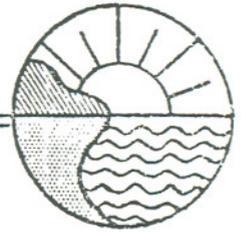


STAFF REPORT



PLANNING COMMISSION-CITY OF PACIFICA

DATE: Tuesday, September 6, 1983

ITEM NO. 1.

PROJECT SUMMARY/RECOMMENDATION AND FINDINGS

Notice of hearing was published August 24, 1983 and surrounding property owners notified Aug. 25, 1983.

FILE NO.: UP-453-83 & PSD-313-83

APPLICANT: Luzaslania Pagan
1314 Lincoln Avenue
San Rafael, CA 94901

AGENT: Edward Giuliani, and
James Carroll & Associates
1407 E. Third Avenue
San Mateo, CA 94401

LOCATION: 700 Palmetto Avenue (A.P. #009-241-190, 440, 450).

PROJECT DESCRIPTION: Development of a 182 space recreational vehicle park, related facilities and public access and parking on a vacant 11.9 acre property.

Lot Area (gross): ----- 11.19 acres
Lot Area (net): ----- 7.24 acres
Paved Areas: ----- 5.79 acres (52%)
Landscaped and Unimproved Areas: ----- 5.24 acres (47%)
Building Coverage: ----- .15 acres (1%)
Zoning: ----- C-2 (Community Service Commercial) District
General Plan: ----- Commercial
Coastal Land Use Plan: ----- Visitor Serving Commercial

CEQA STATUS: Negative Declaration Proposed

OTHER REQUIRED PERMITS: Coastal Development Permit by Coastal Commission and Grading Permit by City.

PROJECT SUMMARY

A. STAFF NOTES:

1. Project History - Plans for development of the subject site to provide low cost visitor accommodations have existed since 1975. On October 6, 1975 the Planning Commission certified an Environmental Impact Report (EIR-27-75) for development of 47 day use parking spaces and 100 RV and camp sites. Related facilities included one mobile home for use as an office, a retail store, swimming pool and laundromat. On November 10, 1975 the City Council approved rezoning the property from R-3.1, R-3.G to C-R and C-2. The Planning Commission then approved a Use Permit (UP-253-76) on March 1, 1976 subject to Site Development Permit approval. On May 2, 1977 the Commission granted a Site Development Permit (PSD-163-77).

Two successive Use Permit extensions were granted, the first to February 22, 1978 and the second to March 1, 1979. In January of 1979 the Coastal Commission issued a Coastal Development Permit (P-78-406). A last extension was issued March 5, 1979 to expire August 1, 1979. While all necessary approvals had been granted, no grading or building permits were issued. All local permits expired in 1979.

Primary areas of concern included:

- a. Geologic stability and site drainage.
- b. Traffic and parking.
- c. Scenic resource protection.
- d. Public access.
- e. Impacts on sewage treatment facilities.

These same issues exist with respect to the project as presently proposed.

2. Detailed Project Description - Applicant proposes to develop a 182 space RV park on a vacant 11.19 acre site. The proposed facility will include the following amenities:
 - a. 182 RV spaces, each with full service hookups (water, electric, cable and sewage collection).
 - b. A two-story 4,725 sq. ft. main building to include convenience retail sales, game room, full service laundry, restrooms and showers, and two storage areas on the first floor. The second floor will be devoted to the living unit for park management. (see plans - Sheet 3).
 - c. A one-story, 1,920 sq. ft. restroom building to include toilets, sauna, showers, sinks, vending machines and storage.
 - d. Improved public access facilities from Palmetto Avenue, including ten (10) parking spaces (no fee), a bluff top pathway and stairs to the beach.
 - e. The area adjacent and north of the path from Palmetto Avenue to the beach is proposed to be reserved for future lease or expansion. The applicant has not indicated the potential range of uses for this area, but has stated in meetings with staff that this area will likely be used by the existing equipment rental business on the site.
 - f. One sanitary dump and fuel station will be located at the northeast corner of the property near the entrance.

Entrance to the site will be provided north of the existing intersection of Coast Highway and Palmetto Avenue via a 40' curb cut. A 20' emergency vehicle egress point is proposed adjacent to the proposed lease/expansion area at the southeast corner of the property.

The perimeter of the project will be fully landscaped as follows:

- a. The Palmetto Avenue street frontage will be landscaped including a 6' high fence and a 10' wide 2'-3' high mound planted with trees and shrubs. The street frontage adjacent to the main building, the access driveway and the service area will include a wider 20'-25' planted buffer.
- b. The existing fence behind residences on Avalon Drive will remain. An approximately 6' wide landscape strip provided in front of the fence and on the subject property will be planted with a dense stand of evergreen trees.
- c. The proposed bluff top path includes a minimal bluff setback (varies 1'-25') wherein naturalized edge planting will be placed. The area between the path and westerly most parking spaces is sufficient in size to allow planting designed to distinguish between the public path and the remaining private areas of the park. Signing, while not proposed, would also be helpful in that regard.
- e. The Commission should note that, except for areas adjacent to the path leading to the stairs from Palmetto Avenue, no landscape screening is provided between the subject site and the wrecking yard adjacent and south.

The subject site will be graded and paved resulting in a gentle overall south trending incline. The northeast corner will be the highest portion of the property with finished grades sloping both northwest and south from the area around and west of the main access driveway. Both surface (via paved swales) and subsurface drainage facilities will be provided.

Perhaps one of the most significant aspects of the project is that an existing, approximately 100' wide, 350' long gully will be partially filled using material from on-site grading, and the 84" storm drain extended to the site's south boundary. Filling the gully will allow construction of public parking access and 65-70 RV spaces. All grading will be balanced without import or export of fill material.

The subject project also includes a seawall along the majority of the bluff toe west of the area to be developed. The wall will be rock rip-rap placed at approximately 10.4 mean sea level. The purpose of the wall is to prevent waves from undercutting the bluff during winter storm conditions, the period when natural sand replenishment at the bluff toe does not occur. The proposed wall is part of a larger, anticipated shoreline protection project between the single family homes adjacent and north of the subject project and Shoreview Avenue further south. Presently, however, the proposed wall will allow economical construction of a similar wall protecting properties adjacent and north of the proposed project.

3. Surrounding Development, Zoning and Coastal Land Use Plan - The area surrounding the subject site is developed with auto related uses (auto wrecking, auto body repair, transmission shops, etc.) to the south and single family residences to the north. As indicated in the above section on project history, the subject site is zoned C-2 (all areas previously zoned C-R are now zoned C-2 by operation of amendments to Commercial District regulations). Properties to the south are zoned C-2 and C-3 consistent with existing uses. The area to the north is zoned R-1.

Coastal Land Use Plan policies are specific regarding the use and design of the subject site. The LUP states that:

"To promote visitor-serving facilities suitable to the type of fishermen who frequent this area and attract other visitors, to provide developed beach access and to recognize the erosion and geologic stability problems associated with this bluff-top, this entire site, including the two areas already developed within this parcel, should be developed in a visitor-serving commercial use such as a campground. The use should be attractive to low and moderate income beach users and visitors. Public views from Palmetto across the site to the sea shall be protected as a condition of future development. There is an absence of facilities for overnight camping along the Pacifica coast for fishermen and others with recreational vehicles and tents. This site, highly visible from the Coast Highway is directly served with highway access. The bluffs rise about 60 feet along this frontage and, like the other bluff-top locations in this neighborhood, should be the subject of geotechnical studies which establish the "developable area" which is the basis for determining the "net density" of proposed development. Protective setbacks within the developable area should be established to ensure the economic life of the development. Land which should not support development should be placed in a protective open space zone. Although informal access now exists on the north and south ends of this site, because of existing erosion and stability problems aggravated by human trampling (see LCP Coastal Access Report, Coastal Environment Section), the northernmost of these informal accesses should be abandoned and developed public beach access and public off-street parking (20 spaces) developed at the safer access on the south bank of Milagra Creek."

It is apparent then, that the proposed use of the property is appropriate and desirable. This particular project should be viewed as the key development capable of encouraging the shift in commercial uses contemplated by the Coastal Land Use Plan. It is anticipated that at some future date, the adjacent wrecking yard to the south will be converted to a similar use or one capable of providing support to the subject project.

There are, however, three aspects of the project that do not appear to be consistent with Plan policies as follows:

- a. Provision for 20 off-street public parking spaces - 10 spaces are shown.
- b. Protection of views across the site to the ocean from Palmetto Avenue. The preliminary Site Development Plan (Sheet 6) indicates that the site will be graded to be four feet below the street grade of Palmetto Avenue. The only views across the site to the ocean will be those available between vehicles and unoccupied areas.
- c. Establishment of a bluff setback protecting the project from bluff erosion hazards during its economic life. RV spaces are setback 25-45' and the path is setback 1'-25'. Distances are generally greater in the south than the north.

These issues are each addressed in the following sections 4-6.

4. Public Access - The access component of the LUP contains the following recommendations for development of improved coastal access:
 - a. The developer of the visitor-serving commercial site on the bank of Milagra Creek should provide developed beach access. The location of the access should be based on geotechnical studies and integrated into the design for the commercial area in such a way that it will be available to the public from Palmetto and will not conflict with the commercial use. The area picked should provide adequate space for access and some public beach parking to replace that removed by developing the campground.
 - b. The access should be designed to keep people on the path or stairway. The appearance of the access from the beach also should be considered in its design.
 - c. Maintenance of the access should be a part of the commercial development.
 - d. Since the on-street parking will be removed when the campground is developed, the developer should provide some off-street public parking at the access area. The adjacent visitor-serving commercial area to the south of the proposed campground should also provide beach visitor parking.
 - e. The developed access should be signed to indicate availability to the public.
 - f. Since the site is highly visible, the appearance of the commercial development should be attractive and the parking area and access landscaped to encourage its use.

The subject project presently is consistent with recommendations - a) regarding access location, b) accessway design, f) appearance of access improvements. Conditions of approval should be developed addressing on-site beach parking. Ten additional spaces can be provided, with room for landscaping, in the area indicated for future lease or expansion. The Commission should consider disallowing the existing equipment rental use on the property. Retention of this use will be inconsistent with LUP policies regarding land use, accessway appearance and provision for adequate public parking. Ultimately, parking and traffic conflicts would occur between equipment rental patrons and beach users, thereby lessening the attractiveness and viability of the access and the new use.

Signing for public access should be required as a condition of action approving the project.

The Commission should also consider measures to ensure that the access and stairs receive proper seasonal maintenance. Each season will involve different types of maintenance and a program should be developed that addresses these needs.

5. Protection of Scenic Views - As previously indicated, Land Use Plan policies require the protection of scenic views from Palmetto Avenue to the ocean. While the proposed buildings are minimal and will not block views to any significant extent, vehicles using the RV Park will block views from the street. Although preservation of views usually refers to buildings, staff attempted to resolve the issue of vehicles blocking views. Unfortunately, there appeared to be a trade-off between preserving views from Palmetto Avenue and creating an attractive, safe, well designed park with better views from the park itself. Site design considerations make it more or less feasible to protect scenic views from Palmetto Avenue. These are fully analyzed in the following discussion.

On and off-site traffic circulation and safety concerns make it necessary to locate the main building and RV service facilities adjacent to one main entry and exit north of the on-ramp to Highway I from Palmetto Avenue. For example, on-site security concerns require that one controlled ingress/egress point be provided so that park management can adequately supervise park use. Traffic turning movements to and from the Park will be more difficult and hazardous if this access is provided south of the on-ramp. Most traffic is anticipated to occur from southbound Highway I. Therefore, the majority of the traffic leaving the park will use this on-ramp.

In terms of the distribution of services, it is most economical to combine as many services and amenities as possible into one structure and also locate facilities such as the fuel and dump station near the entrance. For all of the above reasons, it is appropriate that the main building be a two-story structure. It is also appropriate that fuel and sanitary dump facilities be offset from the remainder of the park and screened from street views.

Additionally, it is staff's opinion that southbound drivers along Palmetto Avenue should not be afforded the opportunity for scenic views due to increased traffic turning movements in the vicinity of the Park entry and public parking area. Therefore, to increase project feasibility, security and public safety, public views across the north portion of the property cannot be protected.

Staff has explored alternative site designs capable of providing ocean views over the south portion of the property from Palmetto Avenue. Each of the alternatives would involve deleting from 10-20 spaces and extensive retaining wall construction (costing \$75,000 at \$25.00 sq. ft.) to ramp down from the north to the south portion of the property. The most feasible alternative would involve grading the entire south portion of the property an additional 5' - 5'. A ramp trending east-west in circular fashion from the main entry and tying into the furthest west driveway west of the small restroom building would then be constructed. The result would be a depressed interior loop consisting of the two easterly most driveways in the south portion of the property. There are several problems with this approach. First, unless the edge and face of the bluff were also graded, the interior of the south portion of the property would resemble a large pit. RV spaces immediately adjacent to the ramp (spaces 74-81) and others (1-10 and 29-37) would face a blank, 6'-8' high retaining wall. If the bluff edge and face were to be graded in a similar fashion to the rest of the property, westerly ocean views could be opened up to both street traffic and park visitors, except views from spaces noted above. This would, however, result in decreased bluff stability and be inconsistent with Land Use Plan conclusions regarding development (including grading) within any bluff setback area. Disposal costs for exported soil generated by such a grading operation would be approximately \$125,000. Proposed grading is currently balanced.

The emergency vehicle exit driveway would also be eliminated due to the 10' difference in elevation between the street grade and finished grade of the site at that point.

Staff also assessed whether the interior of the site could be improved by terracing each line of spaces below that of the next in an east-west direction. This would eliminate most of the larger pull through spaces and does not address the problem of public views. This alternative would not permit either the proposed gravity sanitary sewage collection system or the continuance of the City's existing gravity line that traverses the property from Esplanade Avenue. Unless a gravity system is employed there is no way that sewage lines can be connected to existing facilities in Palmetto Avenue without use of a pump with a standby generator.

In summary, given the alternatives for redesign and the effects of each on public safety, bluff stability, attractiveness of the facility for park visitors and project feasibility, there appears to be no suitable physical measure capable of mitigating the loss of limited ocean views from Palmetto Avenue.

There are, however, other feasible measures that do not involve project redesign. The applicant has indicated that the average occupancy rate will be 30% during non-peak periods. Peak use would occur during a 4-5 month period spanning the summer months. Therefore, during most of the year, approximately 57 spaces are expected to be utilized at any given time. Vehicles will be dispersed throughout the park during non peak use seasons, providing views through the park during these times.

Staff believes that this will preserve ocean views to the maximum extent possible without jeopardizing the feasibility or attractiveness of the project for visitors. The Commission should give consideration to landscaping and fencing adjacent to Palmetto Avenue in this area so that views over the south portion of the property will not be affected.

6. Bluff Setback - The Land Use Plan indicates that a bluff setback should be provided to protect the project during its economic life. The applicant indicates that the economic life of the project is 15 years. The length of time projected to pay back investors through anticipated revenues. Therefore, the required setback for an RV Park with a short economic life would be less than for a project with more permanent improvements. In addition, if necessary in the future, spaces can be eliminated to ensure an adequate setback.

The applicant's geology report states that the average rate of bluff recession since 1938 has been 6 inches per year (including the 1983 storms). The previous geology report based the recommended setback on a rate of one foot per year. Either way, the RV Park spaces are not within the setback area (they are setback 25-45 feet from the edge of the cliff). A 7½-15 foot setback is required to conform to the Land Use Plan policy.

The proposed bluff top trail's setback varies between one and twenty-five feet. It is accepted practice to have the trail within an open space area, however, the setback should be increased to provide better public safety and a longer life for the trail. There is sufficient room to pull the path back and retain a landscaped buffer between the public path and park vehicles. The proposed picnic area and lookout in the northwest corner of the property may be kept at its present proposed location based on the applicant's geology report and the soils report prepared for the shoreline protection assessment district. These reports indicate that this area is comprised of greenstone material that is highly resistant to wave erosion.

However, even with a setback related to economic life consistent with Land Use Plan policies, the applicant's geology report states that, based on a 100 year life expectancy, all improvements west of a 50 foot bluff setback should be considered temporary. In other words, because bluff stability (distinct from bluff erosion) cannot be guaranteed in this area, permanent structures should not be located in this area.

The Commission should, therefore, assess the importance of the bluff top path regarding the attractiveness of the project for visitors as well as public safety. That is, the path, picnic areas and lookout are important amenities and are integral to the long term success of the facility. Should the path become damaged or fail in any way that would require bluff restoration, affected portions of the path should be moved further east, if necessary, at the expense of RV spaces.

7. Geology/Hydrology/Shoreline Protection - A complete copy of the applicant's geology report (August 5, 1983) is attached for Commission review. The report's conclusions and recommendations are summarized as follows:

The surface of the site is for the most part overlain by approximately 10' of fill soil. The fill deepens to 30' in the area where a portion of the existing ravine was filled by the State to cover the 84" drain culvert. The fill was exported to the site from the Highway I road widening project that took place prior to 1955. The existing ravine is the last remnant of the more extensive drainage channel. The applicant proposes to grade the site and use the resulting material to fill the ravine. The existing culvert will be extended to the south property boundary.

The report states that currently the rate of recession is approximately 6" per year except during periods of high wave activity where the rate of bluff retreat may become significantly accelerated. Bluff recession expected to occur on the property would result from consistent small failures in the north and fewer but larger failures in the south portion of the property. (failures of up to 12' were reported in 1983)

All bluff face failures occur as slabs, the dimensions of which are controlled by the amount of undercutting and near vertical tension cracks behind the bluff face. Therefore, while the proposed seawall will significantly decrease the rate of bluff recession resulting from wave action, it will not increase the stability of the bluff given the interaction of potential seismic activity and tension cracks behind the bluff face. Permanent structures and utility lines will require a 75' setback with, or 100' setback without shoreline protection. Subsurface drainage facilities serving the site are located behind this setback line. Applicant should be required to locate sewage collection facilities serving the site behind the 75' setback also.

Control of surface runoff is of critical importance to ensure bluff stability. The report recommends and the project incorporates grading to avoid water ponding near the bluff face. On site subsurface drainage will be connected directly to the culvert extension. The City Engineer recommends that off-site drainage at the end of Esplanade should be improved to avoid surface flows over the site from the north.

Plans showing the integration of rock rip-rap protecting the ravine fill and the proposed seawall at the southwest corner of the property have not been submitted. Rock rip-rap in this area is essential not only to protect the fill, but to dissipate the energy of drainage flows from the culvert. Also, plans have not been submitted showing the relationship of the access stairway to the proposed seawall. Such plans should be required prior to completion of the seawall. Construction of the access stairs should then be integrated with the seawall so storm damage to the stairs is minimized.

8. Traffic/Circulation - Applicant proposes one main entry to the site. Southbound traffic along Highway I would proceed south along Palmetto Avenue through the intersection of Palmetto Avenue and Manor Drive. Peak hour trips will occur from 3:00 p.m. to 4:00 p.m. during weekdays and 2:00 - 3:00 p.m. during the weekend. The anticipated amount and distribution of trips are shown in figures 3 and 4 of the attached traffic study. The study indicates that existing service levels of the Palmetto Avenue/Manor Drive/Oceana Boulevard intersection will not change. While signals are currently warranted for this intersection, the City Engineer indicates that it would not be appropriate to ask the applicant to fund signalization because service levels will not be affected by the project.

However, other traffic impacts exist as follows:

- a. The area around the freeway on-ramp to Highway I from Palmetto Avenue should be improved with striping, additional signing, etc. These improvements will partially eliminate confusing and possibly hazardous conditions for those unfamiliar with intersection. In particular, conflicts between northbound traffic along Palmetto Avenue and vehicles using the on-ramp to southbound Highway I will be resolved.
- b. Turning movement for vehicles from northbound Highway I via Oceana and Manor to the site will be difficult and confusing, especially when buses and RVs occupy the intersection at the same time. Northbound traffic to the site should be routed via freeway signs from the Francisco Boulevard off-ramp to Paloma, thence to Palmetto Avenue.
- c. Palmetto Avenue should be widened to provide a transition lane at the entrance to the Park. This will eliminate potential conflicts between Park visitors and southbound through traffic. The interior circulation plan includes sufficient on-site stacking lanes to eliminate potential for vehicles waiting in the right-of-way to enter and check in to the facility.

9. Utilities/Sanitary Sewers/Drainage - The applicant proposes to connect on-site sewage collection facilities to the existing sanitary sewer line traversing the north portion of the property in a north to south direction. The existing line connects to an existing manhole near the proposed small structure and then trends west to east connecting to existing facilities in Palmetto Avenue. The City Engineer has indicated that the existing on-site main line is subject to repeated and frequent clogging by sand and debris and should be replaced and increased in size prior to connection to proposed facilities.

The applicant has not submitted detailed plans showing how vehicular connections to utilities will be accomplished. Staff is satisfied that connections can be made given the current design of spaces. Detailed plans should be submitted prior to issuance of a grading permit for the project. All proposed utility lines are of adequate size to accommodate the project. Special attention should be given to ensuring that all main on-site lines serving spaces are located outside the 75' setback line.

The Wastewater Program Manager has indicated that on-board sewage holding tanks contain elements that may adversely affect biological components of the sewage treatment plant. These elements consist of toxic bacteriocides containing heavy metals, which can interfere with activated sludge and sludge digestion. The RV park is located approximately one mile from the treatment facilities. Over this distance, adequate dilution of these wastes should occur and process problems at the treatment plant should not be encountered. However, if the biocides interfere with the treatment process the City will require that steps be taken to introduce the RV waste into the sewer system at a slower rate.

Drainage facilities have been addressed in a previous section.

10. Relation to CEQA -While an Environmental Impact Report was prepared for a similar project in 1975, it is staff's opinion that the previous and subject projects are sufficiently different and the span of time great enough to warrant a reassessment of the subject project's environmental status. In performing this assessment, staff completed an Initial Study that indicated potential environmental effects could be mitigated to insignificant levels. A Negative Declaration was prepared, and circulated to State agencies. All concerned State agencies (Coastal Commission, Regional Water Quality Control Board, CalTrans and State Department of Fish and Game) have contacted the Planning division and have no comments on the adequacy of the Negative Declaration. The Negative Declaration and Initial Study are attached for Commission review.

11. Parks, Beaches and Recreation - The Planning Commission should note the following unanimous recommendations of the Parks, Beaches and Recreation Commission:
- a. That the turf areas currently proposed near the bluff tops be removed and replaced with groundcover and shrubs to discourage youngsters from playing near the dangerous bluff top.
 - b. That bike racks be provided near the proposed stairway to the beach on the southern end of the property for both public and park users.
 - c. That trash receptacles be placed at the top and bottom of the stairway on the beach and maintained by the property owners.
 - d. That the beaches in front of the property be maintained by the property owners.
 - e. That an indoor spa with therapeutic bubbling action be included in the design with a higher priority than the proposed sauna which is normally not recommended for use by the elderly or individuals with medical problems.
 - f. That an informational board be provided for park and recreation activities in the community including a schedule of the Oceana Pool availability and jitney service to the pool.
 - g. That the proposed public trail along the bluff top be expanded to a minimum of eight feet with access at the north end of the property to the sidewalk on Esplanade and that the trail be sloped such that surface water will run off on the eastward side of the trail in storm drain catches.

Between the time that the PB&R Commission reviewed the project and the time this report was prepared the project was revised, therefore, some of the Commission's recommendations have been satisfied, others are no longer applicable, and some remain valid as follows:

- a. Turf areas near the bluff top have been replaced with naturalized edge planting. A 7.5 foot bluff setback should be incorporated into the project as previously discussed. This area should be separated from the path by a suitable fence barrier.
- b. Bike racks continue to be appropriate. Street improvements should include bike lane striping. These improvements will act to lessen parking congestion in the public parking area.
- c. Trash receptacles continue to be appropriate and are necessary to ensure continued attractiveness of the public facilities.

- d. The beaches should continue to be privately maintained until dedication by a public agency is accepted.
 - e. The Commission should determine whether the applicant would agree to install an indoor therapeutic spa.
 - f. The applicant intends to distribute pamphlets to park visitors listing regional, City and park services and attractions. An informational board, if appropriate, should be located directly adjacent to the check-in booth or window.
 - g. Given space, appearance and security considerations, it does not appear desirable to design a path having an 8 foot width.
12. Intensity of Land Use - During the time required for administrative review of the project, staff has discussed whether the project should be less intensely developed; i.e., whether there should be interior landscaped areas of adequate size and dimension to create a heightened park-like atmosphere and appearance. In short, the question is whether the facility should be designed as an urban park or in a manner similar to facilities typically provided outside urban areas.

In deciding what to do to recommend to the Commission in this regard, staff took into account Coastal Land Use Plan policies, the local natural environment, the location of the site within the region, and the availability of other facilities similar to the subject proposal. Given the proximity of the site to visitor attractions in San Francisco and other nearby urban areas, the lack of available parks, capable of providing low cost visitor accommodations for visitors with non-specific destinations, (visiting the region, not the site), the limited attractiveness of local natural resources suitable for use by visitors, it is appropriate that the project be oriented toward visitors who will visit the site for its proximity to off-site urban, rather than on-site natural resources.

This does not mean that existing local on and off-site natural resources should be ignored in the design of the project. Instead, the urban orientation of the project should be tempered by reflecting and incorporating use of these resources to the maximum extent required by City policies and development standards. The Commission should note that there are no reasons to reduce the overall intensity of the project based on local service or environmental constraints. Therefore, the number of spaces proposed should be considered appropriate.

A more specific issue related to land use intensity is the effect of the park on adjacent residences. As indicated in the Negative Declaration, special attention should be given to provision for adequate landscaping and fencing adjacent to the north property boundary. Additionally, quiet hours should be established from 10:00 p.m. to 7:00 a.m. An RV park would be preferable to an ordinary camp site in this regard in that visitor activities can be conducted indoors.

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RECOMMENDATION AND FINDINGS

- B. RECOMMENDATION - Staff recommends that the Planning Commission CERTIFY the Negative Declaration and APPROVE the Use Permit and Site Development Permit subject to the following mitigation measures and conditions:

Police Department

1. Vandalproof mirrors and light fixtures shall be installed in all restrooms and sauna.
2. Prior to establishment of more than three video machines in the proposed game room, applicant shall obtain an arcade permit from the Police Department.
3. The public access facilities shall be constructed to be vandal resistant. Night lighting shall be provided within these areas to the satisfaction of the Police Department's Crime Prevention Officer at one (1) footcandle. All such lighting shall be vandal resistant and designed to the satisfaction of the Planning Administrator and Crime Prevention Officer.
4. An alarm system and observation camera, connected to a video tape system, shall be located and installed in the main building to the satisfaction of the Crime Prevention Officer.
5. All exterior lighting around the small structure and the main building shall be to the satisfaction of the Crime Prevention Officer.

Fire Department

6. Prior to occupancy of the site, applicant shall implement the following fire prevention measures to the satisfaction of the Fire Department.
 - a. Locate a hydrant (Rich Valve 76 or equal) near each driveway entrance.
 - b. Install a hydrant near the restroom as shown.
 - c. Install an approved automatic sprinkler system in accordance with NFPA #13 (light hazard). Sprinkler plans shall be submitted to the Fire Department for approval before installation. The sprinkler system is to include:
 - (1) Post-indicator valve(s) to control the system;
 - (2) Fire Department connection to be located within 30' of the nearest hydrant;
 - (3) Provide corrosion resistant sprinkler heads in areas exposed to the weather.
 - (4) Main riser(s) to automatic sprinkler system is to be located inside the building.
 - d. Secure water heater(s) to prevent heater(s) from falling in the event of earthquake.

- e. The controlled emergency ingress and egress shall be designed to the satisfaction of the Fire Department.

Engineering Division

7. Prior to issuance of a grading permit for the project, applicant shall submit a detailed grading, drainage and site improvement plans incorporating recommendations of the Geotechnical Report prepared by Jo Crosby and Associates dated August 5, 1983. Said plans shall locate main sewage collection lines outside the 75' setback recommended for permanent structures.
8. Prior to issuance of a grading permit, applicant shall submit detailed plans and cross sections showing the relationship between rock rip-rap shoreline protection and the access stairs. Said plan shall incorporate stairway design and placement in a manner which provides the maximum protection for this structure without jeopardizing the integrity of the seawall. Said plans shall be to the satisfaction of the Community Development and Services Director or designee.
9. Prior to issuance of a grading permit, applicant shall submit detailed plans and cross sections showing the relationship between the proposed ravine fill, the culvert extension and the remainder of the ravine off the subject property. Said plans shall incorporate measures to adequately protect the ravine fill and culvert extension for the life expectancy of the project (100 years) as well as dissipate water flows through the culvert to an extent that will effectively reduce erosion and scour in the area west of the culvert below that which presently occurs from the current culvert design. Said plan shall include calculations and shall be to the satisfaction of the Director of Community Development and Services or designee. The size and location of the culvert shall be subject to review and approval by the Director of Community Development and Services or designee.
10. Prior to issuance of an occupancy permit for the subject project, applicant shall accomplish the following improvements to City standards and the City Engineer's satisfaction:
 - a. The applicant shall provide a plan for striping, additional signing, buttons, etc. to improve the intersection of Palmetto Avenue and the freeway on-ramp across from subject site. Said plan shall be implemented to the satisfaction of the City Engineer. Parking shall be prohibited along the street frontage of the subject property.
 - b. Underground the last existing overhead utility pole and install three (3) new street lights at approximately two hundred (200') feet on center along the frontage of the property.
 - c. Install drainage facilities (catch basins), curb and gutter and guardrails at the southerly end of Esplanade Avenue to complete the street improvements.
 - d. The new storm drainage system shall be designed to a minimum 100-year event and approved by the City Engineer. An easement for maintenance of the 34" storm drain shall be dedicated to the City of Pacifica.

- e. Remove existing asphalt concrete and sidewalk and replace with new concrete curb and gutter (18") and sidewalk (8') and match existing curb, gutter and sidewalk at Fairbanks Rents.
- f. Minimum pavement width of Palmetto Avenue from the centerline of the street shall be twenty-two (22') feet to provide for a twelve (12') foot traveled lane and a ten (10') foot parking area/transition lane at the entry to the site. Bike lane striping shall also be provided.
- g. The existing City sewer main serving the subject site shall be replaced and, if necessary, its size increased from Esplanade Avenue to Palmetto Avenue. All replacement costs shall be borne by the applicant.
- h. Applicant shall contact CalTrans and provide for installation of freeway signs directing traffic to the site as recommended in the staff report dated Sept. 6, 1983.
- i. The area west of parking spaces shall be graded to direct storm runoff away from the edge of the bluff to improved on-site facilities.

Planning Division

11. Prior to issuance of grading or building permits as applicable, applicant shall submit revised plans showing an increase in the amount of bluff setback provided for the bluff top path. The pathway shall be located within the area west of RV spaces. The specific location of the path in this area shall be determined in consultation with the City's geotechnical consultant and the following measures incorporated into the plan:
 - a. A suitable landscaped barrier shall be provided between parking spaces and the path. Grade separation between the path and parking spaces shall be retained.
 - b. Space for picnic and lookout areas shall be retained. Vandal resistant benches and tables shall be provided at periodic intervals and within the picnic areas.
 - c. An appropriate fence barrier with signs attached warning of steep bluffs shall be installed west of the path area.
 - d. Only plant materials and groundcover requiring no irrigation for maintenance may be used in the area west of parking spaces.
12. All utility connections for individual spaces shall be designed and located to the satisfaction of the Director of Community Development and Services or designee.
13. Prior to occupancy, the applicant shall submit for review and approval by the Planning Administrator a schedule of seasonal inspections of all public access

facilities by personnel designated by the CD&S Director. Said inspections shall note any damage to said facilities and such damage shall be repaired or corrected within 30 days of notice to park management of deficiencies by the City. Should said inspections note failure of any area west of RV spaces and such damage is determined to be the result of bluff movement, the CD&S Director shall cause notice to be issued that affected improvements are to be moved and reconstructed an appropriate distance determined in writing by the applicant's geologist. If necessary, RV spaces shall be sacrificed to accomplish these changes. No attempt shall be made to reconstruct the bluff face in the event of such failure. The applicant shall fund the cost of said inspections. This condition shall also apply in the event of dedication of the path to the City.

14. The area shown on the submitted plan for public access and use shall include all areas to the south and west of the area proposed for RV parking. Prior to occupancy, applicant shall develop and implement a sign program designating public and private areas, including adequate signage along Palmetto Avenue advertising the existence of public access facilities.
15. All public access areas, including the beach shall be maintained in a safe, attractive and usable manner at all times by the applicant until a public agency agrees to accept dedication of public areas described herein. Vandalproof trash containers shall be installed at locations to the satisfaction of the Planning Administrator and shall be emptied at appropriate intervals by Park Management.
16. Prior to issuance of a building or grading permit for the project, applicant shall submit a revised site plan showing a fence along the north property boundary designed especially for noise attenuation. The landscape strip south of said fence shall be of sufficient width and be designed to screen the property and minimize the effect of on-site night lighting and noise to the maximum extent feasible. Said fence and landscaping shall extend the full length of the north property boundary.

Landscaping and fencing along the south two-thirds (2/3rds) of the east property boundary (south of the main building) shall be designed to afford views across the site from Palmetto Avenue.

The revised plan shall also include landscaping along the south property boundary capable of screening the adjacent wrecking yard from views by Park visitors.
17. The lease and expansion area shall be deleted and ten (10) additional parking spaces and landscaping provided in its place.
18. All on-site lighting shall be non-glare, shielded, and directed away from adjacent residences.
19. Park management shall implement and enforce quiet hours within the park extending from 10:00 p.m. to 7:00 a.m. every night.
20. Applicant shall install 20 bike rack spaces within the public access area.

21. All landscape areas shall be maintained in an attractive, flourishing manner and plant materials replaced when necessary to meet the intent of above conditions. If irrigation of planters is necessary, irrigation shall only be allowed east of the 75' setback. Only native plant material requiring no irrigation shall be used within the 75' setback area. Low gallonage irrigation and drought tolerant plant materials shall be used exclusively. Trees at the interior of the site shall be of a type and maintained to avoid damage to vehicles while providing a spread of coverage at maturity capable of softening the paved appearance of the site from Highway I.
22. The exterior material of all structures shall be earthtone in color. A color schedule shall be reviewed and approved by the Planning Administrator prior to issuance of a building permit.

C. FINDINGS

1. Findings for Negative Declaration - The Planning Commission finds that it has reviewed the Negative Declaration and Initial Study prepared for the subject project. The Commission finds that the above-mentioned document, dated August 5, 1983, provides an accurate analysis of potential environmental effects and mitigation measures. Such measures listed as recommended conditions of approval are consistent with mitigation measures listed in the Negative Declaration. The Planning Commission finds, therefore, that the project mitigates environmental effects to an insignificant level and that the Negative Declaration is adequate.
2. Findings for Use Permit - The Planning Commission finds that the establishment, maintenance, and operation of the proposed RV Park and related facilities will not be detrimental to the health, safety, morals, comfort and general welfare of the persons working or residing in the neighborhood of the proposed use or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City.

In particular, the Planning Commission finds that the project, as conditioned, incorporates the following measures designed to meet these provisions:

- a. The project incorporates site improvements which protect adjacent residents to the maximum extent feasible from noise, light and glare.
- b. Sufficient improvement to streets serving the site are required such that traffic hazards are eliminated to the maximum extent feasible through a striping and street sign program designed to reduce confusion at key intersections and route traffic away from intersections where hazardous turning movements may exist.
- c. The project incorporates sufficient setback for permanent structures to avoid hazards associated with bluff instability.

- d. The project will be inspected and managed such that hazards occurring within areas where improvements are considered temporary will be noted and abated on a seasonal basis. The Commission finds that required seasonal inspections will be adequate to provide notice of hazards associated with bluff stability and erosion within areas where temporary facilities are located.
- e. The subject project will not be detrimental to the General Welfare of the City in that the project will encourage a shift in land uses reflecting adopted Coastal Land Use Plan policies, thereby encouraging improvement of other properties and land uses in the neighborhood currently being conducted in an environmentally insensitive manner.

The project will not adversely affect City services or facilities including streets, water, sewage collection, as indicated in the staff report, nor will it adversely affect local natural coastal resources. Rather, the project, as conditioned, is consistent with Land Use Plan policies related to coastal access, provision for low cost visitor accommodations, preservation of scenic views and bluff top development.

- f. The subject project incorporates public access facilities and improvements that will strengthen Pacifica's image as a Coastal community. Such facilities, as conditioned, will be constructed in a manner which provides for the safety of visitors to the park.
- g. The project, as conditioned, will be designed to avoid adverse effects on adjacent property in that potential effects from increased beach scour resulting from extension of the culvert will be mitigated. Additionally, proposed on-site drainage and sewage collection improvements will effectively reduce adverse effects on adjacent developed properties which currently result from such inadequate facilities. The project will be a part of a comprehensive bluff top drainage control system along with properties to the north and will correct an ongoing problem with the sewage collection system within the unimproved property.
- h. The project, as conditioned and proposed, incorporates adequate fire prevention and security measures. Adequate on-site circulation exists for emergency vehicle ingress and egress. The site has been designed to avoid conflicts between public and private users of proposed facilities. Additionally, the design of the park lends itself to supervision and maintenance by Park Management in a manner which will minimize security concerns.

P.C. Agenda Item No. 1: 700 Palmetto Avenue
September 6, 1983
Page 19

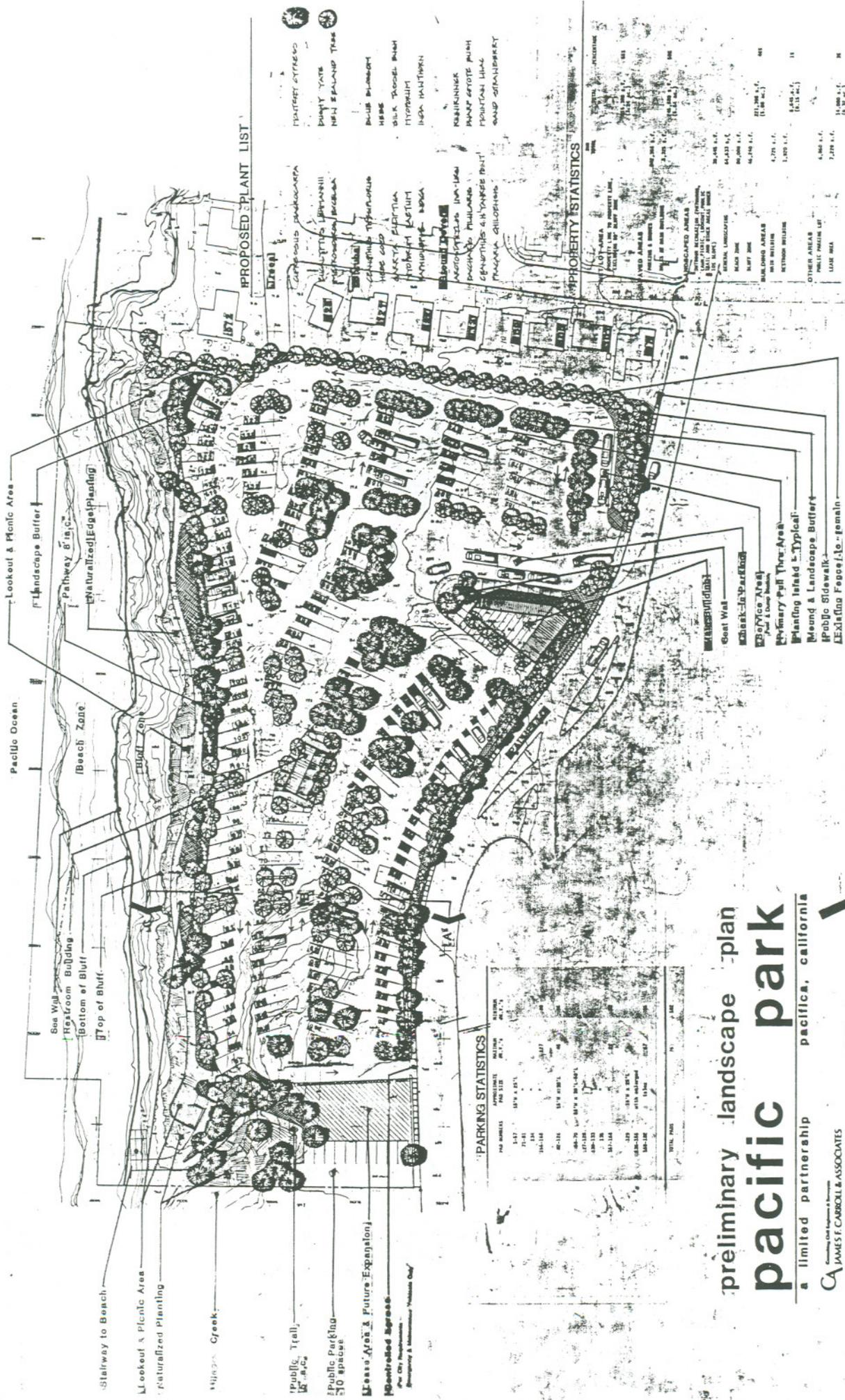
2. Findings for Site Development Permit - Pursuant to PMC Section 9-4.3204, the Planning Commission has reviewed circumstances under which a Site Development Permit shall be denied (items a-g of said section). The Planning Commission finds that as indicated in the above findings, no conditions for denial of the subject project exist.

D. COMMISSION ACTION

Move that the Planning Commission CERTIFY the Negative Declaration and APPROVE the Use Permit (UP-453-83) and Site Development Permit (PSD-313-83) subject to conditions 1-22 and based on findings contained in the staff report dated September 6, 1983.

Attachments:

1. Negative Declaration/Initial Study 8/5/83
2. Police Department comments 4/21/83
3. PB&R Commission recommendations 5/3/83
4. Applicant's letter 8/11/83
5. Traffic Study, James Carroll & Assoc.
6. Geology Report 8/5/83
7. HDAI & Assoc. response 8/26/83
8. Fire Department comments 4/20/83
9. Engineering Division comments 8/30/83



PROPOSED PLANT LIST

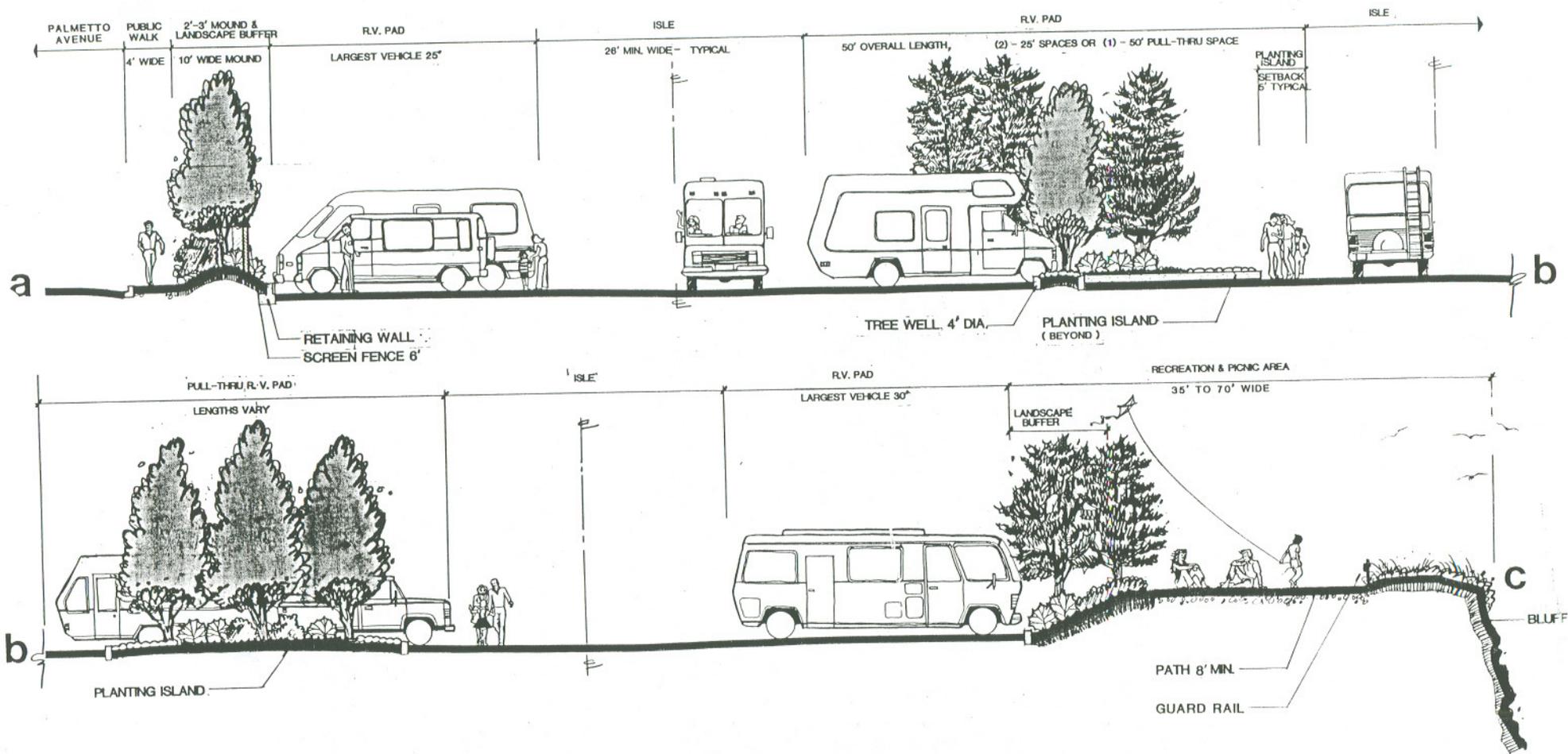
- ▶ PLANTER TREES
- ▶ BUNNY TAIL
- ▶ NEW SPANISH TREE
- ▶ BUSH
- ▶ HERB
- ▶ SILK TRESS BUSH
- ▶ HYDRANGEA
- ▶ INCA MOUNTAIN
- ▶ ROSEBUSH
- ▶ PINK SPICE BUSH
- ▶ MOUNTAIN HAZEL
- ▶ SAND SPANDEWEE

PROPERTY STATISTICS

VILOT AREA	10,000 S.F.
PLANTER AREA	10,000 S.F.
PAVED AREAS	10,000 S.F.
UNPAVED AREAS	10,000 S.F.
OTHER AREAS	10,000 S.F.
TOTAL AREA	10,000 S.F.

PARKING STATISTICS

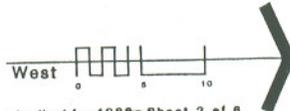
NO. SPACES	APPROXIMATE	NET AREA
1-17	10' x 20'	3,400
18-24	10' x 20'	4,200
25-31	10' x 20'	5,000
32-38	10' x 20'	5,800
39-45	10' x 20'	6,600
46-52	10' x 20'	7,400
53-59	10' x 20'	8,200
60-66	10' x 20'	9,000
67-73	10' x 20'	9,800
74-80	10' x 20'	10,600
81-87	10' x 20'	11,400
88-94	10' x 20'	12,200
95-101	10' x 20'	13,000
102-108	10' x 20'	13,800
109-115	10' x 20'	14,600
116-122	10' x 20'	15,400
123-129	10' x 20'	16,200
130-136	10' x 20'	17,000
137-143	10' x 20'	17,800
144-150	10' x 20'	18,600
151-157	10' x 20'	19,400
158-164	10' x 20'	20,200
165-171	10' x 20'	21,000
172-178	10' x 20'	21,800
179-185	10' x 20'	22,600
186-192	10' x 20'	23,400
193-199	10' x 20'	24,200
200-206	10' x 20'	25,000
207-213	10' x 20'	25,800
214-220	10' x 20'	26,600
221-227	10' x 20'	27,400
228-234	10' x 20'	28,200
235-241	10' x 20'	29,000
242-248	10' x 20'	29,800
249-255	10' x 20'	30,600
256-262	10' x 20'	31,400
263-269	10' x 20'	32,200
270-276	10' x 20'	33,000
277-283	10' x 20'	33,800
284-290	10' x 20'	34,600
291-297	10' x 20'	35,400
298-304	10' x 20'	36,200
305-311	10' x 20'	37,000
312-318	10' x 20'	37,800
319-325	10' x 20'	38,600
326-332	10' x 20'	39,400
333-339	10' x 20'	40,200
340-346	10' x 20'	41,000
347-353	10' x 20'	41,800
354-360	10' x 20'	42,600
361-367	10' x 20'	43,400
368-374	10' x 20'	44,200
375-381	10' x 20'	45,000
382-388	10' x 20'	45,800
389-395	10' x 20'	46,600
396-402	10' x 20'	47,400
403-409	10' x 20'	48,200
410-416	10' x 20'	49,000
417-423	10' x 20'	49,800
424-430	10' x 20'	50,600
431-437	10' x 20'	51,400
438-444	10' x 20'	52,200
445-451	10' x 20'	53,000
452-458	10' x 20'	53,800
459-465	10' x 20'	54,600
466-472	10' x 20'	55,400
473-479	10' x 20'	56,200
480-486	10' x 20'	57,000
487-493	10' x 20'	57,800
494-500	10' x 20'	58,600
501-507	10' x 20'	59,400
508-514	10' x 20'	60,200
515-521	10' x 20'	61,000
522-528	10' x 20'	61,800
529-535	10' x 20'	62,600
536-542	10' x 20'	63,400
543-549	10' x 20'	64,200
550-556	10' x 20'	65,000
557-563	10' x 20'	65,800
564-570	10' x 20'	66,600
571-577	10' x 20'	67,400
578-584	10' x 20'	68,200
585-591	10' x 20'	69,000
592-598	10' x 20'	69,800
599-605	10' x 20'	70,600
606-612	10' x 20'	71,400
613-619	10' x 20'	72,200
620-626	10' x 20'	73,000
627-633	10' x 20'	73,800
634-640	10' x 20'	74,600
641-647	10' x 20'	75,400
648-654	10' x 20'	76,200
655-661	10' x 20'	77,000
662-668	10' x 20'	77,800
669-675	10' x 20'	78,600
676-682	10' x 20'	79,400
683-689	10' x 20'	80,200
690-696	10' x 20'	81,000
697-703	10' x 20'	81,800
704-710	10' x 20'	82,600
711-717	10' x 20'	83,400
718-724	10' x 20'	84,200
725-731	10' x 20'	85,000
732-738	10' x 20'	85,800
739-745	10' x 20'	86,600
746-752	10' x 20'	87,400
753-759	10' x 20'	88,200
760-766	10' x 20'	89,000
767-773	10' x 20'	89,800
774-780	10' x 20'	90,600
781-787	10' x 20'	91,400
788-794	10' x 20'	92,200
795-801	10' x 20'	93,000
802-808	10' x 20'	93,800
809-815	10' x 20'	94,600
816-822	10' x 20'	95,400
823-829	10' x 20'	96,200
830-836	10' x 20'	97,000
837-843	10' x 20'	97,800
844-850	10' x 20'	98,600
851-857	10' x 20'	99,400
858-864	10' x 20'	100,200
865-871	10' x 20'	101,000
872-878	10' x 20'	101,800
879-885	10' x 20'	102,600
886-892	10' x 20'	103,400
893-899	10' x 20'	104,200
900-906	10' x 20'	105,000
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914-920	10' x 20'	106,600
921-927	10' x 20'	107,400
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935-941	10' x 20'	109,000
942-948	10' x 20'	109,800
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963-969	10' x 20'	112,200
970-976	10' x 20'	113,000
977-983	10' x 20'	113,800
984-990	10' x 20'	114,600
991-997	10' x 20'	115,400
998-1004	10' x 20'	116,200
1005-1011	10' x 20'	117,000
1012-1018	10' x 20'	117,800
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1047-1053	10' x 20'	121,800
1054-1060	10' x 20'	122,600
1061-1067	10' x 20'	123,400
1068-1074	10' x 20'	124,200
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1390-1396	10' x 20'	161,000
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1509-1515	10' x 20'	174,600
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1530-1536	10' x 20'	177,000
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1565-1571	10' x 20'	181,000
1572-1578	10' x 20'	181,800
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1593-1599	10' x 20'	184,200
1600-1606	10' x 20'	185,000
1607-1613	10' x 20'	185,800
1614-1620	10' x 20'	186,600
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1656-1662	10' x 20'	191,400
1663-1669	10' x 20'	192,200
1670-1676	10' x 20'	193,000
1677-1683	10' x 20'	193,800
1684-1690	10' x 20'	194,600
1691-1697	10' x 20'	195,400
1698-1704	10' x 20'	196,200
1705-1711	10' x 20'	197,000
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1733-1739	10' x 20'	200,200
1740-1746	10' x 20'	201,000
1747-1753	10' x 20'	201,800
1754-1760	10' x 20'	202,600
1761-1767	10' x 20'	203,400
1768-1774	10' x 20'	204,200
1775-1781	10' x 20'	205,000</



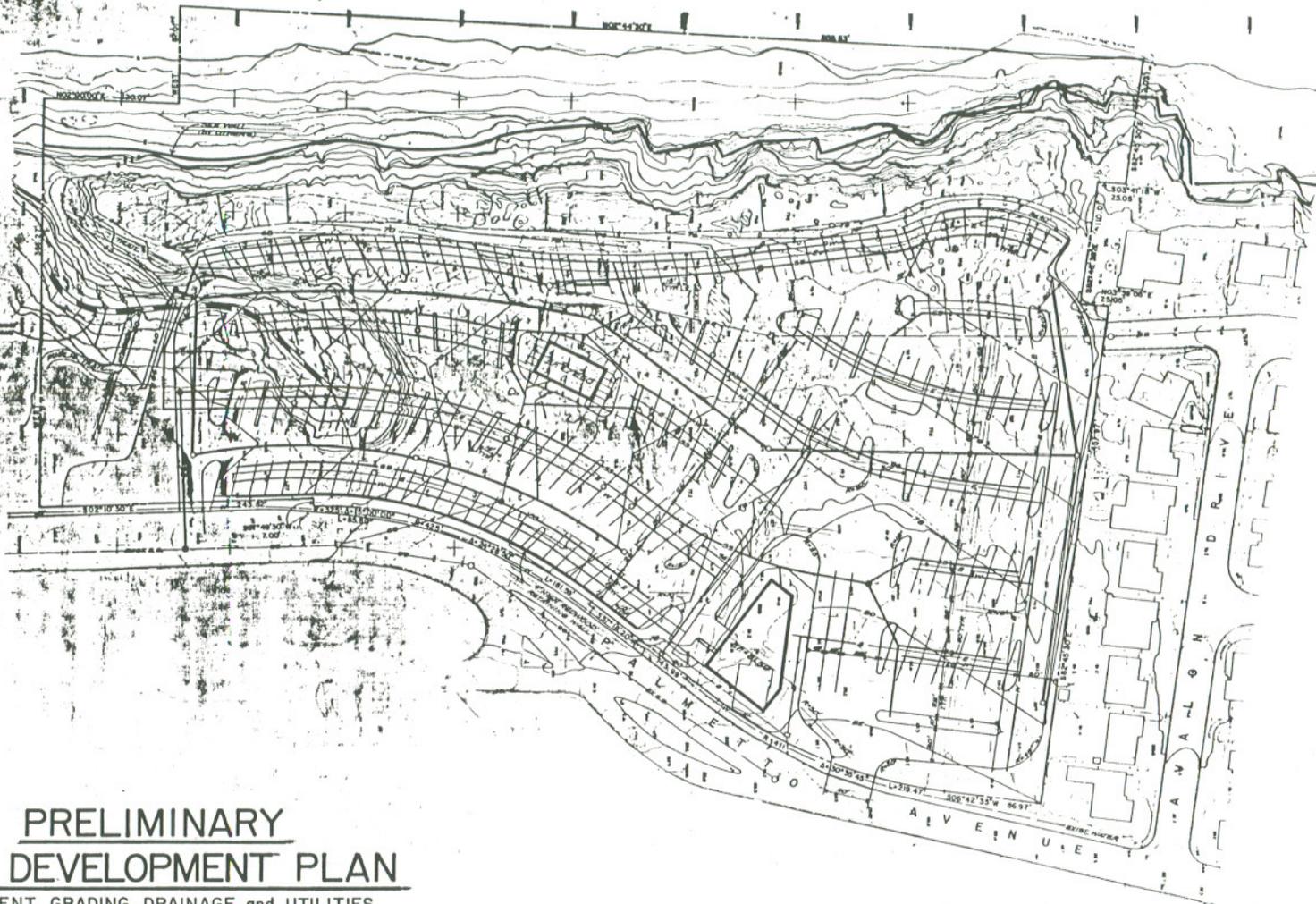
landscape section a - b - c
pacific park
 a limited partnership pacifica, california

Consulting Civil Engineers & Surveyors
JAMES F. CARROLL & ASSOCIATES
 1401 East Third Street San Mateo, CA 94401 (415) 348-1200

Callender Associates
 Land Planners - Landscape Architects
 877 Cowan Road - Burlingame, California 94010
 887-8551



April 14, 1983 Sheet 2 of 6
 August 12, 1983



PRELIMINARY
SITE DEVELOPMENT PLAN
 ALIGNMENT, GRADING, DRAINAGE and UTILITIES

pacific park
 a limited partnership pacifica, california

CA Consulting Civil Engineers & Surveyors
JAMES F. CARROLL & ASSOCIATES
 1407 East Third Avenue, San Mateo, CA 94401 657.530.1200

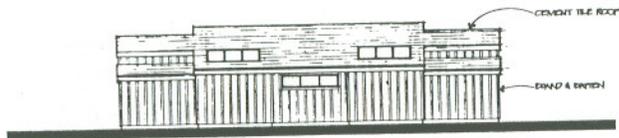
CA Callender Associates
 Lead Planners - Landscape Architects
 877 Cowan Road - Burlingame, California
 607-8841 64010

north
 SCALE 1"=40'

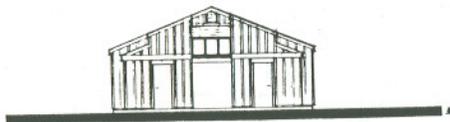

Sheet 6 of 6

LEGEND

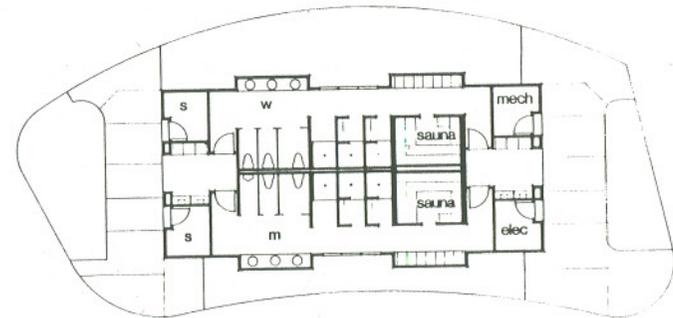
-  PROPOSED CONTOURS
-  SANITARY SEWER
-  EXISTING SANITARY SEWER
-  WATER
-  ELECTRICAL
-  EXISTING MANHOLE
-  PROPOSED MANHOLE
-  CATCH BASIN
-  TREE WELL
-  REDWOOD RETAINING WALL
-  SEA WALL (BY OTHERS)



EAST / WEST ELEVATION



NORTH / SOUTH ELEVATION

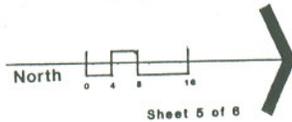


FLOOR PLAN

recreation/restroom building
pacific park
 a limited partnership pacifica, california

CA Consulting Civil Engineers & Surveyors
JAMES F. CARROLL & ASSOCIATES
 1487 East Third Avenue - San Mateo, CA 94401 (415) 348-7389

CA **Callander Associates**
 Land Planners - Landscape Architects
 877 Cowan Road - Burlingame, California
 887-8551 94010

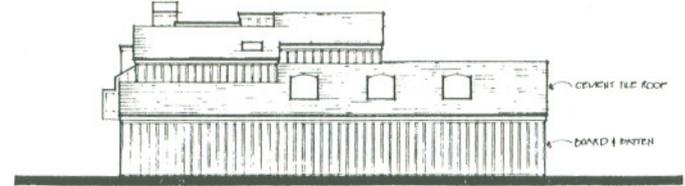


Sheet 5 of 8

Onorato associates, inc. Building Design ■■■■ Space Planning
 600 El Camino Real ■■ P.O. Box 548 ■■ San Bruno ■■ CA 94066 ■■ (415) 563-5944



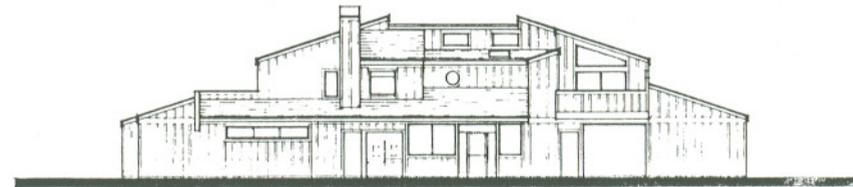
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

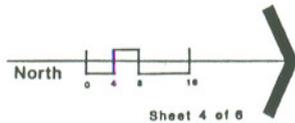


SOUTH ELEVATION

main building elevations
pacific park
 a limited partnership pacifica, california

CA Consulting Civil Engineers & Surveyors
JAMES F. CARROLL & ASSOCIATES
 1487 East Third Avenue San Mateo, CA 94401 (415) 348-1200

CA Callender Associates
 Land Planners - Landscape Architects
 877 Cowan Road - Burlingame, California
 887-8551 94010



Sheet 4 of 8

Onorato associates, inc.
 Building Design Space Planning
 600 El Camino Real in P.O. Box 548 in San Bruno in CA 94066 in (415) 583-5944



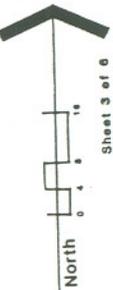
1st FLOOR PLAN

2nd FLOOR PLAN

main building floor plan
pacific park
 a limited partnership
 pacifica, california


 Callander Associates
 Architects - Landscape Architects
 817 Green Road - Burlingame, California
 947-8881


 James Carroll & Associates
 Consulting Civil Engineers & Surveyors
 1415 East Street - San Mateo, CA 94401
 (415) 354-1100


 North
 0 1 2 3 4 5 6 7 8 9 10

Sheet 3 of 6

3. UP-453-83 USE PERMIT, PERMIT FOR SITE DEVELOPMENT and NEGATIVE
PSD-313-83 DECLARATION filed by Pacific Park, represented by
Luzaslania Pagan, to allow development of a Recreation-
al Vehicle Park at 700 Palmetto Avenue.
-

Chairman Cross asked if the applicant was present and if he had read the staff report.

Mr. Ed Giuliani, representing James Carrol & Associates and Peter Calender, of Calender Associates, representing the landscape architects for this project, were present and had read the staff report, and they agreed with it.

Planning Administrator Cosin gave the staff report, indicating that the Coastal Land Use Plan called for a visitor orientated use for this site, specifically mentioning a campground or RV Park type use. She explained that a campground and RV Park was approved for this site in 1975, but was not built. She described the proposed RV Park project, stating that the applicant proposed 182 spaces for the RV's. She added that there could be as many as 261 vehicles utilizing this park if two smaller vehicles pulled into one large space. The project would include a two story building that would house a manager's unit, retail outlets, and laundry facilities. A second building would house a sauna, showers, and vending machines. Ms. Cosin stated that the Coastal Plan called for public access to the beach. There was a public path proposed along the top of the bluff top with stairs and a path that would go from Palmetto Avenue down to the beach. She described the proposed landscaping. Staff was particularly concerned about the north side, as that was the side adjacent to residences. A landscaped setback and fence were proposed for this north side. Staff has recommended additional landscaping on the south side of the park to provide a buffer between the junk yard and the RV Park. Ms. Cosin described the requirements for bluff top setback and the conditions for approval contained in the staff report. She stated that there was a sea wall proposed for the homes north of the site, and that a sea wall was proposed for this site also. Ms. Cosin described the sea wall for this project as one link in a much larger project. She stated that eventually, there would be a sea wall from Bella Vista to the Esplanade homes, as this area was generally considered to have coastal erosion problems. She noted that Staff had recommended approval for this project and that there were 22 conditions.

Chairman Cross asked if anyone in the audience wished to speak in opposition to this project.

Herbert W. Winthousen, 110 West Avalon Drive, spoke in opposition to this project. He asked how the extra sewage generated by this RV Park would be disposed. He asked if the bad smells in the area of the sewage treatment plant would be increased. He stated that the sewage plant was already overburdened, as the bad smells indicated.

Rand Robison, 113 West Avalon Drive, asked about drainage for this property. He stated that more public parking was required, and was concerned about the added burden on the sewage treatment plant. He asked what kind of fence was proposed, and how large each RV space would be in this park. He clarified that no vehicles would be permitted on the public path to the beach.

Ms. Cosin explained that the drainage would go into the storm drainage system. She stated that the property would be regraded and lowered approximately four feet in elevation. At the time of regrading, a grading plan and a drainage plan would be required that would show specifically how the water would be carried into an underground storm drain system. Ms. Cosin stated that Staff would check to see that the drainage would not adversely affect the surrounding properties or run over the edge of the cliff to cause an erosion problem. She indicated that the size of the RV spaces would be fifteen feet wide and fifty feet long and that this would accommodate two small vehicles or one large one. She explained that one condition of approval was that the site plan shall show a fence along the north property line designed especially for noise attenuation. The landscape strip south of the fence had to be of sufficient width and be designed to screen the property and minimize the effect of on site night lighting and noise to the maximum extent feasible. She indicated that a further landscaping condition required at least fifteen gallon sized trees to be planted initially, and that these trees must be maintained. If they were not properly maintained they would have to be replaced. Commissioner Curtis noted that smaller trees often grew better near the beach, if brought in young and allowed to adapt to the beach environment, than larger ones brought straight from a nursery.

Mr. Robinson asked what was meant by the term 'temporary use', and if this project was to be temporary, what would take its place. Ms. Cosin replied that this term 'temporary use' had been used in reference to the economic life of the project. The project had an economic life of fifteen years. This was considerably less than what would be required for a project that proposed substantial buildings on the site. She stated that this project could remain for many years, and that Staff did not consider this a temporary use. Mr. Robinson asked if the fees the City charged for sewage hookups had been increased recently. Mr. Randolph replied that all the City fees had been upgraded within the last year and a half. Mr. Robinson asked what plans had been made for traffic rerouting. Ms. Cosin explained that signs would be provided to direct cars leaving the park to the freeway, and that there would be adequate signs on the freeway indicating the location of the park. Mr. Robinson asked if the undersized sewer line beneath this property could handle the extra burden of the RV Park. Mr. Randolph replied that the sewer line beneath the property was undersized and was scheduled to be replaced, together with the line from Paloma to the plant on Palmetto. Mr. Randolph stated that both of these portions of the line would be increased in size.

Chairman Cross asked how much sewage would be coming out of this RV park compared to a residential development. Mr. Randolph replied that an average for a residential useage would be about one hundred gallons per dwelling unit per day. He stated that the RV park would produce perhaps 100 gallons or less per RV per day. He noted that this figure would include only uses for the park.

propane facility had been approved by the Fire Department and that it exceeded Fire Department requirements. He stated that the Fire Department had maximum control over the design of the propane facility. He stated that the sewer line would be realigned and upgraded to accommodate this project and that it would benefit the Avalon neighborhood which it also served. He remarked that this project would pay substantial sewer connection fees to the City. Mr. Calender stated that the applicant was willing to install a fence or wall of the Commission's determination. There would be a seven foot wide planting strip with ground cover, shrubs, and trees. There would be an isle, approximately twenty feet wide that would be used strictly for internal circulation and a planting island about four or five feet wide that would have a row of trees. He stated the operator of the facility was extremely aware of the potential for a noise problem. The operator of the park felt that good security and the peace and quiet of the entire project would be the keys of its success and continued clientele. He stated that if there were any problems the people in the single family homes would have direct access to the operator of the park via a telephone call. The police would also have maximum access into this RV park for any noise or security problems. The Avalon fence could be either six or eight feet high. However, Mr. Calender noted that a higher wall would appear formidable. He suggested several designs for this wall and noted the most successful method for camouflaging it would be to encourage landscaping to grow above the wall. The applicant was providing twenty public parking spaces as required by the local Coastal Plan. He stated that the police department was requiring a fully illuminated (at night) public access space along the entire frontage along the top of the bluff. He stated they would conceal as much of the light source as possible by providing state of the art exterior lighting such as cut-off luminaires. These were fixtures mounted about 12 to 16 feet up in the air, designed so that light would shine only on certain specific places and not in the rear yards of the nearby residences. He suggested the term "sharp cut-off luminaires" be specified in a condition regarding the lighting design. He stated that the storm drainage system would be substantially improved. The water would all be directed and diverted into a closed engineered drainage system that would be dropped directly in the extension of Milagra Creek. He stated that there would be an alarm and video system in the buildings to aide in the security of the project.

Commissioner Curtis asked about the access road to the beach next to the wrecking yard that would be put in to facilitate construction of the sea wall. He asked if this road down to the beach would remain after construction, so that other vehicles could use it to get down to the beach. Mr. Renner replied that this road would not remain after construction was completed. Mr. Renner stressed that no access to the beach would remain after construction of the sea wall was completed. This road would be filled in after the sea wall was finished. Mr. Giuliani concurred with Mr. Renner's remarks. Commissioner Curtis asked who owned the property adjacent to the residences on Esplanade. Mr. Randolph replied that this property was owned by the County of San Mateo. The County was willing to quit claim the land to the property owners who wanted to build a sea wall. Mr. Randolph stated that these property owners were pursuing a way to acquire this land.

Commissioner Propert recommended that it be stated in the permit that this project would be participating in the construction of a sea wall. She stated that this participation would reduce the cost of the sea wall somewhat to the residents in Pacific Manor, whose property was being threatened by erosion. Ms. Cosin stated that participation in the sea wall construction

Commissioner Hall continued with his motion ,amending the Condition 10H, "the applicant shall contact Cal Trans to provide for installation of freeway signs directing traffic to the site as recommended in the staff report of September 6, 1983." This would include directing the traffic flow situation to the satisfaction of Staff.

Ms. Schectman stated there was a potential liability problem in proposed condition #13. This condition stated that the City would accept the responsibility for periodically inspecting the stairs and pathway and seeing that they are properly maintained. Ms. Schectman stated that the liability involved taking on the voluntary duty of inspecting someone else's property, and attempting at the same time to put the duty of maintenance on them. This would expose the City to liability for failure to inspect. She stated this condition was not necessary to accomplish its goal, since the City always has the authority to enforce permit conditions. She suggested deleting all of the language in the first and second sentences and rewriting the condition to read, "in the event of a failure of any area west of the RV spaces, which is the result of bluff movement, then the Director may cause a notice to be issued." The rest of the condition shall read the same and delete the sentence that, "the applicant shall fund the cost of said inspections." This allows the project to be redesigned and improvements saved in the event of bluff retreat, yet at the same time, the City is not expressly undertaking an inspection duty which may be found to cause liability

Ms. Cosin suggested that open access on Esplanade is acceptable, but will be reviewed after one full year. This was part of the access condition. Commissioner Hall stated that this would be part of his motion. He continued his motion to read that Condition #18, would have the following wording added, "sharp cut-off luminaires". This was in reference to the lighting design. Condition #23, would be added to state that the fuel station and the dump station will be relocated to the more southerly portion of the project away from the residences. Condition #24, would be added to include that the operating procedure or park rules would be submitted to the City for review. Condition #25, would be added to include that the indoor spa would be included in lieu of the steam rooms. Condition #26, would be that the Manor intersection would be improved, perhaps by signalization, and that the applicant would participate in any assessment district to improve this intersection. Condition #27 would state that if any problems developed with sewage treatment, the applicant would be responsible for mitigating these problems. Condition #28 refers to the sign program. Condition #29 shall read that, "Prior to issuance of a building permit, the applicant will demonstrate he is participating in the assessment district. If the owners of the project decide not to participate in the sea wall assessment district, the project will come back to the Planning Commission for review. Commissioner Hall stated that this motion was based on findings contained in the staff report dated September 6, 1983, and that all maps, minutes and testimony be included herein by reference. Chairman Cross seconded and called for a vote on the entire motion. The vote was 7-0 for approval.

Chairman Cross stated that anyone aggrieved by the actions of this Planning Commission had 7 days to appeal the Negative Declaration and the Use Permit to the City Council in writing, and had 10 days to appeal the Permit for Site Development in writing to the City Council

A recess was taken at 11:35 P.M. The meeting resumed at 11:45 P.M.

CITY HALL • 170 SANTA MARIA AVENUE • PACIFICA, CALIFORNIA 94044



877-8643

Scenic Pacifica

MAYOR
Jeanette Warden
MAYOR PRO TEM
Peter Iceb
COUNCIL
Ginny Silva Jaquith
Peter Murray
Charles D.B. Curry

September 26, 1983

RECEIVED

DEC 7 - 1983

CITY OF PACIFICA
DEPT. COM. DEV. SERVICES
STAFF

Ms. Luzaslania Pagan
1314 Lincoln Avenue
San Rafael, California 94901

Re: UP-453-83 & PSD-313-83 - 700 Palmetto Avenue (A.P. #009-241-190, 440 and 450). Development of a 182 Space recreational vehicle park on a vacant 11.9 acre parcel.

Dear Ms. Pagan:

This letter is to advise you that the Planning Commission of the City of Pacifica, at their regular meeting of September 6, 1983, APPROVED your application for a Use Permit and Site Development Permit to develop a 182 space recreational park, related facilities and public access and parking on a vacant 11.9 acre parcel.

The Use Permit and Site Development Permit are approved subject to the conditions as listed in the attached Exhibit A, as revised.

This letter constitutes the issued Use Permit when one copy has been signed and returned to this office.

Should you have any questions please call me at 877-8643.

Sincerely,

Wendy L. Cosin
Planning Administrator

Applicant
12/6/83

fm

cc: Building/Engineering/PB&R
Fire/Police/Assessor/File

We acknowledge this Use Permit and agree to the conditions and requirements placed upon its issuance.

Edward Giuliani
James Carroll & Associates
Jack Lowe

Path of Portolá 1769—San Francisco Bay Discovery Site

P.C. Agenda Item No. 1: 700 Palmetto Avenue
September 6, 1983
Page 13

RECOMMENDATION AND FINDINGS

- B. RECOMMENDATION - Staff recommends that the Planning Commission CERTIFY the Negative Declaration and APPROVE the Use Permit and Site Development Permit subject to the following mitigation measures and conditions:

Police Department

1. Vandalproof mirrors and light fixtures shall be installed in all restrooms and sauna.
2. Prior to establishment of more than three video machines in the proposed game room, applicant shall obtain an arcade permit from the Police Department.
3. The public access facilities shall be constructed to be vandal resistant. Night lighting shall be provided within these areas to the satisfaction of the Police Department's Crime Prevention Officer at one (1) footcandle. All such lighting shall be vandal resistant and designed to the satisfaction of the Planning Administrator and Crime Prevention Officer.
4. An alarm system and observation camera, connected to a video tape system, shall be located and installed in the main building to the satisfaction of the Crime Prevention Officer.
5. All exterior lighting around the small structure and the main building shall be to the satisfaction of the Crime Prevention Officer.

Fire Department

6. Prior to occupancy of the site, applicant shall implement the following fire prevention measures to the satisfaction of the Fire Department.
 - a. Locate a hydrant (Rich Valve 76 or equal) near each driveway entrance.
 - b. Install a hydrant near the restroom as shown.
 - c. Install an approved automatic sprinkler system in accordance with NFPA #13 (light hazard). Sprinkler plans shall be submitted to the Fire Department for approval before installation. The sprinkler system is to include:
 - (1) Post-indicator valve(s) to control the system;
 - (2) Fire Department connection to be located within 30' of the nearest hydrant;
 - (3) Provide corrosion resistant sprinkler heads in areas exposed to the weather.
 - (4) Main riser(s) to automatic sprinkler system is to be located inside the building.
 - d. Secure water heater(s) to prevent heater(s) from falling in the event of earthquake.

- e. The controlled emergency ingress and egress shall be designed to the satisfaction of the Fire Department.

Engineering Division

7. Prior to issuance of a grading permit for the project, applicant shall submit a detailed grading, drainage and site improvement plans incorporating recommendations of the Geotechnical Report prepared by Jo Crosby and Associates dated August 5, 1983. Said plans shall locate main sewage collection lines outside the 75' setback recommended for permanent structures. X
8. Prior to issuance of a grading permit, applicant shall submit detailed plans and cross sections showing the relationship between rock rip-rap shoreline protection and the access stairs. Said plan shall incorporate stairway design and placement in a manner which provides the maximum protection for this structure without jeopardizing the integrity of the seawall. Said plans shall be to the satisfaction of the Community Development and Services Director or designee.
9. Prior to issuance of a grading permit, applicant shall submit detailed plans and cross sections showing the relationship between the proposed ravine fill, the culvert extension and the remainder of the ravine off the subject property. Said plans shall incorporate measures to adequately protect the ravine fill and culvert extension for the life expectancy of the project (100 years) as well as dissipate water flows through the culvert to an extent that will effectively reduce erosion and scour in the area west of the culvert below that which presently occurs from the current culvert design. Said plan shall include calculations and shall be to the satisfaction of the Director of Community Development and Services or designee. The size and location of the culvert shall be subject to review and approval by the Director of Community Development and Services or designee.
10. Prior to issuance of an occupancy permit for the subject project, applicant shall accomplish the following improvements to City standards and the City Engineer's satisfaction:
- The applicant shall provide a plan for striping, additional signing, buttons, etc. to improve the intersection of Palmetto Avenue and the freeway on-ramp across from subject site. Said plan shall be implemented to the satisfaction of the City Engineer. Parking shall be prohibited along the street frontage of the subject property.
 - Underground the last existing overhead utility pole and install three (3) new street lights at approximately two hundred (200') feet on center along the frontage of the property.
 - Install drainage facilities (catch basins), curb and gutter and guardrails at the southerly end of Esplanade Avenue to complete the street improvements.
 - The new storm drainage system shall be designed to a minimum 100-year event and approved by the City Engineer. An easement for maintenance of the 84" storm drain shall be dedicated to the City of Pacifica.

- e. Remove existing asphalt concrete and sidewalk and replace with new concrete curb and gutter (18") and sidewalk (8') and match existing curb, gutter and sidewalk at Fairbanks Rents.
- f. Minimum pavement width of Palmetto Avenue from the centerline of the street shall be twenty-two (22') feet to provide for a twelve (12') foot traveled lane and a ten (10') foot parking area/transition lane at the entry to the site. Bike lane striping shall also be provided.
- g. The existing City sewer main serving the subject site shall be replaced and if necessary, its size increased from Esplanade Avenue to Palmetto Avenue. All replacement costs shall be borne by the applicant.
- h. Applicant shall contact CalTrans and provide for installation of freeway signs directing traffic to the site as follows:

Southbound: Manor Drive off-ramp to Palmetto
Northbound: ~~Francisco~~ Boulevard off-ramp to Paloma, to Palmetto *Clarendon*

Traffic leaving the site shall be directed as follows:

Southbound: Palmetto Avenue on ramp.
Northbound: Palmetto Avenue on ramp, exit at Francisco Boulevard, left on Paloma, left on Oceana to Oceana on ramp

Ingress and egress directions shall be printed in the park rules and advertising brochures and be posted in appropriate locations. Egress directions shall be provided on a sign facing west along the east boundary of Palmetto Avenue, immediately east of the park entry.

- i. The area west of parking spaces shall be graded to direct storm runoff away from the edge of the bluff to improved on-site facilities.

Planning Division

11. Prior to issuance of grading or building permits as applicable, applicant shall submit revised plans showing an increase in the amount of bluff setback provided for the bluff top path. The pathway shall be located within the area west of RV spaces. The specific location of the path in this area shall be determined in consultation with the City's geotechnical consultant and the following measures incorporated into the plan:

- a. A suitable landscaped barrier shall be provided between parking spaces and the path. Grade separation between the path and parking spaces shall be retained.
- b. Space for picnic and lookout areas shall be retained. Vandal resistant benches and tables shall be provided at periodic intervals and within the picnic areas.
- c. An appropriate fence barrier with signs attached warning of steep bluffs shall be installed west of the path area.
- d. Only plant materials and groundcover requiring no irrigation for maintenance may be used in the area west of parking spaces.

12. All utility connections for individual spaces shall be designed and located to the satisfaction of the Director of Community Development and Services or designee.

13. In the event of failure of any area west of RV spaces and such damage is determined to be the result of bluff movement, the CD&S Director may cause notice to be issued that affected improvements are to be moved and reconstructed an appropriate distance determined in writing by the applicant's geologist. If necessary, RV spaces shall be sacrificed to accomplish these changes. No attempt shall be made to reconstruct the bluff face in the event of such failure. This condition shall also apply in the event of dedication of the path to the City.

14. The area shown on the submitted plan for public access and use shall include all areas to the south and west of the area proposed for RV parking. Prior to occupancy, applicant shall develop and implement a sign program designating public and private areas, including adequate signage along Palmetto Avenue advertising the existence of public access facilities.

15. All public access areas, including the beach shall be maintained in a safe, attractive and usable manner at all times by the applicant until a public agency agrees to accept dedication of public areas described herein. Vandalproof trash containers shall be installed at locations to the satisfaction of the Planning Administrator and shall be emptied at appropriate intervals by Park Management.

OK 16. Prior to issuance of a building or grading permit for the project, applicant shall submit a revised site plan for approval by the Planning Administrator showing a fence along the north property boundary designed especially for noise attenuation. The fence shall be six feet in height as measured from the adjacent residential property and the north side of the fence shall be designed attractively. The fence shall be constructed at the onset of grading.

check → The landscape strip south of said fence shall be of sufficient width and be designed to screen the property and minimize the effect of on-site night lighting and noise to the maximum extent feasible. Said fence and landscaping shall extend the full length of the north property boundary. One space shall be eliminated from each row at the northern end of the property to increase the separation between the RV's and the residential property.

OK as recommended.

~~check~~ Landscaping and fencing along the south two-thirds (2/3rds) of the east property boundary (south of the main building) shall be designed to afford views across the site from Palmetto Avenue.

~~check~~ The revised plan shall also include landscaping along the south property boundary capable of screening the adjacent wrecking yard from views by Park visitors.

↑
landscaping
screen