identical land use designations for the site, and include Rockaway Quarry Site, pad, flats, and Water Recycling Plant.
- C20-14: The comment argues that the proposed Calera Parkway project would conflict with the Draft General Plan, because it would take place partly on Quarry site land. Draft GP policy LU-I-26 requires that zoning and a master plan be developed for the Quarry site. The Calera Parkway project is beyond the purview of the Draft General Plan. See also the discussion of Highway 1 Improvements and the Calera Parkway Project in Section 2.3.
- C20-15: The comment argues that the Calera Parkway project would also conflict with Policy LU-I-26’s requirement for “detailed evaluation of biological resources...” The Calera Parkway project is beyond the purview of the Draft General Plan. See also the discussion of Highway 1 Improvements and the Calera Parkway Project in Section 2.3.
- C39-4: The comment refers to the Draft Plan’s proposed removal of the Hillside Preservation District overlay from a portion of the Quarry site, citing the need to protect wildlife. The Draft General Plan proposes to remove only the flat portion of the Rockaway Quarry site from the Hillside Preservation District, which is intended to protect steep, sloping sites.
- C49-2: See response to Comment C39-4.
- C51-3: See response to Comment C39-4.
- C54-1: The comment’s concern about any potential development on the highly-visible Rockaway Headlands, and objection to the Visitor-Serving Commercial designation on the lower portion of the Quarry Headlands, is acknowledged.
- C54-2: The comment proposes to designate the southern half of the Quarry Flats as Visitor-Serving Commercial and the northern half as “habitat.”
- C56-5: The comment expresses confusion about terms used in Policy ER-I-55 (Draft LCLUP, page 4-38). The comment also applies to Policy CD-I-16 on page 3-14 of the Draft GP. See response to Comment B5-54 for recommended clarification.
- C56-10: The comment questions the appropriateness of land use designation on the Quarry site in the context of environmental constraints and potential nuisance sources. The proposed General Plan’s land use designations for the site do not call for residential development. No housing will be permitted on this site without a vote by the people.
- C59-1: The comment recommends allowing the Quarry site to develop to its highest and best use.

C61-4: See response to Comment C39-4.

C63-2: See response to Comment C39-4.

Transfer of Development Rights

B1-3: The comment states that land on the Northern Coastal Bluffs that would be “downzoned” should retain its rights to transfer development. The subject property is an eligible “sending site” under the City’s Transfer of Development Rights (TDR) program, so Staff believes there is no substantial impact on development potential under this Plan.

B5-58: The comment states that land owners should be allowed to use shoreline protective devices, and questions how a TDR program, as identified in LCLUP Policy NH-I-20, would be equitable. The comments are acknowledged, but Staff believes the proposed Plan text is sufficient. The limitations on shoreline protective devices in the Draft General Plan and Draft LCLUP are based on Coastal Commission guidance. The City’s adopted TDR program provides flexibility to land owners along the coast.

B10-11: The comment calls for the proposed amendments to the City’s TDR program identified in Policy LU-I-13 to be removed, on the basis that they would create artificial constraints to development. The comment is acknowledged, but Staff believes the proposed Plan text is sufficient. The policy would actually provide more flexibility, by making more sites eligible to participate.

Transit-Oriented Development

A3-4: The comment suggesting locating housing, jobs, and neighborhood services near transit to promote transit use is acknowledged. The Draft General Plan Land Use Diagram and numerous policies support transit-oriented development.

A3-7: The comment recommends improving the physical environment and promoting vitality in the Manor business district. The Draft GP Land Use Diagram and policies support revitalization in Pacific Manor (see Policies CD-I-2 and LU-I-20 on pages 3-5 and 4-34 of the Draft GP.)

Undeveloped San Pedro Avenue Site

For each of the comments below, please see the “Undeveloped San Pedro Avenue Site” master response.

B2-5: The comment argues that the proposed land use designation in the Draft General Plan does not fully consider site values and constraints. Staff believes the proposed Plan text is sufficient.

B2-11: The comment supports an Open Space or a Commercial-Recreation designation for the site.

B2-15: The comment argues that existing zoning is more restrictive than the existing General Plan designation.

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- B2-21: The comment states that the Draft General Plan would eliminate an existing public coastal access trail. Policy OC-I-37: Public Shoreline Access calls for the City to “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.” With regard to the San Pedro Avenue site, policy LU-I-30 (page 4-36) states that “development must include public coastal access and must provide public open space.” Staff believes the proposed Plan text is sufficient.
- B2-23: The comment states that the proposed land use designation would expose people to hazards and adversely affect sensitive resources. Staff believes the proposed Plan text is sufficient to protect people and resources and ensure public safety.
- B3-17: The comment states that the existing land use designation would support coastal-dependent recreation and associated uses.
- B3-18: See response to Comment B2-21.
- B3-19: The comment argues that the Draft General Plan does not protect oceanfront land for recreational use and development on the site, as required by the Coastal Act. Staff believes the proposed Plan text is sufficient.
- B3-20: The comment states that the Draft General Plan does not prioritize visitor-serving commercial recreation facilities on the site, as required by the Coastal Act. Staff believes the proposed Plan text does respond to the Coastal Act.
- B3-21: The comment states that the Draft General Plan does not protect environmentally sensitive habitat areas (ESHA) on the site, as required by the Coastal Act. Staff disagrees.
- B3-22: The comment states that the Draft General Plan does not ensure that lands suitable for agricultural use are preserved for agriculture on the site, as required by the Coastal Act. Staff disagrees. The site is not appropriate for agricultural designation due to its small size and surrounding urban context.
- B3-23: The comment states that the Draft General Plan does not protect the long-term productivity of soils on the site, as required by the Coastal Act. Staff disagrees. The site is not in agricultural use, and is not appropriate for agricultural designation due to its small size and surrounding urban context.
- B3-24: The comment maintains that the Draft General Plan does not protect scenic and visual qualities on the site, as required by the Coastal Act.
- B3-25: The comment maintains that the Draft General Plan does not minimize adverse impacts resulting from such hazards as liquefaction, flooding, tsunamis, or sea level rise on the site, as required by the Coastal Act.

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- B3-26: The comment argues that the Draft General Plan does not give priority to coastal-dependent developments on the site, as required by the Coastal Act. Staff disagrees. For more discussion, please see the “Undeveloped San Pedro Avenue Site” master response.
- B3-27: The comment argues that the proposed land use designation conflicts with the Draft General Plan’s Policy CO-I-8: Maintain Functional Capacity of Wetlands. Staff disagrees. In fact, this policy would apply to any proposed development on the site, and is reinforced by Policy LU-I-30: Undeveloped San Pedro Avenue Site, which explicitly states that “a survey is required to delineate potential wetlands on the site, if any, as part of the development application and environmental review process” (see page 4-36 of the Draft GP).
- B4-2: The comment supports a Low-Intensity Visitor-Serving Commercial designation for the site.
- B4-5: The comment summarizes the Pedro Point Community Association’s (PPCA’s) previously stated land use recommendations for the site, expressing opposition to residential land use and endorsing sustainable commercial-recreational land uses.
- B4-6: The comment summarizes the community meeting held on November 4, 2012, and the PPCA’s continued objection to any residential land use on the site.
- B4-7: See response to comment B4-2.
- B4-9: See response to comment B4-2.
- B5-15: The comment recommends a new boat harbor and improved access to the ocean and beach, and recommends that the Coastal Conservancy purchase the undeveloped San Pedro Avenue site for a community park, beach access, and public parking. Previous studies have determined that a boat harbor in this area is not realistic; see “Undeveloped San Pedro Avenue Site” master response.
- B5-19: The comment notes the potential for Coastal Residential Mixed Use zoning, and recommends a boat harbor in the area. See response to comment B5-15.
- B10-8: The comment calls for resolving the land use designation for the Calson site, and recommends housing.
- C1-4: The comment recommends a land use designation for medium density housing on the site, given the neighborhood context.
- C1-6: See response to Comment C1-4.
- C1-8: The comment recommends streamlining the planning, zoning and CEQA analysis on the site, through the Specific Plan process. This recommendation is acknowledged. Staff believes the proposed Plan text is sufficient to accomplish this through Plan implementation.

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- C8-2: The comment inquires about the process by which the proposed land use designation was chosen, noting that the community preference to not change existing zoning was documented.
- C10-1: The comment summarizes the proposed land use designation, and confuses existing land use with the concept of designating land for potential land use.
- C10-3: The comment notes that the undeveloped San Pedro Avenue site is prone to flooding and should be considered a candidate for wetland designation and would be subject to Draft GP policies CO-I-6: Wetland Preservation, CO-I-8: Maintain Functional Capacity of Wetlands and SA-I-24: Flood Map Review. The comment is acknowledged, but Staff believes the proposed Plan text is sufficient.
- C11-1: The comment objects to the Coastal Residential Mixed Use designation for the undeveloped San Pedro Avenue site.
- C11-2: The comment states that the land is prone to seasonal flooding and may be a candidate for wetlands delineation. See response to comment C10-3.
- C11-3: The comment describes the PPCA's preferred land use designation for the Undeveloped San Pedro Avenue site, and questions how the proposed designation was arrived at, considering the stated community preference.
- C12-2: The comment objects to the Coastal Residential Mixed Use designation for the undeveloped San Pedro Avenue site and calls for a commercial or open space designation, citing concerns about traffic and neighborhood character. Staff disagrees with such a change.
- C16-1: The comment supports a land use designation for medium density housing on the site, with potential for a park.
- C16-2: The comment calls for resolving the land use designation for the Calson site, and recommends housing.
- C19-3: The comment supports the Coastal Residential Mixed Use designation on the undeveloped San Pedro Avenue site.
- C22-2: The comment supports housing on the undeveloped San Pedro Avenue site.
- C40-1: The comment supports the Coastal Residential Mixed Use designation, citing neighborhood context.
- C40-3: The comment supports maintaining a separation between the commercial and residential parts of the Pedro Point neighborhood.
- C40-4: The comment argues that a residential developer is most likely to be able to absorb the cost of incorporating a park/open space as part of development plans.

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- C40-7: The comment describes existing General Plan designation and narrative on the site.
- C40-8: The comment described the results of a prior design competition that yielded two plans for the site that featured different combinations of housing and park area.
- C40-9: The comment supports compatible residential development on the site.
- C41-2: The comment states that the Draft General Plan would conflict with its own stated economic sustainability goals. Staff disagrees.
- C41-3: The comment identifies proposed General Plan policies ES-I-32: Expanded Commercial Recreation, ES-I-33: Preserve the Experience of the Natural Environment, and ES-I-34: Appropriate Site Design.
- C41-4: The comment suggests that the proposed Coastal Residential Mixed Use land use designation is in conflict with Draft General Plan goals for fiscal stability and low-intensity outdoor commercial recreation uses as referred to in comments C41-2 and C41-3. Staff disagrees.
- C41-5: The comments states that the Economic Development Plan Draft Report (June 2013) recommendations concerning the Calson Site are not supported by the Draft General Plan approach to the site. Comments on the Economic Development Plan are beyond the scope of this project.
- C41-6: The comment summarizes a community meeting held to discuss the Draft General Plan approach to the undeveloped San Pedro Avenue site, and the Pedro Point Community Association (PPCA) motion to keep the property in a Commercial Recreation designation, with consideration for a Conservation designation.
- C41-11: The comment argues that a Conservation designation should be merited based on environmental conditions.
- C41-12: The comment argues that Draft General Plan policies stating that Draft GP policies are inadequate because they state that wetlands and flooding/sea level rise issues will be addressed at the time a development is proposed. Staff disagrees,
- C56-4: The comment states that the Undeveloped San Pedro Avenue site and the Rockaway Quarry site are referred to inconsistently by different names in the Plan documents, causing confusion. With regard to the Undeveloped San Pedro Avenue Site, the Draft General Plan and Draft LCLUP consistently use that term and no other, except on the Sub-Areas and Specific Sites map, which refers to the "Calson Site." See "Undeveloped San Pedro Avenue Site" discussion above for proposed modifications. Regarding Rockaway Quarry terms, see response to comment C20-6 under "Rockaway Quarry Site."
- C56-25: The comment states that a lower density and intensity of development is appropriate for the undeveloped San Pedro Avenue site given potential impacts related to sea level rise, coastal erosion, habitat and wetlands. Staff disagrees.

Urban Reserve

C5-64: The comment inquires whether any land is designated Urban Reserve in Pacifica's Coastal Zone. There is a small amount of Urban Reserve land in the Coastal Zone, at Shamrock Ranch. See Figure 2-7 on page 2-25 of the Draft LCLUP.

Visitor-Oriented and Recreational Uses

A2-2: The comment supporting Draft General Plan policies LU-I-5: Lower-Cost Visitor and Recreation Facilities; LU-I-6: Oceanfront Land for Recreational Use; OC-G-5: Open Space Preservation; OC-G-6: Coastal Areas Suited for Water-Oriented Recreation is acknowledged.

B5-16: The comment on Policy LD-I-5 in the Draft LCLUP (page 2-27) describes the cost of beach parking as inconsistent with the protection of lower-cost visitor and recreational facilities along the coastline. To clarify, the policy favors lower-cost facilities but does not require free parking at Pacifica State Beach. This policy is also included in the Draft General Plan as Policy LU-I-5 (page 4-32).

B5-17: The comment on Policy LD-I-6 (Draft LCLUP, page 2-27) questions whether the proposed areas to be designated for Low-Intensity Visitor-Serving Commercial will be sufficient to meet demand for oceanfront recreational land. This designation, appropriate for commercial recreation uses, is also applied to land along Northern Palmetto Avenue; meanwhile, Sharp Park Golf Course provides recreation along much of central Pacifica's coastline. No change is recommended.

B10-6: The comment supports the theme of creating a destination for tourism, stated on page 1-10 of the Draft General Plan, and advocates for expanding the consideration of tourism beyond Rockaway Beach and the Quarry site, and considering partnerships with ocean-themed businesses or educational entities. In fact, the Draft General Plan designates substantial land for visitor-serving or low-intensity visitor-serving uses. Other Plan policies support creation of a walkable main street environment along Palmetto Avenue, enhancing the Promenade area as a local community and tourist destination, and supporting new cultural facilities "where such uses could generate economic benefits."

C44-7: The comment's statement that Pacifica's economic and environmental sustainability is dependent on public access to beaches and visitor-serving amenities is acknowledged.

Economic Sustainability

Business Improvement Districts

B5-69: The comment on Policy ES-I-2 requests clarification on whether Business Improvement Districts (BID) would be expected to fund all public improvements in the Palmetto Avenue area. A BID would not be expected to fund all improvements.

Recommendation: Clarify Policy on Business Improvement Districts

Staff recommends revising Policy ES-I-2 to clarify that a BID should be a mechanism to help finance local improvements. See Chapter 3 of this report for the specific text change.

Jobs and Employment Sites

B10-3: Buildout of the Draft General Plan is projected to include 645,400 square feet of net new non-residential development, which would support an estimated 1,470 new jobs. Combined with the 6,360 jobs ABAG estimated to exist in Pacifica in 2010, this would result in a total of 7,830 total jobs in 2035. The comment calling for more sites to be designated or “land banked” for specifically Commercial (as opposed to Mixed Use) development is acknowledged. Staff believes the proposed Plan text and land use designations are sufficient.

B10-4: With regard to the Beach Boulevard site, Draft General Plan Policy LU-I-24 suggests that appropriate uses for the Beach Boulevard site include a library and/or other civic use; a boutique hotel and restaurant; mixed use development including cafes, restaurants, retail, and upper-level housing; and townhouses and apartments. The Rockaway Quarry site is envisioned to include visitor-oriented uses and conserved open space (see Policy LU I-26), while the Park Mall site would be rezoned to facilitate mixed use development (LU-I-43). The comment’s support for office and/or expanded retail uses on these sites is acknowledged.

B10-5: The comment refers to the plan theme to create “a unique, vital center for Pacifica,” stated on page 1-10 of the proposed General Plan, and suggests that a retail use such as an outlet center could also generate employment and be a destination use. The Draft General Plan’s policy for Palmetto Avenue (LU-I-23, page 4-34) envisions a pedestrian-oriented Main Street environment. An outlet center would likely not be compatible with this policy. The comment is acknowledged, but Staff believes the proposed Plan text is sufficient.

C5-7: Table 2.4-3 of the Draft EIR shows additional jobs by land use type.

Housing

Comments on the Draft Housing Element are beyond the scope of this report. The Housing Element will be revised as needed for consistency with the rest of the Draft General Plan.

C56-28: The comment refers to policies CD-I-1 and LU-G-3 of the Draft General Plan, and argues these policies are not compatible with a goal of 200 units of housing at the Rockaway Quarry site. The Draft General Plan does not propose housing at the Quarry site.

C56-29: The comment states that housing at the Sanchez Library site does not consider floodplain or San Pedro Watershed Management Plan recommendations. Site-specific analysis would need to be conducted to determine future development capacity on the site. Staff

recommends that Watershed Management Plan recommendations be included in policy for the site. See response to comment C56-20 under “Library Sites and Park Mall Area.”

C56-30: Potential future development at the Rock site would be required to meet City requirements for access. The density and intensity ranges provided in the proposed General Plan do not mean that every site in a given designation will be able to develop to maximum density/intensity, as policies and regulations for protection of environmental resources and other factors also apply.

C56-31: Chapter 3 of the proposed General Plan (Community Design) does not contain a Table 3-10.

2.3 Circulation, Open Space and Community Facilities

The section begins with master responses to issues raised by many community members. These are followed by responses to individual comments.

HIGHWAY 1 IMPROVEMENTS AND THE CALERA PARKWAY PROJECT

The Highway 1 improvement project known as the Calera Parkway project was another major subject of public comments on the Draft EIR and Draft General Plan. Many comments state that the Calera Parkway project is treated as a part of the Draft General Plan, and should not be. Community members voiced their objection in terms of both substance and process. Several commenters felt that the Calera Parkway project would harm the unique, coastal small-town character of Pacifica, and/or would not contribute to a positive image for Pacifica—going against goals of the Draft General Plan. Commenters also wrote that the Calera Parkway project should not be included in the Draft Plan because there have not been adequate opportunities for public feedback; because City Council has not taken a formal position on the project; and because a range of alternatives has not been explored.

Some commenters proposed that the Draft General Plan should set the parameters for a successful Highway 1 improvement project. These commenters suggested that Plan goals would favor “soft” solutions to the congestion problem that have not been adequately studied, such as working with the school district on student transportation, or using smart traffic signals. A parallel roadway in the Quarry site was also mentioned.

Background

City, 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 Highway 1 between Fassler Avenue and Westport Drive. The draft EIR was released in August 2011, and a public meeting was held in September 2011. Caltrans, the Lead Agency of the project, approved the Final EIR/EA August 1, 2013. The Calera Parkway project, as it is more commonly called, proposes to add one lane of traffic in each direction between Fassler Avenue and Reina del Mar Avenue, which is projected to increase capacity at the intersections by 50 percent. Aside from the “No Build” scenario, other

alternatives were also considered. Caltrans is the Lead Agency for the Calera Parkway Project, under both CEQA and NEPA.

Draft General Plan Approach to the Project

The Draft General Plan presents the Calera Parkway project as a Caltrans-planned improvement. The Plan recognizes the problem of congestion on Highway 1, and aims to support a solution that addresses the congestion. Because the Calera Parkway project is in process and has been analyzed, the Draft General Plan's Circulation Element evaluates future roadway conditions both with and without the Calera Parkway improvements. The Plan includes one guiding and one implementing policy on improvements to Highway 1, as follows:

CI-G-7 ***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.

CI-I-9 ***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.

Evaluating the Relationship between the Calera Parkway Project and the Draft Plan

Staff maintains that the Plan's overall approach to Highway 1 improvements is appropriate. Staff also recognizes that there are places in the document where it seems that the Plan endorses the Calera Parkway project specifically, and these should be modified.

Recommendation: Modify Plan text to consistently support improvements to address congestion on Highway 1, without endorsing Calera Parkway project

Staff recommends that Plan language be modified to consistently state that the City supports a solution that will "alleviate traffic congestion while minimizing environmental impacts and impacts to adjacent land uses, ensuring adequate local access, and enhancing the community's image," as stated in policy CI-I-9. References that indicate support for the Calera Parkway project specifically would be removed. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 1 (page 1-11); Chapter 3 (page 3-14); and Chapter 5 (pages 5-5, 5-7 and 5-12);
- Local Coastal Land Use Plan Chapter 3 (pages 3-31 and 3-33) and Chapter 4 (page 4-34).

PEDESTRIAN ACCESSIBILITY AND HIGHWAY 1

Community members commented on the need for the Draft General Plan to address safe pedestrian access along and across Highway 1. Some comments referred to the Calera Parkway Project, noting that it would create wide intersections that would be challenging to cross for children, older adults, and persons with disabilities. Others suggested the Draft General Plan as a whole failed to comprehensively integrate pedestrian and bike travel, and especially safe crossings of Highway 1. The difficulty of crossing Highway 1 was noted as a barrier to public coastal access, and as a barrier to connections between neighborhoods. Some comments proposed the need for more over- or under-crossings for pedestrians, and wanted to better understand the Plan's intentions for such crossings.

Draft General Plan Approach to Pedestrian Accessibility and Highway 1

The Draft General Plan aims to emphasize multi-modal accessibility in Pacifica. Section 5.3 of the Circulation Element introduces Pedestrian Priority Zones, where future roadway improvements should give special priority to sidewalks and pedestrian amenities supporting mixed-use, walkable areas. The Plan also provides guidance for the City to create "complete streets" as part of future roadway improvements; to ensure connective street networks and small blocks on new development sites; and to develop ways to measure the performance of roadways for bikes, pedestrians, and transit users. Section 5.4 includes numerous policies to improve the pedestrian and bike networks, including policies to create walkable neighborhoods; enhance mobility for all users, particularly persons with disabilities, seniors, children, and visitors; and partner with the school district on Safe Routes to Schools programs. Section 6.2 in the Open Space and Community Facilities Element details how the Coastal Trail and the ridge trails should be enhanced and connected, including a new Highway Over-Crossing for pedestrians at Mori Point (Policy OC-I-28) and replacement or rehabilitation of the Highway 1 overcrossing between West and East Sharp Park neighborhoods (OC-I-31).

Potential improvements to the Draft General Plan and Draft LCLUP are identified in the boxes below.

Recommendation: Clarify that Class I bike paths are also for pedestrians, and add policy on Class I Multiuse Trail Design

Staff recommends plan language to clarify that Class I bike trails should be considered "multiuse" trails for both bikes and pedestrians. A new policy is recommended to state that Class I multi-use trails should be designed to allow for separation between people on foot and on bikes where possible. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 5 (pages 5-25, 5-29);
- Local Coastal Land Use Plan Chapter 3 (pages 3-25, 3-30).

Recommendation: Add proposed ped/bike over-crossing and existing ped/bike at-grade highway crossings and to Bicycle Network map

Policies for pedestrian over- and under-crossings are in the Trail System section of Chapter 6, but not shown effectively in Chapter 5. The Bicycle Network map should be updated to show planned over-crossings, and adjust the legend to describe these as Pedestrian and Bicycle Overcrossings. Ped/bike at-grade crossings of highways should also be added. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 5 (page 5-27);
- Local Coastal Land Use Plan Chapter 3 (page 3-26).

Recommendation: Ensure pedestrian safety is incorporated in design of highway intersection improvements

Staff recommends modifying the implementing policies for highway intersection improvements to state that safe and attractive crossings for pedestrians and bikes must be incorporated. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 5 (page 5-21, 5-22)
- Local Coastal Land Use Plan Chapter 3 (page 3-40)

Recommendation: Add cross-references between sections 5.4 and 6.2

Pedestrian accessibility and the bike network are covered in Chapter 5: Circulation, while the trail system is covered in Chapter 6: Open Space and Community Facilities. A cross-reference should be added in Chapter 5 (page 5-27) like the one in Chapter 6 (page 6-19). See Chapter 3 of this report for specific recommended text changes:

RESPONSES TO INDIVIDUAL COMMENTS

Circulation

Bicycle Facilities

A3-6: The comment recommends improving and developing bike routes along the coast-side of Palmetto Avenue and Beach Boulevard and along the Mori Point trail. The Draft General Plan includes a Class II route on Palmetto Avenue and a proposed Class III route on Beach Boulevard (see Figure 5-4: Existing and Proposed Bicycle Network, page 5-26). The trail connection from Beach Boulevard to Mori Point along Sharp Park Beach is shown on the Trail System map, Figure 6-2 on page 6-17.

B10-18: The comment inquires about responsibility for funding bike parking, as called for in policies CI-I-42, CI-I-43, and C-I-44 (page 5-30 of the Draft General Plan). Bike parking at public parking lots would be the responsibility of the City; parking at privately-owned sites or recreation areas managed by other agencies would be the responsibility of those entities. The City may provide assistance in seeking grant funding.

Recommendation: Identify funding responsibility for bike parking at non-City-owned sites.

Staff recommends modifying the Bicycle Parking at Recreation and Shopping Areas policy to indicate that parking at privately-owned sites or recreation areas managed by other agencies would be the responsibility of those entities. The City may provide assistance in seeking grant funding. The policy in question would now be Policy CI-I-44 after the addition of a policy for Class I Bikeway Design. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 5 (page 5-30)
- Local Coastal Land Use Plan Chapter 3 (page 3-30)

Highway 1 Widening/Calera Parkway

For each of the comments below, please see the “Undeveloped San Pedro Avenue Site” master response.

B5-45: The comment proposes considering grade reduction as a complement to highway improvements.

B5-66: The comment considers who would fund the roadway enhancements described in policy CD-I-19 (Page 3-16 of the Draft General Plan), to ensure that future changes to the Coast Highway will also upgrade the appearance of the right-of-way. This policy is intended as City guidance on Caltrans improvements; Caltrans would be responsible for the construction of these improvements.

B5-67: The comment asks whether policy CD-I-24 (page 3-16 of the Draft General Plan) would apply to Caltrans improvements on Highway 1. The policy may be considered City guidance on Caltrans improvements, and will apply to City-directed roadway improvements.

C5-5: The comment requests confirmation that the Coastal Zone extends to the eastern boundary of Highway 1 and would be subject to the Draft LCLUP. Highway 1 is within the Coastal Zone and subject to the California Coastal Act. The comment also asks the City to have public meetings on the Calera Parkway project, consider alternatives, and consider the relationship between the Calera Parkway project and Draft GP goals.

C5-9: The comment points to Draft General Plan guidance for a connective street pattern as part of future development on the Quarry Site, and suggests that such a pattern could include parallel roadways that could be part of a solution to congestion on Highway 1. A specific street layout is not presented in the Draft General Plan.

Responses to Comments on the Draft Pacifica General Plan
Chapter 2: Responses to Plan-Related Comments

- C5-15: The comment refers to policy OC-I-37: Public Shoreline Access, and suggests that not only development projects but also roadway improvements such as the Calera Parkway project should meet the policy directives to provide coastal access.
- C5-24: The comment asks how the City would evaluate “the greatest public benefit with the least environmental impact,” as it refers to solutions on address congestion on Highway 1 (Policy CI-G-7, page 5-19 of the Draft General Plan), and what the City’s position is on Calrans’ proposed improvements. The comment also asks about intersection of Sea Bowl Lane and SR 1; this is not a study intersection for the General Plan, however there is currently a yield sign on the Sea Bowl Lane approach.
- C5-28: The comment refers to policy CI-I-9: SR 1 Improvements between South of Fassler and North of Reina del Mar (page 5-21), and recommends not only working with other agencies but creating a task force to get community input and considers all modes of travel.
- C5-30: See response to comment C5-24.
- C5-33: The comment asks for clarification on the City’s position on the Calera Parkway project, which is provided in this report.
- C5-35: The comment asks for clarification on whether the City is a joint sponsor of the Calera Parkway project, and what its position is on that project’s FEIR.
- C5-36: The comment asks whether Level of Service (LOS) is the primary criterion upon which the Calera Parkway project will be assessed, and requests a public vote on the project for Pacifica residents.
- C5-44: The comment questions the Draft General Plan’s and Draft LCLUP’s reference to the appearance of the Coast Highway right-of-way being improved as part of the Calera Parkway project, on page 3-14.

Recommendation: Modify Plan text to reflect City goal for improved appearance of Highway 1

Staff recommends that Plan language be modified to state that future changes to Highway 1 should enhance the appearance of the right-of-way. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 3 (page 3-14);
- Local Coastal Land Use Plan Chapter 4 (page 4-34).

C5-46: The comment notes that Calera Parkway project is identified in some locations in the Draft General Plan and Draft LCLUP as a “planned improvement.” See “Highway 1 and the Calera Parkway Project” discussion for recommended text modifications.

C5-69: See response to C5-46.

- C5-70: See response to C5-44.
- C14-1: The comment opposes the Calera Parkway project and recommends alternatives involving working with the schools, and using smart lights.
- C15-1: The comment opposes the Calera Parkway project and states that it should not be included in the Draft General Plan.
- C19-4: The comment supports the widening of Highway 1 to alleviate traffic congestion.
- C39-2: The comment describes the widening of Highway 1 as a “fundamental part of the General Plan Update.”
- C39-5: The comment characterizes the widening of Highway 1 as a threat to Pacifica’s scenic coastal setting.
- C39-7: The comment opposes the Calera Parkway project and points to Solana Beach as a positive example of highway improvements in a coastal town.
- C42-4: The comment opposes the Calera Parkway project and describes it as being counter to the Draft General Plan guiding principle, under “Economic Sustainability,” to promote a positive image.
- C42-5: The comment opposes the Calera Parkway project, citing it as a threat to Pacifica’s “unique, small-town character,” identified as a key feature of the Draft General Plan.
- C42-8: The comment opposes the inclusion of the Calera Parkway project in the Draft General Plan.
- C43-2: The comment opposes the inclusion of the Calera Parkway project in the Draft General Plan, as it has not received feedback from the community and would harm walkability and open space character.
- C44-4: The comment proposes a parallel roadway as a strategy to ease congestion on Highway 1.
- C44-17: See comment proposes that alternative solutions should be sought to alleviate traffic congestion that are less harmful to the environment.
- C45-1: The comment presents alternatives to widening Highway 1, including metering lights, coordinated traffic signals, and enhanced parallel routes.
- C47-1: The comment opposes the inclusion of the Calera Parkway project in the Draft General Plan.
- C49-4: The comment opposes the inclusion of the Calera Parkway project in the Draft General Plan.

C51-2: The comment opposes the inclusion of the Calera Parkway project in the Draft General Plan, and a thorough assessment of economic, environmental, and scenic impacts.

C56-62: See response to comment C5-44.

C60-5: The comment notes that the Calera Parkway project is identified in the Draft General Plan as a “planned improvement.” The comment opposes the project, and recommends working with schools and other alternatives including signal timing, constraining commute-hour left turns, pedestrian overpasses, and a moveable barrier to provide a commute-direction third lane.

C61-3: The comment describes the widening of Highway 1 as a “fundamental part of the General Plan Update.”

C61-5: The comment characterizes the widening of Highway 1 as a threat to Pacifica’s scenic coastal setting.

C63-1: The comment notes Draft General Plan statement saying that “the Plan supports the completion of the planned Highway 1 improvements,” on page 1-11. See the discussion under “Highway 1 and the Calera Parkway Project” for recommended text modifications.

C64-1: The comment envisions Highway 1 widening as a threat to Pacifica’s scenic coastal setting.

C44-2: The comment recommends using new congestion management strategies.

Multimodal Circulation

A3-8: The comment supporting lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees is acknowledged. Draft General Plan policies CI-I-42 through CI-I-45 cover bicycle parking. Draft General Plan policies CI-G-17 and GI-I-54 support Transportation Demand Management (TDM) programs.

C22-7: The comment asks if it is possible to consider an increase in bus and shuttle service as a strategy to decrease congestion. Regular service updates to SamTrans bus lines are expected as part of an overall system efficiency plan, but no large-scale improvements are expected. However, General Plan policy CI-G-16 includes advocating for SamTrans and other public transit providers to improve transit service and facilities. General Plan policy CI-I-55 supports expanded funding for local transportation services.

C5-23: The comment supports policy CI-G-1: Comprehensive Circulation System, and inquires whether the City has established a plan with action and milestones. This is beyond the scope of the General Plan. With regard to the separation of bike and pedestrian paths, see discussion and recommended modifications under the “Pedestrian Accessibility and Highway 1” master response.

- C5-48: The comment recommends separating bicycle and pedestrian facilities with signage and striping; see discussion and recommended modifications under the “Pedestrian Accessibility and Highway 1” master response. With regard to wheelchair users, Draft GP policy CI-I-31: Universal Design would require all pedestrian facilities to be ADA compliant and accessible to persons with disabilities.
- C29-2: The comment states that the Draft General Plan encourages more driving with few or no bike or pedestrian routes. Staff disagrees. The Draft General Plan, in fact, includes extensive policy direction for bike and pedestrian enhancements.
- C30-2: The comment’s support for policies that address climate change by encouraging public transit is acknowledged. See response to comment C22-7.
- C44-14: The comment’s support for proactive policies for public transit is acknowledged. See response to comment C22-7.
- C44-15: The comment’s support for new approaches to climate change, public transportation and traffic congestion is acknowledged.
- C60-6: The comment’s support for policies that encourage greater bike use and transit ridership is acknowledged.
- C66-2: The comment’s report that Erik Alm, Caltrans district branch chief, recommends promoting transit use, car parks, shuttle services, and bike routes, and improving Manor Drive, is acknowledged.

Park-and-Ride Facilities and Shuttle Services

- C22-4: The comment asks if a park-and-ride site serving BART and Caltrain stations, or Highway 1 lane dedication for transit and carpool vehicles can be considered. Draft General Plan Policy CI-I-51 includes working with SamTrans to identify and improve Park-and-Ride facilities. Policy CI-I-55 supports expanded funding for local transportation services, and Policy CI-G-16 includes advocating for SamTrans and other public transit providers to improve transit service and facilities.
- C22-5: The comment noting the need for more trailhead parking for visitors, and improved public transit from Caltrain and BART, is acknowledged. See response to comment C22-4 with regard to transit. The Draft General Plan includes policies CI-I-63: New and Enhanced Trailhead Parking (page 5-38) and OC-I-33: Enhanced Visitor Services at Sheldance Nursery (page 6-20).
- C23-2: The comment promoting the City initiating shuttle service to Caltrain and BART, with potential funding from Measure A, state and federal transportation sources is acknowledged. Draft General Plan Policy CI-I-55 (page 5-34) calls for the City to “support expanded funding for Local Transportation Services tailored to the schedules and destinations of students, seniors and recreational visitors.”

C60-8: The comment suggesting cooperation with the GGNRA on congestion mitigation is acknowledged.

C65-3: The comment recommending that the City create a local transit shuttle system connecting main arterials and collector routes within city limits is acknowledged. See response to C23-2.

Parking for Recreational Visitors

B5-6: The comment stating that the Draft General Plan should consider the adequate parking and public services and facilities for visitors is acknowledged.

B5-27: The comment stating that the Draft General Plan should consider the creation of more beach parking is acknowledged.

B5-33: The comment stating that GGNRA should provide better access and parking at Shelldance and Fassler is acknowledged. The Draft General Plan includes policies CI-I-63: New and Enhanced Trailhead Parking (page 5-38) and OC-I-33: Enhanced Visitor Services at Shelldance Nursery (page 6-20).

B5-46: The comment raises concerns about parking shortages, especially to serve the new Devils Slide trail, and recommends coordinating with San Mateo County to provide its share of visitor amenities. This is the purpose of policy CI-I-63 in the Draft General Plan (page 5-38) and PR-I-74 in the Draft LCLUP (page 3-46).

B5-53: The recommendation for a comprehensive parking plan is acknowledged. See also response to B5-33.

C5-51: The comment refers to policy OC-I-45: Fees and Time Restrictions, and recommends signage at Pacifica State Beach to help users report parking violations. The recommendation is acknowledged, and is beyond the purview of the General Plan.

C22-10: The comment stating that the City needs to plan for more visitor parking is acknowledged.

C40-6: The comment about street parking issues on Shoreside and Danmann is acknowledged.

Parking Requirements

B5-68: The comment inquires whether Draft General Plan policy CD-I-7: Parking in Higher-Intensity Mixed Use Areas would apply to existing parking. The policy would apply to new development.

Pedestrian Accessibility and Highway 1

For each of the comments below, please see the “Pedestrian Accessibility and Highway 1” master response.

C5-3: The comment considers connections between neighborhoods east and west of Highway 1 as an aspect of Pacifica’s small-town character.

- C5-19: The comment refers to Highway 1 as a physical barrier to coastal access, and calls for policy OC-G-8 to be modified to address coastal access along Highway 1.
- C5-31: The comment notes the Draft Plan’s proposed over-crossing at Mori Point, and proposes potential additional over-crossings of Highway 1 to improve connectivity between inland neighborhoods and coastal areas.
- C5-32: The comment proposes pedestrian sidewalks and crossings associated with the north-south bikeways that are the subject of General Plan Policy CI-I-32 and CI-1-34 in the Circulation Element.
- C5-47: The comment requests that discussion of sidewalks on Highway 1 be added to the narrative on page 5-23 of the Draft General Plan, and that ADA-conforming pedestrian network should be discussed and mapped as part of the Draft GP. Mapping an ADA-conforming network is outside the scope of the General Plan, and Staff believes the proposed Plan text on “complete streets” is sufficient to address this concern.
- C5-68: See response to comment C5-31.
- C44-10: The comment notes that safe pedestrian and bike crossings of Highway 1 are lacking. General Plan policies CI-G-14 and CI-I-27 reference improving existing Highway 1 crossings and reducing curb-to-curb widths to improve crossing conditions for pedestrians. See also “Pedestrian Accessibility and Highway 1” master response.
- C47-2: The comment argues that the Calera Parkway project will create extremely wide intersections for pedestrians to cross. See response to comment C44-10.
- C56-50: The comment requests information about the impacts of the proposed Calera Parkway project, recommends that Pedestrian Priority Zones be expanded to all neighborhoods, emphasizing safe crossings of Highway 1, pedestrian facilities, and transit-oriented development. The Draft General Plan does support pedestrian-oriented street improvements (policy CI-I-27), Safe Routes to Schools programs (policy CI-I-30), has numerous policies for implementing Complete Streets (CI-I-1 through CI-I-8), and facilitating transit-oriented development (numerous policies in the Community Design and Land Use chapters). See also “Pedestrian Accessibility and Highway 1” master response.
- C65-5: The comment calls for pedestrian over-crossings of Highway 1 at the Reina del Mar and Fassler Avenue intersections.

Pedestrian Facilities

- C5-14: Referring to policy CI-I-6: Block Size and Maximum Street Spacing, the comment asks what “mid-block pedestrian connections” would include. Mid-block pedestrian crossings refer to pedestrian passages between buildings, and crosswalks. The design details of crossings are not specified.

C5-49: The comment requests a map showing the pedestrian network, similar to the Bicycle Network map. The Draft General Plan includes a Trail System map (Figure 6-2, page 6-17).

Roadway Redesign

C5-45: The comment recommends that the City carefully evaluate accident potential when considering roadway retrofits such as those illustrated in Figure 5-3 on page 5-9 of the Draft General Plan. The comment is acknowledged.

School-Related Traffic

C5-27: The comment observes that school-related traffic contributes to peak period congestion, and asks if the City will evaluate the vehicle miles travelled (VMT) and greenhouse gas emissions implications of students being driven to school. This question is beyond the scope of the Draft General Plan. The Draft General Plan does include Policy CI-I-15 (page 5-22), which calls for the City to work with the school districts to promote staggered hours, car-pooling, and use of transit.

C44-16: See response to comment C5-27.

C65-2: The comment recommends that the City consider a policy to adjust school times at Vallemar Elementary School. See response to comment C5-27.

C65-4: The comment's support for collaboration between the City and school districts on student transportation is acknowledged. See response to comment C5-27.

Traffic Mitigation

C5-26: The comment requests clarification of the term "mitigating regional growth" with regard to improving SR 1 and Linda Mar operations in policy CI-I-10 (page 5-21). A westbound right turn overlap phase would allow westbound right-turning vehicles to make their turn without stopping during the southbound left-turn phase, which will reduce the amount of delay they experience and reduce queue length. A longer signal time will increase individual red light time but will increase the number of vehicles that can travel through the intersection on average.

C22-9: The comment that "anything that improves existing traffic congestion is an improvement" is acknowledged.

Transportation Demand Management

A3-5: The comment suggests additional policies to promote TDM. General Plan policy CI-G-17 addresses TDM (support TDM strategies to reduce congestion and single-occupant vehicle travel), as does policy CI-I-54 (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).

Open Space and Community Facilities

Community and Cultural Facilities

- A4-3: The comment provides updated school capacity information from the Pacifica School District. The capacity information has been used to update Table 6-6 on page 6-28 of the Draft General Plan. Please see Chapter 3 of this report.
- A4-4: This comment provides updated information about the Pacifica School District, which has been used to update page 6-27 of the Draft General Plan. Please see Chapter 3 of this report.
- C7-1: The comment inquires about representation of Pacifica Center for the Arts in the Draft GP. Figure 6-4: Schools and Community Facilities identifies Pacifica Center for the Arts, and the facility is discussed on page 6-32.
- C13-4: The comment states support for open space and community facilities in Pacifica, including a Teen Center and improved libraries, is acknowledged. The Draft General Plan includes policies for all of these priorities.

Open Space-Related Policies

- A5-1: The comment supporting the Draft General Plan's Open Space Preservation and Trail System Expansion, Sustainable Development and Practices, and Protection from Natural Hazards features is acknowledged.

Public Coastal Access

- A2-2: The comment supporting Draft General Plan policies LU-I-5: Lower-Cost Visitor and Recreation Facilities; LU-I-6: Oceanfront Land for Recreational Use; OC-G-5: Open Space Preservation; OC-G-6: Coastal Areas Suited for Water-Oriented Recreation is acknowledged.
- A2-3: The comment noting that protection of habitat and shoreline conditions at Sharp Park and Pacifica State Beaches may require constraints on public access is acknowledged. The comment is consistent with policy OC-I-18 on page 6-14.
- A2-4: The comment stating that curfews may be required to protect resources and provide for public safety is acknowledged. The comment is consistent with policy OC-I-45: Fees and Time Restrictions.
- B5-9: The comment's concern about the amount of public access, open space, and habitat in the Draft LCLUP is acknowledged.
- B5-26: The comment refers to coastal access policies indicated on Figure 3-1: Coastal Access, on page 3-3 of the Draft LCLUP (the content of this map is also included in Figure 6-3 on page 6-22 of the Draft GP.) Questions are responded to as follows.

Mori Point (notation #11) is not identified for enhanced public access to the coast itself because of steep, rocky bluffs (see Table 3-1 in the LCLUP or Table 6-5 in the Draft GP.)

Increased parking access for Mori Point is supported by policy PR-I-38: Enhanced Visitor Services at Shelldance Nursery and PR-I-35: Highway 1 Over-Crossing at Mori Point, which would connect the enhance visitor hub at Shelldance Nursery with the Mori Point trails (these policies are also included in the Draft GP).

The north and south ends of Rockaway Beach (notations #12 and #14) identify existing parking lots, and proposed improvements to “ensure public access.” The comment indicates the need for better lighting, longer hours, and better signage at these lots. Rockaway Beach seawall is identified as publicly owned. The comment regarding notation #13 maintains that a large portion is privately owned. In this case, both the City and private owners are responsible for its maintenance.

Parking for the north end of Pacifica State Beach is provided at the public lot on Crespi Drive (notation #16). Finally, the comment notes the need for more public parking at the north end of Pedro Point Shopping Center.

Recommendation: Modify Public Coastal Access maps, tables, and policies to enhance public access improvements at Rockaway Beach

Staff recommends that Plan language and graphics be modified to identify the need for enhanced access to Mori Point from Shelldance Nursery; the need for lighting and signage improvements at the north and south ends of Rockaway Beach; recognize both public and private ownership of the Rockaway Beach seawall; clarify that the Crespi Drive parking lot serves beach visitors; and pursue a shared parking agreement with Pedro Point Shopping Center for recreational visitors:

- General Plan Chapter 3: Figure 6-3, page 6-22; Table 6-5, page 6-23; policies OC-I-50 (new), OC-I-51, and OC-I-54 (new), page 6-27;
- Local Coastal Land Use Plan Chapter 3: Figure 3-1, page 3-3; Table 3-1, pages 3-6, 3-7; policies PR-I-14 (new), PR-I-15, and PR-I-18 (new), page 3-18.

B5-28: The comment referring to beach access hours is acknowledged. Policy OC-I-45 in the Draft General Plan and PR-I-9 in the Draft LCLUP call for fees and time restrictions at public beaches be limited to the extent feasible.

B5-29: The comment raising concerns about public access across private property resulting from Policy PR-I-3: Private Roads and Gates is acknowledged. Staff believes the policy is appropriate.

B5-30: The question on specific funding of public coastal access (policy PR-I-4) is outside the scope of the Draft General Plan.

B5-31: The question on how to protect business-provided coastal access parking from excess beach visitors (policy PR-I-5) is outside the scope of the Draft General Plan.

- B5-32: The question on how lateral shoreline easements (policy PR-I-7) will be administered and what impact they will have on City revenues is beyond the scope of the Draft General Plan. The concern about private property rights is acknowledged, but Staff believes the policy is appropriate to meet Coastal Act goals. The purpose of these easements is to ensure that public access along the shoreline is maintained if the position of the shoreline changes over time.
- B5-34: The comment's statement that public beach access should be required at Mori Point is acknowledged. Staff believes beach access is incompatible with site topography at Mori Point.
- B5-37: See response to comment B5-26 with regard to public access improvements at Shelldance Nursery and Mori Point. With regard to the "Regional Park" designation for Sharp Park, this does not in any way preclude its use as a golf course.
- B5-40: The comment on policy PR-I-18 stating that habitat restoration should not threaten existing uses and should provide adequate improvements to accommodate visitors is acknowledged.
- B5-44: The comment seems to propose modifying the language of policy PR-I-57: Roadway Abandonment and Public Access to remove the public use requirement for offering public right-of-way to another public agency or private association. Staff does not support this change.
- C5-16: The comment suggests that policy OC-I-38: New Development and Coastal Access should apply to both new development and "areas undergoing redevelopment." Staff believes the policy is sufficient to apply to new development in any setting.
- C5-66: The comment argues that "coastal access," as shown on Figure 3-1 of the Draft LCLUP, should refer not only to coastline or beach access but also to access to the Coastal Zone as a whole. City Staff disagrees, and notes that the proposed map and table are consistent with the approach in the City's current LCLUP.
- C44-8: The comment suggests modifying language in Policy OC-I-38: New Development and Coastal Access, to remove the clause "or where adequate access exists nearby." Staff believes this clause provides reasonable flexibility.
- C44-9: The comment noting that "coastal access is part of our character and sustainability" is acknowledged.

Recycled Water

- B5-22: The question about risk to Pacifica taxpayers in the event recycled water damages habitat or sensitive species is beyond the scope of the Draft General Plan/LCLUP.

Rockaway Beach

- B5-20: The comment proposes that additional parking is needed at Rockaway Beach. The Draft General Plan and LCLUP do not propose additional public parking at this location. Given

the constrained land, Staff believes this is appropriate. The comment also suggests that the policy needs to allow “a creative approach” to meet the goal to attract a boutique or high-end/resort-oriented hotel (policy LD-I-26 in the LCLUP.) Staff believes the policy does not in any way preclude creative approaches to this goal..

B5-35: The comment raises questions about the effectiveness of public ownership and management to support natural shoreline processes at Rockaway Beach, as recommended in policy PR-I-23 in the Draft LCLUP. Staff maintains that public ownership of the beach would be desirable in the long term. Questions of timing and funding are beyond the scope of the Draft Plan.

B5-42: See response to comment B5-35.

Sewer System

B10-15: The comment argues that Draft General Plan policy CO-I-26: Require All New Development to be Connected to the City’s Sewer System should be removed, as it “has not been analyzed as an artificial barrier to growth.” Such an analysis is not warranted, and Staff disagrees with the proposal.

Sharp Park Golf Course

For responses to comments on the historic status of Sharp Park Golf Course, see the discussion of “Sharp Park Golf Course as a Historic Resource” in section 2.4.

B5-13: The comment questions the tax revenue implications of the Draft Plan’s designation of Sharp Park as a Regional Park. The Plan’s “regional park” designation does not mean the park cannot continue to operate as a public golf course; Policy OC-I-17 supports the continued operation of golf at Sharp Park, while noting that the long-term management approach must also protect existing development from hazards, protect and restore habit, and maintain public access to and along the beach.

B5-38: The comment calls for Sharp Park’s public recreational use to be continued and prioritized. Plan policy OC-I-17 supports the continued operation of golf at Sharp Park Golf Course, while noting that the long-term management approach must also protect existing development from hazards, protect and restore habit, and maintain public access to and along the beach.

B5-41: The comment stating that additional recreational uses in upland portions of Sharp Park should be compatible with the golf course is acknowledged.

C13-5: The comment stating that the City of Pacifica should acquire Sharp Park Golf Course from the City of San Francisco is acknowledged.

Shelldance Nursery

B5-52: The comment is on Policy ER-I-45. The comment suggests that GGNRA should build a stable at Shelldance Nursery to board horses to ride to the Portola site. The Draft Plan supports future GGNRA enhancement of Shelldance Nursery. Staff agrees that horse

boarding could be a good addition. See Policy OC-I-33 in the Draft General Plan (policy PR-I-38 in the Draft LCLUP).

Shelter Cove

B5-39: The comment recommends considering a harbor at Shelter Cove for additional water-oriented recreational activities. A potential harbor has been previously studied and found to not be feasible.

Trail System and Trailhead Access

B5-43: The comment on Draft LCLUP policy PR-G-10 notes that trail improvements will require additional parking. Draft GP and Draft LCLUP policies support the creation of new trailheads and expansion of trailhead parking at Devil's Slide (General Plan policy OC-I-24); and Cattle Hill (policy OC-I-27); and Sheldance Nursery (policy OC-I-33).

C19-5: The comment expresses support for additional coastal access and open space, including a trailhead and pocket park on Caltrans land on San Pedro Avenue. Staff believes the proposed Plan text is sufficient.

C22-6: The comment expresses appreciation for planning for bicycle and walking trails and is noted.

2.4 Conservation, Safety and Noise

The section begins with master responses to issues raised by many community members. These are followed by responses to individual comments.

CREEK MAINTENANCE

Several comments expressed concern about the Draft Plan's approach to maintaining and restoring Pacifica's creeks. One commenter suggested that the City should have a master plan for creek restoration. One questioned draft policy language that implies that the City currently has requirements for minimum setbacks from the top of creek banks, while another pointed to outdated policy language regarding current work by the San Pedro Watershed Coalition. One commenter argued that the Draft Plan should require that the City create a Creek Protection Ordinance to address erosion, pollution, and habitat protection, and should adopt and implement the recommendations of the San Pedro Creek Watershed Assessment and Enhancement Plan.

The Draft Plan's Creek Protection and Restoration policy (CO-I-1) identifies a number of actions to maintain, protect, and restore Pacifica's creeks. These include continuing restoration efforts along San Pedro Creek; partnering with local organizations on restoration efforts; exploring opportunities to collaborate with other agencies and organizations; enforcing restrictions on planting of invasive species near creeks; identifying and working with property owners; and requiring minimum setbacks from the top of creek banks. Policies CO-I-2 and CO-I-3 speak to improvement of impaired waterways and funding mechanisms, respectively. Staff recommends changes to these policies to reflect commenters' concerns, as summarized below.

Recommendation: Modify creek protection policies to more accurately reflect current regulatory environment, and identify a Creek Protection Ordinance as a strategy.

Policy CO-I-1 is revised to identify a Creek Protection Ordinance as a strategy, within which development setbacks and planting restrictions could be established. The policy is also amended to include Rockaway Creek. Policy CO-I-2 could refer to Stormwater Management policies for more detail, and remove outdated language. Policy CO-I-3 could note that citywide funding sources would be appropriate. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 7 (pages 7-10 – 7-11);
- Local Coastal Land Use Plan Chapter 4 (page 4-9).

Add policy to address drainage in Pedro Point.

A new policy could be added to address assessment and restoration of the drainage between Pedro Point Shopping Center and the undeveloped San Pedro Avenue site. See Chapter 3 of this report for specific recommended text changes:

- General Plan Chapter 7 (page 7-11);
- Local Coastal Land Use Plan Chapter 4 (page 4-9).

COASTAL EROSION AND SEA LEVEL RISE

Many comments were received concerning the Draft General Plan’s approach to the interrelated issues of coastal erosion and sea level rise. At least three commenters stressed the need for the City to take a proactive approach to sea level rise, while another stated that the City should not consider the issue until the potential impacts of sea level rise on Pacifica are reliably proven. Some comments stated that the Plan and its EIR need to include a more comprehensive analysis of coastal erosion processes and sea level rise, including a projection of the potential for housing and infrastructure to be lost. One commenter noted that the Existing Conditions Report completed during the Plan Update process included a map showing potential sea level rise, and this should have been included in the Draft General Plan. Another comment requested that the City’s shoreline in 1980 should be overlaid on the existing shoreline, to show historic erosion processes in Pacifica.

The greatest number of comments referred to the Draft Plan’s Sea Level Rise Model policy (SA-I-22 in the General Plan, NH-I-24 in the LCLUP). Comments on this policy seek a better understanding of what would constitute a model with “sufficient local detail,” when such a model will be available, and whether it would result in the need for another update to the land use plan before 2035.

There were also comments on proposed policies to address coastal erosion and/or sea level rise. Some commenters felt that managed retreat (policy SA-I-36 in the General Plan, NH-I-40 in the LCLUP) was inappropriate, or required careful consideration. Other comments stated that

seawalls or other protective structures must be preserved as an option for private property owners.

This response provides a brief background on how the Draft Plan approaches sea level rise, and then evaluates the Plan's policy approach, taking into consideration the comments summarized above. See the Final EIR for responses to comments and questions on the environmental review.

Background on the Plan's Approach to Sea Level Rise

Rising sea levels have occurred over the last century and are expected to continue over the coming century, likely at a rate that exceeds the rates experienced thus far. Modeling has provided estimates of potential increases in sea levels but as stated on page 3.5-28 of the Draft EIR, predictions become less reliable as you go further into the future. In addition, different modeling efforts have been conducted to reflect various possible outcomes resulting in a range of estimates for the amounts of sea level rise that could be experienced, largely due to the difficulty in determining a more defined predictive value.

Evaluation of the Draft Plan's Approach

The Draft Plan's policies on coastal erosion are drafted carefully to be consistent with the California Coastal Act. The Coastal Act seeks to ensure that local regulations minimize the risks to life and property and assure stability and structural integrity of buildings, while at the same time not creating or contributing to erosion or accelerating the need for future shoreline structures. Following Coastal Act guidance, Draft Plan policies would limit seawalls or other shoreline protective devices to instances where such devices would be "necessary to protect existing development or public resources," and designed to minimize adverse impacts to natural coastal processes.

The Draft Plan's Managed Retreat policy would direct the City to "incorporate 'managed retreat' strategies into master planning for public land and large projects in the Coastal Zone." The policy is intended to apply to large-scale master plan that involves public land and resources. This policy is suitably limited.

The Draft Plan's policies including SA-G-3 (Sea Level Rise Adaptation), SA-I-22 (Sea Level Rise Model), and SA-I-35 (Sea Level Rise Surveys), specifically address the potential hazards of sea level rise and provide the flexibility in making the appropriate adjustments as the science improves to ensure that future development is adequately protected. The Plan does not have specific criteria for "adequacy" of such a model, or a timeline for when it will be available. Another Draft Plan policy calls for the City to "periodically conduct surveys of sea level rise studies;" the Coastal Commission and other State agencies are likely to provide clearer guidance as time goes on. The Draft Plan used the best available information at the time of its drafting. Coastal Commission review of the LCLUP may result in recommendations for changes to Plan policies. Without the benefit of that review, Staff does not recommend any changes at this time.

SHARP PARK GOLF COURSE AS A HISTORIC RESOURCE

Multiple commenters stated that Sharp Park Golf Course itself—and not only the Clubhouse—should be identified in the General Plan and EIR as a historic resource. The Golf Course and Clubhouse are identified as a historic site in the 1980 General Plan, and were identified by Resolution No. 63-2007 as “historically significant facilities” by the Pacifica City Council.

The fact that the golf course is not identified in the Proposed General Plan or Draft EIR as an historic resource reflects the language in the zoning code, which only recognizes the Sharp Park Golf Course Clubhouse. However, given other formal recognition of the Golf Course by the City, and the Draft EIR and is corrected here. Other comments related to Sharp Park Golf Course are addressed in the responses to individual comments.

Recommendation: Identify Sharp Park Golf Course as a historic resource.

Sharp Park Golf Course is identified as a historic resource in the text, table and map on pages 7-44 and 7-45 of the Draft General Plan. Please see Chapter 3: Recommended Plan Modifications.

RESPONSES TO INDIVIDUAL COMMENTS

Conservation

Beach Grooming

A2-7: The comment’s statement that California State Parks would encourage alternatives to beach grooming at Pacifica State Beach is acknowledged. This approach is supported by the referenced policy, CO-I-40: Beach Grooming.

C5-22: The comment refers to Draft GP policy CO-I-40, and states that beach grooming should be conducted to enhance recreational use. Staff believes that the policy is appropriate. Recreational use of beaches can be compatible with beach wrack.

Climate Action Plan

B10-14: The comment refers to the City of Pacifica Climate Action Plan, which is not part of the Draft General Plan. This comment is noted.

C39-1: The comment calls for the Climate Action Plan to be incorporated into the General Plan Update. Staff responds that the Climate Action Plan should be consistent with the Draft General Plan. Incorporation into the Plan is outside the scope of this project.

C49-3: See response to comment C39-1.

C50-1: See response to comment C39-1.

C51-1: See response to comment C39-1.

C60-1: See response to comment C39-1.

Creek Maintenance

For each of the comments below, please see the “Creek Maintenance” master response.

- C5-20: The comment asks whether the City of Pacifica has a Creek Maintenance Plan. The City does not have such a plan.
- C43-3: The comment relates to policies CO-I-2 and CO-I-3 of the Draft General Plan, and suggests that all property owners should assume a share of the cost of creek improvements and maintenance, and a say in the use of those funds. See the “Creek Maintenance” discussion for proposed modifications.
- C44-12: The comment refers to Draft General Plan policy CO-I-1 and recommends a master plan to protect creeks.
- C46-25: The comment refers to Draft General Plan policy CO-I-1, and asks what City regulations exist to protect creeks, and what best management practices are proposed. See the “Creek Maintenance” discussion for proposed modifications.
- C56-13: The comment refers to policies CO-I-1 and CO-I-2 of the Draft General Plan, calling for Rockaway Creek to be referenced in the policy; for outdated information to be removed; for a creek protection ordinance to be enacted; and that recommendations from the San Pedro Creek Watershed Assessment and Enhancement Plan to be adopted and implemented. See the “Creek Maintenance” discussion for proposed modifications.
- C56-14: The comment describing policy CO-I-3 of the Draft General Plan and policy ER-I-3 of the Draft LCLUP as having outdated information. See the “Creek Maintenance” discussion for proposed modifications.
- C56-16: The comment states that drainage adjacent to the Calson property has not been analyzed, and that the Draft Plan should include a policy and enforcement mechanism to address public safety and habitat restoration of this drainage. See the “Creek Maintenance” discussion for proposed modifications.

Habitat Conservation

- A2-5: The comment notes Draft General Plan policies CO-G-7, CO-G-8, CO-G-9.
- A2-6: The comment recommends strengthening Draft General Plan policy CO-I-39 to prohibit the use of invasive plant species anywhere where they could impact native plant communities. Staff believes that the proposed policy language, referring to adjacency to wetlands, riparian areas, or other sensitive habitat, is preferable because it is more precise.
- A2-8: The comment’s statement that protecting habitat may sometimes require the subordination of other goals is acknowledged, and is consistent with the referenced policy CO-I-45: Public Land Management.
- B5-48: The comment refers to Draft LCLUP policy ER-I-34 (Draft GP policy CO-I-43), and asks how “downzoning” can be an incentive to protect habitat. Staff affirms that limiting

- development capacity on sensitive sites is one way to limit the impact of development on habitat.
- B10-17: The comment referring to Draft General Plan policy CO-I-38 requests that the policy be amended to require that the City provide proof that habitat for the California red-legged frog exists in the habitat area in question. Staff believes that the policy is sufficiently detailed for appropriate implementation.
- C5-21: The comment refers to Draft General Plan policy CO-I-4: Coastal Protection Projects, and recommends revised policy language to ensure the policy follows guidelines in the certified Local Coastal Land Use Plan, and applies to both coastal and inland areas. Staff believes the first two changes are not necessary. The typographical error (“and” instead of “an”) is corrected.
- C46-7: The comment requests that California red-legged frog be referred to as resident in San Pedro Creek, in Draft General Plan policy CO-G-9. Because San Pedro Creek is only officially recognized as Critical Habitat for Steelhead, proposed policy language is appropriate. Other Plan policies adequately address protection of the federally-listed California red-legged frog.
- C46-8: The comment requests that “Critical Habitat, High Value, and High Habitat Value Areas” be defined, and seeks more understanding of Environmentally Sensitive Habitat Areas (ESHAs) and critical habitat. These terms are defined and discussed in the chapter narrative. Staff believes that proposed policy language is adequate.
- C46-9: The comment seeks clarification of where 300-foot buffers apply, as referred to in Draft GP policy CO-I-28: Protection of Biological Resources with New Development, and where 100-foot buffers apply, as referred to in Draft GP policy CO-I-31: Management of ESHA. Policy CO-I-28 requires that biological resource assessments be conducted prior to approval for any development within 300 feet of creeks, wetlands, or other sensitive habitat areas. CO-I-31 states that if an area qualifies as an ESHA under the California Coastal Act, minimum 100-foot buffer areas shall be established around all sensitive resources, within which new buildings shall be allowed only if there are no other feasible development areas on the parcel, in addition to other restrictions.
- C46-26: The comment refers to Draft General Plan policy CO-I-45: Public Land Management, and states that snowy plover inhabit Pacifica State Beach eight months of the year and shouldn’t be identified as “migratory.” The term has no effect on the policy’s effect, and Staff maintains the proposed language is adequate. The word “migrating” may be removed if preferred.

Recommendation: Remove the word “migrating” from description of Western snowy plover population at Pacifica State Beach.

The word “migrating” may be removed from Public Land Management policy commentary in Draft General Plan policy CO-I-45 (page 7-29) and Draft LCLUP policy ER-I-36 (page 4-27). Please see Chapter 3: Recommended Plan Modifications.

C56-17: The comment states that Draft LCLUP Figure 4-3: Sensitive and Critical Habitat fails to identify parcels in Pedro Point where wetland features are found and where California red-legged frog habitat (CRLF) occurs, and states that CRLF occur in the drainage east of the undeveloped San Pedro Avenue site. This area was not identified as sensitive and critical habitat in the programmatic environmental analysis done for the Plan Update. Staff believes that the Draft General Plan and Draft LCLUP contain adequate policies to ensure that any development that could potentially disturb wetlands or sensitive habitat will be required to conduct project-level site assessments and satisfy policies regarding protection of biological resources.

The comment also states that Draft LCLUP policy LD-I-20: Undeveloped San Pedro Avenue site confuses how many parcels are involved. Presumably this comment refers to policy commentary describing the subject land as “directly west of the Pedro Point shopping center.” This includes both the Calson property and the property along the drainage ditch between that property and Pedro Point Shopping Center. The policy applies to both, as does the proposed Coastal Residential Mixed Use designation. However, the associated map does not appear to include the property along the drainage. See discussion in Section 2.2 for recommended modifications.

Sharp Park Golf Course

For each of the comments below, please see the “Sharp Park Golf Course” master response. For comments on recreational use at Sharp Park, see section 2.3.

B5-51: The comment refers to Draft LCLUP policy ER-I-43 (Draft GP policy CO-I-50), and argues that Sharp Park Golf Course should have the ability to protect and manage Sharp Park Beach. The policy reinforces the management approach recommended by the Sharp Park Working Group, and Staff believes it is appropriate.

B6-2: The comment’s point that the Draft GP does not identify Sharp Park Golf Course as a historic resource is acknowledged. This is recommended to be corrected. See “Sharp Park Golf Course” master response.

B7-2: See response to Comment B6-2.

B7-3: See response to Comment B6-2.

B8-1: See response to Comment B6-2.

C37-1: See response to Comment B6-2.

C38-1: See response to Comment B6-2.

C46-14: The comment states that Policy CO-I-50: Sharp Park Beach should be highlighted and commended. The comment is acknowledged.

C55-1: See response to Comment B6-2.

C57-1: See response to Comment B6-2.

C58-1: See response to Comment B6-2.

C70-1: See response to Comment B6-2.

C71-1: See response to Comment B6-2.

Storm Drainage

B5-47: The comment questions the policy (CO-G-4 in the Draft General Plan, ER-G-4 in the Draft LCLUP) of enabling natural processes to occur on developed sites. The policy supports implementing policies for best practices in stormwater management, and Staff believes it is appropriate.

C40-5: The comment's characterization of drainage issues in Pedro Point is acknowledged; this is beyond the scope of the Draft General Plan.

Tree Conservation

B10-12: The comment requests that all species of eucalyptus trees be removed from the Draft Plan's tree conservation requirements. Eucalyptus trees are excluded from the City's existing Heritage Tree Ordinance, and Draft Plan policies would not change this.

Water Conservation

B5-23: The comment proposes that the water conservation goals expressed in Draft LCLUP policy LD-G-8 (Draft GP policy CO-G-5) should allow visitor-serving uses to have reduced water conservation goals. Staff disagrees with the proposed change.

Water Supply

B5-21: The comment describes the relationship between attracting private investment and providing adequate water sources and speculates about the feasibility of future water use reduction. Staff maintains the water conservation goals are realistic and notes that current water demand is below the Water District's contracted allowance from SFPUC.

B5-24: The comment proposing a study for a desalination plant in addition to the incentives for Water Conservation. Staff believes that current policies are sufficient, and would not preclude future studies if these are determined necessary.

Wetlands near Community Center

C46-32: The comment requests additional information about potential wetlands impacts that could result from a community center park as envisioned in policy CD-I-1 (page 3-5). The community center park idea is summarized in policy OC-I-7 (page 6-13), indicating that new features could include a “viewing area facing adjacent wetlands.” No expansion into the wetlands are would be contemplated.

C46-34: See response to comment C46-32.

Wildlife Corridors and Crossings

C41-16: The comment argues that the Draft General Plan does not address recreational and wildlife crossings along Highway 1, including daylighting Calera Creek; providing an appropriate tunnel passage from Cattle Hill to the Quarry site; and an appropriate tunnel passage from San Pedro Road to Old San Pedro Road which is not being addressed by the San Pedro Creek Bridge project.

Recommendation: Add policy to study and pursue wildlife undercrossings of Highway 1.

A policy could be added to indicate City support for study of potential locations, feasibility, and implementation of wildlife crossings of Highway 1, on page 7-29 of the Draft General Plan and page 4-27 of the Draft LCLUP. See Chapter 3: Recommended Plan Modifications.

C41-17: See response to comment C41-16.

C47-3: See response to comment C41-16.

Safety

Coastal Erosion

For each of the comments below, please see the “Coastal Erosion and Sea Level Rise” master response.

A2-9: The comment refers to policy CO-I-49: Pacifica State Beach, and states that California State Parks would recommend non-structural protective measures only. The comment is acknowledged. Staff believes the proposed policy strongly favors non-structural measures and follows Coastal Commission guidance on determining protective measures.

B5-7: The comment expresses concern about the effect of the Draft Plan’s limitation on seawalls for private property rights. The comment is acknowledged. Staff believes the Draft Plan follows Coastal Commission guidance on determining protective measures.

B5-49: The comment is on Policy ER-I-40: Shoreline Protection (Draft GP policy CO-I-47), and argues that existing and new development must be allowed to employ structural shoreline protection. The comment is acknowledged. Staff believes the policy follows Coastal Commission guidance on determining protective measures.

- B5-57: The comment is on Policy NH-I-18: Seawalls and Shoreline Protection (Draft GP policy SA-I-16). See response to comment B5-49.
- C5-25: The comment refers to policy CI-G-9: Coordination of Local and Regional Actions, and suggests that the Draft Plan should include a map showing areas of projected coastal erosion in the context of sea level rise. See the “Coastal Erosion and Sea Level Rise” discussion above.
- C5-52: The comment refers to page 8-7 of the Draft General Plan, and asks whether setback requirements from coastal bluffs apply to new development on previously developed properties. The requirement applies to all new development.
- C5-72: The comment requests that a comparative map showing the coastline location in 1980 be added for comparative purposes, to show where coastal erosion has occurred. Staff believes that the Draft Plan’s combination of text, maps, and policies is appropriate.
- C44-13: The comment states the need for a proactive approach to beach nourishment and wetlands to protect habitat and infrastructure.
- C56-11: The comment argues for the need to discuss the potential loss of housing units and the potential impact on infrastructure resulting from coastal erosion, and notes the bluff erosion and loss of housing along Esplanade Avenue in 2009. Staff believes that the Draft General Plan describes the issue using the best available information and includes sufficient policies to protect against coastal erosion.

Fire Hazards

- B5-64: The comment states that fire safety facilities are needed in the Pedro Point neighborhood. Policy CI-I-23 in the Draft General Plan Circulation Element calls for the City to “maintain and upgrade local streets, sidewalks, utilities, and other City infrastructure in a manner that prevents deterioration and corrects existing deficiencies.” Policies in section 8.4: Fire Hazards of the Draft General Plan lay out policies to maintain fire and emergency services, including meeting response time standards, providing adequate peakload water supply, and evaluating sites for new water storage locations. Identifying location-specific deficiencies is beyond the scope of the General Plan.

Sea Level Rise

For each of the comments below, please see the “Coastal Erosion and Sea Level Rise” master response.

- B5-50: The comment refers to policy ER-I-41 of the Draft LCLUP, and argues that managed retreat should not be an option. The comment is acknowledged. Staff believes that the policies encourage managed retreat approaches where appropriate.
- B5-60: The comment requests the reevaluation of Draft LCLUP policy NH-I-24: Sea Level Rise Model.

- B5-62: The comment recommends investigating building reefs as a strategy to reduce wave force action. The potential creation of offshore reefs is beyond the scope of the General Plan.
- B5-63: The comment raises concerns regarding managed retreat (Draft LCLUP policy NH-I-40) and the implications for public infrastructure. Staff believes that the policies encourage managed retreat approaches where appropriate. Policies would in no way require the abandonment of critical infrastructure.
- B10-13: The comment requests that policies CO-I-60: Climate Action Plan, SA-G-3: Sea Level Rise Adaptation, and SA-I-22: Sea Level Rise Model of the Draft General Plan be removed until actual sea level rise in Pacifica is proven. Staff believes the policies are appropriate.
- B10-16: The comment refers to policies SA-I-36, SA-I-16, and CO-I-47 of the Draft General Plan, and argues that managed retreat should not be an option. The comment is acknowledged. Staff believes that the policies encourage managed retreat approaches where appropriate.
- C5-6: The comment points to a map included in the Existing Conditions Report done as part of the General Plan Update that shows potential sea level rise, and argues that that map should be included in the Draft Plan. The comment also states that the City should make it a priority to state a clear approach to the threat of coastal erosion and sea level rise in the General Plan. The comments are acknowledged. Staff believes that sea level rise is addressed appropriately in the Draft Plan using available information.
- C5-12: The comment asks about the timing of detailed sea level rise modeling and its application towards notification and protection of areas that might be susceptible to flooding hazards from sea level rise. There is currently no definitive timetable for locally applicable sea level rise modeling. See the discussion on “Coastal Erosion and Sea Level Rise” above.
- C5-29: See response to comment C5-12.
- C5-41: The comment refers to proposed Policy SA-I-35 (Sea Level Rise Surveys) and questions whether the City has completed any mapping of at risk areas within the City. The City has not yet completed any of the mapping or surveys related to this proposed policy.
- C5-50: See response to comment C5-12.
- C5-67: The comment considers how potential sea level rise will interact with property ownership, in the context of California’s public trust lands doctrine pertaining to navigable and tidal waters. The issue is beyond the scope of the General Plan.
- C5-73: See response to comment C5-12.
- C5-74: The comment asks about the data source and year of flood zones in Draft General Plan Figure 8-3. The map represents current FEMA flood zones as of 2014, and does not account for the potential effects of climate change.
- C44-5: The comment states that sea level rise must be considered in future development.

C44-6: The comment states that the city urgently needs to address sea level rising issues.

C46-10: See response to comment C44-6.

C46-12: See response to comment C5-12.

Seismic and Geological Hazards

B5-56: The comment requests that Draft LCLUP policy NH-I-10: Geotechnical Studies (Draft GP policy SA-I-8) be expanded to require San Mateo County to study hazardous areas on the slope above the trail at Devils Slide using a Geological Hazard Abatement District (GHAD) to ensure that recreational users are safe. The comment is acknowledged; the Devils Slide project is separate from the General Plan update and beyond the scope of this project.

C5-71: The comment asks for confirmation that Highway 1 in the Linda Mar area is in a “very high liquefaction zone,” as shown on Draft General Plan Figure 5-1: Seismic Hazards. The comment is correct.

C44-3: The comment stating that seismic, erosion from coastal hill drainage, and sea level rise, all need to be thoroughly addressed is acknowledged.

Wave Up-rush Studies

B5-59: The comment asks if Geological Hazard Abatement Districts (GHAD) could address wave up-rush issues, in reference to Draft LCLUP policy NH-I-22 (Draft GP policy SA-I-20). GHAD and wave up-rush studies are two separate tools, and each is described with its own policy.

C27-2: The comment relates to policies SA-I-19 and SA-I-20 of the Draft General Plan, and requests a definition for “accessory structures,” and clarification of when required “wave up-rush studies” would be required.

Recommendation: Add definition for “Accessory Structure” to the Glossary, and Clarify Wave Up-Rush Policy.

The “Accessory Structure” definition is based on the City of Pacifica Zoning Ordinance, and would be added to the Glossary (page G-1 of the Draft GP, page G-2 of the Draft LCLUP.)

The “Wave Up-Rush Studies” policy would be amended to specify that it would apply to new development within the 100-year FEMA floodzone (page 8-11 in the Draft GP, page 5-15 in the Draft LCLUP.)

See Chapter 3: Recommended Plan Modifications.

Noise

Noise Policies

C5-53: The comment asks that a “normally acceptable” noise level as cited on page 9-2 be further discussed; asks whether the City has noise contours for Pacifica neighborhoods; and asks how residents can report noise complaints. “Acceptable,” “normally acceptable,” “normally unacceptable” and “clearly unacceptable” noise levels are based on the State of California Office of Planning and Research General Plan Guidelines, as noted in Table 9-1 of the Draft General Plan. The Draft General Plan includes noise contours from major roadways. Noise contours within neighborhoods are outside the scope of this project. Similarly, the City’s process for reporting noise complaints is beyond the scope of the General Plan.

2.5 Plan Goals, Process, and Implementation

RESPONSES TO INDIVIDUAL COMMENTS

Plan Goals and Process

Plan Goals

C65-6: The comment that the proposed General Plan appears well thought out and comprehensive is acknowledged.

Plan Update Process

C5-2: The comment asks if the Draft General Plan includes criteria for future Plan updates, and when another update may be expected. State law does not mandate how often a general plan must be updated, except for the Housing Element, which is required to be updated every eight years. However, it is strongly recommended by the State Office of the Attorney General that the General Plan be updated periodically (typically every 10 to 20 years) to address changes to state law; reflect the community’s current values and priorities; update technical information (such as existing traffic counts, Census data, etc.); and respond to changing environmental, economic, and social issues.

C5-61: The comment notes an internal reference in Draft LCLUP Chapter 1: Introduction that is not consistent.

Recommendation: Correct typographical error.

Staff recommends removing the reference to a summary of SB 375 from the paragraph titled “Plan Bay Area” on page 1-7 of the Draft LCLUP. Please see Chapter 3: Recommended Plan Modifications.

Implementation

Responsibilities

C5-54: The comment requests that the City Manager be identified as the chief administrator as well as the Public Information Officer of the City.

Recommendation: Revise summary of responsibilities of City Manager

Staff recommends revising the description of the City Manager (under the City Council heading on page 10-2) to include the role of Public Information Officer. Please see Chapter 3: Recommended Plan Modifications.

C5-55: The comment inquires whether the Parks, Beaches and Recreation Department is responsible for managing Pacifica State Beach. The City has an agreement with State Parks to manage the beach and related facilities, including the parking lots. This responsibility is assigned to the Public Works Department.

Recommendation: Revise summary of responsibilities of Parks, Beaches and Recreation and Public Works Departments

Staff recommends revising the descriptions of the responsibilities of these departments (Draft General Plan pages 10-3 and 10-4) to indicate shared responsibility for managing Pacifica State Beach. Please see Chapter 3: Recommended Plan Modifications.

C5-56: The comment requests that the Planning Department's code enforcement role be added to the summary of responsibilities for that department.

Recommendation: Revise summary of responsibilities of Planning Department

Staff recommends revising the description of the Planning Department (Draft General Plan page 10-3) to indicate its responsibility for code enforcement. Please see Chapter 3: Recommended Plan Modifications.

C5-57: See response to Comment C5-55.

Zoning

C5-11: The comment requests a schedule for the update of the Zoning Ordinance. As described on page 2-28 of the Draft EIR, the zoning ordinance will be updated by the City Council to implement the General Plan and a schedule will be established by the Council as part of Plan implementation after adoption as part of the budgeting process.

C5-17: See response to comment C5-11.

C5-18: See response to comment C5-11.

C5-65: The comment asks when zoning and planning for the Quarry Site will be conducted, and whether there any actions that others need to complete to enable this action. See response to comment C5-11 with regard to zoning. The timing and responsibilities of future planning for the Quarry Site will be determined by the City Council after adoption as part of the budgeting process.

Responses to Comments on the Draft Pacifica General Plan
Chapter 2: Responses to Plan-Related Comments

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3 Recommended Plan Modifications

Recommended modifications to both the Draft General Plan and Draft Local Coastal Land Use Plan are presented by chapter. These recommendations are based on comments from community members, and summarized in the “Recommendation” text boxes in Chapter 2.

Specific direction for changes to figures is listed; if these changes are approved and incorporated into a motion to adopt the General Plan as revised, the actual figure changes will then be made.

3.1 Recommended Modifications to the General Plan

INTRODUCTION

Page I-5

The Coastal Zone

Land west of [and including](#) SR 1, as well as the Shelldance Nursery property and some land east of SR 1 south of City limits, is part of the Coastal Zone, subject to Pacifica’s Local Coastal Land Use Plan (LCLUP) and the policies of the California Coastal Act. Pacifica’s Coastal Zone comprises approximately 1,286 acres of land, or about 15 percent of the Planning Area. It includes a high proportion of the City’s commercial land and visitor destinations. The Planning Area boundary, Coastal Zone boundary, and City limits are shown in Figure 1-2.

Page I-9

Figure 1-2: Coastal Zone and Planning Boundary

Map will be revised to show the Shelldance Nursery and Rockaway Quarry sites as areas of deferred certification (as of 2014).

Page I-11

Plan Themes and Key Initiatives

- *Infrastructure Improvements.* The need for the City to maintain and improve streets, sidewalks, and other infrastructure was a clear consensus point for the community. Most notable is the need to fix the bottleneck on Highway 1. The Plan supports [a solution that will alleviate traffic congestion while minimizing environmental impacts and impacts to adjacent land uses, ensuring adequate local access, and enhancing the community’s image, completion of planned highway improvements](#) and seeks to set priorities for sidewalk and street repairs based on location and safety.

ECONOMIC SUSTAINABILITY

Page 2-14

- ES-I-2 **Business Improvement District.** Work with property owners and the Palmetto Business Association to establish a Business Improvement District (BID) [as a mechanism](#) to [help](#) finance local improvements.

COMMUNITY DESIGN

Page 3-14

- CD-I-16 ***Rockaway Quarry Special Area.** [The current zoning code includes a special district, the Mori Point Special Area, that covers Mori Point and the Rockaway Quarry site.](#) In the zoning code, update and rename the Mori Point Special Area to [cover only the Rockaway Quarry site, and](#) facilitate visitor-serving development on the portion of the Quarry site determined to be appropriate for development.

Visitor-oriented development on the Quarry site “flats” should be connected with the adjacent Rockaway Beach district. If a hotel is built, it must be designed to sensitively blend with the landscape and convey a high-quality image for Pacifica. [See Figure 4-7 for a detail map showing the Rockaway Quarry site and surroundings, and Policy LU-I-26 for land use guidance for future development of the site.](#)

Roadway Enhancements

In addition to viewsheds from these roads, the character of the roadways themselves shapes visitors’ and residents’ experience of Pacifica. The appearance of the Coast Highway right-of-way in central Pacifica ~~can~~ [should](#) be improved as part of ~~the Calera Parkway~~ [any highway improvement](#) project. Other future improvements to the visual character of the Highway can include new and improved pedestrian over-crossings, and multi-use trails leading to the Devil’s Slide area. On Sharp Park Road, completion of bicycle improvements will improve the character of this roadway and make its scenic quality available to cyclists.

LAND USE

Pages 4-5 - 4-7

Land Use Classifications

According to State law, the General Plan must establish standards of population density and building intensity for each land use classification. The Plan stipulates residential densities in housing units per gross acre; population density can be obtained by applying average persons per housing unit¹ to the housing unit densities. For nonresidential uses, the Plan specifies a maximum permitted ratio of gross floor area to site area (Floor Area Ratio or FAR). Recommended density and intensity standards do not imply that development projects must be approved at the intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. [For all land use](#)

¹ Based on 2010 U.S. Census data, the number of persons per total housing units is 2.56.

[designations, density and intensity ranges apply to the developable portions of a site.](#) **Table 4-1** shows gross density standards for residential categories and FAR standards for the other uses.

Figure 4-3: Land Use Diagram

Map will be revised to include the following map note: “For all land use designations, density and intensity ranges apply to the developable portions of a site.”

Page 4-9

Public and Community Uses

[Transportation Corridor](#)

[On the General Plan Land Use Diagram and detail maps, ‘Transportation Corridor’ denotes public right-of-way. If excess right-of-way is made available for future private development, adjacent land use designations should be followed.](#)

Page 4-10

Table 4-1: Land Use Classifications and Density and Intensity Standards

<i>Land Use¹</i>	<i>Residential Density (gross units per acre): Range²</i>	<i>Non-Residential Intensity (FAR): Maximum³</i>
Residential		
ROSA Residential/Open Space/Agriculture	Up to 0.2	
VLDR Very Low Density Residential	0.2 to 2	
LDR Low Density Residential	3 to 9	
MDR Medium Density Residential	10 to 15	
HDR High Density Residential	16 to 21	
Mixed Use		
CRMU Coastal Residential Mixed Use	10 to 15	0.5
MUN Mixed Use Neighborhood	16 to 26	1.0
MUC Mixed Use Center	Up to 50	2.5
Commercial		
RC Retail Commercial		1.0
OC Office/Commercial		1.5
SC Service Commercial		0.6
VC Visitor-Serving Commercial		3.0
LIVC Low-Intensity Visitor-Serving Commercial		0.2
Public and Community Uses		
PSP Public and Semi-Public		1.0
U Utilities		1.0
BCP Beach and Commuter Parking		-
Parks and Open Space and Urban Reserve		
P Park		
C Conservation		
SB Sandy Beach		
UR Urban Reserve		

Notes:

1. All land use classifications are shown except those in the Parks and Open Space category. No development is projected in these areas.
2. Density ranges are rounded to the nearest whole number, except where less than 1 unit per acre. Senior or affordable housing may be developed at up to 1.5 times the maximum with the Density Bonus program.
3. For mixed use designations, the following maximum total FAR, including both residential and non-residential uses, is established:
 CRMU: 1.0 FAR maximum; MUN: 2.0 FAR maximum; MUC: 2.5 FAR maximum

[For all land use designations, density and intensity ranges apply to the developable portions of a site.](#)

Page 4-14

Figure 4-5: Sub-Areas and Specific Sites

Map will be revised to correctly identify the San Pedro Avenue Site, with its eastern boundary adjusted to include land between the Calson property and Pedro Point Shopping Center.

Page 4-15

Figure 4-6: Pacifica, North

Map will be revised to include the following map note: "For all land use designations, density and intensity ranges apply to the developable portions of a site."

Page 4-20

Figure 4-7: Pacifica, Central

Map will be revised to include the following map note: "For all land use designations, density and intensity ranges apply to the developable portions of a site."

Page 4-22

Sharp Park, East Fairway Park, and Sweeney Ridge

An undeveloped site along Highway 1 is designated for Low Density Residential development, while a larger hillside property is designated Residential/Open Space/[Agriculture](#).

Page 4-23

Figure 4-8: Pacifica, Southwest

Map will be revised to include the following map note: "For all land use designations, density and intensity ranges apply to the developable portions of a site."

The San Pedro Avenue Site's eastern boundary will be adjusted to include land between the Calson property and Pedro Point Shopping Center.

Page 4-26

Figure 4-9: Pacifica, Southeast

Map will be revised to include the following map note: "For all land use designations, density and intensity ranges apply to the developable portions of a site."

Page 4-31

LU-I-3 ***Coastal Development Permit Findings.** For all development that requires a coastal development permit, continue to require written findings that it is consistent with all LCLUP policies and Implementation Plan provisions of the City's certified Local Coastal Program.

If there is a conflict between a provision of this LCP ([when certified](#)) and a provision of the General Plan, or any other City-adopted plan, resolution, or ordinance not included

in the LCP, and it is not possible for the development to comply with both the [certified LCP](#) and such other plan, resolution or ordinance, the [certified LCP](#) shall take precedence and the development shall not be approved unless it complies with the LCP provision.

Page 4-36

- LU-I-30 ***Undeveloped San Pedro Avenue Site.** Establish a Coastal Residential Mixed Use zoning district to allow development at up to 15 units per gross acre [on developable portions of the site](#), and/or small-scale visitor-oriented commercial uses. Housing may be clustered, and uses may be mixed. Development must include public coastal access and must provide public open space. A survey is required to delineate potential wetlands on the site, if any, as part of the development application and environmental review process.

The land directly west of the Pedro Point Shopping Center was identified as a commercial recreation site in the previous General Plan, and has been zoned for general commercial uses. Residential use has been sought for the site, and the potential for wetlands on the site has been identified. The Planning Commission supported “limited housing, park, no hotel,” but City Council did not make a conclusion about the site.

Pages 4-37 – 4-38

- LU-I-43 **Park Mall Area.** Rezone the Park Mall and Sanchez Library sites and adjacent vacant land to facilitate mixed-use redevelopment, with retail uses concentrated along Oddstad and Terra Nova Boulevards.

Upper story housing over retail may be provided, along with attached, multi-family housing, and senior housing. Redevelopment should include a small public open space and public viewing areas at San Pedro Creek. [The San Pedro Creek Watershed Assessment and Enhancement Plan recommendation for daylighting the creek and restoring the riparian corridor should be incorporated.](#)

CIRCULATION

Page 5-5

5.3 Roadway Network and [Planned-Proposed](#) Improvements

Page 5-7

Figure 5-1: Roadway Network and Planned Improvements

Map will be revised to identify Calera Parkway as “proposed by Caltrans” instead of “planned.” The Manor Drive Overcrossing project is also identified as “proposed” instead of “planned”, and the figure is re-titled “Roadway Network and Proposed Improvements.”

Page 5-12

Planned-Proposed Improvements

~~Three-Two~~ roadway improvement projects are at various stages of planning ~~or construction~~ in the Planning Area. 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~~ Improvements proposed for Pacifica are summarized in **Table 5-6** and shown in **Figure 5-1**, and described below.

Table 5-6: Major-Proposed Transportation Improvements

No.	Project	Location and Description	Status
1	Calera Parkway Project	Widening of SR1 from four to six lanes from south of Fassler Avenue to north of Reina Del Mar Avenue, a distance of 1.3 miles.	Final EIR/EA approved in August 2013.
2	Manor Drive Overcrossing	Widen Manor Drive overcrossing over SR 1, including new traffic signals at intersections.	Initial Study/Mitigated Negative Declaration in progress.
3	Devil's Slide Bypass	Roadway, bridge, and dual tunnel construction to circumvent a historically dangerous stretch of SR 1 south of Pacifica.	Project completed and opened to traffic in March 2013.

Page 5-21 – 5-22

CI-I-9 ***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. Safe and attractive crossings for pedestrians and bicycles must be incorporated.

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.

CI-I-10 ***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. Safe and attractive pedestrian and bike crossings must be incorporated.

CI-I-13 **SR 35 and Hickey Boulevard Intersection Improvements.** Work with San Mateo County to evaluate, design and implement improvements to the intersection of SR 35 and Hickey Boulevard to ease travel on the primary east-west travel route for Pacifica's northern neighborhoods. Improvements that would mitigate regional growth may include adding westbound right- and westbound left-turn

lanes and making all left-turn movements “protected-permitted.” [Safe and attractive pedestrian and bike crossings must be incorporated.](#)

- CI-I-14 **Hickey Boulevard and Gateway Drive Intersection Improvements.** Add signal control to the intersection of Hickey Boulevard and Gateway Drive, with signal timing to facilitate ~~traffic~~-movement [for all travel modes](#)

Page 5-25

Bicycle Circulation

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. [Where there is no parallel sidewalk or path, Class I trails are multiuse trails for both bikes and pedestrians.](#)

Page 5-26

Figure 5-4: Existing and Proposed Bicycle Network

Map will be revised to show the proposed pedestrian/bicycle overcrossing at Mori Point, and existing at-grade highway crossings.

Page 5-27

Policies

Policies included in both the General Plan and Local Coastal Land Use Plan are indicated with a *. [See also policies in section 6.2: Trail System.](#)

Page 5-29

Bicycle Facilities

- CI-I-32 ***Direct North-South Bikeway.** Complete the City’s direct north-south bicycle route to optimize safety and comfort. 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 [multiuse](#) 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.

CI-I-33 ***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 [multiuse](#) 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 [multiuse](#) 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 6.2: Trail System. These sections should be evaluated for their functionality for both pedestrians and cyclists.](#)

CI-I-34 **Parallel North-South Bikeway East of SR 1.** Create and upgrade bicycle facilities for north-south bicycle travel on the east side of SR 1. Improvements should include the following, from north to south:

- A new Class II facility along Oceana Boulevard from Manor Drive to Clarendon Road;
- A new Class II route on Fassler Avenue, Roberts Road, and Crespi Drive, providing a connection between Rockaway Beach and Linda Mar on the east side of SR 1;
- An upgraded and extended [multiuse](#) path on the east side of SR 1 between Crespi Drive and Linda Mar Boulevard meeting the Class I facility on the San Pedro Terrace right-of-way.

CI-I-35 ***Neighborhood Bikeways.** Develop a system of bikeways connecting all neighborhoods to the City's north-south pathway, including Class II routes along Monterey Road and Hickey Boulevard, Rosita Road, Oddstad and Terra Nova Boulevards, and Fassler Avenue and Class III routes as shown on **Figure 5-3**.

[CI-I-36 **Class I Facility Design.** Design Class I multi-use trails to provide for separation between people on foot and on bikes where right-of-way and topography allow.](#)

Page 5-30

CI-I-44 ***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.

Parking at privately-owned sites or recreation areas managed by other agencies would be the responsibility of those entities. The City may provide assistance in seeking grant funding.

OPEN SPACE AND COMMUNITY FACILITIES

Pages 6-23 – 6-24

Table 6-5: Coastal Access Points

Map	Name	Beach Access?	Ownership	Detail	Proposed Improvement
11	Mori Point	No	GGNRA	Steep rocky bluffs, subject to rockfalls. Trail improvements and habitat restoration in progress.	Create connection between Mori Point trail and enhanced visitor services at Sheldance Nursery.
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. Improve lighting and signage.
13	Rockaway Beach Seawall	No	City, private	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. Improve lighting and signage.
16	North End of Pacifica State Beach	Yes	State	Unrestricted access along beach and Coastal Trail. Nearest parking at public lot at Crespi Drive.	
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. Pursue shared parking agreement with Shopping Center for recreational visitors.

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

Page 6-27

OC-I-50 ***Access to Mori Point.** Support the GGNRA in improving access to Mori Point, with trailhead parking and visitor services at Shelldance Nursery and a pedestrian overcrossing of Highway 1.

OC-I-51 ***Rockaway Beach.** Ensure that public access to Rockaway Beach (from Points 12 and 14 on **Figure 6-3**) is maintained. Improve lighting and signage for these lots.

OC-I-54 ***Pedro Point Shopping Center Coastal Access.** Pursue a shared parking agreement with Pedro Point Shopping Center for recreational visitors to Pacifica State Beach.

Page 6-27

Pacifica School District

Pacifica School District (PSD) currently operates two K-5 elementary schools, Sunset Ridge and Ortega, three K-8 schools, Ocean Shore, Vallemar, and Cabrillo, and one middle school, Ingrid B. Lacy. The Linda Mar Education Center provides pre-school ~~and Kindergarten classes~~, special education, and support space for home-schooled children. See **Figure 6-4**. Pacifica School District ~~has recently~~ completed a \$60 million program of renovations to all current schools in 2005. PSD closed several schools in the 1980s and 1990s, and currently has ~~three-two~~ school buildings not being used as full school sites (~~Linda Mar, Fairmont, and Oddstad~~).

Enrollment has held nearly steady since 2001-2002, with variations of only 30 to 50 students annually, with slow growth in the most recent years. Overall, schools are at 917 percent of capacity (see **Table 6-6**). PSD offers open enrollment at all schools, allowing families to enroll children at the school of their choice based on specific preference factors. This policy gives families the choice between sending children to a traditional elementary and middle school or to a K-8 school.

Table 6-6: Pacifica Schools by Enrollment and Capacity

<i>School (Grade Levels)</i>	<i>2012-13 Enrollment</i>	<i>Capacity</i>	<i>Enrollment as Percent of Capacity</i>
Pacifica School District			
Ortega (K-5)	506	500 - 600	84%
Sunset Ridge (K-5)	629	500 - 600 650 - 700	+0590%
Cabrillo (K-8)	564	564	100%
Ocean Shore (K-8)	421	320 - 375 400 - 450	+1294%
Vallemar (K-8)	551	564	98%
Ingrid B. Lacy (6-8)	535	675 700	7976%
Linda Mar Educational Center (Pre-K-8)	26	NA	NA
Subtotal	3,262	3,378	917%
Jefferson Union High School District (Schools in Planning Area)¹			
Oceana (9-12)	652	1,000	65%
Terra Nova (9-12)	1,145	1,550	74%
Subtotal	1,797	2,550	70%

Notes:

1. JUHSD also operates three high schools in Daly City, enrolling 3,058 students in 2012-2013. Some Planning Area residents attend these schools.

CONSERVATION

Pages 7-11 – 7-12

Implementing Policies

Creeks, Wetlands, and Coastal Waters

CO-I-1 ***Creek Protection and Restoration.** Maintain, protect, and restore Pacifica’s creeks, including San Pedro, [Rockaway](#), Calera, Sanchez, and Milagra creeks, as environmental and aesthetic resources. Actions will include, but are not limited to:

- Continuing restoration efforts along San Pedro Creek to improve conditions for steelhead by removing obstacles to fish passage, placing rock weirs to facilitate fish passage, [completing other projects identified in the San Pedro Creek Watershed Assessment and Enhancement Plan](#), and by monitoring the effectiveness of these projects;
- Partnering with local organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, and others, on restoration efforts;

- Exploring opportunities to collaborate with other agencies and organizations on stream restoration and riparian habitat restoration along Sanchez, ~~and Calera, and Rockaway~~ creeks;
- ~~Enforcing restrictions on the planting of invasive species near creek areas;~~
- Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g., through trail development) would enhance creek appreciation without disrupting ecological function;
- Drafting and passing a Creek Protection Ordinance that addresses erosion, pollution, and habitat protection. Regulations may include Requiring establishing minimum setbacks from the top of creek banks for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices, restricting the planting of invasive species near creek areas, and other strategies.
- ***Improvement of Impaired Waterways.** Strive to increase water quality in San Pedro Creek, an Impaired Waterway that is also habitat for the federally-listed Steelhead Trout, and any other waterway that may be listed as impaired in the future.

~~See Stormwater Management policies beginning on page 7-12. A study is being performed on San Pedro Creek by the San Pedro Creek Watershed Coalition, in which water samples will be analyzed to identify the sources of bacterial pollution.~~

CO-I-2 ***Pedro Point Drainage.** Work with property owners, other agencies and organizations to assess hydrology, biological resources in the drainage ditch west of Pedro Point Shopping Center, and develop a plan to address water quality, habitat restoration, illegal dumping, and other site issues.

CO-I-3 ***Funding for Creek Maintenance.** Require property owners with land adjacent to creeks to pay for their fair share of creek improvement maintenance.

Citywide funding sources are also appropriate for creek maintenance.

Page 7-29

CO-I-45-46 ***Public Land Management.** Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for public access and other goals.

Key issues include maintaining viable habitat for the Mission Blue butterfly on Milagra and Sweeney ridges; for the California red-legged frog and San Francisco garter snake populations associated with Mori Point and Laguna Salada; and supporting migrating Western snowy plover at Pacifica State Beach.

[CO-I-48](#) ***Wildlife Crossings of Highway 1.** [Work with other agencies and organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, Caltrans, and others, to study potential locations for wildlife crossings of Highway 1.](#)

[Locations should be identified based on their value for wildlife and their feasibility for implementation. Locations may include but are not limited to Calera Creek; San Pedro Creek; the base of Cattle Hill; and the connection between Mori Ridge and Mori Point.](#)

Page 7-44

The City has nine local historical landmarks: Sanchez Adobe; the Little Brown Church; the former San Pedro Schoolhouse (now City Hall); the 1907 Anderson’s Store building on Paloma Avenue; the Sharp Park Golf Course [and](#) Clubhouse, from 1932; Vallemar Station; the former Dollaradio Station; and two private residences (see **Table 7-5**).

Table 7-5: Historic Sites in Pacifica

Site	Address	Year Constructed
National Register Landmarks		
Little Brown Church	1850 Francisco Boulevard	1910
San Francisco Bay Discovery Site	Sweeney Ridge	NA
Sanchez Adobe / Pruristac / San Pedro y San Pablo	1000 Linda Mar Boulevard	1842
California Historical Landmarks		
Portola Expedition Camp at Pedro Creek	Southeast of SR 1 and Crespi Drive	NA
San Francisco Bay Discovery Site	Sweeney Ridge	NA
Sanchez Adobe / Pruristac / San Pedro y San Pablo	1000 Linda Mar Boulevard	1842
California Point of Historical Interest		
Tobin Station-Ocean Shore Railroad	Shoreside Drive, Pedro Point	
Local Landmarks Identified in Pacifica Zoning Code		
Anderson's Store	220 Paloma Avenue	1907
Little Brown Church	1850 Francisco Boulevard	1910
San Pedro Schoolhouse	170 Santa Maria Avenue	1914
Sanchez Adobe / Pruristac / San Pedro y San Pablo	1000 Linda Mar Boulevard	1842
Sharp Park Golf Course and Clubhouse ¹	Sharp Park Road & SR 1	1932
Vallemar Station	2125 Coast Highway	
Private residence	165 Winona Avenue	
Private residence	185 Carmel Avenue	
Dollaradio Station (private residence)	100 Palmetto Avenue	1926

Notes:

¹ [Sharp Park Golf Course and Clubhouse are identified in the 1980 General Plan; only the Clubhouse is identified in the Zoning Ordinance.](#)

Sources: California Historical Resources Information System, 2009, City of Pacifica, 2012.

Page 7-45

Figure 7-6: Historic and Cultural Resources

Map will be revised to show Sharp Park Golf Course and Clubhouse as a historic resource.

SAFETY

Page 8-9

***Wave Up-Rush Studies.** Update the Zoning Ordinance to require wave up-rush studies for new development at beach level and in low-lying areas [within the 100-year FEMA flood zone](#). The study should be completed by a licensed civil engineer with expertise in coastal engineering.

IMPLEMENTATION

Page 10-2

City Council

...The City Council appoints the City Manager who is the chief administrator of City, [as well as Public Information Officer for the City](#), and has overall responsibility for the day-to-day implementation of the Plan. The City Council also appoints members to the City's standing commissions established under the Municipal Code and to advisory committees...

Pages 10-3 – 10-4

Planning Department

The Planning Department is responsible for the general planning and development review functions undertaken by the City. It is in charge of implementation of the Pacifica General Plan, Local Coastal Land Use Plan, Pacifica Zoning Ordinance, Rockaway Beach Specific Plan, as well as building codes, design guidelines and the Municipal Regional Stormwater Permit. The Building Division of the Department administers the Building Code, issues building and demolition permits and inspects new construction for compliance with Building Code requirements. [Through its code enforcement function, the department helps to ensure compliance with applicable codes and regulations.](#) Specific duties related to General Plan implementation include preparing zoning and subdivision ordinance amendments and design guidelines for Council approval, reviewing development applications, conducting investigations and making reports and recommendations on planning and land use, zoning, subdivisions, development plans and environmental controls. The Department is also responsible for state mandated environmental review related to development in the City and coordinates activities with school districts related to school sites. Finally, the Department has the primary responsibility for preparing the annual report on the General Plan and conducting the five-year review. These reporting requirements are described in Chapter 1 of the General Plan.

Parks, Beaches and Recreation Department

The Parks, Beaches and Recreation Department is responsible for managing the City's parks, beaches and recreation services. [The Public Works and the Parks, Beaches and Recreation Departments share responsibility for maintenance and management of Pacifica State Beach and related facilities.](#) Specific implementing responsibilities are established in the Open Space and

Community Facilities Element of the General Plan. The Department also will be preparing a Parks and Recreation Master Plan to implement the General Plan. The mission of the department is to connect the community and visitors to the natural resources available in the City and provide community programs and events for all ages.

Public Works Department

The Public Works Department is responsible for planning, design and development of public infrastructure projects; traffic and transportation engineering; providing engineering support to the Planning Department for private development project and subdivision infrastructure review, emergency management technical services, and surveying. It maintains parks, playfields, streets and trails; and provides a tree program and clean beaches for community enjoyment as well as safe and reliable transportation and facilities for all city departments. The Department also handles the review of current development applications, subdivision maps, grading permits, public improvement plans, encroachment permits, development in the flood zone, and plumbing permits. It also does construction inspection for permits it issues and is responsible for the design and construction of capital improvement projects. [The Public Works and the Parks, Beaches and Recreation Departments share responsibility for maintenance and management of Pacifica State Beach and related facilities.](#) Specific implementing responsibilities are established in the Circulation; Open Space and Community Facilities; and Safety elements of the General Plan.

GLOSSARY

[Accessory Structure. A building, or a portion of a building, whose use is incidental or subordinate to the main use on the site.](#)

3.2 Recommended Modifications to the Local Coastal Land Use Plan

INTRODUCTION

Page I-3

Figure I-1: Pacifica and the Pacifica Coastal Zone

Map will be revised to show the Shelldance Nursery and Rockaway Quarry sites as areas of deferred

Page I-5

The Coastal Zone

Land within Pacifica west of [and including](#) State Route 1, as well as the Shelldance Nursery property and some land east of SR 1 south of City limits, is part of the Coastal Zone, subject to Pacifica's Local Coastal Land Use Plan and the policies of the California Coastal Act. Pacifica's Coastal Zone comprises approximately 1,286 acres of land. It includes a high proportion of the City's commercial land and visitor destinations. The Pacifica Planning Area boundary, Coastal Zone boundary, and City limits are shown in Figure I-1.

Page 1-7

Plan Bay Area

The Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and Bay Conservation and Development Commission (BCDC) have adopted the Plan Bay Area. This Plan will be the San Francisco Bay Area's Regional Transportation Plan, and will satisfy the Sustainable Communities Strategy (SCS) requirement established by SB 375 ([see summary above](#)). The effort is focused on bringing together transportation, land use, and housing policies at the regional scale to support greenhouse gas emissions reduction while ensuring mobility. Regional priorities for transportation investments will influence Pacifica's future circulation system.

LAND USE AND DEVELOPMENT

Page 2-7

Land Use Classifications

According to State law, the General Plan must establish standards of population density and building intensity for each land use classification. The General Plan and LCLUP stipulate residential densities in housing units per gross acre; population density can be obtained by applying average persons per housing unit¹ to the housing unit densities. For nonresidential uses, the Plan specifies a maximum permitted ratio of gross floor area to site area (Floor Area Ratio or FAR). Recommended density and intensity standards do not imply that development projects must be approved at the intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. [For all land use designations, density and intensity ranges apply to the developable portions of a site.](#) Table 2-1 shows gross density standards for residential categories and FAR standards for the other uses.

Page 2-9

Figure 2-3 Land Use Diagram

Map will be revised to include the following map note: "For all land use designations, density and intensity ranges apply to the developable portions of a site."

Page 2-12

Public and Community Uses

[Transportation Corridor](#)

[On the General Plan Land Use Diagram and detail maps, 'Transportation Corridor' denotes public right-of-way. If excess right-of-way is made available for future private development, adjacent land use designations should be followed.](#)

¹ Based on 2010 U.S. Census data, the number of persons per total housing units is 2.56.

Page 2-13

Table 2-1: Land Use Classifications and Density and Intensity Standards

<i>Land Use¹</i>		<i>Residential Density (gross units per acre): Range²</i>	<i>Non-Residential Intensity (FAR): Maximum³</i>
Residential			
ROSA	Residential/Open Space/Agriculture	Up to 0.2	
VLDR	Very Low Density Residential	0.2 to 2	
LDR	Low Density Residential	3 to 9	
MDR	Medium Density Residential	10 to 15	
HDR	High Density Residential	16 to 21	
Mixed Use			
CRMU	Coastal Residential Mixed Use	10 to 15	0.5
MUN	Mixed Use Neighborhood	16 to 26	1.0
MUC	Mixed Use Center	Up to 50	2.5
Commercial			
RC	Retail Commercial		1.0
OC	Office/Commercial		1.5
SC	Service Commercial		0.6
VC	Visitor-Serving Commercial		3.0
LIVC	Low-Intensity Visitor-Serving Commercial		0.2
Public and Community Uses			
PSP	Public and Semi-Public		1.0
U	Utilities		1.0
BCP	Beach and Commuter Parking		-
Parks and Open Space and Urban Reserve			
P	Park		
C	Conservation		
SB	Sandy Beach		
UR	Urban Reserve		
ROSA	Residential/Open Space/Agriculture	Up to 0.2	

Notes:

- All land use classifications are shown except those in the Parks and Open Space category. No development is projected in these areas.
- Density ranges are rounded to the nearest whole number, except where less than 1 unit per acre. Senior or affordable housing may be developed at up to 1.5 times the maximum with the Density Bonus program.
- For mixed use designations, the following maximum total FAR, including both residential and non-residential uses, is established:
CRMU: 1.0 FAR maximum; MUN: 2.0 FAR maximum; MUC: 2.5 FAR maximum

[For all land use designations, density and intensity ranges apply to the developable portions of a site.](#)

Page 2-14

LD-I-3 **Coastal Development Permit Findings.** For all development that requires a coastal development permit, continue to require written findings that it is consistent with all LCLUP policies and Implementation Plan provisions of the City’s certified Local Coastal Program.

If there is a conflict between a provision of this LCP ([when certified](#)) and a provision of the General Plan, or any other City-adopted plan, resolution, or ordinance not included in the [certified](#) LCP, and it is not possible for the development to comply with both the LCP and such other plan, resolution or ordinance, the [certified](#) LCP shall take precedence and the development shall not be approved unless it complies with the LCP provision.

Page 2-17

Figure 2-4: Sub-Areas and Specific Sites

Map will be revised to correctly identify the San Pedro Avenue Site, with its eastern boundary adjusted to include land between the Calson property and Pedro Point Shopping Center.

Page 2-18

Figure 2-5: Pacifica Coastal Zone, North

Map will be revised to include the following map note: “For all land use designations, density and intensity ranges apply to the developable portions of a site.”

Page 2-21

Figure 2-6: Pacifica Coastal Zone, Central

Map will be revised to include the following map note: “For all land use designations, density and intensity ranges apply to the developable portions of a site.”

Page 2-25

Figure 2-7: Pacifica Coastal Zone, South

Map will be revised to include the following map note: “For all land use designations, density and intensity ranges apply to the developable portions of a site.”

The San Pedro Avenue Site’s eastern boundary will be adjusted to include land between the Calson property and Pedro Point Shopping Center.

Page 2-30

LD-I-20 **Undeveloped San Pedro Avenue Site.** Establish a Coastal Residential Mixed Use zoning district to allow development at up to 15 units per gross acre [on developable portions of the site](#), and/or small-scale visitor-oriented commercial uses. Housing may be clustered, and uses may be mixed. Development must include public coastal

access and must provide public open space. A survey is required to delineate potential wetlands on the site, if any, as part of the development application and environmental review process.

The land directly west of the Pedro Point Shopping Center was identified as a commercial recreation site in the previous General Plan, and has been zoned for general commercial uses. Residential use has been sought for the site, and the potential for wetlands on the site has been identified. The Planning Commission supported “limited housing, park, no hotel,” but City Council did not make a conclusion about the site.

PUBLIC ACCESS AND RECREATION

Pages 3-3

Figure 3-1: Coastal Access

Map will be revised to reflect modifications to policies regarding coastal access points adjacent to Mori Point, Rockaway Beach, and Pacifica State Beach.

Pages 3-6 – 3-7

Page 6-23

Table 3-1: Coastal Access Points

<i>Map</i>	<i>Name</i>	<i>Beach Access?</i>	<i>Ownership</i>	<i>Detail</i>	<i>Proposed Improvement</i>
11	Mori Point	No	GGNRA	Steep rocky bluffs, subject to rockfalls. Trail improvements and habitat restoration in progress.	Create connection between Mori Point trail and enhanced visitor services at Shelldance Nursery.
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. Improve lighting and signage.
13	Rockaway Beach Seawall	No	City, private	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. Improve lighting and signage.
16	North End of Pacifica State Beach	Yes	State	Unrestricted access along beach and Coastal Trail. Nearest p Parking at public lot at Crespi Drive.	
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. Pursue shared parking agreement with Shopping Center for recreational visitors.

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

Page 3-10

PR-I-14 ***Access to Mori Point.** Support the GGNRA in improving access to Mori Point, with trailhead parking and visitor services at Shelldance Nursery and a pedestrian overcrossing of Highway 1.

PR-I-15 ***Rockaway Beach.** Ensure that public access to Rockaway Beach (from Points 12 and 14 on **Figure 6-3**) is maintained. Improve lighting and signage for these lots.

PR-I-18 ***Pedro Point Shopping Center Coastal Access.** Pursue a shared parking agreement with Pedro Point Shopping Center for recreational visitors to Pacifica State Beach.

Page 3-25

Bicycle Circulation

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. Where there is no parallel sidewalk or path, Class I trails are multiuse trails for both bikes and pedestrians.

Page 3-27

Figure 3-4: Bicycle Network

Map will be revised to show the proposed pedestrian/bicycle overcrossing at Mori Point, and existing at-grade highway crossings.

Page 3-30

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 multiuse 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 [multiuse](#) 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 [multiuse](#) 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.

Page 3-31

Roadway Network and ~~Planned~~ Proposed Improvements

~~Three~~ Two 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~~ Improvements proposed for Pacifica are shown in **Figure 3-5** and described below.

Page 3-33

Figure 3-5: Roadway Network and Planed Improvements

Map will be revised to identify Calera Parkway as "proposed by Caltrans" instead of "planned." The Manor Drive Overcrossing project is also identified as "proposed" instead of "planned", and the figure is re-titled "Roadway Network and Proposed Improvements."

Page 3-40

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. [Safe and attractive crossings for pedestrians and bicycles must be incorporated.](#)

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-62 **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. [Safe and attractive crossings for pedestrians and bicycles must be incorporated.](#)

ENVIRONMENTAL AND SCENIC RESOURCES

Page 4-9

Implementing Policies

Creeks, Wetlands, and Coastal Waters

- ER-I-1 **Creek Protection and Restoration.** Maintain, protect, and restore Pacifica's creeks, including San Pedro, [Rockaway](#), Calera, Sanchez, and Milagra creeks, as environmental and aesthetic resources. Actions will include, but are not limited to:
- Continuing restoration efforts along San Pedro Creek to improve conditions for steelhead by removing obstacles to fish passage, placing rock weirs to facilitate fish passage, [completing other projects identified in the San Pedro Creek Watershed Assessment and Enhancement Plan](#), and by monitoring the effectiveness of these projects;
 - Partnering with local organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, and others, on restoration efforts;
 - Exploring opportunities to collaborate with other agencies and organizations on stream restoration and riparian habitat restoration along Sanchez, ~~and~~ Calera, [and Rockaway](#) creeks;
 - ~~Enforcing restrictions on the planting of invasive species near creek areas;~~
 - Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g., through trail development) would enhance creek appreciation without disrupting ecological function;
 - [Drafting and passing a Creek Protection Ordinance that addresses erosion, pollution, and habitat protection. Regulations may include Requiring establishing](#) minimum setbacks from the top of creek banks for development proposed

adjacent to creeks, ~~in keeping with City regulations and Best Management Practices, restricting the planting of invasive species near creek areas, and other strategies.~~

ER-I-2 Improvement of Impaired Waterways. Strive to increase water quality in San Pedro Creek, an Impaired Waterway that is also habitat for the federally-listed Steelhead Trout, and any other waterway that may be listed as impaired in the future.

~~*See Stormwater Management policies beginning on page 4-10. A study is being performed on San Pedro Creek by the San Pedro Creek Watershed Coalition, in which water samples will be analyzed to identify the sources of bacterial pollution.*~~

ER-I-3 Pedro Point Drainage. Work with property owners, other agencies and organizations to assess hydrology, biological resources in the drainage ditch west of Pedro Point Shopping Center, and develop a plan to address water quality, habitat restoration, illegal dumping, and other site issues.

ER-I-34 Funding for Creek Maintenance. Require property owners with parcels adjacent to creeks to pay for creek improvement maintenance.

Citywide funding sources are also appropriate for creek maintenance.

Page 4-27

~~**ER-I-36-37 Public Land Management.** Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for public access and other goals.~~

~~*Key issues include maintaining viable habitat for the Mission Blue butterfly on Milagra and Sweeney ridges; for the California red-legged frog and San Francisco garter snake populations associated with Mori Point and Laguna Salada; and supporting migrating Western snowy plover at Pacifica State Beach.*~~

ER-I-39 Wildlife Crossings of Highway 1. Work with other agencies and organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, Caltrans, and others, to study potential locations for wildlife crossings of Highway 1.

Locations should be identified based on their value for wildlife and their feasibility for implementation. Locations may include but are not limited to Calera Creek; San Pedro Creek; the base of Cattle Hill; and the connection between Mori Ridge and Mori Point.

Page 4-34

Roadway Enhancements

In addition to viewsheds from these roads, the character of the roadways themselves shapes visitors' and residents' experience of Pacifica. The appearance of the Coast Highway right-of-way in central Pacifica ~~can~~ should be improved as part of ~~the Calera Parkway~~ any highway

[improvement](#) project. Other future improvements to the visual character of the Highway can include new and improved pedestrian over-crossings, and multi-use trails leading to the Devil's Slide area. On Sharp Park Road, completion of bicycle improvements will improve the character of this roadway and make its scenic quality available to cyclists.

Page 4-38

ER-I-55 **Rockaway Quarry Special Area.** [The current zoning code includes a special district, the Mori Point Special Area, that covers Mori Point and the Rockaway Quarry site.](#) In the zoning code, update and rename the Mori Point Special Area to [cover only the Rockaway Quarry site, and](#) facilitate visitor-serving development on the portion of the Quarry site determined to be appropriate for development.

Visitor-oriented development on the Quarry site "flats" should be connected with the adjacent Rockaway Beach district. If a hotel is built, it must be designed to sensitively blend with the landscape and convey a high-quality image for Pacifica. [See Figure 2-6 for a detail map showing the Rockaway Quarry site and surroundings, and Policy LD-I-16 for land use guidance for future development of the site.](#)

NATURAL HAZARDS

Page 5-15

NH-I-22 **Wave Up-Rush Studies.** Update the Zoning Ordinance to require wave up-rush studies for new development at beach level and in low-lying areas [within the 100-year FEMA flood zone](#). The study should be completed by a licensed civil engineer with expertise in coastal engineering.

GLOSSARY

[Accessory Structure. A building, or a portion of a building, whose use is incidental or subordinate to the main use on the site.](#)

Responses to Comments on the Draft Pacifica General Plan
Chapter 3: Recommended Plan Modifications

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Appendix A:
Table of Plan-Related Comments

Responses to Comments on the Draft Pacifica General Plan
Appendix A: Table of Plan-Related Comments

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Table A-1: Plan-Related Comments

<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C4	C04-1	William Bradford	Land Use	Agriculture	2.2
C56	C56-33	Celeste Langille	Land Use	Agriculture	2.2
C6	C06-3	Anna Boothe	Land Use	Areas of Change	2.2
C8	C08-1	N/A	Land Use	ter 3: Recommend2.2	2.2
C9	C09-1	M. Nichols	Land Use	Areas of Change	2.2
C18	C18-7	Janice Nickel	Land Use	Beach Boulevard Site	2.2
C5	C05-63	Ray Ramos	Land Use	Coastal Development Permit	2.2
C5	C05-59	Ray Ramos	Land Use	Coastal Zone	2.2
C5	C05-60	Ray Ramos	Land Use	Coastal Zone	2.2
C44	C44-01	Sue Digre	Land Use	Coastal Zone	2.2
C4	C04-2	William Bradford	Land Use	East Fairway Park Hillside	2.2
B5	B05-10	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Economic Impacts	2.2
B5	B05-11	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Economic Impacts	2.2
C42	C42-7	Victor Charmichael	Land Use	Fish and Bowl Sites	2.2
B5	B05-08	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Flexibility	2.2
C13	C13-2	Susanne Hirsch	Land Use	Gypsy Hill	2.2
C13	C13-3	Susanne Hirsch	Land Use	Gypsy Hill	2.2
C18	C18-1	Janice Nickel	Land Use	Gypsy Hill	2.2
C18	C18-2	Janice Nickel	Land Use	Gypsy Hill	2.2
C18	C18-3	Janice Nickel	Land Use	Gypsy Hill	2.2
C18	C18-4	Janice Nickel	Land Use	Gypsy Hill	2.2
C18	C18-5	Janice Nickel	Land Use	Gypsy Hill	2.2
C18	C18-6	Janice Nickel	Land Use	Gypsy Hill	2.2

Responses to Comments on the Draft Pacifica General Plan
Appendix A: Table of Plan-Related Comments

Table A-1: Plan-Related Comments

<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C36	C36-2	Gil Anda	Land Use	Gypsy Hill	2.2
C48	C48-2	Bill Haskins	Land Use	Gypsy Hill	2.2
C52	C52-1	Curtis Kiest	Land Use	Gypsy Hill	2.2
C53	C53-2	Debbie Kiest	Land Use	Gypsy Hill	2.2
C68	C68-1	Morning and Jim Nichols	Land Use	Gypsy Hill	2.2
C69	C69-2	Marie Kazan-Komarek	Land Use	Gypsy Hill	2.2
C69	C69-3	Marie Kazan-Komarek	Land Use	Gypsy Hill	2.2
C69	C69-4	Marie Kazan-Komarek	Land Use	Gypsy Hill	2.2
C41	C41-02	Samuel Casillas	Land Use	Gypsy Hill, Undeveloped San Pedro Avenue Site	2.2
C41	C41-03	Samuel Casillas	Land Use	Gypsy Hill, Undeveloped San Pedro Avenue Site	2.2
C41	C41-04	Samuel Casillas	Land Use	Gypsy Hill, Undeveloped San Pedro Avenue Site	2.2
C69	C69-5	Marie Kazan-Komarek	Land Use	Gypsy Hill	2.2
B5	B05-65	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Height Limits	2.2
C21	C21-2	Robert Hutchinson	Land Use	Housing Affordability	2.2
C62	C62-1	Gloria Stofan	Land Use	Housing Affordability	2.2
B10	B10-07	Paul Stewart, San Mateo County Association of Realtors	Land Use	Housing Types	2.2
B10	B10-10	Paul Stewart, San Mateo County Association of Realtors	Land Use	Housing Types	2.2
C5	C05-62	Ray Ramos	Land Use	Land Use Diagram, Classifications	2.2
C20	C20-05	Hal Bohner	Land Use	Land Use Diagram, Classifications	2.2
C5	C05-04	Ray Ramos	Land Use	Library Sites, Park Mall Area	2.2
C5	C05-10	Ray Ramos	Land Use	Library Sites, Park Mall Area	2.2

Table A-1: Plan-Related Comments

<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C5	C05-13	Ray Ramos	Land Use	Library Sites, Park Mall Area	2.2
C46	C46-31	Margaret Goodale	Land Use	Library Sites, Park Mall Area	2.2
C46	C46-33	Margaret Goodale	Land Use	Library Sites, Park Mall Area	2.2
C56	C56-20	Celeste Langille	Land Use	Library Sites, Park Mall Area	2.2
C1	C01-5	Lucian Blazej	Land Use	Pedro Point Shopping Center	2.2
C19	C19-2	Sheryl Calson	Land Use	Pedro Point Shopping Center	2.2
C40	C40-2	Ron Calson	Land Use	Pedro Point Shopping Center	2.2
B5	B05-61	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Pedro Point Upper Slopes	2.2
B5	B05-05	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Property Rights	2.2
C3	C03-1	Bill Collins	Land Use	Residential, Growth Management	2.2
C20	C20-36	Hal Bohner	Land Use	Residential, Growth Management	2.2
C21	C21-1	Robert Hutchinson	Land Use	Residential, Growth Management	2.2
C22	C22-03	Jim and Susan Holthaus	Land Use	Residential, Growth Management	2.2
C22	C22-08	Jim and Susan Holthaus	Land Use	Residential, Growth Management	2.2
C26	C26-1	John Keener	Land Use	Residential, Growth Management	2.2
C26	C26-3	John Keener	Land Use	Residential, Growth Management	2.2
C26	C26-4	John Keener	Land Use	Residential, Growth Management	2.2
C47	C47-4	Chaya Gordon	Land Use	Residential, Growth Management	2.2
C59	C59-2	Kathleen Meeh	Land Use	Residential, Growth Management	2.2
C67	C67-1	Bill Collins	Land Use	Residential, Growth Management	2.2
B5	B05-14	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Rockaway Quarry Site	2.2
B5	B05-18	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Rockaway Quarry Site	2.2

Responses to Comments on the Draft Pacifica General Plan
Appendix A: Table of Plan-Related Comments

Table A-1: Plan-Related Comments

<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
B5	B05-36	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Rockaway Quarry Site	2.2
B5	B05-54	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Rockaway Quarry Site	2.2
C19	C19-1		Land Use	Rockaway Quarry Site	2.2
C20	C20-06	Hal Bohner	Land Use	Rockaway Quarry Site	2.2
C39	C39-4	Jennifer Ball & Mike Varney	Land Use	Rockaway Quarry Site	2.2
C49	C49-2	Gwendolyn Holden	Land Use	Rockaway Quarry Site	2.2
C51	C51-3	Tom and Denise Kendall	Land Use	Rockaway Quarry Site	2.2
C54	C54-1	Julie Lancelle	Land Use	Rockaway Quarry Site	2.2
C54	C54-2	Julie Lancelle	Land Use	Rockaway Quarry Site	2.2
C56	C56-05	Celeste Langille	Land Use	Rockaway Quarry Site	2.2
C59	C59-1	Kathleen Meeh	Land Use	Rockaway Quarry Site	2.2
C61	C61-4	Mark Stechbart	Land Use	Rockaway Quarry Site	2.2
C63	C63-2	Dinah Verby	Land Use	Rockaway Quarry Site	2.2
C56	C56-10	Celeste Langille	Land Use	Rockaway Quarry Site	2.2
C20	C20-14	Hal Bohner	Land Use	Rockaway Quarry Site; Hwy I / Calera Parkway;	2.2
C20	C20-15	Hal Bohner	Land Use	Rockaway Quarry Site; Hwy I / Calera Parkway;	2.2
B5	B05-58	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Transfer of Development Rights	2.2
B10	B10-11	Paul Stewart, San Mateo County Association of Realtors	Land Use	Transfer of Development Rights	2.2
B1	B01-3	Patrick Talbot Hall, PNPM LLC	Land Use	Transfer of Development Rights	2.2
A3	A03-4	Erik Alm, Caltrans	Land Use	Transit-Oriented Development	2.2
A3	A03-7	Erik Alm, Caltrans	Land Use	Transit-Oriented Development	2.2

Table A-1: Plan-Related Comments

<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
B2	B02-05	Richard Grasseti, GEC Co on behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B2	B02-11	Richard Grasseti, GEC Co on behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B2	B02-15	Richard Grasseti, GEC Co on behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B2	B02-21	Richard Grasseti, GEC Co on behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B2	B02-23	Richard Grasseti, GEC Co on behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-17	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-18	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-19	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-20	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-21	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-22	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-23	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-24	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-25	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-26	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B3	B03-27	Peter Baye, On behalf of PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B4	B04-2	Joanne Gold, PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B4	B04-7	Joanne Gold, PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B4	B04-9	Joanne Gold, PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
B5	B05-15	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Undeveloped San Pedro Avenue Site	2.2
B5	B05-19	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Undeveloped San Pedro Avenue Site	2.2
B10	B10-8	Paul Stewart, San Mateo County Association of Realtors	Land Use	Undeveloped San Pedro Avenue Site	2.2
C1	C01-4	Lucian Blazej	Land Use	Undeveloped San Pedro Avenue Site	2.2

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C1	C01-6	Lucian Blazej	Land Use	Undeveloped San Pedro Avenue Site	2.2
C1	C01-8	Lucian Blazej	Land Use	Undeveloped San Pedro Avenue Site	2.2
C8	C08-2	N/A	Land Use	Undeveloped San Pedro Avenue Site	2.2
C10	C10-1	John Keener	Land Use	Undeveloped San Pedro Avenue Site	2.2
C10	C10-3	John Keener	Land Use	Undeveloped San Pedro Avenue Site	2.2
C11	C11-1	John Keener	Land Use	Undeveloped San Pedro Avenue Site	2.2
C11	C11-2	John Keener	Land Use	Undeveloped San Pedro Avenue Site	2.2
C12	C12-2	Jim Louderback	Land Use	Undeveloped San Pedro Avenue Site	2.2
C16	C16-1	Gil Anda	Land Use	Undeveloped San Pedro Avenue Site	2.2
C16	C16-2	Gil Anda	Land Use	Undeveloped San Pedro Avenue Site	2.2
C19	C19-3	Sheryl Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C22	C22-02	Jim and Susan Holthaus	Land Use	Undeveloped San Pedro Avenue Site	2.2
C40	C40-1	Ron Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C40	C40-3	Ron Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C40	C40-4	Ron Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C40	C40-7	Ron Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C40	C40-8	Ron Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C40	C40-9	Ron Calson	Land Use	Undeveloped San Pedro Avenue Site	2.2
C41	C41-05	Samuel Casillas	Land Use	Undeveloped San Pedro Avenue Site	2.2
C41	C41-06	Samuel Casillas	Land Use	Undeveloped San Pedro Avenue Site	2.2
C41	C41-11	Samuel Casillas	Land Use	Undeveloped San Pedro Avenue Site	2.2
C41	C41-12	Samuel Casillas	Land Use	Undeveloped San Pedro Avenue Site	2.2
C56	C56-04	Celeste Langille	Land Use	Undeveloped San Pedro Avenue Site	2.2
C56	C56-25	Celeste Langille	Land Use	Undeveloped San Pedro Avenue Site	2.2
B4	B04-5	Joanne Gold, PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
B4	B04-6	Joanne Gold, PPCA	Land Use	Undeveloped San Pedro Avenue Site	2.2
C5	C05-64		Land Use	Urban Reserve	2.2
B5	B05-16	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Visitor-Oriented, Recreational Uses	2.2
B5	B05-17	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Land Use	Visitor-Oriented, Recreational Uses	2.2
B10	B10-06	Paul Stewart, San Mateo County Association of Realtors	Land Use	Visitor-Oriented, Recreational Uses	2.2
C44	C44-07	Sue Digre	Land Use	Visitor-Oriented, Recreational Uses	2.2
B5	B05-69	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Economic Prosperity	Business Improvement Districts	2.2
B10	B10-03	Paul Stewart, San Mateo County Association of Realtors	Economic Prosperity	Jobs and Employment Sites	2.2
B10	B10-04	Paul Stewart, San Mateo County Association of Realtors	Economic Prosperity	Jobs and Employment Sites	2.2
B10	B10-05	Paul Stewart, San Mateo County Association of Realtors	Economic Prosperity	Jobs and Employment Sites	2.2
C5	C05-07	Ray Ramos	Economic Prosperity	Jobs and Employment Sites	2.2
C56	C56-28	Celeste Langille	Housing	Housing Element	2.2
C56	C56-29	Celeste Langille	Housing	Housing Element	2.2
C56	C56-30	Celeste Langille	Housing	Housing Element	2.2
C56	C56-31	Celeste Langille	Housing	Housing Element	2.2
A3	A03-6	Erik Alm, Caltrans	Circulation	Bicycle Facilities	2.3
B10	B10-18	Paul Stewart, San Mateo County Association of Realtors	Circulation	Bicycle Facilities	2.3
C5	C05-09	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C44	C44-02	Sue Digre	Circulation	Hwy I / Calera Parkway	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
B5	B05-45	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Hwy I / Calera Parkway	2.3
B5	B05-66	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Hwy I / Calera Parkway	2.3
B5	B05-67	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-05	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-15	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-24	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-28	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-30	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-33	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-35	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-36	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-44	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-46	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-69	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C5	C05-70	Ray Ramos	Circulation	Hwy I / Calera Parkway	2.3
C14	C14-1	Michele Coxon	Circulation	Hwy I / Calera Parkway	2.3
C15	C15-1	Nancy Davis	Circulation	Hwy I / Calera Parkway	2.3
C19	C19-4	Sheryl Calson	Circulation	Hwy I / Calera Parkway	2.3
C39	C39-2	Jennifer Ball & Mike Varney	Circulation	Hwy I / Calera Parkway	2.3
C39	C39-5	Jennifer Ball & Mike Varney	Circulation	Hwy I / Calera Parkway	2.3
C39	C39-7	Jennifer Ball & Mike Varney	Circulation	Hwy I / Calera Parkway	2.3
C42	C42-4	Victor Charmichael	Circulation	Hwy I / Calera Parkway	2.3
C42	C42-5	Victor Charmichael	Circulation	Hwy I / Calera Parkway	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C42	C42-8	Victor Charmichael	Circulation	Hwy I / Calera Parkway	2.3
C43	C43-2	Anne DeJarnatt	Circulation	Hwy I / Calera Parkway	2.3
C44	C44-04	Sue Digre	Circulation	Hwy I / Calera Parkway	2.3
C44	C44-17	Sue Digre	Circulation	Hwy I / Calera Parkway	2.3
C45	C45-1	Carol Fregly	Circulation	Hwy I / Calera Parkway	2.3
C47	C47-1	Chaya Gordon	Circulation	Hwy I / Calera Parkway	2.3
C49	C49-4	Gwendolyn Holden	Circulation	Hwy I / Calera Parkway	2.3
C51	C51-2	Tom and Denise Kendall	Circulation	Hwy I / Calera Parkway	2.3
C60	C60-5	Ruth Muzzin	Circulation	Hwy I / Calera Parkway	2.3
C61	C61-3	Mark Stechbart	Circulation	Hwy I / Calera Parkway	2.3
C61	C61-5	Mark Stechbart	Circulation	Hwy I / Calera Parkway	2.3
C63	C63-1	Dinah Verby	Circulation	Hwy I / Calera Parkway	2.3
C64	C64-1	Marilyn Weeks	Circulation	Hwy I / Calera Parkway	2.3
A3	A03-8	Erik Alm, Caltrans	Circulation	Multimodal Circulation	2.3
C22	C22-07	Jim and Susan Holthaus	Circulation	Multimodal Circulation	2.3
C29	C29-2	William Collins	Circulation	Multimodal Circulation	2.3
C30	C30-2	Mary Keitelman	Circulation	Multimodal Circulation	2.3
C44	C44-14	Sue Digre	Circulation	Multimodal Circulation	2.3
C44	C44-15	Sue Digre	Circulation	Multimodal Circulation	2.3
C60	C60-6	Ruth Muzzin	Circulation	Multimodal Circulation	2.3
C65	C65-4	Kenneth White	Circulation	Multimodal Circulation	2.3
C66	C66-2	Stan Zeavin	Circulation	Multimodal Circulation	2.3
C22	C22-04	Jim and Susan Holthaus	Circulation	Park-and-Ride, Shuttle Service	2.3
C22	C22-05	Jim and Susan Holthaus	Circulation	Park-and-Ride, Shuttle Service	2.3
C23	C23-2	Remi Tan	Circulation	Park-and-Ride, Shuttle Service	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C60	C60-8	Ruth Muzzin	Circulation	Park-and-Ride, Shuttle Service	2.3
C65	C65-3	Kenneth White	Circulation	Park-and-Ride, Shuttle Service	2.3
B5	B05-06	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Parking for Recreational Visitors	2.3
B5	B05-27	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Parking for Recreational Visitors	2.3
B5	B05-33	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Parking for Recreational Visitors	2.3
B5	B05-46	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Parking for Recreational Visitors	2.3
B5	B05-53	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Parking for Recreational Visitors	2.3
C5	C05-51	Ray Ramos	Circulation	Parking for Recreational Visitors	2.3
C19	C19-5	Sheryl Calson	Circulation	Parking for Recreational Visitors	2.3
C22	C22-10	Jim and Susan Holthaus	Circulation	Parking for Recreational Visitors	2.3
C40	C40-6	Ron Calson	Circulation	Parking for Recreational Visitors	2.3
B5	B05-68	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Circulation	Parking Requirements	2.3
C5	C05-03	Ray Ramos	Circulation	Pedestrian Accessibility, Hwy I	2.3
C5	C05-19	Ray Ramos	Circulation	Pedestrian Accessibility, Hwy I	2.3
C5	C05-31	Ray Ramos	Circulation	Pedestrian Accessibility, Hwy I	2.3
C5	C05-32	Ray Ramos	Circulation	Pedestrian Accessibility, Hwy I	2.3
C5	C05-47	Ray Ramos	Circulation	Pedestrian Accessibility, Hwy I	2.3
C5	C05-68	Ray Ramos	Circulation	Pedestrian Accessibility, Hwy I	2.3
C44	C44-10	Sue Digre	Circulation	Pedestrian Accessibility, Hwy I	2.3
C47	C47-2	Chaya Gordon	Circulation	Pedestrian Accessibility, Hwy I	2.3
C56	C56-50	Celeste Langille	Circulation	Pedestrian Accessibility, Hwy I	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C56	C56-62	Celeste Langille	Circulation	Pedestrian Accessibility, Hwy I	2.3
C65	C65-5	Kenneth White	Circulation	Pedestrian Accessibility, Hwy I	2.3
C5	C05-23	Ray Ramos	Circulation	Pedestrian and Bike Circulation	2.3
C5	C05-48	Ray Ramos	Circulation	Pedestrian and Bike Circulation	2.3
C5	C05-14	Ray Ramos	Circulation	Pedestrian Facilities	2.3
C5	C05-49	Ray Ramos	Circulation	Pedestrian Facilities	2.3
C5	C05-45	Ray Ramos	Circulation	Roadway Redesign	2.3
C5	C05-27	Ray Ramos	Circulation	School-Related Traffic	2.3
C44	C44-16	Sue Digre	Circulation	School-Related Traffic	2.3
C65	C65-2	Kenneth White	Circulation	School-Related Traffic	2.3
C5	C05-26	Ray Ramos	Circulation	Traffic Mitigation	2.3
C22	C22-09	Jim and Susan Holthaus	Circulation	Traffic Mitigation	2.3
A3	A03-5	Erik Alm, Caltrans	Circulation	Transportation Demand Management	2.3
A4	A04-3	Josie Peterson, Pacifica School District	Open Space & Community Facilities	Community, Cultural Facilities	2.3
A4	A04-4	Josie Peterson, Pacifica School District	Open Space & Community Facilities	Community, Cultural Facilities	2.3
C7	C07-1	N/A	Open Space & Community Facilities	Community, Cultural Facilities	2.3
C13	C13-4	Susanne Hirsch	Open Space & Community Facilities	Community, Cultural Facilities	2.3
A2	A02-2	Paul Keel, CA State Parks	Open Space & Community Facilities	Open Space-Related Policies	2.3
A2	A02-3	Paul Keel, CA State Parks	Open Space & Community Facilities	Open Space-Related Policies	2.3
A2	A02-4	Paul Keel, CA State Parks	Open Space & Community Facilities	Open Space-Related Policies	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
A5	A05-1	Brian Aviles, National Park Services/Golden Gate National Recreation Area	Open Space & Community Facilities	Open Space-Related Policies	2.3
B5	B05-09	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-26	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-28	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-29	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-30	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-31	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-32	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-34	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-37	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-40	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-44	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Public Coastal Access	2.3
C5	C05-16	Ray Ramos	Open Space & Community Facilities	Public Coastal Access	2.3
C5	C05-66	Ray Ramos	Open Space & Community Facilities	Public Coastal Access	2.3
C44	C44-08	Sue Digre	Open Space &	Public Coastal Access	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
			Community Facilities		
C44	C44-09		Open Space & Community Facilities	Public Coastal Access	2.3
B5	B05-22	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Recycled Water	2.3
B5	B05-20	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Roackway Beach	2.3
B5	B05-35	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Rockaway Beach	2.3
B5	B05-42	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Rockaway Beach	2.3
B10	B10-15	Paul Stewart, San Mateo County Association of Realtors	Open Space & Community Facilities	Sewer System	2.3
B5	B05-13	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Sharp Park Golf Course	2.3
B5	B05-38	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Sharp Park Golf Course	2.3
B5	B05-41	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Sharp Park Golf Course	2.3
C13	C13-5	Susanne Hirsch	Open Space & Community Facilities	Sharp Park Golf Course	2.3
B5	B05-52	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Shelldance Nursery	2.3
B5	B05-39	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Shelter Cove	2.3
B5	B05-43	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Open Space & Community Facilities	Trail System, Trailhead Access	2.3
C22	C22-06		Open Space & Community Facilities	Trail System, Trailhead Access	2.3

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
A2	A02-7	Paul Keel, CA State Parks	Conservation	Beach Grooming	2.4
C5	C05-22	Ray Ramos	Conservation	Beach Grooming	2.4
B10	B10-14	Paul Stewart, San Mateo County Association of Realtors	Conservation	Climate Action Plan	2.4
C39	C39-1	Jennifer Ball & Mike Varney	Conservation	Climate Action Plan	2.4
C49	C49-3	Gwendolyn Holden	Conservation	Climate Action Plan	2.4
C50	C50-1	Mary Keitelman	Conservation	Climate Action Plan	2.4
C51	C51-1	Tom and Denise Kendall	Conservation	Climate Action Plan	2.4
C60	C60-1	Ruth Muzzin	Conservation	Climate Action Plan	2.4
C5	C05-20	Ray Ramos	Conservation	Creek Maintenance	2.4
C43	C43-3	Anne Dejarnatt	Conservation	Creek Maintenance	2.4
C44	C44-12	Sue Digre	Conservation	Creek Maintenance	2.4
C46	C46-25	Margaret Goodale	Conservation	Creek Maintenance	2.4
C56	C56-13	Celeste Langille	Conservation	Creek Maintenance	2.4
C56	C56-14	Celeste Langille	Conservation	Creek Maintenance	2.4
C56	C56-16	Celeste Langille	Conservation	Creek Maintenance	2.4
A2	A02-5	Paul Keel, CA State Parks	Conservation	Habitat Conservation	2.4
A2	A02-6	Paul Keel, CA State Parks	Conservation	Habitat Conservation	2.4
A2	A02-8	Paul Keel, CA State Parks	Conservation	Habitat Conservation	2.4
B5	B05-48	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Conservation	Habitat Conservation	2.4
B10	B10-17	Paul Stewart, San Mateo County Association of Realtors	Conservation	Habitat Conservation	2.4
C5	C05-21	Ray Ramos	Conservation	Habitat Conservation	2.4
C46	C46-07	Margaret Goodale	Conservation	Habitat Conservation	2.4
C46	C46-08	Margaret Goodale	Conservation	Habitat Conservation	2.4

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
C46	C46-09	Margaret Goodale	Conservation	Habitat Conservation	2.4
C46	C46-26	Margaret Goodale	Conservation	Habitat Conservation	2.4
C56	C56-17	Celeste Langille	Conservation	Habitat Conservation	2.4
B5	B05-51	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Conservation	Sharp Park Golf Course	2.4
B6	B06-2	Kathleen Manning	Conservation	Sharp Park Golf Course	2.4
B7	B07-2	Richard Harris	Conservation	Sharp Park Golf Course	2.4
B8	B08-1	Courtney Conlon	Conservation	Sharp Park Golf Course	2.4
C37	C37-1	Gil Anda	Conservation	Sharp Park Golf Course	2.4
C38	C38-1	Barbara Arietta	Conservation	Sharp Park Golf Course	2.4
C46	C46-14	Margaret Goodale	Conservation	Sharp Park Golf Course	2.4
C55	C55-1	Julie Lancelle	Conservation	Sharp Park Golf Course	2.4
C57	C57-1	David Linney	Conservation	Sharp Park Golf Course	2.4
C58	C58-1	Patricia Linney	Conservation	Sharp Park Golf Course	2.4
C70	C70-1	Jeff Volosing	Conservation	Sharp Park Golf Course	2.4
C71	C71-1	Lisa Villasenor	Conservation	Sharp Park Golf Course	2.4
B7	B07-3	Richard Harris	Conservation	Sharp Park Golf Course	2.4
B5	B05-47	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Conservation	Storm Drainage	2.4
C40	C40-5		Conservation	Storm Drainage	2.4
B10	B10-12	Paul Stewart, San Mateo County Association of Realtors	Conservation	Tree Conservation	2.4
B5	B05-23	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Conservation	Water Conservation	2.4
B5	B05-21	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Conservation	Water Supply	2.4
B5	B05-24	Courtney Conlon, Chuck Gust, Chris Porter,	Conservation	Water Supply	2.4

Responses to Comments on the Draft Pacifica General Plan
Appendix A: Table of Plan-Related Comments

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<i>Letter</i>	<i>Comment #</i>	<i>Commenter, Organization (if any)</i>	<i>Subject</i>	<i>Topic Detail</i>	<i>Section</i>
		Marty Cerles, Pacifica Chamber of Commerce			
B5	B05-25	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Conservation	Water Supply	2.4
C46	C46-32	Margaret Goodale	Conservation	Wetlands near Community Ctr	2.4
C46	C46-34	Margaret Goodale	Conservation	Wetlands near Community Ctr	2.4
C41	C41-16	Samuel Casillas	Conservation	Wildlife Corridors, Crossings	2.4
C41	C41-17	Samuel Casillas	Conservation	Wildlife Corridors, Crossings	2.4
C47	C47-3	Chaya Gordon	Conservation	Wildlife Corridors, Crossings	2.4
A2	A02-9	Paul Keel, CA State Parks	Safety	Coastal Erosion	2.4
B5	B05-07	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Coastal Erosion	2.4
B5	B05-49	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Coastal Erosion	2.4
B5	B05-57	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Coastal Erosion	2.4
C5	C05-25	Ray Ramos	Safety	Coastal Erosion	2.4
C5	C05-52	Ray Ramos	Safety	Coastal Erosion	2.4
C5	C05-72	Ray Ramos	Safety	Coastal Erosion	2.4
C27	C27-2	Vin Wagna	Safety	Coastal Erosion	2.4
C44	C44-13	Sue Digre	Safety	Coastal Erosion	2.4
C56	C56-11	Celeste Langille	Safety	Coastal Erosion	2.4
B5	B05-64	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Fire Hazards	2.4
B5	B05-50	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Sea Level Rise	2.4
B5	B05-59	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Sea Level Rise	2.4

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B5	B05-60	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Sea Level Rise	2.4
B5	B05-62	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Sea Level Rise	2.4
B5	B05-63	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Sea Level Rise	2.4
B10	B10-13	Paul Stewart, San Mateo County Association of Realtors	Safety	Sea Level Rise	2.4
B10	B10-16	Paul Stewart, San Mateo County Association of Realtors	Safety	Sea Level Rise	2.4
C5	C05-06	Ray Ramos	Safety	Sea Level Rise	2.4
C5	C05-12	Ray Ramos	Safety	Sea Level Rise	2.4
C5	C05-29	Ray Ramos	Safety	Sea Level Rise	2.4
C5	C05-41	Ray Ramos	Safety	Sea Level Rise	2.4
C5	C05-50	Ray Ramos	Safety	Sea Level Rise	2.4
C5	C05-73	Ray Ramos	Safety	Sea Level Rise	2.4
C5	C05-74	Ray Ramos	Safety	Sea Level Rise	2.4
C44	C44-05	Sue Digre	Safety	Sea Level Rise	2.4
C44	C44-06	Sue Digre	Safety	Sea Level Rise	2.4
C46	C46-10	Margaret Goodale	Safety	Sea Level Rise	2.4
C46	C46-12	Margaret Goodale	Safety	Sea Level Rise	2.4
C5	C05-67	Ray Ramos	Safety	Sea Level Rise	2.4
B5	B05-56	Courtney Conlon, Chuck Gust, Chris Porter, Marty Cerles, Pacifica Chamber of Commerce	Safety	Seismic & Geological Hazards	2.4
C5	C05-71	Ray Ramos	Safety	Seismic & Geological Hazards	2.4
C44	C44-03	Sue Digre	Safety	Seismic & Geological Hazards	2.4
C5	C05-53	Ray Ramos	Noise	Noise Policies	2.4

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C5	C05-02	Ray Ramos	Plan Goals and Process	Plan Update Process	2.5
C5	C05-61	Ray Ramos	Plan Goals and Process	Text Correction	2.5
C11	C11-3	John Keener	Plan Goals and Process	Plan Update Process	2.5
C56	C56-08	Celeste Langille	Plan Goals and Process	Guiding and Implementing Policies	2.5
C65	C65-6	Kenneth White	Plan Goals and Process	Plan Goals	2.5
C5	C05-11	Ray Ramos	Implementation	Zoning	2.5
C5	C05-17	Ray Ramos	Implementation	Zoning	2.5
C5	C05-18	Ray Ramos	Implementation	Zoning	2.5
C5	C05-54	Ray Ramos	Implementation	Responsibilities	2.5
C5	C05-55	Ray Ramos	Implementation	Responsibilities	2.5
C5	C05-56	Ray Ramos	Implementation	Responsibilities	2.5
C5	C05-57	Ray Ramos	Implementation	Responsibilities	2.5
C5	C05-65	Ray Ramos	Implementation	Zoning; Rockaway Quarry Site	2.5

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315