

RESOLUTION NO. 967

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA APPROVING COASTAL DEVELOPMENT PERMIT CDP-375-16, SUBJECT TO CONDITIONS, FOR REPLACEMENT OF SAN JOSE AVENUE PEDESTRIAN OVERCROSSING (BRIDGE NO. 35-0240) ON STATE ROUTE 1, LOCATED BETWEEN FRANCISCO BOULEVARD AND OCEANA BOULEVARD, WITHIN THE CITY OF PACIFICA AND FINDING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

Initiated by: Jo Ann Cullom, California Department of Transportation (“Applicant”).

WHEREAS, an application has been submitted to replace the existing 278-foot long, 10-foot wide, and minimum 17-foot high pedestrian overcrossing (Bridge No. 35-0240) between Francisco Boulevard and Oceana Boulevard with a new 416-foot, 10-foot wide, and minimum 18.5-foot high pedestrian overcrossing; and

WHEREAS, the project requires approval of a Coastal Development Permit because the project involves development within the Coastal Zone; and, the project does not qualify as a category of exempted or excluded development; and

WHEREAS, the Planning Commission of the City of Pacifica did hold a duly noticed public hearing on February 6, 2017, at which time it considered all oral and documentary evidence presented, and incorporated all testimony and documents into the record by reference.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pacifica as follows:

1. The above recitals are true and correct and material to this Resolution.
2. In making its findings, the Planning Commission relied upon and hereby incorporates by reference all correspondence, staff reports, and other related materials.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does hereby make the following findings pertaining to Coastal Development Permit CDP-375-16 for development within the Coastal Zone:

Required Finding: *The proposed development is in conformity with the City's certified Local Coastal Program.*

Discussion: The City’s certified Local Coastal Program includes a Local Coastal Land Use Plan (LCLUP) that contains policies to further the City’s coastal planning activities. The proposed project is consistent with many of these policies, as discussed below.

Coastal Act Policy 1. *Maximum access shall be conspicuously posted and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse.*

Discussion: The project would improve the accessibility and public safety of pedestrians traveling into and out of the coastal zone. The proposed POC would be built to current ADA standards, which would include a reduced slope, as well as, the installation of ADA sidewalk ramps. The ADA compliance of the proposed POC would increase the range of pedestrians that would be able to use the POC.

The proposed POC would replace the existing overcrossing that has experienced deterioration in the form of concrete clumps dropping on the highway below and rusting fencing and structural support wire with coastal climate appropriate materials built and used to current engineering design standard.

Coastal Act Policy 24. *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible; to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan, prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.*

Discussion: The existing POC has extensive visual signs of deterioration. The 1968 POC has significant rust, discoloration, missing clumps of concrete, and exposed wiring throughout the POC. The proposed POC would provide a significant visual improvement to the area by removing the deteriorating structure, replacing it with a new structure and refreshing the landscaping in the area. The proposed POC would incorporate a coastal design (Attachment D). Design features including custom black light poles, black fencing with blue wave design weaved in the fencing, as well as a blue wave design imprinted near the base of the pillars of the overcrossing and along the edge of the overcrossing slab.

Coastal Act Policy 25. *The location and amount of new development should maintain and enhance public access to the coast by:*

- a) Facilitating the provision or extension of transit service;*
- b) Providing commercial facilities within or adjoining residential development, or in other areas that will minimize the use of coastal access roads;*
- c) Providing non-automobile circulation within the development;*
- d) Providing adequate parking facilities or providing substitute means of serving the development with public transportation;*

- e) *Assuring the potential for public transit for high intensity uses such as high-rise office buildings; and*
- f) *Assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with, the provision of on-site recreational facilities to serve the new development.*

Discussion: Consistent with subsection b), the project would provide a pedestrian short-cut between a residential district and a commercial shopping area which would encourage walking and minimize the use of coastal roads.

Consistent with subsection c), the project would provide non-automobile circulation within the development. As discussed above, the project would improve the accessibility and public safety of pedestrians traveling into and out of the coastal zone. The proposed POC would be built to current ADA standards, which would include a reduced slope, as well as, the installation of ADA sidewalk ramps. The ADA compliance of the proposed POC would increase the range of pedestrians that would be able to use the POC.

The project would not impact public transit service or parking and therefore would not conflict with subsection a),d), e), and f).

Required Finding: *Where the Coastal Development Permit is issued for any development between the nearest public road and the shoreline, the development is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act.*

Discussion: The development would not be located between the nearest public road and the shoreline, therefore this finding does not apply.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica does hereby make the following findings pertaining to the project:

That the project is exempt from the CEQA as a Class 2 exemption provided in Section 15302 of the CEQA Guidelines.

15302. Replacement or Reconstruction

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced [...].

The project would replace the existing SR-1 POC with a new POC that would provide the same purpose and capacity and would be located in the same Caltrans site. Additionally,

none of the exceptions to the exemption in Section 15300.2 of the CEQA Guidelines apply, as described below.

- Sec. 15300.2(b): There is no evidence in the record that cumulative projects of the same type would occur within the same place to create a significant cumulative impact.
- Sec. 15300.2(c): There is no evidence that the activity would have a significant effect on the environment due to unusual circumstances.
- Sec. 15300.2(d): The project would occur within an eligible State Scenic highway; therefore, the construction and operation of the project would not significantly damage scenic resources within an officially designated state scenic highway. The project would replace a deteriorating POC with a new POC. The new POC includes a coastal themed design and the use of coastal climate appropriate materials, which would significant improve the aesthetics along SR-1. The applicant has stated that any landscaping and vegetation affected by construction would be restored to pre-construction conditions.
- Sec. 15300.2(e and f): The project does not involve a current or former hazardous waste site, and, does not affect any historical resources. Therefore, the provisions of subsections (e) and (f) are not applicable to this project.

Because the project is consistent with the requirements for a Class 2 exemption and none of the exceptions to the exemption in Section 15300.2 apply, there is substantial evidence in the record to support a finding that the project is categorically exempt from CEQA.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Pacifica approves Coastal Development Permit (CDP-375-16) for replacement of the existing 278-foot long, 10-foot wide, and minimum 17-foot high pedestrian overcrossing (Bridge No. 35-0240) between Francisco Boulevard and Oceana Boulevard with a new 416-foot, 10-foot wide, and minimum 18.5-foot high pedestrian overcrossing, subject to conditions of approval included as Exhibit A to this resolution.

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Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 6th day of February 2017.

AYES, Commissioners: Gordon, Nibbelin, Evans, Cooper, Clifford, Baringer

NOES, Commissioners: None

ABSENT, Commissioners: Campbell

ABSTAIN, Commissioners:

ATTEST:

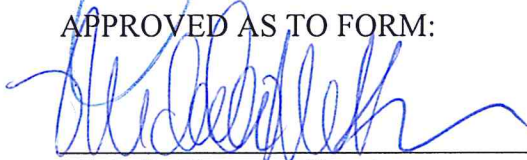


Tina Wehrmeister, Planning Director



Josh Gordon, Chair

APPROVED AS TO FORM:



Michelle Kenyon, City Attorney