

Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed City of Pacifica General Plan.¹ The proposed Plan was developed in response to policy direction provided by the City Council and the Planning Commission as well as community concerns identified through an extensive public participation and outreach program, including newsletters, community workshops and public meetings in 2008-2010. The City of Pacifica is the “lead agency” for this EIR, as defined by the California Environmental Quality Act (CEQA). As the lead agency, the City is required to evaluate the potential effects of the Plan in an EIR.

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also identifies mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the proposed project that may reduce or avoid one or more significant environmental effects. These alternatives must include a “No Project” alternative that represents the result of not implementing the project and a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the project.² Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the proposed General Plan. The impact assessment evaluates the General Plan as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. Any future development project made possible by the General Plan will be subject to individual, site-specific environmental review, as required by State law.

PROPOSED PROJECT

The proposed Pacifica General Plan is intended to replace the existing General Plan, which was last updated in 1980. The General Plan is composed of goals, policies, a land use diagram, and other graphic figures and maps (e.g. open space systems, a transportation network, and public facilities) to guide future development within the City’s boundaries, through the year 2035.

Pacifica is located along the Pacific coast of the San Francisco Peninsula, in San Mateo County, part of the San Francisco-Oakland-San Jose metropolitan area. The City is approximately 13 miles south of downtown San Francisco, 40 miles northwest of San Jose, and six miles west of San Francisco International Airport. It is bordered by the cities of Daly City, South San Francisco, and San Bruno.

¹ Throughout this document, the term “proposed City of Pacifica General Plan” is used interchangeably with “proposed General Plan,” “proposed Plan” or the “proposed Project.”

² CEQA Guidelines 15126.6(a)

The proposed General Plan includes seven the seven elements required by state law, including, Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Additional elements may be included as well, at the discretion of the city. Option elements for the proposed General Plan include Economic Development and Community Design.

KEY FEATURES OF THE PROPOSED GENERAL PLAN

Based on the planning objectives that were set forth, nine key themes emerged as the General Plan took shape. These initiatives are large-scale themes that address the planning objectives. The maps and policies in the General Plan are structured around these key initiatives.

- *Open Space Preservation and Trail System Expansion.* Pacifica’s hillsides, beaches, and other protected open space are prized by community members for their scenic, recreational, and habitat values. Continued preservation is seen as a key accomplishment over the next 20 years. The Plan identifies priorities for open space preservation and strategies to protect open space while allowing limited development, to be clustered and designed to fit into its natural setting. It also proposes an enhanced trail system connecting the coastline and ridges throughout Pacifica.
- *Sustainable Development and Practices.* Pacifica residents want to allow a responsible amount of development while ensuring that habitat and the community’s unique, small-town character are protected. Residents also want to see green building and other sustainable practices promoted by the City. The Plan aims to set a good land use balance and to promote sustainable site planning and design, water conservation, waste reduction, and use of alternative transportation modes.
- *Creating a Destination for Tourism.* Throughout the update process, community members and stakeholders, and emphasized the need for more economic activity. There is a widely shared sense that Pacifica has the potential to attract more tourists, and that this should be a key component of the City’s economic development strategy. The Plan includes strategies to enhance tourism by leveraging Pacifica’s natural assets, creating more attractive places in visitor-oriented districts, marketing, and pursuing destination hotels and inns at key sites, including Rockaway Beach and Quarry.
- *Shopping Area Revitalization and Walkable, Mixed Use Areas.* Pacifica residents desire more attractive and successful commercial areas, and also envision the development of walkable, mixed-use areas with good transit access. The Plan seeks to support commercial revitalization and redevelopment at key locations, advancing the City’s fiscal health, its quality of life, and its sustainability all at once.
- *A Unique, Vital Center for Pacifica.* Many community members expressed interest in creating a center for Pacifica, to provide a community gathering place and strengthen the City’s identity. Palmetto Avenue was most often pointed to as having great potential to grow into such a vital, unique district. The Plan aims to facilitate the enhancement of Palmetto as a pedestrian-oriented retail area, anchored by new development at the Old Wastewater Treatment Plant site, linking the retail district to the Promenade and the Ocean. New civic facilities, such as a City Hall and a new Library/Learning Center, could be valuable assets to this area as well.

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- *Diversity of Housing and Population.* Only a small amount of new housing—about 1,000 units—is expected to be developed during the planning period. Residents are proud of the diversity of housing in the community, and want to ensure that this is carried on. In addition, many observed that new housing types should help provide additional options for residents as they age. The Plan aims to make Pacifica more accessible and ensure adequate housing options for people of all ages and incomes by providing enough sites at a higher density, and creating opportunities for mixed use development in transit-accessible locations.
- *Recreation Facilities and Activities for Youth.* Pacifica has limited recreation facilities, and community members expressed concern about the lack of things to do, especially for youth. The Plan identifies top priorities for recreation improvements, with an emphasis on improving park land that exists and providing some small new parks. Creating more accessible and vibrant commercial areas with a sense of place that appeals to visitors will also help make Pacifica a better place for young people.
- *Infrastructure Improvements.* The need for the City to maintain and improve streets, sidewalks, and other infrastructure and to address congestion along Highway 1 were clear consensus points for the community. The Plan includes policies to address congestion along the primary routes, and seeks to set priorities for sidewalk and street repairs based on location and safety.
- *Protection from Natural Hazards.* Pacifica faces a variety of natural hazards, including fires, earthquake-induced landslides, flooding, and coastal erosion. The Plan establishes a land use pattern that reflects hazardous conditions, such as steep slopes and coastal bluffs, and includes policies to improve public safety services and emergency management. The need to respond over the long term to coastal erosion will be an ongoing challenge for the City.

These themes and the policies proposed to implement them are described in greater detail in Section 2 of this EIR.

ESTIMATED BUILDOUT OF THE PROPOSED GENERAL PLAN

Full development under the General Plan is referred to as “buildout.” Although the General Plan envisions policies and land use intentions in the Plan to be realized by 2035, the year is not intended to be certain; nor does the designation of a site for a certain use necessarily mean the site will be built or redeveloped with that use in the next 20 years. The Land Use Element of the proposed General Plan provides a more detailed analysis of General Plan buildout.

Residential Development

Approximately 14,520 housing units currently exist in the Planning Area. The proposed General Plan is intended to accommodate an additional 1,000 housing units. General Plan buildout would result in approximately 15,520 housing units in the Planning Area.

Buildout Population

As shown in **Table ES-1**, the Planning Area would accommodate a population of approximately 37,320 people at buildout, an increase of about 6.5 percent over the current estimated population, or 2,530 new residents.

Table ES-1: Population, Housing Units, and Jobs at Buildout¹

	Existing (2010)	Additional	Buildout	Annual Growth (percent)
Population	37,320	2,530	39,760	6.5
Housing Units	14,520	1,000	15,520	6.8
Jobs	6,360	1,470	7,830	23.1

¹ Numbers rounded to the nearest tenth are only approximate projections.

Source: Association of Bay Area Governments, 2009; San Mateo County Assessor's Office, 208; Dyett & Bhatia, 2013.

Buildout Employment

Pacifica will accommodate approximately 7,830 jobs at buildout, an increase of about 23.1 percent. The total additional employment accommodated by the proposed General Plan is about 1,470 jobs. Over a 25-year period, this represents an average annual growth rate of 4 percent.

ALTERNATIVES TO THE PROPOSED GENERAL PLAN

The following alternatives are described and evaluated in this EIR:

Alternative 1: Strong Center at Quarry Site

The development concepts proposed in this alternative focus on Pacifica gaining a new city center on the Quarry site, extending from the Rockaway Beach district and including a new civic center. This alternative assumes the greatest amount of development on the Quarry site, and the least amount of development on underutilized sites elsewhere. Palmetto Avenue develops as a main street, and mixed-use redevelopment occurs at Park Mall. Under this alternative, Residential areas are proposed to have the same or nearly the same designations as under the proposed Plan, with an emphasis on conserving sensitive areas, steep slopes and open space; respecting neighborhood character; and facilitating higher-density housing at appropriate locations.

Alternative 2: Conservation and Redevelopment

The development concepts proposed in this alternative include creating a balance between four smaller centers in a sequence along the Coast Highway: Pacific Manor, West and East Sharp Park, Rockaway Beach, and Linda Mar/Pedro Point. Each has a distinct identity. IN addition, most of the Quarry site is conserved, and Pedro Point and Linda Mar shopping

centers experience redevelopment. Only minimal development takes place on the Quarry site under this alternative. Residential areas are proposed to have the same or nearly the same designations as under the proposed Plan, with an emphasis on conserving sensitive areas, steep slopes and open space; respecting neighborhood character; and facilitating higher-density housing at appropriate locations.

No Project Alternative

The No Project scenario represents the continuation of the current City of Pacifica General Plan land use designations. It assumes that the existing Plan and Zoning Ordinance would continue to guide development in the Planning Area until buildout in 2035. While the proposed Plan and the two alternatives share an updated set of land use designations, the No Project alternative uses the existing General Plan designations. This means that there is only one commercial category, compared to five in the proposed Plan and alternatives; and one mixed use category, compared to three designations in the other scenarios. In addition, under the existing General Plan large sections of Pacifica are designated as “Special Area,” including the Rockaway Quarry site. On that site, the No Project scenario assumes development as projected in the Rockaway Beach Specific Plan, from 1986. That Plan anticipated the Quarry site to develop much more intensively than is projected under the proposed Plan or the other alternatives.

Table ES-2: Comparison of Buildout of Proposed General Plan and Alternatives

	<i>Housing Units</i>	<i>Jobs</i>	<i>Population</i>
Proposed General Plan	15,520	7,830	39,760
Alternative 1	15,540	8,080	39,810
Alternative 2	15,420	7,170	39,510
No Project	15,270	12,360	39,130

Source: Dyett & Bhatia, 2013.

ISSUES AND AREAS OF CONTROVERSY

A Notice of Preparation (NOP) was published and circulated on February 15, 2012 to solicit comments regarding the final scope and content of the EIR. Scoping comments received on the project’s NOP (included as Appendix A) included letters from various local agencies. These letters raise a variety of issues to be addressed in the EIR or in the Plan itself. These include:

Land Use and Housing

- Location of housing, jobs and neighborhood services near transit;
- Consistency with Association of Bay Area Governments’ Priority Development Areas and Priority Conservation Areas
- Viable land use designations for Park Pacifica Stables, Calson, Gypsy Hill, and Quarry properties

Transportation

- Increase in transit ridership;
- Reduction in vehicle trips and vehicle miles traveled;
- Traffic Impact Study coordination with Caltrans;
- Transportation Demand Management policies;

Hydrology and Flooding

- Incorporation of most current Coastal Commission guidance;
- Research on best practices in responding to sea level rise and coastal erosion.

Biological Resources

- Relationship between preserved open space and biological resources;
- Strategies to address barriers to wildlife movement;
- Evaluation of biological resources in potentially sensitive areas, including the Quarry site;

Cultural Resources

- Documentation of current archaeological resources and consultation with Native American tribal representatives;
- Attention to historical resources, including the Sanchez Adobe

Parks, Public Services and Facilities

- Incorporation of trail connections between open spaces;
- Land use compatibility with adjacent regional park land;
- Access and wayfinding to National Park Service lands;
- Traffic impacts to regional park land;
- Resource allocation focus on existing City parks
- Priorities for new park and recreation facilities

Complete comments can be found in Appendix A. Each of the topic areas raised is addressed in this EIR.

Although there are no clear areas of controversy, impacts classified as significant and unavoidable have been identified in the issue areas of transportation and air quality, as described below. Other potentially significant effects will require mitigation.

IMPACTS SUMMARY AND ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table ES-3 presents the summary of the proposed General Plan impacts identified in the EIR and the proposed General Plan policies and mitigation measures that reduce these impacts (in some cases policy commentary has been removed here for brevity). Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3. The significance of each impact with implementation of the proposed General Plan policies is also

shown in **Table ES-3**. The level of significance is determined by comparing the impact to the significance criteria described in Chapter 3.

Impacts in the issue areas of transportation, air quality and emissions, and noise require mitigation to ensure that protective measures are in place to reduce or avoid potentially significant impacts.

Traffic Generation

Implementation of the proposed Plan would contribute to population and job growth resulting in more congestion in Pacifica. Specifically, it would cause a significant impact by causing several local intersections and roadways to operate below level of service (LOS) standards, measured at the average daily traffic level.

Capacity improvements along Highway 1 would improve LOS for roadways segments and intersections along that corridor, as described in section 3.2. In addition, the proposed General Plan includes numerous policies to reduce traffic impacts to the greatest extent feasible. Where improvements are feasible, they have been incorporated into the proposed Plan. Significant and unavoidable traffic impacts would remain, with no mitigation measures available to allow three segments of Highway 1 to meet the LOS standards.

Air Quality and Emissions

Implementation of the proposed General Plan will result in an unavoidable and significant impact associated with the increase of vehicle miles traveled faster than the increase in population growth. Current transportation modeling is unable to adequately account for land use and policy-based trip reduction efforts, and thus indicated more trip growth than is actually anticipated in this infill-and multimodal oriented Plan. Any plan designed to accommodate population growth in this way is bound to result in this unavoidable significant impact until such time as transportation models can account for trip reductions associated with mixed use, transit access, infill, and other proximity efforts.

The proposed General Plan is being offered despite these significant impacts because the City is in need of an updated land use plan that can thoughtfully and creatively accommodate projected population growth, as well as provide for jobs and economic development over the next 20 years. The current General Plan is no longer practical for Pacifica because stronger growth management is necessary and the current Plan neither provides for a balance of jobs and housing nor offers adequate, concrete policies to promote walkability, bikability, and minimize the impacts of growth. The proposed General Plan is consistent with MTC's and ABAG's transit oriented development goals in which urban development is directed toward existing urban infill sites near transit corridors in order to avoid the loss of open space. The proposed General Plan overall seeks to achieve this goal through growth management tools and policies that give high priority to density, connectivity, jobs-housing balance, and preserving open space and ecological areas. The significant impacts related to the proposed General Plan would not be considerably different under any other likely growth scenario for Pacifica that accommodates planned approved residential and non-residential development proposed for the city.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based on the comparative analysis in Chapter 4 of this Draft EIR, and setting aside the No Project alternative (as provided by CEQA), Alternative 2 appears to be the environmentally superior alternative for this EIR. Although the No Project Alternative would create less population growth and housing than Alternative 2, it assumes a much higher amount of commercial development than under the proposed Plan as well as the other alternatives. With this increase in commercial development, the No Project Alternative creates a significant increase in the number of jobs in Pacifica. In terms of environmental impacts, Alternative 2 would result in impacts similar to the proposed General Plan analyzed in this EIR, as population, housing, and job growth levels are relatively the same. In some impact areas, such as solid waste, this alternative would result in a lower environmental impact than the proposed General Plan. In addition, this alternative creates less total non-residential buildout acres than the proposed General Plan, which also leads to a smaller impact as a result of non-residential buildout. Alternative 2 would result in the creation of the four distinct activity centers. With these four centers, the objective to create a strong city center for Pacifica would not be met. Alternative 2 also would not allow for the transition of developable portions of the Quarry site to reuse and integration into the city fabric. Perhaps more importantly, Alternative 2 would not meet projected population growth in Pacifica over the planning period.

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
Land Use		
<p>3.1-1 Implementation of the proposed Pacifica General Plan could physically divide an established community</p>	<p><i>Economic Sustainability Element</i></p>	<p>Less than Significant</p>
	<p>ES-I-1 Town Center. Through a combination of mixed use land use designations/zoning, streetscape improvements, targeted public investment, and marketing strategies, promote Palmetto Avenue as a pedestrian-oriented destination with shops and services for residents and visitors alike.</p>	
	<p>ES-I-8 Mixed Land Uses. Promote development of a broader mix of revenue-generating land uses, including hotels, to increase the City’s fiscal benefits.</p>	
	<p>ES-I-17 Signage and Wayfinding. Implement a unified, unique signage and wayfinding program for the City’s distinct commercial and attractions.</p>	
	<p>ES-I-18 Public Realm Improvements. Invest in streetscape and public space improvements to attract visitor-oriented development and improve Pacifica’s image and the quality of life for residents.</p>	
	<p>ES-I-26 Opportunity Sites Inventory. Maintain an inventory of available and “ready-to-go” development sites on the City’s website, and provide the list to interested developers and/or businesses seeking sites in the city.</p>	
	<p>ES-I-30 Investment in Infrastructure. Continue to invest in public infrastructure improvements, including landscaping, signage, lighting, and roadways.</p>	
	<p>ES-I-34 Preserve the Experience of the Natural Environment. Ensure that new development projects do not disrupt view corridors from prominent points or otherwise interfere with residents’ and visitors’ experience of Pacifica’s natural areas and amenities.</p>	
	<p><i>Community Design Element</i></p>	
	<p>CD-G-1 Identifiable City Structure. Reinforce a clear city structure, characterized by a progression of ridges, neighborhoods, and activity centers.</p>	
<p>CD-G-2 Distinct Activity Centers. Create primary activity centers at West Sharp Park, Rockaway Beach, and Linda Mar, and neighborhood centers in Pacific Manor and Park Pacifica (at and around the Park Mall site).</p>		

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	<p>CD-I-1 Primary Activity Centers. Create primary activity centers, each distinguished through land use, built form, public realm enhancements, and signage.</p> <ul style="list-style-type: none"> • West Sharp Park will be the City’s civic and cultural core. Palmetto Avenue between Paloma Avenue and Clarendon Road is a vibrant, mixed-use main street, and the grid provides regular view corridors to the Ocean. Sharp Park’s character will be signaled by higher-intensity buildings along the Highway 1 corridor, including at the Eureka Square Site. • Rockaway Beach will be the visitor-oriented center. Its charming coastal character will be strengthened by new development and the district will be extended with a connective street pattern onto the flat portion of the Quarry site. It may gain a new, defining feature such as a destination hotel or conference center. • Linda Mar will be a center for recreation and community. Crespi Drive, in particular, will become a more diverse center of activity, including visitors to the beaches and trail system; seniors, youth, and families at an expanded community center park; and mixed-use, transit-oriented development. Linda Mar and Pedro Point Shopping Centers are also part of this center. <p>CD-I-2 Neighborhood Activity Centers. Support smaller-scale neighborhood centers at Pacific Manor and at and around the Park Mall site, enabling them to become walkable, mixed use districts catering primarily to Pacifica residents.</p> <p>CD-G-3 Neighborhood Conservation. Preserve the unique qualities of each of Pacifica’s residential neighborhoods.</p> <p>CD-G-4 Enhanced Mixed Use Areas. Create distinctive mixed-use areas by ensuring good building form and building-sidewalk interface, and providing pedestrian-oriented streets and public spaces.</p> <p>CD-I-3 Support Infill and Redevelopment. Support compatible residential infill on vacant lots, and redevelopment of under-utilized commercial properties, and continue to use the Design Guidelines in evaluation of proposals that don’t meet all development standards in residential districts.</p> <p>CD-I-4 High-Quality Multi-Family and Senior Housing. Support attached, multi-family, and senior housing that relates positively to the street and surrounding areas, is</p>	

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	<p>accessible on foot to community amenities including transit, shopping and services, and offers residents a range of amenities, and provide updated, illustrated Design Guidelines.</p> <p>CD-I-5 Second Units. Facilitate the creation of second units that contribute to the variety of available housing and do not disrupt neighborhood character. Update the Zoning Ordinance and Design Guidelines to address the integration of second units into the neighborhood fabric.</p> <p>CD-I-6 Commercial and Mixed Use Building Form. Seek to ensure that new commercial and mixed use development creates an attractive and human-scaled built environment. Update the Zoning Ordinance and Design Guidelines to address mixed use access, building form, the building-sidewalk relationship.</p> <ul style="list-style-type: none"> • Buildings should be varied to provide visual interest, while having a unified theme within each project. • Building form should be responsive to context, including stepping down to adjacent, lower-scale uses, and establishing a fine-grained scale at street level. • Commercial buildings and ground-floor commercial uses in mixed-use areas should have active frontages characterized by building windows and entrances supporting activity on the sidewalk. <p>CD-I-7 Parking in Higher-Intensity Mixed Use Areas. Update parking standards to require parking areas to be located behind buildings, in the center of blocks, or tucked under development, and update the Design Guidelines to cover parking issues in higher-intensity, mixed-use areas.</p> <p>CD-I-8 New Public Spaces as Part of Redevelopment. Incorporate into the redevelopment of the City’s Beach Boulevard property; Eureka Square Shopping Center; and Park Mall and/or the Sanchez Branch Library site small new plazas or public gathering spaces.</p> <p>CD-G-5 Hillsides and Prominent Ridgelines. Maintain development standards that ensure that new development does not detract from the visual qualities of Pacifica’s hillsides and visually prominent ridgelines.</p> <p>CD-G-6 Scenic and Visual Amenities of the Coastal Zone. Protect the City’s irreplaceable</p>	

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	<p>scenic and visual amenities in the Coastal Zone by protecting landforms, vegetation, special communities, and important viewsheds.</p> <p>CD-I-9 Minimize Visual Impacts of Hillside Development. Require new development to employ innovative site planning, engineering and design techniques that:</p> <ul style="list-style-type: none"> • Seek first to avoid impacts to scenic resources through site planning and design; • Minimize grading and conform with natural landforms to the greatest extent possible; • Design structures so that they follow contours and limit their downslope exposure; and • Use landscaping to screen and integrate buildings with the natural environment. <p>CD-I-10 Protection of Ridgelines. Protect visually prominent ridgelines from residential and commercial development.</p> <p>CD-I-11 Hillside Preservation District Requirements. Continue to implement the requirements of the Hillside Preservation District (HPD), including submission of siting and grading plans. Update the HPD to ensure that all steep slopes are covered and that sites on other terrain are not included.</p> <p>CD-I-12 Design Review. Continue to use Design Guidelines to evaluate proposed projects in Planned Development, Hillside Development, and Special districts.</p> <p>CD-I-21 Parallel Trails for Non-Motorized Travel. Improve walking, riding, and biking trails along roadways with the State scenic highway designation.</p> <p><i>Land Use Element</i></p> <p>LU-G-2 Concentrated Development. Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and where it will not have significant impacts on coastal or other resources.</p> <p>LU-G-3 Future Residential Development. Limit development to sites that are not critical for open space connections or habitat preservation, and which will be in harmony with the surrounding natural setting.</p> <p>LU-G-4 Higher-Density Housing. Locate higher-density housing in accessible places close to community shopping areas and transportation.</p> <p>LU-G-5 Commercial Area Revitalization. Facilitate the revitalization of shopping areas and</p>	

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	<p>the creation of distinct commercial districts in Pacifica, resulting in wider shopping and dining opportunities for residents, enhanced attractions for visitors, increased sales tax revenues, and a stronger community image.</p> <p>LU-G-6 Compact Mixed Use Development. Facilitate compact mixed-use development on sites with good access to transit. Mixed-use development may include housing or office space with retail, restaurants, or personal service businesses.</p> <p>LU-I-1 Zoning Consistency. Update the Zoning Ordinance and zoning map and apply zoning to all land within the City, consistent with General Plan and LCLUP policies and land use designations.</p> <p>LU-I-8 Walkable and Transit-Oriented Development. Facilitate higher-density, mixed use development at specific locations along the coastline where an active, pedestrian environment is desired.</p> <p>LU-I-13 Transfer of Development Rights. Amend the Transfer of Development Rights (TDR) program to reflect the following changes:</p> <ul style="list-style-type: none"> • Apply sending status to undeveloped sites potentially vulnerable to coastal flooding or erosion resulting from sea level rise, when a detailed sea level rise model suitable for local land use planning is available. • Apply receiving status to sites designated for Mixed Use development in addition to the residential land use categories. <p>LU-I-14 Density Bonus. Continue to facilitate housing affordable to moderate-, low- and extremely-low-income households by providing a density bonus of up to 50 percent over the maximum allowed by zoning.</p> <p>LU-I-15 Second Units. Update the zoning ordinance to ensure that second residential units are by right if they meet parking, setback, height, and other development regulations and size restrictions and the property is owner-occupied.</p> <p>LU-I-20 Pacific Manor. Establish appropriate zoning for the Pacific Manor shopping district to facilitate Retail Commercial improvements and Mixed Use redevelopment.</p> <p>LU-I-21 Esplanade. Establish appropriate zoning for privately-owned, undeveloped land on the west side of Esplanade Avenue to ensure minimal development consistent with the</p>	

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	<p>General Plan classification. Require an adequate setback from the bluff to ensure that any proposed development could withstand erosion resulting from a 100-year seismic or storm event, and preserve the view corridor to the ocean along Bill Drake Way.</p> <p>LU-I-23 Palmetto Avenue. Establish zoning standards to enhance Palmetto Avenue between north of Paloma Avenue and Brighton Road as a pedestrian-oriented main street with retail, restaurants and services as well as multi-family housing and mixed-use development.</p> <p>LU-I-24 Promenade Area and Beach Boulevard Property. Establish zoning standards to enhance the Promenade area as a local community and tourist destination.</p> <p>LU-I-25 Francisco Boulevard. Establish zoning standards to facilitate office commercial as well as retail development along the three blocks of Francisco Avenue north of City Hall, and higher-intensity mixed use development on the three blocks between City Hall and Montecito Avenue.</p> <p>LU-I-29 Pedro Point Shopping Center. Facilitate improvements to the existing Shopping Center that more fully use the property while enhancing its appeal for both neighborhood residents and visitors. Maintain beach access along the Shoreside Drive right-of-way.</p> <p>LU-I-30 Undeveloped San Pedro Avenue Site. Establish a Coastal Residential Mixed Use zoning district to allow development at up to 15 units per gross acre, and/or small-scale visitor-oriented commercial uses. Housing may be clustered, and uses may be mixed. Development must include public coastal access and must provide public open space. A survey is required to delineate potential wetlands on the site, if any, as part of the development application and environmental review process.</p> <p>LU-I-32 Upper Monterey Road. Extend the Hillside Preservation District zoning to steep sites along upper Monterey Road and limit new development to a density that is consistent with the Residential/Open Space/Agriculture designation.</p> <p>LU-I-33 Milagra Canyon. Establish zoning to ensure that land along Milagra Canyon south of Manor Drive occurs at a density consistent with the Residential/Open Space classification, is clustered to minimize environmental impacts, and resulting open space is</p>	

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	<p>permanently preserved.</p> <p>LU-I-34 Eureka Square. Establish zoning for the Eureka Square Shopping Center that corresponds with the General Plan classification and facilitates high-quality redevelopment.</p> <p>LU-I-38 East Side of Highway I Across from Rockaway Quarry Site. Rezone parcels at the foot of Cattle Hill for service commercial and light industrial use, and ensure that adequate access is maintained.</p> <p>LU-I-39 Lower Crespi Drive. Establish zoning provisions to facilitate compact, mixed-use redevelopment of older commercial and residential properties along lower Crespi Drive, consistent with the Mixed Use Center and Mixed Use Neighborhood classifications.</p> <p>LU-I-40 Linda Mar Shopping Center and Park-and-Ride. Allow redevelopment of the Linda Mar Shopping Center with additional commercial development along the Linda Mar Boulevard frontage. Rezone the north side of Linda Mar Boulevard to facilitate mixed-use development, while also accommodating the existing park-and-ride use, and improving the pedestrian-transit interface.</p> <p>LU-I-41 Mid-Linda Mar Site. Rezone the north side of Linda Mar Boulevard east of Alma Heights Academy to allow for low-density residential development.</p> <p>LU-I-42 Linda Mar and Park Pacifica Hillside. Rezone steep land in the Linda Mar and Park Pacifica neighborhoods consistent with the Residential/Open Space/Agriculture classification to be subject to the Hillside Preservation District.</p> <p>LU-I-43 Park Mall Area. Rezone the Park Mall and Sanchez Library sites and adjacent vacant land to facilitate mixed-use redevelopment, with retail uses concentrated along Oddstad and Terra Nova Boulevards.</p> <p>LU-I-45 Shamrock Ranch. Coordinate with San Mateo County to ensure that any new development at Shamrock Ranch is clustered to preserve open space.</p> <p><i>Circulation Element</i></p> <p>CI-G-1 Comprehensive Circulation System. Create a comprehensive, multi-modal transportation system with streets and highways; transit facilities; a continuous network</p>	

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	<p>of sidewalks and bicycle routes.</p> <p>CI-G-2 Serve All Users. Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for “complete streets” projects that facilitate walking, bicycling and transit use wherever possible.</p> <p>CI-G-6 Context Sensitivity. Plan, design, and build transportation improvements so that they respect the surrounding environment.</p> <p>CI-I-1 Connective Street Network. Require new streets created as part of new development to continue existing street patterns, and include stub access points to adjacent undeveloped areas.</p> <p>CI-I-2 Complete Streets Design Approach. Update the City’s engineering design standards to implement Complete Streets concepts, and include Complete Streets design principles in the planning of all circulation improvement projects. These principles include, but are not limited to:</p> <ul style="list-style-type: none"> • Maximizing connections with the existing circulation network; • Minimizing ingress and egress points and consolidating entries; • Providing public transit facilities and improvements; • Providing bicycle and pedestrian facilities (bike lanes and sidewalks); • Minimizing pedestrian crossing distances by providing curb extensions; medians with safety refuges, and other treatments; • Improving safety by providing lighting and traffic calming devices for residential streets; • Including landscaping (trees, medians, key intersections and gateways); • Providing appropriate signage, including street signs, entry signs, and directional signs; • Providing street furniture; and • Maintaining on--street parking. <p>CI-I-5 Streetscape in Mixed Use Areas. Require pedestrian-oriented amenities and design in visitor-oriented commercial and mixed use areas, including wider sidewalks, curb bulb-outs at key intersections, outdoor seating, and public art.</p> <p>CI-I-6 Block Size and Maximum Street Spacing. For new development at the Quarry site or Park Mall site, require streets to be designed to maximize connectivity for</p>	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Provide mid-block pedestrian connections where blocks exceed 500 feet in length.</p> <p>CI-G-11 Walkable Neighborhoods. Improve pedestrian amenities to create more walkable neighborhoods, especially in mixed-use activity centers and around schools.</p> <p>CI-G-12 Recreational Access. Provide recreational access to coastal resources and public open space in keeping with Pacifica’s natural environment, with links to regional trails and bicycle corridors.</p> <p>CI-G-13 Mobility for All Users. Create a safe and attractive walking environment accessible for all users, particularly persons with disabilities, seniors, and younger residents and visitors.</p> <p>CI-I-29 Additional Pedestrian Facilities on Large Sites. Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment of large sites.</p> <p><i>Open Space and Community Facilities Element</i></p> <p>OC-I-37 Public Shoreline Access. Continue to ensure that new development does not interfere with the public’s right of access to the sea at locations identified in the Local Coastal Land Use Plan and where public access to the sea has been acquired through historic use or legislative authorization.</p> <p>OC-I-38 New Development and Coastal Access. Require that new development along the coastline provide public access from the nearest public roadway to the shoreline and along the coast. Allow the Planning Director to grant exceptions to this requirement where public access would pose a safety risk or threat to fragile resources, or where adequate access exists nearby.</p> <p>OC-I-40 Maintenance of Public Coastal Access through Private Development. Require a public or private entity to be responsible for required public access ways. Until such an entity agrees to be responsible for such access ways, they are not required to be open for public use. Dedicated public access ways should be designed to provide views as well as access connections to or along the shore.</p>	
3.1-2 Implementation of	<i>Land Use Element</i>	Less than

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>the proposed Pacifica General Plan could conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>Policies LU-I-1, as listed above.</p> <p>LU-I-4 Coordinate with the County to protect the Urban Reserve. Coordinate with the County to ensure that new development in unincorporated areas occurs at a maximum density of five acres per unit, and request that subdivision of 50 acres or more is subject to master planning and annexation as a condition of any urban development.</p> <p>LU-I-12 Hillside Preservation. Update the Hillside Preservation District and the zoning map to ensure that all steep and sensitive terrain is subject to these regulations. The Hillside Preservation map (Figure 4-4 of the proposed General Plan) should be used as a guide.</p> <p>LU-I-26 Rockaway Quarry Site. Establish zoning and a specific or master plan to enable the responsible development and environmental conservation of the Quarry Site.</p> <p>LU-I-27 Rockaway Beach. Establish zoning to facilitate continued improvements in the Rockaway Beach district and promote infill development emphasizing active ground-floor and visitor-oriented uses and links to the Quarry site.</p> <p>LU-I-45 Shamrock Ranch. Coordinate with San Mateo County to ensure that any new development at Shamrock Ranch is clustered to preserve open space.</p> <p><i>Conservation Element</i></p> <p>CO-I-5 Wetlands Preservation. Prohibit new development in existing wetlands except as allowed under the federal Clean Water Act and the California Coastal Act. Continue to require detailed assessments to delineate wetlands subject to State or federal regulations prior to any proposed development project in an area where wetlands have been potentially identified.</p> <p>CO-I-10 Countywide Water Pollution Prevention Program. Continue to participate in the San Mateo Countywide Water Pollution Prevention Program.</p> <p>CO-I-8 Maintain Functional Capacity of Wetlands. Ensure that any diking, filling, or dredging in existing wetlands maintains or enhances their functional capacity .</p> <p>CO-I-45 Public Land Management. Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for</p>	<p>Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>public access and other goals.</p> <p><i>Safety Element</i></p> <p>SA-I-24 Flood Map Review. Periodically review maps prepared by FEMA and the State Department of Water Resources to identify changes in mapping of areas subject to flooding and amend the General Plan or Municipal Code as warranted.</p> <p>SA-I-25 NDPES Enforcement. Enforce NPDES permits, as well as the San Mateo Countywide Water Pollution Prevention Program, to mitigate potential flooding risks.</p>	
<p>3.1-3 Implementation of the proposed Pacifica General Plan could conflict with any applicable habitat conservation plan or natural community conservation plan.</p>	<p><i>Community Design Element</i></p> <p>CD-I-14 Minimize Impacts of Coastal Development on Vegetation. Continue to require that disturbance to vegetation be minimized in new development and that graded areas be promptly replanted with native vegetation.</p> <p>CD-I-17 Trail Design on Coastal Headlands and Bluffs. Develop new trails on Pedro Point Headlands, the Rockaway Headlands, the Quarry site uplands, and the Northern Coastal Bluffs in such a way that native vegetation is protected by limiting pedestrians to designated trails and preventing access by motorized vehicles.</p> <p><i>Land Use Element</i></p> <p>LU-G-7 Open Space Conservation and Habitat Protection. Protect beaches, oceanfront bluffs, ridgelines, hillside areas adjacent to existing open space, and areas that support critical wildlife habitat and special status species.</p> <p>LU-I-13 Transfer of Development Rights. Amend the Transfer of Development Rights (TDR) program to reflect the following changes:</p> <ul style="list-style-type: none"> • Apply sending status to undeveloped sites potentially vulnerable to coastal flooding or erosion resulting from sea level rise, when a detailed sea level rise model suitable for local land use planning is available. • Apply receiving status to sites designated for Mixed Use development in addition to the residential land use categories. <p><i>Open Space and Community Facilities Element</i></p> <p>OC-G-5 Open Space Preservation. Preserve open space that protects natural resources,</p>	<p>Less than Significant</p>

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	<p>visual amenities, and public health and safety.</p> <p>OC-I-13 Public Access Improvements and Habitat Restoration. Support GGNRA in implementing habitat restoration and public access improvements at its park units in the Planning Area, including Sweeney Ridge, Milagra Ridge, Mori Point, and the Northern Coastal Bluffs.</p> <p>OC-I-14 Cattle Hill. Complete the planned transfer of City-owned land on Cattle Hill to GGNRA to allow the National Park Service to coordinate park land management and trail access and improvements.</p> <p>OC-I-15 Pedro Point Headlands. Complete the planned transfer of City-owned land on Pedro Point Headlands to GGNRA, in coordination with transfer of State-owned land, and pursue land and/or trail easement acquisition to connect Headlands trails with the Coastal Trail in Pacifica.</p> <p>OC-I-16 Northern Coastal Bluffs. Promote the permanent conservation of private land on the Northern Coastal Bluffs to protect sensitive natural communities and protect against coastal erosion. Managed protected land together with adjacent GGNRA land.</p> <p>OC-I-18 Sharp Park and Pacifica State Beaches. Maintain partnership with the State of California in ownership and management of Sharp Park Beach and Pacifica State Beach, balancing public access with protection of habitat and shoreline conditions.</p> <p>OC-I-20 Partial Conservation with Development. On sites shown on Figure 6-1 of the proposed General Plan as “Partial Conservation with Development,” require that high-value open space be protected as part of any development.</p> <p>OC-I-21 Development Strategies to Preserve Open Space. Continue to promote density-open space trade-offs, such as clustering development, transferring development rights from sensitive to less sensitive land, and dedication or protection of open space through covenants or consecutive easements.</p> <p>OC-I-22 Open Space Restoration. Continue to support local volunteer or community service organizations in implementing revegetation programs on the City’s greenbelts or elsewhere to reduce erosion potential and enhance the visual quality of these areas for adjacent neighborhoods.</p>	

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	<p>OC-G-8 Coastal Access and Recreational Opportunities. Provide maximum coastal access and recreational opportunities for all people consistent with public safety and the need to protect public rights, rights of property owners, and natural resource areas from overuse, including access at each point identified on Figure 6-3 of the proposed General Plan.</p> <p>OC-G-9 Management of Public Access. Provide public access in a manner that takes into account the need to regulate the time, place, and manner that access is provided, based on such factors as topographic and site constraints; the fragility of natural resources; and the privacy of adjacent residential uses.</p> <p>OC-G-10 Distribution of Public Coastal Facilities. Continue to distribute public facilities, including parking areas or facilities, so as to mitigate against the impacts of overcrowding or overuse by the public of any single area.</p> <p><i>Conservation Element</i></p> <p>CO-G-1 Water Quality. Support the improvement of Pacifica’s water quality, including both surface water and groundwater, through Best Management Practices (BMPs) for stormwater management, stream restoration, and riparian habitat restoration.</p> <p>CO-G-2 Watershed Management. Recognize the interrelated nature of Pacifica’s hydrology system, its watersheds, and development in the Planning Area, and protect water resources through comprehensive management of entire watersheds.</p> <p>CO-G-3 Maintain Creeks as a Resource. Ensure both access to and ecological functionality of the creek system in Pacifica.</p> <p>CO-G-4 Retain Natural Processes. Enable natural processes to occur on developed sites, and utilize these processes to enhance the built environment and users’ experiences of it.</p> <p>CO-I-12 Protect Water Quality through Best Management Practices. Establish mandatory best practices to reduce water quality impacts from construction and development. Measures must include:</p> <ul style="list-style-type: none"> • Site Design and Source Control. Ensure that all new development incorporates site design and source control BMPs into the project design in order to preserve the infiltration, purification, and retention functions of each site’s natural drainage systems, 	

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	<p>and to prevent or minimize the runoff of pollutants, sediments, waste, and pathogens from the site.</p> <ul style="list-style-type: none"> • Construction Pollution Control. Require all construction projects to adopt measures to minimize erosion and runoff of pollutants and sediments from construction-related activities, and to limit activities that result in the disturbance of land or natural vegetation. • Treatment Control. Require that new development implement treatment control BMPs (or structural treatment BMPs) where the combination of site design and source control BMPs is not sufficient to protect water quality and comply with applicable water quality permits. <p>CO-I-1 Creek Protection and Restoration. Maintain, protect, and restore Pacifica’s creeks, including San Pedro, Calera, Sanchez, and Milagra creeks, as environmental and aesthetic resources. Actions will include, but are not limited to:</p> <ul style="list-style-type: none"> • Continuing restoration efforts along San Pedro Creek to improve conditions for steelhead by removing obstacles to fish passage, placing rock weirs to facilitate fish passage, and by monitoring the effectiveness of these projects; • Partnering with local organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, and others, on restoration efforts; • Exploring opportunities to collaborate with other agencies and organizations on stream restoration and riparian habitat restoration along Sanchez and Calera creeks; • Enforcing restrictions on the planting of invasive species near creek areas; • Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g., through trail development) would enhance creek appreciation without disrupting ecological function; • Requiring minimum setbacks from the top of creek banks for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices. <p>CO-I-2 Improvement of Impaired Waterways. Strive to increase water quality in San Pedro Creek, an Impaired Waterway that is also habitat for the federally-listed Steelhead Trout, and any other waterway that may be listed as impaired in the future.</p> <p>CO-I-3 Funding for Creek Maintenance. Require property owners with land adjacent to</p>	

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	<p>creeks to pay for their fair share of creek improvement maintenance.</p> <p>CO-I-4 Coastal Protection Projects. Evaluate coastal protection projects, such as flood protection and beach nourishment for potential impacts to beaches, wetlands and other habitats and impose mitigation to minimize impacts.</p> <p>CO-I-5 Wetlands Preservation. Prohibit new development in existing wetlands except as allowed under the federal Clean Water Act and, in the Coastal Zone, the California Coastal Act. Continue to require detailed assessments to delineate wetlands subject to State or federal regulations prior to any proposed development project in an area where wetlands have been potentially identified.</p> <p>CO-I-10 Countywide Water Pollution Prevention Program. Continue to participate in the San Mateo Countywide Water Pollution Prevention Program.</p> <p>CO-I-14 Erosion Control. Manage erosion in the Planning Area, particularly in watershed areas, through on-site erosion control.</p> <p>CO-I-19 Oil and Hazardous Substance Spills. Provide protection against the spillage of crude oil, gas, petroleum products, or hazardous substances in relation to any development of transportation of such materials.</p> <p>CO-I-6 Limitations on Diking, Filling or Dredging. Only permit the diking, filling, or dredging of open coastal waters, wetlands, and lakes for the following purposes where there is no feasible, less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects:</p> <ul style="list-style-type: none"> • New port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. • New boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. • Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. • Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas. • Restoration activities; 	

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	<ul style="list-style-type: none"> • Nature study, aquaculture, or similar resource-dependent activities. <p>CO-I-7 Minimize Disruption of Dredging. Require any proposed dredging and spoils disposal to be planned and carried out in a way that will avoid significant disruption to marine and wildlife habitats.</p> <p>CO-I-8 Maintain Functional Capacity of Wetlands. Ensure that any diking, filling, or dredging in existing wetlands maintains or enhances their functional capacity.</p> <p>CO-I-9 Continued Movement of Sediment and Nutrients. Allow sediment removed from erosion and flood control facilities to be placed at appropriate points on the shoreline, where environmental effects will be minimal.</p> <p>CO-I-13 Infrastructure and Water Quality. Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality, in compliance with the NPDES Permit.</p> <p>CO-I-18 Prevent Contaminated Runoff. Ensure that new parking lots and commercial development incorporate BMPs designed to prevent or minimize runoff of oil, grease, solvents battery acid, coolant, gasoline, sediments, trash, and other pollutants from the site.</p> <p>CO-G-7 Wildlife and Critical Habitat. Conserve and protect indigenous threatened, endangered, and other special status species by preserving critical habitat.</p> <p>CO-G-8 Coastal Environment and Special Status Communities. Conserve and protect beaches, sand dunes, coastal bluffs, and special status communities, particularly the Coastal bluff scrub on the northern bluffs.</p> <p>CO-G-9 Creeks and Riparian Areas. Protect year-round creeks and their riparian habitats.</p> <p>CO-G-10 Trees. Conserve trees and encourage native forestation and planting of appropriate trees and vegetation.</p> <p>CO-G-11 Other Environmentally Sensitive Areas. Protect other potential Environmentally Sensitive Habitat Areas (ESHAs), High Value or High Habitat Value areas, and Wildlife</p>	

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	<p>Movement Corridors from development that would significantly disrupt habitat values</p> <p>CO-I-28 Protection of Biological Resources with New Development. Protect sensitive habitat areas and “special-status” species through implementation of the following measures:</p> <ol style="list-style-type: none"> 1.) The City shall avoid development and/or buildout in critical habitat of special status species. 2.) Pre-construction plant and wildlife surveys: Project applicants shall engage a qualified biologist to conduct presence/absence biological surveys for sensitive plant and wildlife species prior to construction adjacent to or within identified special status communities and other sensitive areas identified in Figure 7-3 (of the proposed General Plan). If special status species are identified, the qualified biologist shall consult with the California Department of Fish and Wildlife (CDFW) and establish no-disturbance buffers around avian nests, bat roosts, and sensitive plants to avoid disturbance and direct impacts to these resources during construction. If no special status species are detected during surveys, then construction-related activities may proceed. Nesting birds, in particular, are protected by two means; they receive protection under the Migratory Bird Treaty Act, and nesting raptors (in the order Falconiformes or Strigiformes) are protected under the State Fish and Game Code, §3503.5. 3.) Require biological resource assessments be conducted prior to approval for any development within 300 feet of creeks, wetlands, or other sensitive habitat areas shown on Figure 7-3 of the proposed General Plan. 4.) Require on-site monitoring of biological resources by a qualified biologist throughout the duration of construction activity. 5.) Require compensatory mitigation by means of habitat preservation, restoration, and enhancement; for the loss of any critical habitat and/or special status communities. <p>CO-I-29 Protection of Environmentally Sensitive Habitat Areas (ESHAs). Update zoning regulations to protect all sensitive species with defined or potential habitat by establishing specific habitat survey requirements, development limitations, and other requirements to mitigate potential impacts.</p> <p>CO-I-30 Verification and ESHA. Prior to any proposed development in a potential ESHA, require that a habitat survey be conducted by a qualified biologist. The habitat survey will verify whether the site is an ESHA, and document the extent of the sensitive</p>	

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	<p>resources, document potential negative impacts to the habitat, and recommend appropriate mitigation measures. Verification of an ESHA shall be based on the following considerations:</p> <ul style="list-style-type: none"> • Presence of natural communities identified as rare by the California Department of Fish and Wildlife (determined by a state rarity ranking of S1 to S3). • Recorded or potential presence of plant or animal species designated as rare, threatened or endangered under State or federal law. • Recorded or potential presence of plant or animal species for which there is compelling evidence or rarity, such as a designation of 1B (rare or endangered in California or elsewhere) or 2 (rare, threatened, or endangered in California, but more common elsewhere) by the California Native Plant Society. • Presence of coastal waterways. • Integrity of the habitat and its connectivity to other natural areas. <p>CO-I-43 Regulations and Incentives to Preserve Habitat. Ensure that sensitive or critical habitat is protected, maintained, enhanced, or restored.</p> <p>CO-I-34 Habitat Preservation. Require a habitat survey be prepared by a qualified botanist or biologist for any development proposed for the following areas, as shown in Figure 7-3 of the proposed General Plan.</p> <ul style="list-style-type: none"> • Designated Critical Habitat for Endangered or Threatened Species; • Potential Environmentally Sensitive Habitat Area (ESHA); • High Habitat Value/Threatened by Fragmentation; • Wildlife Movement Corridor; and • High Value/Further Analysis Needed Prior to Development. <p>CO-I-35 Monitoring Requirements. Require a Restoration and Monitoring Proposal for any proposed habitat restoration or mitigation. The Proposal should describe the methods and practices to be employed, and include:</p> <ul style="list-style-type: none"> • A clear statement of the goals of the restoration or mitigation for all habitat types; • Sampling of reference habitat, with reporting of resultant data; • Designation of a qualified biologist as the Restoration or Mitigation Manager responsible for all phases of the restoration; 	

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	<ul style="list-style-type: none"> • A specific grading plan, if the topography must be altered; • A specific erosion control plan, if soil or other substrate will be disturbed during restoration; • A weed eradication plan designed to eradicate existing weeds and control future invasion by exotic species; • A planting plan based on the natural habitat type; • An irrigation plan that describes the method and timing of watering and ensures removal of watering infrastructure by the end of the monitoring period; • An interim monitoring plan with performance goals, assessment methods, and a schedule; and • A final monitoring plan to determine whether the restoration has been successful. <p>CO-I-39 Invasive Plant Species. Prohibit the use of invasive plant species, such as pampas grass, adjacent to wetlands, riparian areas, ESHAs, or other sensitive habitat.</p> <p>CO-I-40 Beach Grooming. Work with the State of California, GGNRA, and other partners in the management of beaches in Pacifica to ensure biological resources are adversely affected by beach grooming. Specifically, protect beach wrack (the piles of plant and animal debris that wash ashore), which plays an important role in the beach ecosystem.</p> <p>CO-I-36 Construction During Nesting Season. . If site work or construction occurs during the nesting season (February 1 through August 31) then pre-construction breeding bird surveys shall be performed by a qualified wildlife biologist prior to any site disturbance to ensure that no nests will be disturbed or destroyed during Project implementation. If an active nest is found sufficiently close to work areas to be disturbed by construction activities, then the biologist shall create a no-disturbance buffer of 250 feet around passerine nests and a 500 foot buffer around raptor nests. Work-free buffer zones shall be maintained until after the breeding season or until after the qualified biologist determines the young have fledged (usually late June through mid-July).</p> <p>CO-I-38 Protection to the Californian Red-Legged Frog During Construction and San Francisco Garter Snake During Construction. To minimize disturbance, require all grading activity within 100 feet of aquatic To minimize disturbance, all grading activity within 100 feet of aquatic habitat shall be conducted during the dry season (May 1</p>	

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	<p>through October 15) to protect California red-legged frog and San Francisco garter snake. A qualified biologist shall conduct presence/absence surveys for California red-legged frog and San Francisco garter snake prior to construction in or adjacent to riparian areas, grasslands near ponds/wetlands, or other sensitive habitat. Any individuals identified shall be treated in consultation with USFWS. Construction shall follow accepted procedures for exclusion and avoidance of California red-legged frog and San Francisco garter snake and their habitat. Additionally, the biologist shall supervise the installation of exclusion fencing along the boundaries of the work area, shall conduct environmental awareness training for construction workers, and shall be present during initial vegetation clearing and ground-disturbing activities.</p> <p>CO-I-45 Public Land Management. Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for public access and other goals.</p> <p>CO-I-46 Management of Public Coastal Access. Ensure regular public access, determining locations on a site-specific basis by considering:</p> <ul style="list-style-type: none"> • The capacity of the access way to sustain use; • The intensity of access that can be sustained; • The fragility of the natural resources in the accessing, and • The proximity of the access to adjacent residential uses. <p>CO-I-41 Biological Productivity. Maintain—and where feasible, restore—the biological productivity and the quality of coastal waters, streams, wetlands, and lakes in order to maintain optimum populations of marine organisms and to protect human health.</p> <p>CO-I-32 Fencing. Any fencing or barriers located within riparian ESHAs or wildlife corridors shall permit the free passage of wildlife.</p>	
3.1-4 Implementation of the proposed Pacifica General Plan could displace substantial	<p><i>Economic Sustainability Element</i></p> <p>ES-G-4 Support Existing Businesses. Retain and foster the growth of existing Pacifica businesses, and foster a positive relationship between the business community and the City government.</p>	Less than Significant

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<p>numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere.</p>	<p>ES-G-5 Attract New Businesses and Jobs. Seek out new businesses that will employ and serve Pacifica residents, improving the City’s jobs/housing ratio.</p> <p>ES-I-9 Shopping Center Performance Improvement. Support existing retail center property owners’ and tenants’ efforts to improve their sales and occupancy rate performance, as feasible.</p> <p><i>Community Design Element</i> Policies CD-G-3, CD-I-3, CD-I-4, CD-I-5, as listed above.</p> <p><i>Land Use Element</i> Policies LU-G-2, LU-G-3, LU-G-4, LU-G-5, LU-G-6, as listed above.</p> <p>LU-I-14 Density Bonus. Continue to facilitate housing affordable to moderate-, low- and extremely-low-income households by providing a density bonus of up to 50 percent over the maximum allowed by zoning.</p> <p>LU-I-15 Second Units. Update the zoning ordinance to ensure that regulations governing second residential units conform with current State requirements.</p>	
Transportation		
<p>3.2-1 Implementation of the proposed General Plan would not cause traffic operations at any intersection along SR 1 or SR 35 in Pacifica to deteriorate from an acceptable level, determined by the City to be LOS “E”, to an unacceptable level “F”. These standards are established by the 2011 San Mateo County</p>	<p><i>Circulation Element</i></p> <p>CI-G-1 Comprehensive Circulation System. Make improvements to create a comprehensive transportation system that includes streets and highways providing access within the City and to the region; transit facilities; a continuous network of sidewalks and bicycle routes; and transportation management programs and measures to encourage the efficient use of these facilities and services.</p> <p>CI-G-7 Congestion on Highway 1. Implement solutions to ease the traffic congestion that occurs on Highway 1 near the Reina Del Mar, Fassler Avenue, and Linda Mar Boulevard intersections. Strive for the greatest benefit with the least environmental impact possible.</p> <p>CI-G-8 Congestion on Hickey and Skyline. Improve travel to and from Pacifica’s northern neighborhoods by easing congestion on Hickey Boulevard through coordinated signalization or other changes, and working with the County to improve operations on</p>	<p>Less than Significant</p>

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>Congestion Management Program.</p>	<p>SR 35 (Skyline Boulevard).</p> <p>CI-G-9 Coordination of Local and Regional Actions. Coordinate local transportation planning and improvements with State, Regional and County agencies to ensure consistency with the Regional Transportation Plan, the Congestion Management Program, and other regional actions.</p> <p>CI-I-1 Connective Street Network. Require new streets created as part of new development to continue existing street patterns, and include stub access points to adjacent undeveloped areas.</p> <p>CI-I-10 SR I and Linda Mar Operations. Work with San Mateo County Transportation Authority (SMCTA) to evaluate, design and implement improvements to the intersection of Linda Mar Boulevard and SR I. Improvements that would mitigate regional growth may include providing a westbound right turn overlap phase and increasing the overall cycle length, if warranted..</p> <p>CI-I-13 SR 35 and Hickey Boulevard Intersection Improvements. Work with San Mateo County to evaluate, design and implement improvements to the intersection of SR 35 and Hickey Boulevard to ease travel on the primary east-west travel route for Pacifica’s northern neighborhoods. Improvements that would mitigate regional growth may include adding westbound right- and westbound left-turn lanes and making all left-turn movements “protected-permitted.”.</p> <p>CI-I-15 Strategies to Reduce School-Related Peak Hour Auto Congestion. Work with Pacifica School District and Jefferson Union High School District to promote adoption of staggered hours, car-pooling, and use of transit to reduce traffic congestion during peak hours.</p> <p>CI-I-20 Interim Standard for Intersection of Linda Mar Boulevard and SR I and Hickey Boulevard and SR 35. Accept LOS F at the intersections of Linda Mar Boulevard and SR I and Hickey Boulevard and SR 35 as an interim standard until feasible traffic improvements can be designed, funded and constructed.</p> <p>CI-I-21 Monitor Traffic Congestion at Key Intersections and Roadway Segments. Periodically monitor levels of service at intersetions and roadway segments where existing LOS is E or lower.</p>	

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>3.2-2 Implementation of the proposed Plan would cause traffic operations at any other intersection to deteriorate from an acceptable level, determined by the City to be LOS “D”, to an unacceptable level (“E” or “F”); to deteriorate from “E” to “F”; or for intersections currently operating at LOS “F”, for delay to increase by more than 15 percent in either the AM or PM peak hour.</p>	<p><i>Circulation Element</i> Policies CI-G-1, CI-I-1, CI-I-14, and CI-I-21 shown under Impact 3.2-1, as well as the following:</p> <p>CI-I-14 Hickey Boulevard and Gateway Drive Intersection Improvements. Add signal control to the intersection of Hickey Boulevard and Gateway Drive, with signal timing to facilitate traffic movement.</p> <p>CI-I-19 Vehicle Level of Service for Other Roadways and Intersections. For all roadways and intersections not included in the CMP network, strive to maintain LOS D for vehicles during peak periods. Allow level of service to exceed this threshold under the following circumstances:</p> <ul style="list-style-type: none"> • Constraints on development as would be required to achieve or maintain these standards would adversely impede achievement of this Plan’s economic, land use and community development, and environmental goals and policies; • Mitigation of congestion would negatively affect transit, bicycle or pedestrian circulation, or would conflict with General Plan goals for these alternative modes of circulation, for example by increasing crossing distances, increasing pedestrian safety risk, or restricting bicycle or transit access; • Traffic congestion is a result of an effort to promote transit ridership and/or access, including the development of higher-density development in mixed use areas; or • A demonstrated significant increase in transit ridership, carpooling, bicycling, and/or walking is achieved. 	<p>Significant and Unavoidable</p>
<p>3.2-3 Implementation of the proposed Plan would cause an increase in congestion along SR 1 or SR 35 in Pacifica that causes level of service (LOS) to deteriorate from an acceptable level, determined by the</p>	<p><i>Circulation Element</i> Policies CI-G-4, CI-G-6, CI-G-7, CI-G-8, CI-G-9, CI-I-1, CI-I-2, CI-I-3, CI-I-10, CI-I-13, CI-I-15, CI-I-16, CI-I-17, and CI-I-21 listed under Impacts 3.2-1 and 3.2-2, as well as the following:</p> <p>CI-I-9 SR 1 Improvements between South of Fassler and North of Reina del Mar. Continue to work with the California Department of Transportation (Caltrans) and the San Mateo County Transportation Authority (SMCTA) to improve operations along SR 1.</p> <p>CI-I-12 SR 35 Improvements. Work with San Mateo County to evaluate, design and</p>	<p>Significant and Unavoidable</p>

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>City/County Association of Governments to be LOS “E” for these roadway segments, to an unacceptable level (LOS “F”). These LOS standards are established by the 2011 San Mateo County Congestion Management Program (CMP).</p>	<p>CI-I-18 implement improvements to SR 35 to relieve congestion along this roadway within Pacifica. Improvements that would mitigate regional growth may include adding one lane of travel in the southbound direction between Timberhill Court and Hickey Boulevard.</p> <p>Vehicle Level of Service on Roadways Included in the Congestion Management Program. Accept an LOS E on SR 1 and SR 35, consistent with the C/CAG Congestion Management Program (CMP), in planning improvements.</p>	
<p>3.2-4 Implementation of the proposed Plan would not cause traffic operations on any roadway segment on City of Pacifica streets not including SR 1 or SR 35 to deteriorate from an acceptable level, determined by the City to be LOS “D”, to an unacceptable level (“E” or “F”).</p>	<p>None required.</p>	<p>Less than Significant</p>
<p>3.2-5 Implementation of the proposed General Plan would not result in inadequate emergency access.</p>	<p><i>Circulation Element</i></p> <p>Policy CI-I-1 shown under Impact 3.2-1, as well as the following:</p> <p>CI-G-3 Safety. Make safety a primary objective in street planning and traffic regulations.</p> <p>CI-I-24 Design for Safety. Incorporate safety measures in improvement designs for intersections, roadways, pedestrians, transit, and bicycle facilities.</p> <p>CI-I-25 Development on Unimproved Streets. Continue to require a Site Development</p>	<p>Less than Significant</p>

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>Permit for development on lots with unimproved streets to ensure off-site improvements meet City standards.</p> <p>CI-I-26 Emergency Access. Require developers to incorporate emergency access needs consistent with standards in Title 10 of the Municipal Code.</p>	
<p>3.2-6 Implementation of the proposed General Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>	<p><i>Circulation Element</i></p> <p>CI-G-2 Serve All Users. Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for “complete streets” projects that facilitate walking, bicycling and transit use wherever possible.</p> <p>CI-G-4 Level of Service (LOS) for All Modes of Travel. Assess the performance of the transportation system by measuring how well pedestrians, bicycles, and transit vehicles as well as automobiles are able to move within and through the community.</p> <p>CI-I-2 Complete Streets Design Approach. Update the City’s engineering design standards to implement Complete Streets concepts, and include Complete Streets design principles in the planning of all circulation improvement projects. These principles include, but are not limited to:</p> <ul style="list-style-type: none"> • Maximizing connections with the existing circulation network; • Minimizing ingress and egress points and consolidating entries; • Providing public transit facilities and improvements; • Providing bicycle and pedestrian facilities (bike lanes and sidewalks); • Minimizing pedestrian crossing distances by providing curb extensions; medians with safety refuges, and other treatments; • Improving safety by providing lighting and traffic calming devices for residential streets; • Including landscaping (trees, medians, key intersections and gateways); • Providing appropriate signage, including street signs, entry signs, and directional signs; • Providing street furniture; and • Maintaining on--street parking. <p>CI-I-3 Complete Streets in the Project Development Process. Incorporate complete streets concepts at each stage of the development process for projects affecting the right-of-way, including the following:</p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<ul style="list-style-type: none"> • As part of design review, both at Phase I and Phase II, require documentation of how the “routine accommodation” of bicyclists and pedestrians has been satisfied in planning and design.; • During project review and approval, ensure that the objectives and purpose are consistent with MTC directives on Complete Streets and Routine Accommodation; • For projects subject to MTC’s Resolution 3765, as amended, work with MTC to secure approval of the Complete Streets checklist and submittal to MTC of all required documents. <p>CI-I-4 Roadway Retrofits. Identify opportunities to retrofit existing roadways to create complete streets, giving priority to arterial and collector streets where travel lanes may be narrowed or where four lanes may be converted to three, including a center left turn lane, with bicycle facilities added in both cases.</p> <p>CI-I-5 Streetscape in Mixed Use Areas. Require pedestrian-oriented amenities and design in visitor-oriented commercial and mixed use areas, including wider sidewalks, curb bulb-outs at key intersections, outdoor seating, and public art.</p> <p>CI-I-6 Block Size and Maximum Street Spacing. For new development at the Quarry site or Park Mall site, require streets to be designed to maximize connectivity for automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Provide mid-block pedestrian connections where blocks exceed 500 feet in length.</p> <p>CI-I-7 Roadway Abandonment and Public Access. Do not abandon or render unusable any City-owned right-of-way, unless necessary for reasons of public safety or environmental conservation. Whenever public roadways are proposed to be abandoned, assess the value of maintaining public pedestrian and/or bicycle access, especially where coastal access can be maintained or improved. Abandonment of any public right-of-way that may negatively affect public access to the sea will require a coastal development permit. Any public right-of-way that cannot be maintained in a condition suitable for public use shall be offered to another public agency or private association that agrees to maintain the right-of-way for public use.</p> <p>CI-I-8 Bicycle and Pedestrian Advisory Committee. Create and solicit input from a bicycle and pedestrian advisory committees (BPAC) on planning and funding for</p>	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>transportation improvement projects.</p> <p>CI-I-16 Multi-modal Level of Service (LOS) Performance Measures. Develop performance measures for LOS for pedestrians, cyclists, and transit users, based on the criteria in this chapter and on “best practices.”</p> <p>CI-I-17 LOS for Pedestrians, Cyclists and Transit Users. Strive to maintain LOS C or better for pedestrians, cyclists, and transit users on all roadways, and impose mitigation measures as needed to achieve multi-modal service objectives.</p> <p>CI-I-23 Improvements for Existing Facilities. Maintain and upgrade local streets, sidewalks, utilities, and other City infrastructure in a manner that prevents deterioration and corrects existing deficiencies.</p> <p>CI-G-10 Bicycle and Pedestrian Routes. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.</p> <p>CI-G-11 Walkable Neighborhoods. Improve pedestrian amenities to create more walkable neighborhoods, especially in mixed-use activity centers and around schools.</p> <p>CI-G-12 Recreational Access. Provide recreational access to coastal resources and public open space in keeping with Pacifica’s natural environment, with links to regional trails and bicycle corridors.</p> <p>CI-G-13 Mobility for All Users. Create a safe and attractive walking environment accessible for all users, particularly persons with disabilities, seniors, and younger residents and visitors.</p> <p>CI-G-14 Connections Across Highway I. Enhance under- and over-crossings of Highway I for pedestrians and bikes to improve accessibility and connect neighborhoods to each other and to the coast.</p> <p>CI-G-15 Coastal Trail and North-South Bikeway. Complete the Coastal Trail and the north-south bikeway from the north to sound end of the City parallel to Highway I, providing clear, safe and efficient means to traverse coastal Pacifica.</p> <p>CI-I-27 Pedestrian-Oriented Street Improvements. Reduce curb-to-curb road widths and employ roadway design features, such as wider sidewalks, islands, bulb-outs, improved striping and signage, street trees, pedestrian amenities, pedestrian countdown signals,</p>	

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	<p>and pedestrian refuges where feasible and appropriate. Priority locations for pedestrian-oriented design improvements include:</p> <ul style="list-style-type: none"> • Pedestrian Priority Zones, shown on Figure 5-1, which include mixed use and higher-intensity areas; • Streets that are part of Pacifica’s proposed trail system improvements; • Streets adjacent to schools; and • Locations where pedestrian-automobile collisions have occurred. <p>CI-I-28 Palmetto Avenue Streetscape Plan. Complete and implement the Palmetto Avenue Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and make other improvements that will upgrade the appearance of the avenue and make it more attractive to pedestrians.</p> <p>CI-I-29 Additional Pedestrian Facilities on Large Sites. Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment of large sites.</p> <p>CI-I-30 Safe Routes to Schools. Partner with Pacifica School District to develop and implement a Safe Routes to Schools program.</p> <p>CI-I-31 Universal Design. Require all pedestrian facilities to be ADA compliant and accessible to persons with disabilities.</p> <p>CI-I-32 Direct North-South Bikeway. Complete the City’s direct north-south bicycle route to optimize safety and comfort. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • Class II bike lanes along Westline Drive north of Palmetto Avenue; • A continuous Class II bikeway on Palmetto Avenue between Westline Drive and the San Francisco RV Park; • A Class II bikeway on Clarendon Road, Lakeside Road, Francisco Boulevard, and Bradford Way, improving the bikeway between West Sharp Park and Mori Point; • A reconstructed Class I path between Mori Point and Reina del Mar Avenue that is wider and more sheltered from the highway than the current trail; • A Class II bikeway on SR I between Reina del Mar Avenue and San Pedro Creek, 	

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	<p>providing a direct travel route along SR I through southern Pacifica with well-marked and buffered lanes; and</p> <ul style="list-style-type: none"> • A Class III bikeway along SR I between San Pedro Creek and the Devil’s Slide bypass. <p>CI-I-33 Parallel North-South Bikeway West of SR I. Create and upgrade bicycle facilities that provide an alternative for north-south bicycle travel west of Highway I. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • A Class I trail in a public access easement along the west side of the RV park as part of any development or change in use, ensuring public access along the coast (a previous path was lost to erosion); • A Class III route along Beach Boulevard between Paloma Avenue and Clarendon Road; • A Class III bikeway along Dondee Drive in the Rockaway Beach district, connecting existing Class I trails along Calera Creek to the north and Rockaway Headlands to the south; • A Class I trail parallel to and west of SR I from San Pedro Creek to the Devil’s Slide bypass. <p>CI-I-34 Parallel North-South Bikeway East of SR I. Create and upgrade bicycle facilities for north-south bicycle travel on the east side of SR I. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • A new Class II facility along Oceana Boulevard from Manor Drive to Clarendon Road; • A new Class II route on Fassler Avenue, Roberts Road, and Crespi Drive, providing a connection between Rockaway Beach and Linda Mar on the east side of SR I; • An upgraded and extended path on the east side of SR I between Crespi Drive and Linda Mar Boulevard meeting the Class I facility on the San Pedro Terrace right-of-way. <p>CI-I-35 Neighborhood Bikeways. Develop a system of bikeways connecting all neighborhoods to the City’s north-south pathway, including Class II routes along Monterey Road and Hickey Boulevard, Rosita Road, Oddstad and Terra Nova Boulevards, and Fassler Avenue and Class III routes as shown on Figure 5-3 of the proposed General Plan..</p> <p>CI-I-36 Class II Facility Design. Wherever Class II facilities are designated, make bike lanes at least 5 feet wide along local streets and at least 6 feet wide on arterials or highways.</p>	

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	<p>Separate Class II facilities from vehicle traffic with a solid stripe and mark them with bike lane symbols.</p> <p>CI-I-37 Class III Facility Design Demarcate Class III bicycle facilities by painting “sharrows” on streets, where appropriate.</p> <p>CI-I-38 Signage Program. Develop and implement a signage program for the bikeway system in order to:</p> <ul style="list-style-type: none"> • Alert motorists to the presence of cyclists on the road; • Alert cyclists to route turns junctions, and changes in the class of bicycle facility; and • Provide a clear identity for each bicycle route, and periodically provides distance to key destinations. <p>CI-I-39 Obstructions. Align designated bikeways to avoid obstructions such as light posts, signage, trees, and curb cuts, and relocate or modify these obstructions as necessary.</p> <p>CI-I-40 Priorities for Improvements. Make designated bicycle routes a priority for pavement repair, as needed, and for regular maintenance to remove sand, gravel or other debris.</p> <p>CI-I-41 Improved Bikeway Visibility. Use strategies to improve bikeway visibility, including but not limited to::</p> <ul style="list-style-type: none"> • Using visual cues such as brightly-colored paint on bike lanes or a one-foot painted buffer strip; • Upgrading a Class III facility to Class II and providing additional signage; • Removing select on-street parking, if feasible. <p>CI-I-42 Bicycle Lockers at Park-and-Ride Lots. Replace existing bicycle lockers at the public parking lot on Crespi Drive, and add lockers at the park-and-ride lot on Linda Mar Boulevard..</p> <p>CI-I-43 Bicycle Parking at Recreation and Shopping Areas. Provide bicycle parking at the following locations:</p> <ul style="list-style-type: none"> • Park and beach access at the northern end of Esplanade Drive (Lands End Apartments); • Manor Plaza shopping area; • Pedro Point Headlands/Devil’s Slide. 	

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	<p>CI-I-44 Bicycle Parking Requirements for New Development. Continue to require the provision of bicycle parking as part of new non-residential development according to the standards in the Pacifica zoning code..</p> <p>CI-I-45 Bicycle Parking at Schools and Workplaces. Work with the school districts and employers to provide adequate bicycle parking at all schools and workplaces with 30 or more employees.</p> <p>CI-I-46 Bicycle Education. Distribute appropriate informational material to all schools in Pacifica in conjunction with bicycle education campaigns..</p> <p>CI-I-47 Funding for Bicycle Facilities. Designate a portion of the City’s annual street construction and improvement budget to fund bikeway design and construction, and continue to pursue potential funding from MTC and San Mateo County, as well as appropriate Federal and State programs..</p> <p>CI-G-16 Improved Public Transit. Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast.</p> <p>CI-G-17 Transportation Demand Management (TDM). Support TDM strategies to reduce congestion and single-occupant vehicle travel.</p> <p>CI-I-49 Service Optimization. Continue coordination efforts with transit agencies (i.e., SamTrans) to maintain transit service that is safe and efficient, provides convenient connections to high-use activity areas and key destinations outside the City, and responds to the needs of all passengers, including seniors, youth, and persons with disabilities.</p> <p>CI-I-50 Improved Transit Stops. Work with transit agencies to improve transit stops and access to facilities.</p> <p>CI-I-51 Park-and-Ride Locations and Attributes. Work with Samtrans to identify changes that would improve the convenience and functionality of Park-and-Ride facilities, and result in increased ridership.</p> <p>CI-I-52 Transit-Oriented Development. Work with Samtrans to facilitate transit-oriented</p>	

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	<p>development on all or part of the Linda Mar Boulevard Park-and-Ride lot.</p> <p>CI-I-53 Promotion of Transit Use. Lead an initiative to promote transit use and reduce reliance on the private automobile in order to reduce congestion, reduce greenhouse gas emissions, and improve quality of life.</p> <p>CI-I-54 Transportation Demand Management Programs. Establish a Transportation Demand Management (TDM) program for City employees that may include transit passes or subsidies, preferential carpool parking, car share programs, bicycle lockers, and other incentives to employees choosing transportation modes other than driving.</p> <p>CI-I-55 Local Transportation Services. Support expanded funding for Local Transportation Services tailored to the schedules and destinations of students, seniors, and recreational visitors.</p>	
Air Quality		
<p>3.3-1 Implementation of the proposed Pacifica General Plan could cause the rate of increase in VMT or vehicle trips to exceed the rate of increase in population with implementation of the Plan for the years covered by the</p>	<p><i>Circulation Element</i></p> <p>CI-G-10 Bicycle and Pedestrian Routes. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.</p> <p>CI-G-16 Improved Public Transit. Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast.</p> <p>CI-G-17 Transportation Demand Management (TDM). Support TDM strategies to reduce</p>	<p>Significant, Unavoidable³</p>

³ While the BAAQMD CEQA Guidelines require Plan-level analysis to determine significance to be based on the strict relationship between population and VMT, this determination can not be modified to reflect the fact that improvements in vehicle fuel efficiency are expected to decrease emissions per vehicle mile traveled over the planning period. As described in the Metropolitan Transportation Commission’s Transportation 2035 Plan EIR (2009) air quality analysis, emissions of several criteria pollutants are projected to decrease through 2035, not increase, due to these fuel efficiency gains. As a basis for making a finding of overriding considerations, it is reasonable for the City to find that fuel efficiency, combined with the compact land use and multimodal transportation initiatives represent by proposed Plan policies, would actually result in minimal contribution to the overall regional cumulative impact of criteria pollutant emissions. However, in accordance with BAAQMD requirements, the cumulative impact described in this EIR must still found to be significant and unavoidable based on the assumed strict relationship between population and VMT.

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proposed Plan.	<p>congestion and single-occupant vehicle travel.</p> <p>CI-I-27 Pedestrian-Oriented Street Improvements. Reduce curb-to-curb road widths and employ roadway design features, such as wider sidewalks, islands, bulb-outs, improved striping and signage, street trees, pedestrian amenities, pedestrian countdown signals, and pedestrian refuges where feasible and appropriate. Priority locations for pedestrian-oriented design improvements include:</p> <ul style="list-style-type: none"> • Pedestrian Priority Zones, shown on Figure 5-1, which include mixed use and higher-intensity areas; • Streets that are part of Pacifica’s proposed trail system improvements; • Streets adjacent to schools; and • Locations where pedestrian-automobile collisions have occurred. <p>CI-I-28 Palmetto Avenue Streetscape Plan. Complete and implement the Palmetto Avenue Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and make other improvements that will upgrade the appearance of the avenue and make it more attractive to pedestrians.</p> <p>CI-I-29 Additional Pedestrian Facilities on Large Sites. Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment of large sites.</p> <p>CI-I-30 Safe Routes to Schools. Partner with Pacifica School District to develop and implement a Safe Routes to Schools program.</p> <p>CI-I-31 Universal Design. Require all pedestrian facilities to be ADA compliant and accessible to persons with disabilities.</p> <p>CI-I-32 Direct North-South Bikeway. Complete the City’s direct north-south bicycle route to optimize safety and comfort. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • Class II bike lanes along Westline Drive north of Palmetto Avenue; • A continuous Class II bikeway on Palmetto Avenue between Westline Drive and the San Francisco RV Park; • A Class II bikeway on Clarendon Road, Lakeside Road, Francisco Boulevard, and 	

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	<p>Bradford Way, improving the bikeway between West Sharp Park and Mori Point;</p> <ul style="list-style-type: none"> • A reconstructed Class I path between Mori Point and Reina del Mar Avenue that is wider and more sheltered from the highway than the current trail; • A Class II bikeway on SR I between Reina del Mar Avenue and San Pedro Creek, providing a direct travel route along SR I through southern Pacifica with well-marked and buffered lanes; and • A Class III bikeway along SR I between San Pedro Creek and the Devil’s Slide bypass. <p>CI-I-33 Parallel North-South Bikeway West of SR I. Create and upgrade bicycle facilities that provide an alternative for north-south bicycle travel west of Highway I. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • A Class I trail in a public access easement along the west side of the RV park as part of any development or change in use, ensuring public access along the coast (a previous path was lost to erosion); • A Class III route along Beach Boulevard between Paloma Avenue and Clarendon Road; • A Class III bikeway along Dondee Drive in the Rockaway Beach district, connecting existing Class I trails along Calera Creek to the north and Rockaway Headlands to the south; • A Class I trail parallel to and west of SR I from San Pedro Creek to the Devil’s Slide bypass. <p>CI-I-34 Parallel North-South Bikeway East of SR I. Create and upgrade bicycle facilities for north-south bicycle travel on the east side of SR I. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • A new Class II facility along Oceana Boulevard from Manor Drive to Clarendon Road; • A new Class II route on Fassler Avenue, Roberts Road, and Crespi Drive, providing a connection between Rockaway Beach and Linda Mar on the east side of SR I; • An upgraded and extended path on the east side of SR I between Crespi Drive and Linda Mar Boulevard meeting the Class I facility on the San Pedro Terrace right-of-way. <p>CI-I-35 Neighborhood Bikeways. Develop a system of bikeways connecting all</p>	

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	<p>neighborhoods to the City's north-south pathway, including Class II routes along Monterey Road and Hickey Boulevard, Rosita Road, Oddstad and Terra Nova Boulevards, and Fassler Avenue and Class III routes as shown on Figure 5-3.</p> <p>CI-I-40 Priorities for Improvements. Make designated bicycle routes a priority for pavement repair, as needed, and for regular maintenance to remove sand, gravel or other debris.</p> <p>CI-I-41 Improved Bikeway Visibility. Use strategies to improve bikeway visibility, including but not limited to:</p> <ul style="list-style-type: none"> • Using visual cues such as brightly-colored paint on bike lanes or a one-foot painted buffer strip; • Upgrading a Class III facility to Class II and providing additional signage; and • Removing on-street parking, if feasible. <p>CI-I-42 Bicycle Lockers at Public Parking Lots. Replace existing bicycle lockers at the public parking lot on Crespi Drive, and add lockers at the park-and-ride lot on Linda Mar Boulevard.</p> <p>CI-I-43 Bicycle Parking at Recreation and Shopping Areas. Provide bicycle parking at the following locations:</p> <ul style="list-style-type: none"> • Park and beach access at the northern end of Esplanade Drive (Lands End Apartments); • Manor Plaza shopping area; and • Pedro Point Headlands/Devil's Slide. <p>CI-I-44 Bicycle Parking Requirements for New Development. Continue to require bicycle parking facilities in new non-residential development.</p> <p>CI-I-45 Bicycle Parking at Schools and Workplaces. Work with the school districts and employers to provide adequate bicycle parking at all schools and workplaces with 30 or more employees.</p> <p>CI-I-46 Bicycle Education. Distribute appropriate informational material to all schools in Pacifica in conjunction with bicycle education campaigns.</p> <p>CI-I-47 Funding for Bicycle Facilities. Designate a portion of the City's annual street construction and improvement budget to fund bikeway design and construction, and</p>	

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	<p>continue to pursue potential funding from MTC and San Mateo County, as well as appropriate Federal and State programs.</p> <p>CI-I-48 Eligibility Criteria for Improvements. Review eligibility criteria for funding for improvements from the State, to obtain additional funding for bicycle facilities.</p> <p>CI-I-53 Promotion of Transit Use. Lead an initiative to promote transit use and reduce reliance on the private automobile in order to reduce congestion, reduce greenhouse gas emissions, and improve quality of life.</p> <p><i>Conservation Element</i></p> <p>CO-I-54 Regional Cooperation. Cooperate with the Bay Area Air Quality Management District (BAAQMD) and other public agencies in implementing plans to achieve State and Federal Ambient Air Quality Standards.</p> <p>CO-I-55 Impact Guidelines. Use the BAAQMD’s Air Quality Guidelines, to determine and mitigate project air quality impacts.</p> <p>CO-I-59 Transportation Control Measures. Ensure compliance with the most current Bay Area Clean Air Plan by implementing the Plan’s recommended Transportation Control Measures.</p> <p>CO-I-60 Climate Action Plan for Greenhouse Gas Reductions. Maintain and update the Climate Action Plan that focuses on feasible actions the City can take to reduce greenhouse gas emissions from government, businesses, and residents in Pacifica.</p>	
<p>3.3-2 Implementation of the proposed Pacifica General Plan would be inconsistent with or fail to implement the 2010 Bay Area Clean Air Plan’s Transportation Control Measures, particularly those for which local governments</p>	<p>Refer to Table 3.3-7 for details.</p> <p>CI-G-16 Improved Public Transit. Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast.</p> <p>CI-G-17 Transportation Demand Management (TDM). Support TDM strategies to reduce congestion and single-occupant vehicle travel.</p> <p>CI-I-49 Service Optimization. Continue coordination efforts with transit agencies (i.e., SamTrans) to maintain transit service that is safe and efficient, provides convenient</p>	<p>Less than Significant</p>

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>are implementing agencies.</p>	<p>connections to high-use activity areas and key destinations outside the City, and responds to the needs of all passengers, including seniors, youth, and persons with disabilities.</p> <p>CI-I-50 Improved Transit Stops. Work with transit agencies to improve transit stops and access to facilities.</p> <p>CI-I-51 Park-and-Ride Locations and Attributes. Work with Samtrans to identify changes that would improve the convenience and functionality of Park-and-Ride facilities, and result in increased ridership.</p> <p>CI-I-52 Transit-Oriented Development. Work with Samtrans to facilitate transit-oriented development on all or part of the Linda Mar Boulevard Park-and-Ride lot.</p> <p>CI-I-53 Promotion of Transit Use. Lead an initiative to promote transit use and reduce reliance on the private automobile in order to reduce congestion, reduce greenhouse gas emissions, and improve quality of life..</p> <p>CI-I-54 Transportation Demand Management Programs. Establish a Transportation Demand Management (TDM) program for City employees that may include transit passes or subsidies, preferential carpool parking, car share programs, bicycle lockers, and other incentives to employees choosing transportation modes other than driving.</p> <p>CI-I-55 Local Transportation Services. Support expanded funding for Local Transportation Services tailored to the schedules and destinations of students, seniors, and recreational visitors.</p> <p>CI-G-1 Comprehensive Circulation System. Create a comprehensive, multi-modal transportation system with streets and highways; transit facilities; a continuous network of sidewalks and bicycle routes.</p> <p>CI-I-16 Multi-modal Level of Service (LOS) Performance Measures. Develop performance measures for LOS for pedestrians, cyclists, and transit users, based on the criteria in this chapter and on “best practices.”</p> <p>CI-G-4 Level of Service (LOS) for All Modes of Travel. Assess the performance of the transportation system by measuring how well pedestrians, bicycles, and transit vehicles as well as automobiles are able to move within and through the community.</p>	

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>CI-I-17 LOS for Pedestrians, Cyclists and Transit Users. Strive to maintain LOS C or better for pedestrians, cyclists, and transit users on all roadways, and impose mitigation measures as needed to achieve multi-modal service objectives.</p> <p>CI-G-10 Bicycle and Pedestrian Routes. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.</p> <p>CI-G-2 Serve All Users. Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for “complete streets” projects that facilitate walking, bicycling and transit use wherever possible.</p> <p>CI-I-1 Connective Street Network. Require new streets created as part of new development to continue existing street patterns, and include stub access points to adjacent undeveloped areas.</p> <p>CI-I-27 Pedestrian-Oriented Street Improvements. Reduce curb-to-curb road widths and employ roadway design features, such as wider sidewalks, islands, bulb-outs, improved striping and signage, street trees, pedestrian amenities, pedestrian countdown signals, and pedestrian refuges where feasible and appropriate. Priority locations for pedestrian-oriented design improvements include:</p> <ul style="list-style-type: none"> • Pedestrian Priority Zones, shown on Figure 5-1 of the proposed General Plan, which include mixed use and higher-intensity areas; • Streets that are part of Pacifica’s proposed trail system improvements; • Streets adjacent to schools; and • Locations where pedestrian-automobile collisions have occurred. <p>CI-I-32 Direct North-South Bikeway. Complete the City’s direct north-south bicycle route to optimize safety and comfort. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • Class II bike lanes along Westline Drive north of Palmetto Avenue; • A continuous Class II bikeway on Palmetto Avenue between Westline Drive and the San Francisco RV Park; • A Class II bikeway on Clarendon Road, Lakeside Road, Francisco Boulevard, and 	

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>Bradford Way, improving the bikeway between West Sharp Park and Mori Point;</p> <ul style="list-style-type: none"> • A reconstructed Class I path between Mori Point and Reina del Mar Avenue that is wider and more sheltered from the highway than the current trail; • A Class II bikeway on SR I between Reina del Mar Avenue and San Pedro Creek, providing a direct travel route along SR I through southern Pacifica with well-marked and buffered lanes; and • A Class III bikeway along SR I between San Pedro Creek and the Devil’s Slide bypass. <p>CI-I-30 Safe Routes to Schools. Partner with Pacifica School District to develop and implement a Safe Routes to Schools program.</p> <p>CI-I-44 Bicycle Parking Requirements for New Development. Continue to require bicycle parking facilities in new non-residential development.</p> <p>CI-I-45 Bicycle Parking at Schools and Workplaces. Work with the school districts and employers to provide adequate bicycle parking at all schools and workplaces with 30 or more employees.</p> <p>CI-I-40 Priorities for Improvements. Make designated bicycle routes a priority for pavement repair, as needed, and for regular maintenance to remove sand, gravel or other debris.</p> <p>LU-G-6 Compact Mixed Use Development. Facilitate compact mixed-use development on sites with good access to transit. Mixed-use development may include housing or office space with retail, restaurants, or personal service businesses.</p> <p>LU-I-8 Walkable and Transit-Oriented Development. Facilitate higher-density, mixed use development at specific locations along the coastline where an active, pedestrian environment is desired.</p> <p>CI-I-17 LOS for Pedestrians, Cyclists and Transit Users. Strive to maintain LOS C or better for pedestrians, cyclists, and transit users on all roadways, and impose mitigation measures as needed to achieve multi-modal service objectives.</p> <p>CI-G-10 Bicycle and Pedestrian Routes. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.</p>	

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>CD-I-3 Support Infill and Redevelopment. Support compatible residential infill on vacant lots, and redevelopment of under-utilized commercial properties, and . continue to use the Design Guidelines in evaluation of proposals that don't meet all development standards in residential districts.</p> <p>CD-I-7 Parking in Higher-Intensity Mixed Use Areas. Update parking standards to require parking areas to be located behind buildings, in the center of blocks, or tucked under development, and update the Design Guidelines to cover parking issues in higher-intensity, mixed-use areas.</p> <p>LU-I-16 Parking Requirements. Update commercial and mixed use parking requirements as appropriate based on best practices. Provide for shared parking between commercial uses; car-sharing availability for residential uses, reductions for transit-accessible locations, and other strategies.</p> <p>CI-I-54 Transportation Demand Management Programs. Establish a Transportation Demand Management (TDM) program for City employees that may include transit passes or subsidies, preferential carpool parking, car share programs, bicycle lockers, and other incentives to employees choosing transportation modes other than driving.</p> <p>CO-I-64 Clean City Fleet. Establish City budget for clean fuels and electric or hybrid vehicles to replace and improve the existing fleet of gasoline and diesel powered vehicles.</p> <p>CI-G-18 Truck Movement and Quality of Life. Balance commercial goods movement with the health and quality of life priorities of the community.</p> <p>CO-I-56 Sensitive Receptors. Work with BAAQMD to develop and implement a Community Risk Reduction Plan to address the exposure of sensitive populations to toxic air contaminant emissions in Pacifica.</p> <p>CO-I-60 Climate Action Plan for Greenhouse Gas Reductions. Maintain and update the Climate Action Plan that focuses on feasible actions the City can take to reduce greenhouse gas emissions from government, businesses, and residents in Pacifica.</p>	
<p>3.3-3 Implementation of the proposed Pacifica General Plan could fail</p>	<p><i>Conservation Element</i></p> <p>CO-I-56 Sensitive Receptors. Work with BAAQMD to develop and implement a Community Risk Reduction Plan to address the exposure of sensitive populations to toxic air</p>	<p>Less than Significant</p>

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
to identify or establish goals, policies, objectives, and/or overlay or buffer zones for existing and proposed land uses that would emit odors or toxic air contaminants in order to minimize potential impacts of these emissions on sensitive receptors.	<p>contaminant emissions in Pacifica.</p> <p>CO-I-57 Construction Equipment. Require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emission requirements.</p> <p>CO-I-58 Dust Abatement. Require contractors to use best management practices to reduce particulate emissions and dust associated with construction activities.</p> <p>CO-I-64 Clean City Fleet. Establish City budget for clean fuels and electric or hybrid vehicles to replace and improve the existing fleet of gasoline and diesel powered vehicles.</p>	
Energy & Greenhouse Gases		
3.4.1 Implementation of the proposed Plan would result in a substantial increase in per service population (residents + jobs) energy consumption.	<p><i>Circulation Element</i></p> <p>CI-G-1 Comprehensive Circulation System. Create a comprehensive, multi-modal transportation system with streets and highways; transit facilities; a continuous network of sidewalks and bicycle routes.</p> <p>CI-G-2 Serve All Users. Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for “complete streets” projects that facilitate walking, bicycling and transit use wherever possible.</p> <p>CI-G-4 Level of Service (LOS) for All Modes of Travel. Assess the performance of the transportation system by measuring how well pedestrians, bicycles, and transit vehicles as well as automobiles are able to move within and through the community.</p> <p>CI-G-5 Vehicle Miles Traveled. Strive to reduce overall vehicle miles travelled by developing higher-density, mixed use areas, designing pedestrian-oriented streets, and improving transit options and efficiency.</p> <p>CI-G-7 Congestion on Highway I. In consultation with Caltrans, seek solutions to ease the traffic congestion that occurs on Highway I near the Reina Del Mar, Fassler Avenue, and Linda Mar Boulevard intersections. Strive for the greatest benefit with the least</p>	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>environmental impact possible.</p> <p>CI-I-1 Connective Street Network. Require new streets created as part of new development to continue existing street patterns, and include stub access points to adjacent undeveloped areas.</p> <p>CI-I-2 Complete Streets Design Approach. Update the City’s engineering design standards to implement Complete Streets concepts, and include Complete Streets design principles in the planning of all circulation improvement projects. These principles include, but are not limited to:</p> <ul style="list-style-type: none"> • Maximizing connections with the existing circulation network; • Minimizing ingress and egress points and consolidating entries; • Providing public transit facilities and improvements; • Providing bicycle and pedestrian facilities (bike lanes and sidewalks); • Minimizing pedestrian crossing distances by providing curb extensions; medians with safety refuges, and other treatments; • Improving safety by providing lighting and traffic calming devices for residential streets; • Including landscaping (trees, medians, key intersections and gateways); • Providing appropriate signage, including street signs, entry signs, and directional signs; • Providing street furniture; and • Maintaining on--street parking. <p>CI-I-3 Complete Streets in the Project Development Process. Incorporate complete streets concepts at each stage of the development process for projects affecting the right-of-way, including the following:</p> <ul style="list-style-type: none"> • As part of design review, both at Phase I and Phase II, require documentation of how the “routine accommodation” of bicyclists and pedestrians has been satisfied in planning and design; • During project review and approval, ensure that the objectives and purpose are consistent with MTC directives on Complete Streets and Routine Accommodation; • For projects subject to MTC’s Resolution 3765, as amended, work with MTC to secure approval of the Complete Streets checklist and submittal to MTC of all required documents. 	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>CI-I-4 Roadway Retrofits. Identify opportunities to retrofit existing roadways to create complete streets, giving priority to arterial and collector streets where travel lanes may be narrowed or where four lanes may be converted to three, including a center left turn lane, with bicycle facilities added in both cases.</p> <p>CI-I-6 Block Size and Maximum Street Spacing. For new development at the Quarry site or Park Mall site, require streets to be designed to maximize connectivity for automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Provide mid-block pedestrian connections where blocks exceed 500 feet in length.</p> <p>CI-I-8 Bicycle and Pedestrian Advisory Committee. Create and solicit input from a bicycle and pedestrian advisory committees (BPAC) on planning and funding for transportation improvement projects.</p> <p>CI-I-16 Multi-modal Level of Service (LOS) Performance Measures. Develop performance measures for LOS for pedestrians, cyclists, and transit users, based on the criteria in this chapter and on “best practices.”</p> <p>CI-I-17 LOS for Pedestrians, Cyclists and Transit Users. Strive to maintain LOS C or better for pedestrians, cyclists, and transit users on all roadways, and impose mitigation measures as needed to achieve multi-modal service objectives.</p> <p>CI-G-10 Bicycle and Pedestrian Routes. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.</p> <p>CI-G-11 Walkable Neighborhoods. Improve pedestrian amenities to create more walkable neighborhoods, especially in mixed-use activity centers and around schools.</p> <p>CI-G-13 Mobility for All Users. Create a safe and attractive walking environment accessible for all users, particularly persons with disabilities, seniors, and younger residents and visitors.</p> <p>CI-G-14 Connections Across Highway I. Enhance under- and over-crossings of Highway I for pedestrians and bikes to improve accessibility and connect neighborhoods to each other and to the coast.</p> <p>CI-G-15 Coastal Trail and North-South Bikeway. Complete the Coastal Trail and the</p>	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>north-south bikeway from the north to sound end of the City parallel to Highway I, providing clear, safe and efficient means to traverse coastal Pacifica.</p> <p>CI-I-27 Pedestrian-Oriented Street Improvements. Reduce curb-to-curb road widths and employ roadway design features, such as wider sidewalks, islands, bulb-outs, improved striping and signage, street trees, pedestrian amenities, pedestrian countdown signals, and pedestrian refuges where feasible and appropriate. Priority locations for pedestrian-oriented design improvements include:</p> <ul style="list-style-type: none"> • Pedestrian Priority Zones, shown on Figure 5-1 of the proposed General Plan, which include mixed use and higher-intensity areas; • Streets that are part of Pacifica’s proposed trail system improvements; • Streets adjacent to schools; and • Locations where pedestrian-automobile collisions have occurred. <p>CI-I-28 Palmetto Avenue Streetscape Plan. Complete and implement the Palmetto Avenue Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and make other improvements that will upgrade the appearance of the avenue and make it more attractive to pedestrians.</p> <p>CI-I-29 Additional Pedestrian Facilities on Large Sites. Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment of large sites.</p> <p>CI-I-30 Safe Routes to Schools. Partner with Pacifica School District to develop and implement a Safe Routes to Schools program.</p> <p>CI-I-32 Direct North-South Bikeway. Complete the City’s direct north-south bicycle route to optimize safety and comfort. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • Class II bike lanes along Westline Drive north of Palmetto Avenue; • A continuous Class II bikeway on Palmetto Avenue between Westline Drive and the San Francisco RV Park; • A Class II bikeway on Clarendon Road, Lakeside Road, Francisco Boulevard, and Bradford Way, improving the bikeway between West Sharp Park and Mori Point; 	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<ul style="list-style-type: none"> • A reconstructed Class I path between Mori Point and Reina del Mar Avenue that is wider and more sheltered from the highway than the current trail; • A Class II bikeway on SR I between Reina del Mar Avenue and San Pedro Creek, providing a direct travel route along SR I through southern Pacifica with well-marked and buffered lanes; and • A Class III bikeway along SR I between San Pedro Creek and the Devil’s Slide bypass. <p>CI-I-33 Parallel North-South Bikeway West of SR I. Create and upgrade bicycle facilities that provide an alternative for north-south bicycle travel west of Highway I. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • A Class I trail in a public access easement along the west side of the RV park as part of any development or change in use, ensuring public access along the coast (a previous path was lost to erosion); • A Class III route along Beach Boulevard between Paloma Avenue and Clarendon Road; • A Class III bikeway along Dondee Drive in the Rockaway Beach district, connecting existing Class I trails along Calera Creek to the north and Rockaway Headlands to the south; • A Class I trail parallel to and west of SR I from San Pedro Creek to the Devil’s Slide bypass. <p>CI-I-34 Parallel North-South Bikeway East of SR I. Create and upgrade bicycle facilities for north-south bicycle travel on the east side of SR I. Improvements should include the following, from north to south:</p> <ul style="list-style-type: none"> • A new Class II facility along Oceana Boulevard from Manor Drive to Clarendon Road; • A new Class II route on Fassler Avenue, Roberts Road, and Crespi Drive, providing a connection between Rockaway Beach and Linda Mar on the east side of SR I; • An upgraded and extended path on the east side of SR I between Crespi Drive and Linda Mar Boulevard meeting the Class I facility on the San Pedro Terrace right-of-way. <p>CI-I-35 Neighborhood Bikeways. Develop a system of bikeways connecting all neighborhoods to the City’s north-south pathway, including Class II routes along</p>	

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	<p>Monterey Road and Hickey Boulevard, Rosita Road, Oddstad and Terra Nova Boulevards, and Fassler Avenue and Class III routes as shown on Figure 5-3 in the proposed General Plan.</p> <p>CI-I-36 Class II Facility Design. Wherever Class II facilities are designated, make bike lanes at least 5 feet wide along local streets and at least 6 feet wide on arterials or highways. Separate Class II facilities from vehicle traffic with a solid stripe and mark them with bike lane symbols.</p> <p>CI-I-37 Class III Facility Design. Demarcate Class III bicycle facilities by painting “sharrows” on streets, where appropriate.</p> <p>CI-I-41 Improved Bikeway Visibility. Use strategies to improve bikeway visibility, including but not limited to:</p> <ul style="list-style-type: none"> • Using visual cues such as brightly-colored paint on bike lanes or a one-foot painted buffer strip; • Upgrading a Class III facility to Class II and providing additional signage; and • Removing on-street parking, if feasible. <p>CI-I-42 Bicycle Lockers at Public Parking Lots. Replace existing bicycle lockers at the public parking lot on Crespi Drive, and add lockers at the park-and-ride lot on Linda Mar Boulevard.</p> <p>CI-I-43 Bicycle Parking at Recreation and Shopping Areas. Provide bicycle parking at the following locations:</p> <ul style="list-style-type: none"> • Park and beach access at the northern end of Esplanade Drive (Lands End Apartments); • Manor Plaza shopping area; and • Pedro Point Headlands/Devil’s Slide. <p>CI-I-44 Bicycle Parking Requirements for New Development. Continue to require bicycle parking facilities in new non-residential development.</p> <p>CI-I-45 Bicycle Parking at Schools and Workplaces. Work with the school districts and employers to provide adequate bicycle parking at all schools and workplaces with 30 or more employees.</p>	

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	<p>CI-I-46 Bicycle Education. Distribute appropriate informational material to all schools in Pacifica in conjunction with bicycle education campaigns.</p> <p>CI-I-47 Funding for Bicycle Facilities. Designate a portion of the City’s annual street construction and improvement budget to fund bikeway design and construction, and continue to pursue potential funding from MTC and San Mateo County, as well as appropriate Federal and State programs.</p> <p>CI-I-48 Eligibility Criteria for Improvements. Review eligibility criteria for funding for improvements from the State, to obtain additional funding for bicycle facilities.</p> <p>CI-G-16 Improved Public Transit. Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast.</p> <p>CI-G-17 Transportation Demand Management (TDM). Support TDM strategies to reduce congestion and single-occupant vehicle travel.</p> <p>CI-I-49 Service Optimization. Continue coordination efforts with transit agencies (i.e., SamTrans) to maintain transit service that is safe and efficient, provides convenient connections to high-use activity areas and key destinations outside the City, and responds to the needs of all passengers, including seniors, youth, and persons with disabilities.</p> <p>CI-I-50 Improved Transit Stops. Work with transit agencies to improve transit stops and access to facilities.</p> <p>CI-I-51 Park-and-Ride Locations and Attributes. Work with Samtrans to identify changes that would improve the convenience and functionality of Park-and-Ride facilities, and result in increased ridership.</p> <p>CI-I-52 Transit-Oriented Development. Work with Samtrans to facilitate transit-oriented development on all or part of the Linda Mar Boulevard Park-and-Ride lot.</p> <p>CI-I-53 Promotion of Transit Use. Lead an initiative to promote transit use and reduce reliance on the private automobile in order to reduce congestion, reduce greenhouse gas emissions, and improve quality of life..</p>	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>CI-I-54 Transportation Demand Management Programs. Establish a Transportation Demand Management (TDM) program for City employees that may include transit passes or subsidies, preferential carpool parking, car share programs, bicycle lockers, and other incentives to employees choosing transportation modes other than driving.</p> <p>CI-I-55 Local Transportation Services. Support expanded funding for Local Transportation Services tailored to the schedules and destinations of students, seniors, and recreational visitors.</p> <p>CI-I-62 Environmental Benefits. Amend the Zoning Ordinance to establish “green” parking design standards that have multiple benefits, including photovoltaic panels to generate energy for parking lot lighting, and pervious paving to improve groundwater recharge.</p> <p><i>Conservation Element</i></p> <p>CO-G-15 Renewable Energy. Support the use and development of renewable energy through City purchasing, and facilitation of local renewable energy generation.</p> <p>CO-G-16 Energy Conservation. Support efforts to reduce energy use by increasing energy efficiency in buildings and promoting awareness of energy use.</p> <p>CO-G-17 Waste Reduction. Seek to reduce overall solid waste by limiting packaging, controlling construction and demolition waste, and promoting composting and recycling.</p> <p>CO-I-60 Climate Action Plan for Greenhouse Gas Reductions. Maintain and update the Climate Action Plan that focuses on feasible actions the City can take to reduce greenhouse gas emissions from government, businesses, and residents in Pacifica.</p> <p>CO-I-61 Green Building Code. Monitor the effectiveness of California Green Building Code in bringing about energy efficiency in architectural design and building construction.</p> <p>CO-I-62 Solar Orientation. When possible, require buildings to be oriented such that the use of passive and active solar strategies is maximized, in order to promote energy efficiency.</p> <p>CO-I-63 Encourage Solar Power Generation. Promote use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems in buildings and parking areas by incentive programs and streamlining review.</p>	

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	<p>CO-I-64 Clean City Fleet. Establish City budget for clean fuels and electric or hybrid vehicles to replace and improve the existing fleet of gasoline and diesel powered vehicles.</p> <p>CO-I-65 City Purchasing of Renewable Energy. Pursue opportunities for the City to lower the cost of purchasing and producing renewable energy, such as through Silicon Valley Joint Venture’s Aggregate Renewable Energy Project.</p> <p>CO-I-66 Waste Collection. Periodically evaluate the City’s waste collection contract to ensure that Pacifica residents and businesses receive high-quality and cost effective service.</p> <p>CO-I-67 Waste Reduction and Diversion. Seek to continually reduce Pacifica’s output of solid waste and increase the proportion of waste diverted from landfills, setting targets and monitoring progress.</p> <p>CO-I-68 Energy Efficiency in Public Buildings. Prepare and implement a plan to increase energy efficiency in existing public buildings.</p> <p>CO-I-69 Wastewater and Water System Efficiency. Maximize the efficiency of City-operated wastewater treatment, water treatment, pumping, and distribution equipment.</p> <p>CO-I-70 Outdoor Lighting. Establish outdoor lighting performance standards to minimize energy use while ensuring appropriate light levels. These can be met by:</p> <ul style="list-style-type: none"> • Greater use of photocells or astronomical time switches; • Directional and shielded LED lights; • Security lights with motion detectors; and • Prohibitions against continuous all-night outdoor lighting unless needed for security reasons. 	
<p>3.4-2 Result in the generation of greenhouse gas emissions (GHGs), either directly or indirectly, in an amount greater than 6.6 metric</p>	<p><i>Land Use Element</i></p> <p>LU-G-2 Concentrated Development. Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and where it will not have significant impacts on coastal or other resources.</p> <p>LU-G-4 Higher-Density Housing. Locate higher-density housing in accessible places close to community shopping areas and transportation.</p>	<p>Less than Significant</p>

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<p>tons of CO₂ equivalent (MTCO_{2e}) greenhouse gases per service population in the year 2020, or 4.0⁴ MTCO_{2e} per service population in the year 2035, per BAAQMD CEQA guidelines.</p>	<p>LU-G-6 Compact Mixed Use Development. Facilitate compact mixed-use development on sites with good access to transit. Mixed-use development may include housing or office space with retail, restaurants, or personal service businesses.</p>	
	<p>LU-I-1 Zoning Consistency. Update the Zoning Ordinance and zoning map and apply zoning to all land within the City, consistent with General Plan and LCLUP policies and land use designations.</p>	
	<p>LU-I-8 Walkable and Transit-Oriented Development. Facilitate higher-density, mixed use development at specific locations along the coastline where an active, pedestrian environment is desired.</p>	
	<p>LU-I-17 Height Limit. Replace a single citywide height limit with height limits that vary by zone, based on community input. These may allow greater heights for buildings in the Mixed Use Center and Visitor-Serving Commercial designations.</p>	
	<p><i>Circulation Element</i> Policies Policies CI-G-1, CI-G-2, CI-G-4, CI-G-5, CI-G-7, CI-I-1, CI-I-2, CI-I-3, CI-I-4, CI-G-10, CI-G-11, CI-G-13, CI-G-14, CI-G-15, CI-I-27, CI-I-28, CI-I-29, CI-I-30, CI-I-32, CI-I-33, CI-I-34, CI-I-35, CI-I-36, CI-I-37, CI-I-41, CI-I-42, Cv-I-43, CI-I-44, CI-I-45, CI-I-46, CI-I-47, CI-I-48, CI-G-16, CI-G-17, CI-I-49, CI-I-50, CI-I-51, CI-I-52, CI-I-53, CI-I-54, CI-I-55, as listed under Impact 3-4-1.</p>	
	<p>CI-G-8 Congestion on Hickey and Skyline. Improve travel to and from Pacifica’s northern neighborhoods by easing congestion on Hickey Boulevard through coordinated signalization or other changes, and working with the County to improve operations on SR 35 (Skyline Boulevard).</p>	
	<p>CI-G-9 Coordination of Local and Regional Actions. Coordinate local transportation planning and improvements with State, Regional and County agencies to ensure consistency with the Regional Transportation Plan, the Congestion Management Program, and other regional actions.</p>	
<p>CI-I-5 Streetscape in Mixed Use Areas. Require pedestrian-oriented amenities and design</p>		

⁴ The 4.0 MTCO_{2e} figure for the year 2035 is the interpolation of the 2050 emissions goal of 80% reduction of the BAAQMD’s 2020 emissions target of 6.6 MTCO_{2e} per service population.

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	<p>in visitor-oriented commercial and mixed use areas, including wider sidewalks, curb bulb-outs at key intersections, outdoor seating, and public art.</p> <p>CI-I-6 Block Size and Maximum Street Spacing. For new development at the Quarry site or Park Mall site, require streets to be designed to maximize connectivity for automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Provide mid-block pedestrian connections where blocks exceed 500 feet in length.</p> <p>CI-I-7 Roadway Abandonment and Public Access. Do not abandon or render unusable any City-owned right-of-way, unless necessary for reasons of public safety or environmental conservation. Whenever public roadways are proposed to be abandoned, assess the value of maintaining public pedestrian and/or bicycle access, especially where coastal access can be maintained or improved. Abandonment of any public right-of-way that may negatively affect public access to the sea will require a coastal development permit. Any public right-of-way that cannot be maintained in a condition suitable for public use shall be offered to another public agency or private association that agrees to maintain the right-of-way for public use.</p> <p>CI-I-8 Bicycle and Pedestrian Advisory Committee. Create and solicit input from a bicycle and pedestrian advisory committees (BPAC) on planning and funding for transportation improvement projects.</p> <p>CI-I-9 SR I Improvements Between South of Fassler and North of Reina del Mar. Continue to work with the California Department of Transportation (Caltrans) and the San Mateo County Transportation Authority (SMCTA) to improve operations along SR I.</p> <p>CI-I-10 SR I and Linda Mar Operations. Work with San Mateo County to evaluate, design and implement improvements to the intersection of Linda Mar Boulevard and SR I. Improvements that would mitigate regional growth may include providing a westbound right turn overlap phase and increasing the overall cycle length, if warranted.</p> <p>CI-I-11 Manor Drive Overcrossing Improvements. Complete planned improvements to the Manor Drive overcrossing to facilitate traffic movement across SR I for all modes.</p> <p>CI-I-12 SR 35 Improvements. Work with San Mateo County to evaluate, design and implement improvements to SR 35 to relieve congestion along this roadway within</p>	

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	<p>Pacifica. Improvements that would mitigate regional growth may include adding one lane of travel in the southbound direction between Timberhill Court and Hickey Boulevard.</p> <p>CI-I-13 SR 35 and Hickey Boulevard Intersection Improvements Work with San Mateo County to evaluate, design and implement improvements to the intersection of SR 35 and Hickey Boulevard to ease travel on the primary east-west travel route for Pacifica’s northern neighborhoods. Improvements that would mitigate regional growth may include adding westbound right- and westbound left-turn lanes and making all left-turn movements “protected-permitted.”.</p> <p>CI-I-15 Strategies to Reduce School-Related Peak Hour Auto Congestion. Work with Pacifica School District and Jefferson Union High School District to promote adoption of staggered hours, car-pooling, and use of transit to reduce traffic congestion during peak hours.</p> <p>CI-I-16 Multi-modal Level of Service (LOS) Performance Measures. Develop performance measures for LOS for pedestrians, cyclists, and transit users, based on the criteria in this chapter and on “best practices.”</p> <p>CI-I-17 LOS for Pedestrians, Cyclists and Transit Users. Strive to maintain LOS C or better for pedestrians, cyclists, and transit users on all roadways, and impose mitigation measures as needed to achieve multi-modal service objectives.</p> <p>CI-I-18 Vehicle Level of Service on Roadways Included in the Congestion Management Program. Accept an LOS E on SR 1 and SR 35, consistent with the C/CAG Congestion Management Program (CMP), in planning improvements.</p> <p>CI-I-19 Vehicle Level of Service for Other Roadways and Intersections. For all roadways and intersections not included in the CMP network, strive to maintain LOS D for vehicles during peak periods. Allow level of service to exceed this threshold under the following circumstances:</p> <ul style="list-style-type: none"> • Constraints on development as would be required to achieve or maintain these standards would adversely impede achievement of this Plan’s economic, land use and community development, and environmental goals and policies; • Mitigation of congestion would negatively affect transit, bicycle or pedestrian circulation, or would conflict with General Plan goals for these alternative modes of circulation, for 	

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	<p>example by increasing crossing distances, increasing pedestrian safety risk, or restricting bicycle or transit access;</p> <ul style="list-style-type: none"> • Traffic congestion is a result of an effort to promote transit ridership and/or access, including the development of higher-density development in mixed use areas; or • A demonstrated significant increase in transit ridership, carpooling, bicycling, and/or walking is achieved. <p>CI-I-20 Interim Standard for Intersection of Linda Mar Boulevard and SR I and Hickey Boulevard and SR 35. Accept LOS F at the intersection of Linda Mar Boulevard and SR I and Hickey Boulevard and SR 35 during the PM peak periods as an interim standard until feasible traffic improvements can be designed, funded and constructed.</p> <p>CI-I-21 Monitor Traffic Congestion at Key Intersections and Roadway Segments. Periodically monitor levels of service at intersections and roadway segments where existing LOS is E or lower.</p> <p>CI-I-22 Transportation Improvement Funding. Ensure that new development pays its fair share of the costs of new and improved transportation facilities.</p> <p>CI-I-23 Improvements for Existing Facilities. Maintain and upgrade local streets, sidewalks, utilities, and other City infrastructure in a manner that prevents deterioration and corrects existing deficiencies.</p> <p><i>Conservation Element</i> Policies CO-G-15, CO-G-16, CO-G-17, CO-I-60, CO-I-61, CO-I-62, CO-I-63, CO-I-64, CO-I-65, CO-I-66, CO-I-67, CO-I-68, CO-I-69, CO-I-70, as listed under Impact 3.4-1.</p>	
<p>3.4-3 Fail to reduce per capita transportation CO₂ emission by seven percent by 2020 and by fifteen percent by 2035 as compared to 2005 baseline, per CARB targets, as mandated by</p>	<p><i>Land Use Element</i> Policies LU-G-2, LU-G-4, LU-G-6, LU-I-1, LU-I-9, LU-I-18, as listed under Impact 3.4-2.</p> <p><i>Circulation Element</i> Policies CI-G-1, CI-G-2, CI-G-4, CI-G-5, CI-G-7, CI-G-8, CI-G-9, CI-I-1, CI-I-2, CI-I-3, CI-I-4, CI-I-5, CI-I-6, CI-I-7, CI-I-8, CI-I-9, CI-I-10, CI-I-11, CI-I-12, CI-I-13, CI-I-14, CI-I-15, CI-I-27, CI-I-28, CI-I-29, CI-I-30, CI-I-32, CI-I-33, CI-I-34, CI-I-35, CI-I-36, CI-I-37, CI-I-41, CI-I-42, Cv-I-43, CI-I-44, CI-I-45, CI-I-46, CI-I-47, CI-I-48, CI-G-16, CI-G-17, CI-I-49, CI-I-50, CI-I-51, CI-I-52, CI-I-53, CI-I-54, CI-I-55,,</p>	<p>Less than Significant</p>

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
SB 375.	as listed under Impact 3.4-1. <i>Conservation Element</i> Policies CO-G-15, CO-G-16, CO-G-17, CO-I-60, CO-I-61, CO-I-62, CO-I-63, CO-I-64, CO-I-65, CO-I-66, CO-I-67, CO-I-68, CO-I-69, CO-I-70, as listed under Impact 3.4-1.	
Hydrology & Flooding		
3.5-1 New development and other improvements under the proposed General Plan would not violate water quality standards or waste discharge requirements or degrade water quality.	<p><i>Conservation Element</i></p> <p>CO-G-1 Water Quality. Support the improvement of Pacifica’s water quality, including both surface water and groundwater, through Best Management Practices (BMPs) for stormwater management, stream restoration, and riparian habitat restoration.</p> <p>CO-G-2 Watershed Management. Recognize the interrelated nature of Pacifica’s hydrology system, its watersheds, and development in the Planning Area, and protect water resources through comprehensive management of entire watersheds.</p> <p>CO-G-3 Maintain Creeks as a Resource. Ensure both access to and ecological functionality of the creek system in Pacifica.</p> <p>CO-I-12 Protect Water Quality through Best Management Practices. Continue to require the use of best management practices to reduce water quality impacts from construction and development. Measures include:</p> <ul style="list-style-type: none"> • Site Design and Source Control. Ensure that all new development incorporates site design and source control BMPs into the project design in order to preserve the infiltration, purification, and retention functions of each site’s natural drainage systems, and to prevent or minimize the runoff of pollutants, sediments, waste, and pathogens from the site. • Construction Pollution Control. Require all construction projects to adopt measures to minimize erosion and runoff of pollutants and sediments from construction-related activities, and to limit activities that result in the disturbance of land or natural vegetation. • Treatment Control. Require that new development implement treatment control BMPs (or structural treatment BMPs) where the combination of site design and source control BMPs is not sufficient to protect water quality and comply with applicable water 	Less than Significant

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>quality permits.</p> <p>CO-I-14 Erosion Control. Manage erosion in the Planning Area, particularly in watershed areas, through on-site erosion control.</p> <p>CO-I-19 Oil and Hazardous Substance Spills. Provide protection against the spillage of crude oil, gas, petroleum products, or hazardous substances in relation to any development of transportation of such materials.</p> <p>CO-I-11 Stormwater Discharge. Ensure compliance with the Municipal Regional Permit, the Construction General Permit, and the Construction Dewatering Permit, which regulate stormwater discharge from new and existing development.</p> <p>CO-I-15 Minimize Site Disturbance. In design and construction, require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable surfaces.</p> <p>CO-I-13 Infrastructure and Water Quality. Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality, in compliance with the NPDES Permit.</p>	
<p>3.5-2 New development under the proposed General Plan would not deplete groundwater supplies or interfere substantially with rates of groundwater recharge due to increases in the amount of impervious surfaces, such that there would be a net deficit in aquifer volume or a</p>	<p><i>Conservation Element</i></p> <p>CO-I-16 Reduce Impervious Surfaces. Enable natural drainage by reducing the amount of impervious surfaces on a development site, whenever feasible.</p> <p>CO-I-17 On-site Stormwater Management. Continue to require all small projects and detached single-family home projects, as defined under the NPDES Permit, to incorporate site design measures that facilitate groundwater recharge and natural hydrological processes, allowing stormwater to infiltrate the ground on-site and/or be collected for reuse in landscaping and designated to on-site stormwater detention facilities.</p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
lowering of the groundwater table.		
3.5-3 New development under the proposed General Plan would not change existing drainage patterns, which could increase the volume of stormwater runoff resulting in erosion and flooding on- or off-site.	See Policies CO-G-1, CO-I-2, CO-I-10, CO-I-14, CO-I-11, CO-15, listed under Impact 3.5-1. See Policy CO-I-17 listed under Impact 3.5-2. CO-I-47 Shoreline Protection. Continue to prohibit new development requiring shoreline alterations.	Less than Significant
3.5-4 Implementation of the proposed General Plan would not substantially alter the existing drainage patterns that could increase the rates and amounts of stormwater runoff due to increases in impervious surfaces, and would not exceed the capacity of existing drainage facilities or provide additional sources of polluted runoff.	<i>Conservation Element</i> See Policy CO-I-11 listed under Impact 3.5-1. See Policies CO-I-16 and CO-I-17 listed under Impact 3.5-2. CO-I-25 Wastewater Treatment Capacity. Continue to monitor wastewater generation rates so decision-makers are aware of the impacts on the treatment plant on new development, and plan for additional capacity in advance of projected need.	Less than Significant
3.5-5 New development constructed under the	<i>Safety Element</i> SA-G-3 Sea Level Rise Adaptation. Establish policies to minimize the risk to persons and	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>proposed General Plan could place housing or new structures into the 100 year flood zone, but would not result in significant environmental impacts.</p>	<p>property posed by potential sea level rise.</p> <p>SA-I-22 Sea Level Rise Model. When an adequate model with sufficient local detail is available to project the impacts of sea level rise, take into account potential erosion caused by sea level rise by the year 2050 in the determination of developable area and the assessment of whether coastline-altering structures would be needed in the future to protect new development.</p> <p>SA-I-23 Floodplain Management. Continue to manage floodplains through zoning, development requirements, and ordinances, and take other actions necessary, in order to remain within the National Flood Insurance Program.</p> <p>SA-I-24 Flood Map Review. Periodically review maps prepared by FEMA and the State Department of Water Resources to identify changes in mapping of areas subject to flooding and amend the General Plan or Municipal Code as warranted.</p> <p>SA-I-25 NDPES Enforcement. Enforce NPDES permits, as well as the San Mateo Countywide Water Pollution Prevention Program, to mitigate potential flooding risks.</p> <p>SA-I-26 Flood Hazard Reduction. Continue to enforce Provisions for Flood Hazard Reduction in the Municipal Code.</p> <p>SA-I-27 Flood Insurance. Inform households and businesses located in flood-prone areas about opportunities to purchase federal flood insurance.</p> <p>SA-I-28 Flood Control Maintenance. Regularly maintain flood control structures, including, but not limited to drainage channels, pipes, culverts, and stream beds.</p> <p>SA-I-29 Flood Control Structures. Require flood control devices that alter streams to incorporate best mitigation measures feasible, and only permit them where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development.</p> <p>SA-I-30 Storm Drainage Impact Assessment. Require developers to provide an assessment of a project’s potential impacts on the local storm drainage system as part of the development review process.</p> <p>SA-I-31 No Adverse Impact Approach. Update the Flood Hazard Reduction regulations to</p>	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>establish a “No Adverse Impact” standard to floodplain and coastal development.</p> <p>SA-I-33 Critical Facilities Location. Site critical public facilities including hospital and healthcare facilities, emergency shelters, police and fire stations, and emergency communications facilities outside of the tsunami evacuation zone and 100-year flood plains.</p> <p>SA-I-34 Infrastructure. Evaluate existing public infrastructure, including the wastewater and stormwater distribution systems, for vulnerability to coastal flooding and erosion and identify areas in need of protection.</p> <p>SA-I-35 Sea Level Rise Surveys. Periodically conduct surveys of sea level rise studies to determine the expected frequency and extent of coastal flooding and the rate of coastal erosion, with a focus on at-risk areas, and propose General Plan amendments, as warranted.</p> <p>SA-I-36 Managed Retreat. Incorporate “managed retreat” strategies into master planning for public land and large projects in the Coastal Zone.</p> <p><i>Conservation Element</i></p> <p>CO-I-4 Coastal Protection Projects. Evaluate coastal protection projects, such as flood protection and beach nourishment for potential impacts to beaches, wetlands and other habitats and impose mitigation to minimize impacts.</p> <p><i>Open Space and Community Facilities Element</i></p> <p>OC-I-43 Adjustment of Lateral Shoreline Easements. Require that new lateral shoreline easements, where required, automatically adjust as needed to move in response to changes to the shoreline (“rolling easements”).</p>	
<p>3.5-6 Implementation of the proposed Plan would not expose people to a significant risk of loss, injury, or death involving flooding from failure of a dam or</p>	<p><i>Conservation Element</i></p> <p>CO-I-50 Sharp Park Beach. Work with other public agencies, to implement a “natural management” strategy and refrain from further armoring or heightening of the levee to protect the beach from erosion, allowing the beach and lagoon system to reestablish itself.</p> <p><i>Safety Element</i></p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
levee.	SA-I-13 Water Tank Rupture. Work with the NCCWD to determine areas potentially affected by flooding from ruptured water tanks in the event of a seismic event and inform property owners.	
3.5-7 Implementation of the proposed Plan would not expose people to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow	<p><i>Safety Element</i></p> <p>SA-G-2 Development in Hazardous Areas. Protect new development in 100-year floodplains and tsunami hazard zones with flood damage prevention programs.</p> <p>SA-I-32 Tsunami Evacuation Zone. For new development in the tsunami evacuation zone, require use of low impact engineering techniques, such as elevating structures above projected water levels, to mitigate impacts to people and structures.</p> <p>SA-I-9 Maintain Restrictions on Hazardous Areas. Continue enforcing the existing Coastal Zone Combing District and Hillside Preservation District regulations that restrict development in hazardous areas where access is impractical and areas prone to hillside and coastal erosion, landslides, seismic shaking, tsunami inundation, or flooding.</p> <p>SA-I-10 Soil Study. Require any geotechnical studies to include study of expansive and creeping soils, as well as analysis of erosion, seismic, tsunami, and other geotechnical hazards and make recommendations, as warranted.</p>	Less than Significant
Cumulative Impact 3.5-8 Increased construction activity and new development facilitated by the proposed General Plan, in conjunction with past, present, reasonably foreseeable future development in the San Francisco Peninsula, would not significantly affect stormwater flows	(None)	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
and water quality.		
Geology, Soils, and Seismic Risk		
<p>3.6-1 Implementation of the proposed General Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.</p>	<p><i>Safety Element</i></p> <p>SA-G-1 Reduce Risk. Minimize risks of property damage and personal injury posed by geologic and seismic hazards.</p> <p>SA-I-1 Fault Zone. Continue to review projects located in identified fault zones subject to the Alquist-Priolo Earthquake Fault Zone Act. (See the Seismic Hazards map, Figure 8-1 of the General Plan).</p> <p>SA-I-2 Development in Hazardous Areas. Prohibit development in areas of mostly landslides or high or very high liquefaction risk as shown in Figure 8-2 of the proposed General Plan, or on slopes steeper than 35 percent, unless detailed site investigations ensure that risks can be reduced to acceptable levels and the structure will be protected for its design life.</p> <p>SA-I-3 Real Estate Disclosure. Require real estate transactions, development approval processes, and property titles to declare known or suspected seismic or geologic hazards on a property, including Alquist-Priolo Fault Zones and areas suspected of high or very high risk of liquefaction, subsidence, or landslide.</p> <p>SA-I-4 Code Enforcement. Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety standards associated with seismic activity.</p> <p>SA-I-5 Seismic Rehabilitation Flagging. Identify and catalogue structures that may be subject to serious structural damage in the event of a major earthquake, and provide information to property owners on ways to pay for rehabilitation of existing buildings.</p> <p>SA-I-6 Restrictions on Mitigation Measures. Prohibit mitigation measures for potential geotechnical hazards if those measures could adversely affect surrounding property, including the use of public rights-of-way or adversely affect public health, safety, and welfare.</p>	<p>Less than Significant</p>

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	<p>SA-I-8 Geotechnical Studies. Within the Coastal Zone and hillside areas, continue to require geotechnical site investigation for proposed development on sites located in any of the following areas, prior to allowing site development:</p> <ul style="list-style-type: none"> • On slopes greater than 15 percent. • In areas showing evidence of landslides or landslide potential. • In areas showing evidence of ground shaking or earth movement • Within 50 feet of a coastal bluff • Within sand dune areas. <p>SA-I-9 Maintain Restrictions on Hazardous Areas. Continue enforcing the existing Coastal Zone Combing District and Hillside Preservation District regulations that restrict development in hazardous areas where access is impractical and areas prone to hillside and coastal erosion, landslides, seismic shaking, tsunami inundation, or flooding.</p>	
<p>3.6-2 Implementation of the proposed General Plan would not result in substantial soil erosion or topsoil loss.</p>	<p><i>Safety Element</i> Policies SA-G-1, SA-I-9, listed above.</p> <p>SA-I-7 Erosion Prevention. Require erosion prevention of hillside areas by revegetation or other acceptable methods.</p> <p>SA-I-10 Soil Study. Require any geotechnical studies to include study of expansive and creeping soils, as well as analysis of erosion, seismic, tsunami, and other geotechnical hazards and make recommendations, as warranted.</p> <p>SA-I-16 Seawalls and Shoreline Protection. Prohibit any new development that would require the use of seawalls or other shoreline alterations for protection either now or in the future. Alterations to the coastline shall be permitted only where necessary to protect existing development or public resources, and must minimize adverse impacts to natural coastal processes. Wherever feasible, shoreline protection shall take the form of non-structural measures, such as setback, redesign, relocation or beach replenishment.</p> <p>SA-I-19 Accessory Structures in Coastal Zone. Amend the Zoning Ordinance to require new accessory structures within the Coastal Zone to be constructed so they can be easily relocated should they become threatened by erosion.</p> <p>SA-I-20 Wave Up-Rush Studies. Update the Zoning Ordinance to require wave uprush</p>	<p>Less than Significant</p>

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>studies for new development at beach level and in low-lying areas. The study should be completed by a licensed civil engineer with expertise in coastal engineering.</p> <ul style="list-style-type: none"> • At a minimum, require wave up-rush studies to evaluate the consequences of a low-probability wave event (1 percent annual probability) with the following beach and water conditions: <ul style="list-style-type: none"> ▪ Seasonally eroded beach with long-term erosion comparable to what could be expected to occur over the life of the proposed development; and ▪ High tide combined with the increase in mean sea level expected to occur over the life of the proposed development. • Require development to be sited to avoid the zone of wave run-up. If complete avoidance is not practical, avoidance should be maximized, and development should be designed, through features such as elevation, to protect against the consequences of unavoidable hazards. <p>SA-I-21 Regional Sediment Management. Participate in regional approaches to protecting, enhancing and restoring coastal beaches and watersheds through the California Coastal Sediment Management Workgroup, with a goal of minimizing coastal erosion.</p> <p><i>Conservation Element</i></p> <p>CO-I-47 Shoreline Protection. Continue to prohibit new development requiring shoreline alterations.</p>	
<p>3.6-3 Implementation of the proposed General Plan would not locate structures on expansive soils or on a geologic unit or soil that unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide,</p>	<p><i>Safety Element</i></p> <p>Policies SA-G-1, SA-I-2, SA-I-8, SA-I-12, SA-I-10, SA-I-NEW as listed above.</p> <p>SA-I-14 Geologic Hazard Abatement District. Amend the Municipal Code to include provisions for formation of geologic hazards abatement district for coastal bluffs and hillside areas at risk of landslides in Pacifica to enable cooperative efforts among property owners for protection of coastal bluffs from erosion and improvement and maintenance of drainage and protective infrastructure.</p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
lateral spreading, subsidence, liquefaction or collapse and create substantial risks to life or property.		
3.6-4 Implementation of the proposed General Plan would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	<p><i>Conservation Element</i></p> <p>CO-I-26 Sewer System Connections. Require all new development to be connected to the City's sewer system.</p>	Less than Significant
<p>Cumulative Impact</p> <p>3.6-5 Implementation of the proposed General Plan along with potential development in the surrounding region would not result in cumulative impacts related to geologic and seismic hazards.</p>	(None)	Less than Significant

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
Biological Resources		
<p>3.7-1 Implementation of the proposed General Plan could have a substantial adverse effect, either directly or through habitat modifications, on candidate, sensitive, or special status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p><i>Land Use Element</i> LU-G-7 Open Space Conservation and Habitat Protection. Protect beaches, oceanfront bluffs, ridgelines, hillside areas adjacent to existing open space, and areas that support critical wildlife habitat and special status species.</p> <p><i>Conservation Element</i> CO-G-7 Wildlife and Critical Habitat. Conserve and protect indigenous threatened, endangered, and other special status species by preserving critical habitat.</p> <p>CO-G-8 Coastal Environment and Special Status Communities. Conserve and protect beaches, sand dunes, coastal bluffs, and special status communities, particularly the Coastal bluff scrub on the northern bluffs.</p> <p>CO-G-9 Creeks and Riparian Areas. Protect year-round creeks and their riparian habitats.</p> <p>CO-I-1 Creek Protection and Restoration. Maintain, protect, and restore Pacifica’s creeks, including San Pedro, Calera, Sanchez, and Milagra creeks, as environmental and aesthetic resources. Actions will include, but are not limited to:</p> <ul style="list-style-type: none"> • Continuing restoration efforts along San Pedro Creek to improve conditions for steelhead by removing obstacles to fish passage, placing rock weirs to facilitate fish passage, and by monitoring the effectiveness of these projects; • Partnering with local organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, and others, on restoration efforts. • Exploring opportunities to collaborate with other agencies and organizations on stream restoration and riparian habitat restoration along Sanchez and Calera creeks; • Enforcing restrictions on the planting of invasive species near creek areas; • Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g., through trail development) would enhance creek appreciation without disrupting ecological function; • Requiring minimum setbacks from the top of creek banks for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices. <p>CO-I-2 Improvement of Impaired Waterways. Strive to increase water quality in San</p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>Pedro Creek, and Impaired Waterway that is also habitat for the federally-listed Steelhead Trout, and any other waterway that may be listed as impaired in the future.</p> <p>CO-I-32 Fencing. Any fencing or barriers located within riparian ESHAs or wildlife corridors shall permit the free passage of wildlife.</p> <p>CO-I-28 Protection of Biological Resources with New Development. Protect sensitive habitat areas and “special-status” species through implementation of the following measures:</p> <ol style="list-style-type: none"> 1.) The City shall avoid development and/or buildout in critical habitat of special status species. 2.) Pre-construction plant and wildlife surveys: Project applicants shall engage a qualified biologist to conduct presence/absence biological surveys for sensitive plant and wildlife species prior to construction adjacent to or within identified special status communities and other sensitive areas identified in Figure 7-3. If special status species are identified, the qualified biologist shall consult with the California Department of Fish and Wildlife (CDFW) and establish no-disturbance buffers around avian nests, bat roosts, and sensitive plants to avoid disturbance and direct impacts to these resources during construction. If no special status species are detected during surveys, then construction-related activities may proceed. Nesting birds, in particular, are protected by two means; they receive protection under the Migratory Bird Treaty Act, and nesting raptors (in the order Falconiformes or Strigiformes) are protected under the State Fish and Game Code, §3503.5. 3.) Require biological resource assessments be conducted prior to approval for any development within 300 feet of creeks, wetlands, or other sensitive habitat areas shown on Figure 7-3 of the proposed General Plan [Figure 3.7-3 of the EIR]. 4.) Require on-site monitoring of biological resources by a qualified biologist throughout the duration of construction activity. 5.) Require compensatory mitigation by means of habitat preservation, restoration, and enhancement; for the loss of any critical habitat and/or special status communities. <p>CO-I-29 Protection of Environmentally Sensitive Habitat Areas (ESHA). Update zoning regulations to protect all sensitive species with defined or potential habitat by establishing specific habitat survey requirements, development limitations, and other requirements to mitigate potential impacts.</p>	

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>CO-I-30 Verification of ESHA. Prior to any proposed development in an ESHA or potential ESHA, require that a habitat survey be conducted by a qualified botanist or biologist. The habitat survey will verify whether the site is an ESHA, and document the extent of the sensitive resources, document potential negative impacts to the habitat, and recommend appropriate mitigation measures. Verification of an ESHA shall be based on the following considerations:</p> <ul style="list-style-type: none"> • Presence of natural communities identified as rare by the California Department of Fish and Wildlife (determined by a state rarity ranking of S1 to S3). • Recorded or potential presence of plant or animal species designated as rare, threatened or endangered under State or federal law. • Recorded or potential presence of plant or animal species for which there is compelling evidence or rarity, such as a designation of 1B (rare or endangered in California or elsewhere) or 2 (rare, threatened, or endangered in California, but more common elsewhere) by the California Native Plant Society. • Presence of coastal waterways. • Integrity of the habitat and its connectivity to other natural areas. <p>CO-I-36 Construction during Nesting Season. If site work or construction occurs during the nesting season (February 1 through August 31) then pre-construction breeding bird surveys shall be performed by a qualified wildlife biologist prior to any site disturbance to ensure that no nests will be disturbed or destroyed during Project implementation. If an active nest is found sufficiently close to work areas to be disturbed by construction activities, then the biologist shall create a no-disturbance buffer of 250 feet around passerine nests and a 500 foot buffer around raptor nests. Work-free buffer zones shall be maintained until after the breeding season or until after the qualified biologist determines the young have fledged (usually late June through mid-July).</p> <p>CO-I-37 Pre-Construction Bat Surveys. Pre-construction surveys for special-status and non-listed bat species will be performed by a qualified biologist if large trees (>4 ft. diameter at breast height) are to be removed or underutilized or vacant buildings are to be demolished. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for maternity or hibernation purposes.</p> <p>CO-I-38 Protection of the California Red-Legged Frog During Construction and San</p>	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>Francisco Garter Snake during Construction. To minimize disturbance, require all grading activity within 100 feet of aquatic habitat shall be conducted during the dry season (May 1 and October 15) to protect California red-legged frog and San Francisco garter snake. A qualified biologist shall conduct presence/absence surveys for California red-legged frog and San Francisco garter snake prior to construction in or adjacent to riparian areas, grasslands near ponds/wetlands, or other sensitive habitat. Any individuals identified shall be treated in consultation with USFWS. Construction shall follow accepted procedures for exclusion and avoidance of California red-legged frog and San Francisco garter snake and their habitat. Additionally, the biologist shall supervise the installation of exclusion fencing along the boundaries of the work area, shall conduct environmental awareness training for construction workers, and shall be present during initial vegetation clearing and ground-disturbing activities.</p> <p>CO-I-39 Invasive Plant Species. Prohibit the use of invasive plant species, such as pampas grass, adjacent to wetlands, riparian areas, or other sensitive habitat.</p> <p>CO-I-44 Protection by Land Acquisition or Conservation Easements. Explore opportunities for public acquisition of land or conservation easements on parcels not currently designated for Conservation that have significant habitat value.</p> <p>CO-I-45 Public Land Management. Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for public access and other goals.</p> <p>CO-I-41 Biological Productivity. Maintain—and where feasible, restore—the biological productivity and the quality of coastal waters, streams, wetlands, and lakes in order to maintain optimum populations of marine organisms and to protect human health.</p> <p>CO-I-44 Protection of Sites by Land Acquisition or Conservation Easements. Explore opportunities for public acquisition of land or conservation easements on parcels not currently designated for Conservation that have significant habitat value.</p> <p>CO-I-45 Public Land Management. Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for</p>	

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>public access and other goals.</p> <p><i>Key issues include maintaining viable habitat for the Mission Blue butterfly on Milagra and Sweeney ridges; for the California red-legged frog and San Francisco garter snake populations associated with Mori Point and Laguna Salada; and supporting migrating Western snowy plover at Pacifica State Beach.</i></p>	
<p>3.7-2 Implementation of the proposed General Plan and would not have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p><i>Land Use Element</i></p> <p>LU-I-12 Hillside Preservation. Update the Hillside Preservation District and the zoning map to ensure that all steep and sensitive terrain is subject to these regulations. The Hillside Preservation map (Figure 4-4) should be used as a guide.</p> <p><i>Conservation Element</i></p> <p>Policies CO-G-8, CO-G-9, CO-I-28, CO-I-30, and CO-I-1, as listed above.</p> <p>CO-G-1 Water Quality. Support the improvement of Pacifica’s water quality, including both surface water and groundwater, through Best Management Practices (BMPs) for stormwater management, stream restoration, and riparian habitat restoration.</p> <p>CO-G-2 Watershed Management. Recognize the interrelated nature of Pacifica’s hydrology system, its watersheds, and development in the Planning Area, and protect water resources through comprehensive management of entire watersheds.</p> <p>CO-I-13 Infrastructure and Water Quality. Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality, in compliance with the NPDES Permit.</p> <p>CO-I-31 Management of ESHA. If the area qualifies as an ESHA under the California Coastal Act, the following regulations apply:</p> <ul style="list-style-type: none"> • No new development shall be allowed within primary habitat areas with the exception of resource-dependent uses that can be demonstrated to have no significant adverse impact. • Buffer areas shall be established around all sensitive resources, providing a minimum of 100 feet, and varying as needed to account for feeding, breeding, nesting, and other 	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>habitat requirements. New buildings in buffer areas shall be allowed only if there are no other feasible development areas on the parcel.</p> <ul style="list-style-type: none"> • Development shall be sited and designed to prevent impacts that would degrade adjacent habitat areas, taking into account drainage, vegetation, topography, and other considerations. • Alteration of landforms, removal of vegetation, impervious surfaces, noise, light, and glare shall be minimized. • Exterior lighting shall be minimized through the use of low-intensity fixtures and shielding, and directed away from ESHA to have the lowest impact on wildlife. <p>CO-I-5 Wetlands Preservation. Prohibit new development in existing wetlands except as allowed under the federal Clean Water Act and the California Coastal Act. Continue to require detailed assessments to delineate wetlands subject to State or federal regulations prior to any proposed development project in an area where wetlands have been potentially identified.</p> <p>CO-I-34 Habitat Preservation. Require a habitat survey be prepared by a qualified botanist or biologist for any development proposed for the following areas, as shown in Figure 7-3.</p> <ul style="list-style-type: none"> • Designated Critical Habitat for Endangered or Threatened Species; • Potentially Environmentally Sensitive Habitat Area (ESHA); • High Habitat Value/Threatened by Fragmentation; • Wildlife Movement Corridor; and • High Value/Further Analysis Needed Prior to Development. <p>CO-I-43 Regulations and Incentives to Preserve Habitat. Ensure that sensitive or critical habitat is protected, maintained, enhanced, or restored..</p> <p>CO-I-47 Shoreline Protection. Continue to prohibit new development requiring shoreline alterations.</p>	
3.7-3 Implementation of the proposed General Plan would not have a substantial adverse effect on federally protected	Policies CO-G-2, CO-I-13, CO-I-28, CO-I-5, CO-I-47, CO-I-13, and CO-I-34, as listed above.	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>		
<p>3.7-4 Implementation of the proposed General Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p><i>Land Use Element</i> Policies LU-G-7 and LU-I-12, as listed above.</p> <p><i>Conservation Element</i> CO-G-11 Other Environmentally Sensitive Areas. Protect other potential Environmentally Sensitive Habitat Areas (ESHAs), High Value or High Habitat Value areas, and Wildlife Movement Corridors from development that would significantly disrupt habitat values.</p> <p>In addition, implementation of proposed General Plan policies CO-I-28, CO-I-32, and CO-I-31, as listed above, will reduce the impact.</p> <p>In addition, implementation of proposed General Plan policies CO-I-28, CO-I-34, and CO-I-43, as listed above, will reduce the impact</p>	<p>Less than Significant</p>
<p>3.7-5 Implementation of proposed General Plan would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p><i>Land Use Element</i> Policy LU-G-7, as listed above.</p> <p><i>Conservation Element</i> Policies CO-G-7, CO-G-9, CO-G-1, and CO-G-2. CO-I-30, CO-I-36, CO-I-38, CO-I-37, CO-I-34, CO-I-1, CO-I-2, CO-I-28, CO-I-29, CO-I-39, CO-I-5, CO-I-41, CO-I-43, CO-I-44 CO-I-47, and CO-I-13, as listed above.</p> <p>CO-I-12 Protect Water Quality through Best Management Practices. Continue to require the use of best management practices to reduce water quality impacts from</p>	<p>No impact.</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>construction and development. Measures include:</p> <ul style="list-style-type: none"> • Site Design and Source Control. Ensure that all new development incorporates site design and source control BMPs into the project design in order to preserve the infiltration, purification, and retention functions of each site's natural drainage systems, and to prevent or minimize the runoff of pollutants, sediments, waste, and pathogens from the site. • Construction Pollution Control. Require all construction projects to adopt measures to minimize erosion and runoff of pollutants and sediments from construction-related activities, and to limit activities that result in the disturbance of land or natural vegetation. • Treatment Control. Require that new development implement treatment control BMPs (or structural treatment BMPs) where the combination of site design and source control BMPs is not sufficient to protect water quality and comply with applicable water quality permits. <p>CO-I-42 Heritage Trees. Protect trees designated by the City Council as having special value, according to the terms of the Heritage Tree Ordinance.</p>	
<p>3.7-6 Implementation of the proposed General Plan and Local Coastal Land Use Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p><i>Conservation Element</i> Policies CO-G-7, CO-G-9, CO-G-2, CO-I-45, CO-I-30, CO-I-34, CO-I-1, CO-I-2, CO-I-28, CO-I-29, CO-I-5, CO-I-43, CO-I-47, CO-I-13, CO-I-44 and CO-I-41, as listed above</p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>Cumulative Impact 3.7-7 Implementation of the proposed General Plan in combination with other reasonably foreseeable projects would result in minimal direct mortality but would not significant loss of habitat for special-status species, wetlands, and waters of the U.S. Therefore, this impact may be considered cumulatively considerable.</p>	<p>(None)</p>	<p>Less than Significant Cumulative Impact</p>
<p>Cultural Resources</p>		
<p>3.8-1 Implementation of the proposed plan would cause a substantial changes to the significance of a historical resource, defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially</p>	<p><i>Conservation Element</i></p> <p>CO-I-71 Historic Preservation Ordinance. Continue to evaluate development projects for their historical significance and preservation value, using the criteria in the Historic Preservation Ordinance.</p> <p>CO-I-72 Integration of Historic and Cultural Resources with City Identity. Incorporate historic and cultural resources into the City’s marketing and branding efforts. Specific initiatives might include:</p> <ul style="list-style-type: none"> • Identifying historic sites in the City’s wayfinding scheme; • Giving priority to streetscape and public realm improvements around historic structures that are visitor destinations; • Hosting/supporting events and educational programs that feature Pacifica’s history and promote its relevance; and • Linking related historical sites through the City’s open space and trail system. 	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
impaired (Guidelines Section 15064.5).	<p>CO-I-73 Public Agency Support for Local Historic Sites. Seek support from public agencies, such as GGNRA, for local historic preservation programs for designated sites.</p> <p>CO-I-74 Resource Impact Mitigation. Ensure that new development analyzes and avoids potential impacts to historic, archaeological, and paleontological resources by:</p> <ul style="list-style-type: none"> • Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive; • Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historic or archaeological sensitivity; and • Implementing appropriate measures as a condition of project approval—such as avoidance, preservation in place, and excavation,—to reduce or avoid impacts. <p>CO-I-75 Adaptive Reuse. Promote adaptive reuse of historic structures—preserving their original design and character—as an option for preserving sites that are threatened with demolition or degradation.</p>	
3.8-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5	Impact CO-I-74, as listed and described above, would bring this impact to a less than significant level.	Less than Significant
3.8-3 Implementation of the proposed General Plan could disturb any human remains, including those interred outside of formal cemeteries	<p><i>Conservation Element</i></p> <p>Policy CO-I-74, as listed above</p> <p>CO-I-76 Native American Sites. Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape.</p>	Less than Significant
3.8-4 Implementation of the proposed General Plan could directly or	Overall, current federal, state, and local laws as well as policies summarized above under Impacts 3.8-1 and 3.9-2 would reduce these impacts to less than significant levels.	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
indirectly destroy a unique paleontological resource or site or unique geologic feature.		
Visual Resources		
3.9-1 Implementation of the proposed General Plan could have a substantial adverse effect on a scenic vista	<p><i>Economic Sustainability Element</i></p> <p>ES-I-20 Create Gateways. Create visually notable “gateways” to Pacifica, following the same design theme as the signage and wayfinding program, at major roadways where they enter the city (SR 1 at the northern and southern ends of the city, and Sharp Park Road and Hickey Boulevard at SR 35).</p> <p>ES-I-33 Preserve the Experience of the Natural Environment. Ensure that new development projects do not disrupt view corridors from prominent points or otherwise interfere with residents’ and visitors’ experience of Pacifica’s natural areas and amenities.</p> <p>ES-I-34 Appropriate Site Design. Ensure that development projects adjacent to protected natural areas are designed to minimize impacts on those areas by employing low impact development techniques for stormwater management, using native/non-invasive landscaping, and minimizing nighttime lighting and glare.</p> <p><i>Land Use Element</i></p> <p>LU-I-17 Height Limit. Replace a single citywide height limit with height limits that vary by zone, based on community input. These may allow greater heights for buildings in the Mixed Use Center and Visitor-Serving Commercial designations.</p> <p><i>Community Design Element</i></p> <p>CD-I-3 Support Infill and Redevelopment. Support compatible residential infill on vacant lots, and redevelopment of under-utilized commercial properties, and continue to use the Design Guidelines in evaluation of proposals that don’t meet all development standards in residential districts.</p> <p>CD-G-5 Hillsides and Prominent Ridgelines. Maintain development standards that ensure</p>	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>that new development does not detract from the visual qualities of Pacifica’s hillsides and visually prominent ridgelines.</p> <p>CD-G-6 Scenic and Visual Amenities of the Coastal Zone. Protect the City’s irreplaceable scenic and visual amenities in the Coastal Zone by protecting landforms, vegetation, special communities, and important viewsheds.</p> <p>CD-I-9 Minimize Visual Impacts of Hillside Development. Require new development to employ innovative site planning, engineering and design techniques that:</p> <ul style="list-style-type: none"> • Seek first to avoid impacts to scenic resources through site planning and design; • Minimize grading and conform with natural landforms to the greatest extent possible; • Design structures so that they follow contours and limit their downslope exposure; and • Use landscaping to screen and integrate buildings with the natural environment. <p>CD-I-10 Protection of Ridgelines. Protect visually prominent ridgelines from residential and commercial development.</p> <p>CD-I-11 Hillside Preservation District Requirements. Continue to implement the requirements of the Hillside Preservation District (HPD), including submission of siting and grading plans. Update the HPD to ensure that all steep slopes are covered and that sites on other terrain are not included.</p> <p>CD-I-12 Design Review. Continue to use Design Guidelines to evaluate proposed projects in Planned Development, Hillside Development, and Special districts.</p> <p>CD-I-13 Minimize Impacts of Coastal Development on Landforms. Ensure that negative visual impacts resulting from new development in the Coastal Zone are minimized in areas characterized by bluffs and landforms. Strategies to implement this policy include:</p> <ul style="list-style-type: none"> • Prohibiting development on slopes in excess of 35 percent and highly visible tops of prominent landforms; • Requiring blufftop development to minimize impacts on the view from the ocean and beach below by implementing a setback from the bluff edge; • Requiring that development be clustered and contoured into the existing slope; and • Requiring that new development be scaled and designed to be subordinate to landforms in the Coastal Zone. 	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>CD-I-15 Headlands Special Area. In the zoning code, update the Headlands Special Area for the Rockaway Headlands, to specify very low-intensity visitor-serving use such as hikers' huts and kiosks. A view restaurant may be appropriate if access can be created without harming biological or scenic resources.</p> <p>CD-I-18 Underground Utilities. Continue to require underground utilities in all new development. Within scenic corridors, place lines underground or located there so they do not break the viewline of a roadway vista.</p> <p>CD-G-7 Views from Scenic Routes. Ensure that viewsheds from Highway I and Sharp Park Road are preserved and enhanced. These views are an essential part of Pacifica's identity.</p> <p>CD-G-8 Gateways. Create strong entrances and preserve the quality of experience of movement along primary travel routes, in particular along the coast.</p> <p>CD-I-20 Scenic Corridor Plans. Seek grant funding to develop local scenic corridor plans for Highway I and Sharp Park Road.</p> <p>CD-I-24 Roadway Design. Ensure that any proposed new roads or modification to existing roads which traverse scenic areas minimize visual impacts to views from scenic routes.</p> <p><i>Land Use Element</i></p> <p>LU-I-12 Hillside Preservation. Update the Hillside Preservation District and the zoning map to ensure that all steep and sensitive terrain is subject to these regulations. The Hillside Preservation map (Figure 4-4) should be used as a guide.</p> <p>LU-I-21 Esplanade. Establish appropriate zoning for privately-owned, undeveloped land on the west side of Esplanade Avenue to ensure minimal development consistent with the General Plan classification. Require an adequate setback from the bluff to ensure that any proposed development could withstand erosion resulting from a 100-year seismic or storm event, and preserve the view corridor to the ocean along Bill Drake Way.</p> <p>LU-I-37 Cattle Hill and Fassler Ridge. Establish zoning consistent with the Residential/Open Space/Agriculture designation on Cattle Hill and Fassler Ridge, as shown on the General Plan Land Use diagram, to ensure that new development is appropriate to the physical</p>	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>conditions and high scenic value of the ridge.</p> <p><i>Open Space and Community Facilities Element</i></p> <p>OC-G-5 Open Space Preservation. Preserve open space that protects natural resources, visual amenities, and public health and safety.</p> <p>OC-I-22 Open Space Restoration. Continue to support local volunteer or community service organizations in implementing revegetation programs on the City’s greenbelts or elsewhere to reduce erosion potential and enhance the visual quality of these areas for adjacent neighborhoods.</p>	
<p>3.9-2 Implementation of the proposed General Plan could substantially damage scenic resources (such as trees, rock outcroppings, and historic buildings) visible from state- or county-designated or eligible scenic highways.</p>	<p><i>Economic Sustainability Element</i></p> <p>Policy ES-I-33, as listed above.</p> <p><i>Community Design Element</i></p> <p>CD-I-14 Minimize Impacts of Coastal Development on Vegetation. Continue to require that disturbance to vegetation be minimized in new development and that graded areas be promptly replanted with native vegetation.</p> <p>CD-I-19 Roadway Enhancements. Coordinate with Caltrans in an effort to ensure that future changes to the Coast Highway will also upgrade the appearance of the right-of-way.</p> <p>CD-I-21 Parallel Trails for Non-Motorized Travel. Improve walking, riding, and biking trails along roadways with the State scenic highway designation.</p> <p>CD-I-22 Other Scenic Trails. Improve pedestrian routes along corridors that provide access to locations of significant scenic quality, recreation, historic and cultural importance in Pacifica.</p> <p>CD-I-23 Vehicle Access Points. Maintain and improve existing scenic turnouts, public parking areas, access to regional parks, beaches and other recreation areas.</p> <p>CD-I-25 High-Quality Design at Key Points. Ensure that new development directly adjacent to Highway 1 in West and East Sharp Park helps to create a strong image of Pacifica’s cultural and civic core, and that new development in the Rockaway Quarry site has a visual quality that enhances the natural setting and draws travelers in from the highway.</p> <p>CD-I-26 Highway Frontage Design Guidelines. Update the Design Guidelines to provide</p>	<p>Less the Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>direction on how new buildings relate to Highway I, both in its freeway and highway configuration.</p> <p>CD-I-27 Gateway Signage. Create unified gateway signage, for entrances along Highway I, Sharp Park Road, Manor Drive, and Hickey Boulevard.</p> <p>In addition, CD-G-5, CD-G-6, CD-G-7, CD-I-9, CD-I-10, CD-I-11, CD-I-12, CD-I-13, CD-G-8, CD-I-20, CD-I-24 listed above</p> <p><i>Conservation Element</i></p> <p>CO-G-18 Historic and Cultural Sites. Conserve designated historic and cultural sites and structures that help define Pacifica’s identity and character and increase public awareness and appreciation them.</p> <p>CO-I-71 Historic Preservation Ordinance. Continue to evaluate development projects for their historical significance and preservation value, using the criteria in the Historic Preservation Ordinance.</p> <p>CO-G-10 Trees. Conserve trees and encourage native forestation and planting of appropriate trees and vegetation.</p> <p>CO-I-42 Heritage Trees. Protect trees designated by the City Council as having special value, according to the terms of the Heritage Tree Ordinance.</p> <p><i>Land Use Element</i></p> <p>LU-I-12</p> <p><i>Open Space and Community Facilities Element</i></p> <p>OC-G-5</p>	
<p>3.9-3 Implementation of the proposed General Plan could substantially degrade the existing visual character or quality of the Planning Area and its</p>	<p><i>Economic Sustainability Element</i></p> <p>ES-I-1 Town Center. Through a combination of mixed use land use designations/zoning, streetscape improvements, targeted public investment, and marketing strategies, promote Palmetto Avenue as a pedestrian-oriented destination with shops and services for residents and visitors alike.</p> <p>ES-I-2 Business Improvement District. Work with property owners and the Palmetto Business Association to establish a Business Improvement District (BID) to finance local</p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
surroundings.	<p>improvements .</p> <p>ES-I-3 City-Owned Catalyst Projects. Use city-owned properties as catalysts for new development in the Palmetto area and elsewhere in the city.</p> <p>ES-I-17 Signage and Wayfinding. Implement a unified, unique signage and wayfinding program for the City’s distinct commercial and attractions.</p> <p>ES-I-18 Public Realm Improvements. Invest in streetscape and public space improvements to attract visitor-oriented development and improve Pacifica’s image and the quality of life for residents.</p> <p>ES-I-21 Shopping Center Upgrades. Support upgrading existing centers to create an environment more conducive to attracting a broader base of customers and tenants.</p> <p>In addition, see ES-I-20, ES-I-33, and ES-I-34 listed above</p> <p><i>Community Design Element</i></p> <p>CD-G-2 Distinct Activity Centers. Create primary activity centers at West Sharp Park, Rockaway Beach, and Linda Mar, and neighborhood centers in Pacific Manor and Park Pacifica (at and around the Park Mall site).</p> <p>CD-I-1 Primary Activity Centers. Create primary activity centers, each distinguished through land use, built form, public realm enhancements, and signage.</p> <ul style="list-style-type: none"> • West Sharp Park will be the City’s civic and cultural core. Palmetto Avenue between Paloma Avenue and Clarendon Road is a vibrant, mixed-use main street, and the grid provides regular view corridors to the Ocean. Sharp Park’s character will be signaled by higher-intensity buildings along the Highway 1 corridor, including at the Eureka Square site. • Rockaway Beach will be the visitor-oriented center. Its charming coastal character will be strengthened by new development and the district will be extended with a connective street pattern onto the flat portion of the Quarry site. It may gain a new, defining feature such as a destination hotel or conference center. • Linda Mar will be a center for recreation and community. Crespi Drive, in particular, will become a more diverse center of activity, including visitors to the beaches and trail system; seniors, youth, and families at an expanded community 	

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	<p>center park; and mixed-use, transit-oriented development. Linda Mar and Pedro Point Shopping Centers are also part of this center.</p> <p>CD-I-2 Neighborhood Activity Centers. Support smaller-scale neighborhood centers at Pacific Manor and around the Park Mall site, enabling them to become walkable, mixed use districts catering primarily to Pacifica residents.</p> <p>CD-G-3 Neighborhood Conservation. Preserve the unique qualities of each of Pacifica’s residential neighborhoods.</p> <p>CD-I-4 High-Quality Multi-Family and Senior Housing. Support attached, multi-family, and senior housing that relates positively to the street and surrounding areas, is accessible on foot to community amenities including transit, shopping and services, and offers residents a range of amenities, and provide updated, illustrated Design Guidelines.</p> <p>CD-I-5 Second Units. Facilitate the creation of second units that contribute to the variety of available housing and do not disrupt neighborhood character. Update the Zoning Ordinance and Design Guidelines to address the integration of second units into the neighborhood fabric.</p> <p>CD-I-6 Commercial and Mixed Use Building Form. Seek to ensure that new commercial and mixed use development creates an attractive and human-scaled built environment. Update the Zoning Ordinance and Design Guidelines to address mixed use access, building form, the building-sidewalk relationship.</p> <ul style="list-style-type: none"> • Buildings should be varied to provide visual interest, while having a unified theme within each project. • Building form should be responsive to context, including stepping down to adjacent, lower-scale uses, and establishing a fine-grained scale at street level. • Commercial buildings and ground-floor commercial uses in mixed-use areas should have active frontages characterized by building windows and entrances supporting activity on the sidewalk. <p>CD-I-7 Parking in Higher-Intensity Mixed Use Areas. Update parking standards to require parking areas to be located behind buildings, in the center of blocks, or tucked under development, and update the Design Guidelines to cover parking issues in higher-</p>	

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	<p>intensity, mixed-use areas.</p> <p>CD-I-8 New Public Spaces as Part of Redevelopment. Incorporate into the redevelopment of the City’s Beach Boulevard property; Eureka Square Shopping Center; and Park Mall and/or the Sanchez Branch Library site small new plazas or public gathering spaces.</p> <p>In addition, see CD-I-3, CD-I-9, CD-I-11, CD-I-12, CD-I-13, CD-I-18, CD-I-19, CD-G-7, CD-G-8, CD-I-24, CD-I-25, CD-I-26, and CD-I-26 listed above. Land Use Element</p> <p>LU-G-1 Coastal Development. Ensure that development maximizes beach and coastal open space access and is oriented as much as possible to each particular coastal environment in use, design, and intensity.</p> <p>LU-G-2 Concentrated Development. Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and where it will not have significant impacts on coastal or other resources.</p> <p>LU-G-3 Future Residential Development. Limit development to sites that are not critical for open space connections or habitat preservation, and which will be in harmony with the surrounding natural setting.</p>	
<p>3.9-4 Implementation of the proposed General plan could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p><i>Conservation Element</i></p> <p>CO-I-70 Outdoor Lighting. Establish outdoor lighting performance standards to minimize energy use while ensuring appropriate light levels. These can be met by:</p> <ul style="list-style-type: none"> • Greater use of photocells or astronomical time switches; • Directional and shielded LED lights; • Security lights with motion detectors; and • Prohibitions against continuous all-night outdoor lighting unless needed for security reasons. <p><i>Economic Sustainability Element</i></p> <p>ES-I-34</p>	<p>Less than Significant</p>
Noise		
<p>3.10-1 New</p>	<p><i>Noise Element</i></p>	<p>Less than</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>development under the proposed General Plan could potentially result in a substantial permanent increase in ambient noise levels above levels existing without the project or an increase in noise levels in excess of existing standards in the current Pacifica General Plan Noise Element or Noise Ordinance.</p>	<p>NO-G-1 Coordination with Other Agencies. Continue to work with other agencies, airports and jurisdictions to reduce noise levels in Pacifica created by their operations.</p> <p>NO-G-2 Acceptable Noise Environment. Strive to achieve an acceptable noise environment for the environmental, health and safety needs of present and future residents of Pacifica.</p> <p>NO-G-3 Sensitive Land Uses. Protect noise sensitive land uses, such as schools, hospitals, and senior care facilities, from encroachment of and exposure to excessive levels of noise.</p> <p>NO-I-1 Community Noise Level Standards. Use the Community Noise Level Exposure Standards, shown in Table 9-1, as review criteria for new land uses. Require all new development that would be exposed to noise greater than the “normally acceptable” noise level range to reduce interior noise through design, sound insulation, or other measures.</p> <p>NO-I-2 Design Features for Noise Reduction. Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in Table 9-2. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following:</p> <ul style="list-style-type: none"> • Construct façades with substantial weight and insulation; • Use sound-rated windows for primary sleeping and activity areas; • Use sound-rated doors for all exterior entries at primary sleeping and activity areas; • Use minimum setbacks and exterior barriers; • Use acoustic baffling of vents for chimneys, attic and gable ends; • Install a mechanical ventilation system that provides fresh air under closed window conditions. <p>NO-I-3 Best Available Control Technology. Require new, fixed noise sources (e.g. mechanical equipment) to use best available control technology (BACT) to minimize noise and vibration.</p> <p>NO-I-4 Mechanical Equipment for New Residential Development. Ensure that building regulations require that noise-generating appliances serving new multi-family or mixed-use residential development are located or adequately insulated to protect residents from the noise.</p>	<p>Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>NO-I-5 Noise Criteria for City Equipment. Develop noise criteria for new equipment purchased by the City.</p> <p>NO-I-6 Construction Noise. Continue to limit hours for certain construction and demolition work to reduce construction-related noises.</p> <p>NO-I-7 Noise from Highways and Buses. Work with Caltrans and Sam Trans to mitigate transportation-related noise impacts on residential areas and sensitive uses. This may include encouraging installation of sound barriers or bus stop relocation in selected locations.</p> <p>NO-I-8 Airport Noise Disclosure Requirements. Update the Municipal Code to ensure that special disclosure requirements concerning airport noise refer to the most current CNEL noise contours developed for San Francisco International Airport.</p> <p>NO-I-9 Airport Noise Abatement Program. Continue to work with the airport in improving and implementing its noise abatement program.</p> <p>NO-I-10 Residential Sound Insulation Program. If the airport’s federally-approved 65 dB CNEL annual noise contour is mapped within the City, request that the San Francisco Airport’s Residential Sound Insulation Program allocate available federal and airport funding to sensitive, noise-affected properties in Pacifica.</p> <p>NO-I-11 Noise Ordinance. Update the noise ordinance to implement General Plan policies and noise standards.</p> <p>NO-I-12 Noise Enforcement. Establish a Noise Abatement Unit made up of members of the Police and other departments to enforce the City’s noise regulations, and assign primary responsibility for coordinating overall noise control effort to one City department.</p>	
<p>3.10-2 Implementation of the proposed General Plan could result in a substantial temporary or periodic increase in ambient noise levels above levels existing</p>	<p><i>Noise Element</i> See Policy NO-I-6, as listed above.</p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
without the project.		
3.10-3 New development under the proposed General Plan could potentially cause the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	Noise Element See Policy NO-I-3, as listed above.	Less than Significant
3.10-4 Implementation of the proposed General Plan could expose people residing or working in the project area to excessive noise levels as identified in an airport land use plan.	Noise Element Policies NO-I-15, NO-I-16, and NO-I-17, as listed under Impact 3.10-1, will reduce potential impacts under the proposed General Plan from airport noise.	Less than Significant
Hazardous Materials		
3.11-1 Implementation of the proposed Pacifica General Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous	<p><i>Safety Element</i></p> <p>SA-G-4 Contaminated Sites. Facilitate clean-up programs at contaminated sites, particularly on properties with the potential to develop or be reused for public purposes.</p> <p>SA-G-5 Safe Disposal. Continue to promote the reduction, recycling, and safe disposal of household and business hazardous wastes through public education and awareness.</p> <p>SA-I-37 Cleanup of Contamination. Require applicants for development in a potentially contaminated location to perform inspection and cleanup if the site is found to be contaminated with hazardous substances.</p>	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
materials.	SA-I-38 Regional Support. Continue to support the hazardous waste collection, management, and inspection efforts of San Mateo County, the State, and the Water Resources Control Board.	
3.11-2 Implementation of the proposed Pacifica General Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Policies mentioned under Impact 3.11-1 would also help reduce this impact to a less than significant level.	Less than Significant
3.11-3 Implementation of the proposed Pacifica General Plan could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Policies mentioned under Impact 3.11-1 would also help reduce this impact to a level that is less than significant.	Less than Significant
3.11-4 Implementation of the proposed Pacifica General Plan could allow development on a site which is included on a	<i>Safety Element</i> Policy SA-I-1, as listed above.	Less than Significant

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<p>list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.</p>		
<p>3.11-5 Implementation of the proposed Pacifica General Plan could result in a safety hazard for people residing or working in the project area, where located within the Comprehensive Airport Land Use Compatibility Plan for San Francisco International Airport.</p>	<p><i>Safety Element</i></p> <p>SA-I-49 Emergency Plan. Update and maintain the City’s Emergency Plan, which provides adequate response to disasters, including emergency ingress and egress, and defines the expected roles of City, County, and regional agencies.</p> <p>SA-I-50 Emergency Response Coordination. Develop effective mechanisms for a coordinated response to natural and man-made emergencies by:</p> <ul style="list-style-type: none"> • Conducting regular emergency planning meetings and disaster preparedness exercises with City departments, the Fire District, the County, medical centers, and other emergency service providers and relevant public agencies; • Holding emergency drills that require all City staff to be adequately trained to handle different kinds of emergency scenarios; and • Coordinating with the County on regional emergency communications. 	<p>Less than Significant</p>
<p>3.11-6 Implementation of the proposed Pacifica General Plan could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p><i>Circulation Element</i></p> <p>CI-I-26 Emergency Access. Require all developers to incorporate emergency access needs consistent with Title 10 of the Municipal Code.</p> <p><i>Safety Element</i></p> <p>Policies SA-I-49, SA-I-50, as listed above.</p> <p>SA-I-51 Emergency Access on New Roadways. Ensure that new roadways are developed in accordance with standards the Municipal Code. In all new development, require adequate access to be provided for emergency vehicles, including adequate widths, turning radii, hard standing areas, and vertical clearance.</p>	<p>Less than Significant</p>

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	<p>SA-I-52 Areas that Lack Emergency Access. Develop a plan to widen critical rights-of-way that do not provide adequate clearance for emergency vehicles. For areas that are not feasibly accessible to emergency vehicles, develop a contingency plan for reaching and evacuating people in need of treatment.</p> <p>SA-I-53 Regulatory Monitoring. Continue to monitor changes in the Federal Disaster Act and applicable State laws, keep City officials and residents aware of the impacts of these changes, and update the City’s Emergency Plan as necessary.</p> <p>SA-I-54 Public Preparedness. Initiate periodic public information programs that explain the City’s emergency preparedness programs, including the emergency communications system, evacuation routes, and shelter locations.</p> <p>SA-I-55 Local Hazard Mitigation Plan. Continue to maintain and update a Local Hazard Mitigation Plan as an implementation action for the Safety Element.</p> <p>SA-I-56 Emergency Water Capacity. Work with the Water District to ensure that it has a plan and infrastructure for providing adequate water service and storage during and immediately after an emergency, including a major seismic event.</p> <p>SA-I-57 Utilities. Require companies providing public utilities in Pacifica to have plans for re-establishing service in the event of a major seismic event or other natural disaster.</p> <p>SA-I-58 Police Response. Continue to respond without delay to all calls for police assistance as soon as possible consistent with normal safety precautions and vehicle laws. Periodically review procedures and response times to ensure equitable service across the community.</p> <p>SA-I-59 School Outreach. Continue to partner with schools and youth organizations to conduct outreach and develop conflict resolution, and form pro-active and creative community partnerships to enhance public safety.</p> <p>SA-I-60 Periodic Evaluation. Periodically, evaluate police and fire services to ensure that the City is providing adequate protection in an efficient, cost-effective manner.</p> <p>SA-I-61 Critical Facilities Location. Do not locate structures necessary for protection of the public’s health and safety, public assembly, or emergency services in hazardous areas unless no reasonable alternative exists.</p>	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>SA-I-62 Critical Facilities Operability. Take steps to ensure critical use facilities that are important to protecting health and safety in the community remain operational during an emergency.</p> <p>SA-I-63 Code Updates. Update City codes and ordinances dealing with public safety to comply with State law and reflect the latest information on hazards and mitigation strategies.</p>	
<p>3.11-7 Implementation of the proposed Pacifica General Plan could expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p><i>Safety Element</i></p> <p>SA-G-6 Fire Prevention. Protect Pacifica residents and businesses from potential wildland fire hazards.</p> <p>SA-I-39 Response Time. Support efforts by North County Fire Authority to meet its response time standards throughout the City.</p> <p>SA-I-40 Adequate Peakload Water Supply. Work with the Water District to maintain adequate water supply for firefighting, including capacity for peakload under a reasonable worst case wildland fire scenario, to be determined by the North County Fire Authority.</p> <p>SA-I-41 Water Storage Locations. In evaluating sites for new water storage facilities, place a priority on locations least subject to impacts from seismic activity and landsliding.</p> <p>SA-I-42 Development Review. Continue to review development proposals to ensure that they incorporate appropriate fire-mitigation measures, including adequate provisions for evacuation and access by emergency responders.</p> <p>SA-I-43 Plan Review in Fire-Prone Areas. Continue to request the North County Fire Authority participation in plan review of new buildings in potentially fire-prone areas.</p> <p>SA-I-44 Fire Prevention Inspections. Continue to require a fire prevention inspection of every permitted business and multi-family development covered by the North County Fire Authority.</p> <p>SA-I-45 Fire Prevention Education. Continue educating the public about local fire hazard prevention programs. Work cooperatively with the North County Fire Authority to promote public awareness of fire safety and emergency life support.</p> <p>SA-I-46 Vegetation Management. Promote and support the North County Fire Authority's Vegetation Management Program to reduce urban/wildland interface fire hazards.</p>	<p>Less than Significant</p>

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	<p>SA-I-47 Multi-jurisdictional approach. Participate in State or regional efforts to develop a clear legislative and regulatory framework to manage the wildland-urban interface.</p> <p>SA-I-48 Rockaway Quarry service. Ensure that any new development at the Rockaway Quarry site is adequately served by public infrastructure, including fire and police services.</p>	
Parks, Public Services, and Facilities		
<p>3.12-1 Implementation of the proposed Plan will require additional police and fire protection services that exceed current staffing and facilities.</p>	<p><i>Safety Element</i></p> <p>SA-I-39 Response Time. Support efforts by North County Fire Authority to meet its response time standards throughout the City.</p> <p>SA-I-42 Development Review. Continue to review development proposals to ensure that they incorporate appropriate fire-mitigation measures, including adequate provisions for evacuation and access by emergency responders.</p> <p>SA-I-43 Plan Review in Fire-Prone Areas. Continue to request the North County Fire Authority participation in plan review of new buildings in potentially fire-prone areas.</p> <p>SA-I-44 Fire Prevention Inspections. Continue to require a fire prevention inspection of every permitted business and multi-family development covered by the North County Fire Authority.</p> <p>SA-I-45 Fire Prevention Education. Continue educating the public about local fire hazard prevention programs. Work cooperatively with the North County Fire Authority to promote public awareness of fire safety and emergency life support.</p> <p>SA-I-46 Vegetation Management. Promote and support the North County Fire Authority's Vegetation Management Program to reduce urban/wildland interface fire hazards.</p> <p>SA-I-47 Multi-jurisdictional approach. Participate in State or regional efforts to develop a clear legislative and regulatory framework to manage the wildland-urban interface.</p> <p>SA-I-48 Rockaway Quarry service. Ensure that any new development at the Rockaway Quarry site is adequately served by public infrastructure, including fire and police services.</p>	<p>Less than Significant</p>

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>SA-I-51 Emergency Access on New Roadways. Ensure that new roadways are developed in accordance with standards the Municipal Code. In all new development, require adequate access to be provided for emergency vehicles, including adequate widths, turning radii, hard standing areas, and vertical clearance.</p> <p>SA-I-52 Areas that Lack Emergency Access. Develop a plan to widen critical rights-of-way that do not provide adequate clearance for emergency vehicles. For areas that are not feasibly accessible to emergency vehicles, develop a contingency plan for reaching and evacuating people in need of treatment.</p> <p>SA-I-58 Police Response. Continue to respond without delay to all calls for police assistance as soon as possible consistent with normal safety precautions and vehicle laws. Periodically review procedures and response times to ensure equitable service across the community.</p> <p>SA-I-59 School Outreach. Continue to partner with schools and youth organizations to conduct outreach and develop conflict resolution, and form pro-active and creative community partnerships to enhance public safety.</p> <p>SA-I-60 Periodic Evaluation. Periodically, evaluate police and fire services to ensure that the City is providing adequate protection in an efficient, cost-effective manner.</p> <p>SA-I-61 Critical Facilities Location. Do not locate structures necessary for protection of the public’s health and safety, public assembly, or emergency services in hazardous areas unless no reasonable alternative exists.</p> <p>SA-I-62 Critical Facilities Operability. Take steps to ensure critical use facilities that are important to protecting health and safety in the community remain operational during an emergency.</p> <p>SA-I-63 Code Updates. Update City codes and ordinances dealing with public safety to comply with State law and reflect the latest information on hazards and mitigation strategies.</p> <p><i>Land Use Element</i></p> <p>LU-G-2 Concentrated Development. Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and where it will not have significant impacts on coastal or other resources.</p>	

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	<p>LU-G-4 Higher-Density Housing. Locate higher-density housing in accessible places close to community shopping areas and transportation.</p>	
	<p>LU-I-11 Public Service Priorities. Ensure that existing and planned public works facilities accommodate needs generated by development or uses permitted over the planning period.</p>	
	<p>LU-I-12 Hillside Preservation. Update the Hillside Preservation District and the zoning map to ensure that all steep and sensitive terrain is subject to these regulations. The Hillside Preservation map (Figure 4-4 of the proposed General Plan) should be used as a guide.</p>	
	<p>LU-I-35 Gypsy Hill. Establish zoning on upper portions of Gypsy Hill for Very Low Density Residential development. Require sensitive site planning in accord with the Hillside Preservation District.</p>	
	<p>LU-I-38 East Side of Highway I Across from Rockaway Quarry Site. Rezone parcels at the foot of Cattle Hill for service commercial and light industrial use, and ensure that adequate access is maintained.</p>	
	<p><i>Circulation Element</i></p>	
	<p>CI-G-7 Congestion on Highway I. In consultation with Caltrans, seek solutions to ease the traffic congestion that occurs on Highway I near the Reina Del Mar, Fassler Avenue, and Linda Mar Boulevard intersections. Strive for the greatest benefit with the least environmental impact possible.</p>	
	<p>CI-I-9 SR I Improvements Between South of Fassler and North of Reina del Mar. Continue to work with the California Department of Transportation (Caltrans) and the San Mateo County Transportation Authority (SMCTA) to improve operations along SR I.</p>	
	<p>CI-I-10 SR I and Linda Mar Operations. Work with San Mateo County to evaluate, design and implement improvements to the intersection of Linda Mar Boulevard and SR I. Improvements that would mitigate regional growth may include providing a westbound right turn overlap phase and increasing the overall cycle length, if warranted.</p>	
	<p>CI-I-15 Strategies to Reduce School-Related Peak Hour Auto Congestion. Work with Pacifica School District and Jefferson Union High School District to promote adoption of</p>	

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	<p>staggered hours, car-pooling, and use of transit to reduce traffic congestion during peak hours.</p> <p>CI-I-26 Emergency Access. Require all developers to incorporate emergency access needs consistent with Title 10 of the Municipal Code.</p> <p><i>Conservation Element</i></p> <p>CO-I-1</p>	
<p>3.12-2 The need for provision of appropriate increases in school staffing of facilities, which could cause adverse environmental effects.</p>	<p><i>Open Space and Community Facilities Element</i></p> <p>OC-G-11 Optimize Public Facilities. Ensure that public facilities are adequate to meet needs, and to plan for opportunities that help to meet goals of school districts and the City.</p> <p>OC-I-54 High-Quality Schools. Support Pacifica School District (PSD) and Jefferson Union High School District (JUHSD) in maintaining high-quality schools.</p> <p>OC-I-56 Linda Mar School. Encourage PSD to maintain Linda Mar school site to meet future needs and potential enrollment growth.</p> <p>OC-I-57 Oceana High School. Encourage JUHSD to optimize the mission and space needs of the Oceana High School program.</p>	<p>Less than Significant</p>
<p>3.12-3 Buildout of the proposed General Plan will not result in an increase in the use of existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated.</p>	<p><i>Open Space and Community Facilities Element</i></p> <p>OC-G-1 Development of City Parks. Create and enhance neighborhood and pocket parks and plazas to provide access to local recreational space to all Pacifica residents.</p> <p>OC-G-2 Recreation Facilities. Enhance outdoor recreation facilities and services in local parks, in coordination with youth and adult leagues and community groups with priority given to sports fields and off-leash dog play areas.</p> <p>OC-G-4 School Playfields. Continue to cooperate with the school districts to make school play fields available for public use after school hours.</p> <p>OC-I-1 Park Land Dedication or In-Lieu Fees. For new development, continue to require the dedication of land or payment of in-lieu fees to provide park land at a ratio of five acres per 1,000 residents.</p> <p>OC-I-2 Park Development to Meet Park Standards. Develop new parks in a timely</p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>manner using in-lieu fees or land dedicated as part of new development, to ensure that Citywide park and recreation space is available to the community at a ratio of 6.4 acres per 1,000 residents by 2035.</p> <p>OC-I-3 Community Use of School Grounds and Recreation Facilities. Maintain existing joint-use agreements and seek to strengthen these as needed to ensure community use of play areas and indoor recreation facilities at school sites.</p> <p>OC-I-4 Emphasize Park Maintenance and Improvements. Enhance existing parks to improve the quality and usability of Pacifica’s park land, and make improvements such that park facilities are equitably distributed throughout Pacifica. In particular:</p> <ul style="list-style-type: none"> • Improve existing sports fields in partnership with local non-profit youth and adult athletic groups; • Add playgrounds or expand play areas at Fairway, Imperial, and Oddstad parks; • Convert parking area to park space at Oddstad, and make improvements at the park’s entrance. • Provide an off-leash dog area at a location in the northern part of the City. <p>OC-I-5 Sanchez Park Improvements. Target Sanchez Park for improvements so that it functions as a complete neighborhood park, with a playground and passive use areas, including a viewing area at San Pedro Creek. Integrate the arts center in the former school building into the park.</p> <p>OC-I-6 Multi-Use Park Site. Pursue opportunities to provide a district-scale park, using existing public open space, that would be a hub for group sports and athletic facilities. Potential locations may include:</p> <ul style="list-style-type: none"> • Oceana High School recreation facilities transferred from or shared with JUHSD, with City park improvements; • New facilities developed on and around the former rifle range in the upland portion of Sharp Park; and • Park land with a coastal setting on developable portions of the Quarry site. <p>OC-I-7 Community Center Park. Pursue development of a park with diverse and unique features, around and including the existing Community Center and Skate Park, with easy</p>	

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	<p>access by all modes of travel.</p> <p>OC-I-9 Parks as Part of Future Development. Create future public spaces, accessible to the community, as part of the redevelopment of publicly-owned sites and of larger privately-owned sites, including the Rockaway Quarry site, the undeveloped San Pedro Avenue site, and the Milagra Canyon site.</p> <p>OC-I-10 Pocket Park Opportunity Sites on Public Land. Explore opportunities to develop pocket parks on public land that is not otherwise needed as neighborhood gathering places and play areas.</p> <p>OC-I-11 Parks Landscaping. Promote landscapes with native vegetation, which requires little maintenance, little water, makes good wildlife habitat, and is fire resistant, in landscaping of City parks.</p> <p>OC-I-12 Parks, Beaches, and Recreation Department. Continue to support the varied activities of the Parks, Beaches and Recreation Department. Periodically review their activities to ensure that programs are meeting public needs.</p> <p>OC-I-13 Public Access Improvements and Habitat Restoration. Support GGNRA in implementing habitat restoration and public access improvements at its park units in the Planning Area, including Sweeney Ridge, Milagra Ridge, Mori Point, and the Northern Coastal Bluffs.</p> <p>OC-I-14 Cattle Hill. Complete the planned transfer of City-owned land on Cattle Hill to GGNRA to allow the National Park Service to coordinate park land management and trail access and improvements.</p>	
<p>3.12-4 Buildout of the proposed General Plan will result in the need for development of new parks and recreational facilities, but not in a manner which might have an adverse physical</p>	<p><i>Open Space and Community Facilities Element</i></p> <p>OC-G-5 Open Space Preservation. Preserve open space that protects natural resources, visual amenities, and public health and safety.</p> <p>OC-I-3 Community Use of School Grounds and Recreation Facilities. Maintain existing joint-use agreements and seek to strengthen these as needed to ensure community use of play areas and indoor recreation facilities at school sites.</p> <p>OC-I-22 Open Space Restoration. Continue to support local volunteer or community service</p>	<p>Less than Significant</p>

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Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
effect on the environment.	<p>organizations in implementing revegetation programs on the City’s greenbelts or elsewhere to reduce erosion potential and enhance the visual quality of these areas for adjacent neighborhoods.</p> <p>OC-G-4, OC-I-4, OC-I-5, OC-I-6, OC-I-9, OC-I-10, OC-I-11, OC-I-12 <i>Conservation Element</i></p> <p>CO-I-1 Creek Protection and Restoration. Maintain, protect, and restore Pacifica’s creeks, including San Pedro, Calera, Sanchez, and Milagra creeks, as environmental and aesthetic resources. Actions will include, but are not limited to:</p> <ul style="list-style-type: none"> • Continuing restoration efforts along San Pedro Creek to improve conditions for steelhead by removing obstacles to fish passage, placing rock weirs to facilitate fish passage, and by monitoring the effectiveness of these projects; • Partnering with local organizations, such as the San Pedro Creek Watershed Coalition, Go Native, the Pacifica Land Trust, and others, on restoration efforts; • Exploring opportunities to collaborate with other agencies and organizations on stream restoration and riparian habitat restoration along Sanchez and Calera creeks; • Enforcing restrictions on the planting of invasive species near creek areas; • Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g., through trail development) would enhance creek appreciation without disrupting ecological function; • Requiring minimum setbacks from the top of creek banks for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices. <p>CO-I-5 Wetlands Preservation. Prohibit new development in existing wetlands except as allowed under the federal Clean Water Act and the California Coastal Act. Continue to require detailed assessments to delineate wetlands subject to State or federal regulations prior to any proposed development project in an area where wetlands have been potentially identified.</p> <p>CO-I-10 Countywide Water Pollution Prevention Program. Continue to participate in the San Mateo Countywide Water Pollution Prevention Program.</p> <p>CO-I-12 Protect Water Quality through Best Management Practices. Continue to require the use of best management practices to reduce water quality impacts from</p>	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>construction and development. Measures include:</p> <ul style="list-style-type: none"> • Site Design and Source Control. Ensure that all new development incorporates site design and source control BMPs into the project design in order to preserve the infiltration, purification, and retention functions of each site's natural drainage systems, and to prevent or minimize the runoff of pollutants, sediments, waste, and pathogens from the site. • Construction Pollution Control. Require all construction projects to adopt measures to minimize erosion and runoff of pollutants and sediments from construction-related activities, and to limit activities that result in the disturbance of land or natural vegetation. • Construction projects will be required to use appropriate erosion prevention techniques, sediment control measures, and best management practices in accordance with City Specifications and the San Mateo Countywide Water Pollution Prevention Program. • Treatment Control. Require that new development implement treatment control BMPs (or structural treatment BMPs) where the combination of site design and source control BMPs is not sufficient to protect water quality and comply with applicable water quality permits <p>CO-I-14 Erosion Control. Manage erosion in the Planning Area, particularly in watershed areas, through on-site erosion control.</p> <p>CO-I-13 Infrastructure and Water Quality. Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality, in compliance with the NPDES Permit.</p> <p>CO-I-18 Prevent Contaminated Runoff. Ensure that new parking lots and commercial development incorporate BMPs designed to prevent or minimize runoff of oil, grease, solvents battery acid, coolant, gasoline, sediments, trash, and other pollutants from the site.</p> <p>CO-I-15 Minimize Site Disturbance. In design and construction, require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable</p>	

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>surfaces.</p> <p>CO-I-16 Reduce Impervious Surfaces. Enable natural drainage by reducing the amount of impervious surfaces on a development site, whenever feasible.</p> <p>CO-I-17 On-site Stormwater Management. Continue to require all small projects and detached single-family home projects, as defined under the NPDES Permit, to incorporate site design measures that facilitate groundwater recharge and natural hydrological processes, allowing stormwater to infiltrate the ground on-site and/or be collected for reuse in landscaping and designated to on-site stormwater detention facilities.</p> <p>CO-I-28 Protection of Biological Resources with New Development. Protect sensitive habitat areas and “special-status” species through implementation of the following measures:</p> <ol style="list-style-type: none"> 1.) The City shall avoid development and/or buildout in critical habitat of special status species. 2.) Pre-construction plant and wildlife surveys: Project applicants shall engage a qualified biologist to conduct presence/absence biological surveys for sensitive plant and wildlife species prior to construction adjacent to or within identified special status communities and other sensitive areas identified in Figure 7-3. If special status species are identified, the qualified biologist shall consult with the California Department of Fish and Wildlife (CDFW) and establish no-disturbance buffers around avian nests, bat roosts, and sensitive plants to avoid disturbance and direct impacts to these resources during construction. If no special status species are detected during surveys, then construction-related activities may proceed. Nesting birds, in particular, are protected by two means; they receive protection under the Migratory Bird Treaty Act, and nesting raptors (in the order Falconiformes or Strigiformes) are protected under the State Fish and Game Code, §3503.5. 3.) Require biological resource assessments be conducted prior to approval for any development within 300 feet of creeks, wetlands, or other sensitive habitat areas shown on Figure 7-3. 4.) Require on-site monitoring of biological resources by a qualified biologist throughout the duration of construction activity. 5.) Require compensatory mitigation by means of habitat preservation, restoration, and 	

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	<p>enhancement; for the loss of any critical habitat and/or special status communities.</p> <p>CO-I-29 Protection of Environmentally Sensitive Habitat Area (ESHA). Update zoning regulations to protect all sensitive species with defined or potential habitat by establishing specific habitat survey requirements, development limitations, and other requirements to mitigate potential impacts.</p> <p>CO-I-30 Verification ESHA. Prior to any proposed development in an ESHA or potential ESHA, require that a habitat survey be conducted by a qualified botanist or biologist. . The habitat survey will verify whether the site is an ESHA, and document the extent of the sensitive resources, document potential negative impacts to the habitat, and recommend appropriate mitigation measures. Verification of an ESHA shall be based on the following considerations:</p> <ul style="list-style-type: none"> • Presence of natural communities identified as rare by the California Department of Fish and Wildlife (determined by a state rarity ranking of S1 to S3) • Recorded or potential presence of plant or animal species designated as rare, threatened or endangered under State or federal law • Recorded or potential presence of plant or animal species for which there is compelling evidence or rarity, such as a designation of 1B (rare or endangered in California or elsewhere) or 2 (rare, threatened, or endangered in California, but more common elsewhere) by the California Native Plant Society • Presence of coastal waterways • Integrity of the habitat and its connectivity to other natural areas <p>CO-I-39 Invasive Plant Species. Prohibit the use of invasive plant species, such as pampas grass, adjacent to wetlands, riparian areas, ESHAs, or other sensitive habitat.</p> <p>CO-I-36 Construction during Nesting Season. If site work or construction occurs during the nesting season (February 1 through August 31) then pre-construction breeding bird surveys shall be performed by a qualified wildlife biologist prior to any site disturbance to ensure that no nests will be disturbed or destroyed during Project implementation. If an active nest is found sufficiently close to work areas to be disturbed by construction activities, then the biologist shall create a no-disturbance buffer of 250 feet around passerine nests and a 500 foot buffer around raptor nests. Work-free buffer zones shall</p>	

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	<p>be maintained until after the breeding season or until after the qualified biologist determines the young have fledged (usually late June through mid-July).</p> <p>CO-I-38 Protection of the Californian Red-Legged Frog During Construction and San Francisco Garter Snake during Construction. To minimize disturbance, all grading activity within 100 feet of aquatic habitat shall be conducted during the dry season (May 1 and October 15) to protect California red-legged frog and San Francisco garter snake. A qualified biologist shall conduct presence/absence surveys for California red-legged frog and San Francisco garter snake prior to construction in or adjacent to riparian areas, grasslands near ponds/wetlands, or other sensitive habitat. Any individuals identified shall be treated in consultation with USFWS. Construction shall follow accepted procedures for exclusion and avoidance of California red-legged frog and San Francisco garter snake and their habitat. Additionally, the biologist shall supervise the installation of exclusion fencing along the boundaries of the work area, shall conduct environmental awareness training for construction workers, and shall be present during initial vegetation clearing and ground-disturbing activities..</p> <p>CO-I-45 Public Land Management. Coordinate with GGNRA, State and County Parks, and the City and County of San Francisco to ensure that public open space lands are managed to optimize habitat protection for special status species while also providing for public access and other goals.</p> <p>CO-I-46 Management of Public Coastal Access. Ensure regular public access, determining locations on a site-specific basis by considering:</p> <ul style="list-style-type: none"> • The capacity of the access way to sustain use; • The intensity of access that can be sustained; • The fragility of the natural resources in the accessing, and • The proximity of the access to adjacent residential uses. 	
Utilities		
3.13-1 Implementation of the proposed Plan will result in insufficient water supplies to be	<p><i>Conservation Element</i></p> <p>CO-I-20 Water Supply. Support the Bay Area Water Supply & Conservation Agency in advocating for reliable and fairly priced water from the San Francisco regional water</p>	Less than Significant

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<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>available to serve the project from existing entitlements and resources, or require new or expanded entitlements.</p>	<p>system.</p> <p>CO-I-21 Water Efficient Landscaping. Collaborate with the North Coast County Water District (NCCWD) to design and implement a water-conserving landscaping ordinance that meets State requirements under.</p> <p>CO-I-22 Incentives for Water Conservation. Encourage the NCCWD to continue and expand its water conservation incentive programs, including free water-efficient fixtures and rebates for water-efficient appliances.</p> <p>CO-I-23 Water Recycling. Collaborate with the NCCWD to implement a water recycling project, involving new pipes and pumping stations, to allow treated wastewater from the Calera Creek Water Recycling Plant to be used for irrigation of landscaped areas.</p> <p>CO-I-24 Water Storage. Support the NCCWD in its efforts to provide adequate emergency water storage in Pacifica.</p>	
<p>3.13-2 Implementation of the proposed Plan will result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p>	<p><i>Conservation Element</i></p> <p>CO-G-6 Wastewater Treatment. Ensure that the City maintains adequate capacity to handle wastewater, and continue to expand wastewater recycling.</p> <p>CO-I-25 Wastewater Treatment Capacity. Continue to monitor wastewater generation rates so decision-makers are aware of the impacts on the treatment plant on new development, and plan for additional capacity in advance of projected need.</p> <p>CO-I-26 Sewer System Connections. Require all new development to be connected to the City's sewer system.</p> <p>CO-I-27 Sanitary Sewer Discharge. Ensure that discharges of treated wastewater from the Calera Creek Wastewater Recycling Plant continue to comply with the Sanitary Sewer System Permit.</p>	<p>Less than Significant</p>
<p>3.13-3 Implementation of the proposed Plan will require or result in the construction of new water or wastewater</p>	<p>CO-I-13 Infrastructure and Water Quality. Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality, in</p>	<p>Less than Significant</p>

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treatment facilities, or expansion of existing facilities, the construction of which could cause adverse environmental effects.	compliance with the NPDES Permit.	
3.13-4 Implementation of the proposed Plan will require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause adverse environmental effects.	<p><i>Conservation Element</i></p> <p>CO-I-12 Protect Water Quality through Best Management Practices Continue to require the use of best management practices to reduce water quality impacts from construction and development. Measures must include:</p> <ul style="list-style-type: none"> • Site Design and Source Control. Ensure that all new development incorporates site design and source control BMPs into the project design in order to preserve the infiltration, purification, and retention functions of each site’s natural drainage systems, and to prevent or minimize the runoff of pollutants, sediments, waste, and pathogens from the site. • Construction Pollution Control. Require all construction projects to adopt measures to minimize erosion and runoff of pollutants and sediments from construction-related activities, and to limit activities that result in the disturbance of land or natural vegetation. • Treatment Control. Require that new development implement treatment control BMPs (or structural treatment BMPs) where the combination of site design and source control BMPs is not sufficient to protect water quality and comply with applicable water quality permits. <p>CO-I-10 Countywide Water Pollution Prevention Program. Continue to participate in the San Mateo Countywide Water Pollution Prevention Program.</p>	Less than Significant
3.13-5 Implementation of the proposed Plan will result in exceeding wastewater treatment requirements of the	<p><i>Conservation Element</i></p> <p>CO-G-6 Wastewater Treatment. Ensure that the City maintains adequate capacity to handle wastewater, and continue to expand wastewater recycling.</p> <p>CO-I-11 Stormwater Discharge. Ensure compliance with the Municipal Regional Permit, the Construction General Permit, and the Construction Dewatering Permit, which regulate</p>	Less than Significant

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Regional Water Quality Control Board.	stormwater discharge from new and existing development.	
3.13-6 Implementation of the proposed Plan will result in solid waste disposal needs that exceed the permitted landfill capacity serving the project.	<p><i>Conservation Element</i></p> <p>CO-G-17 Waste Reduction. Seek to reduce overall solid waste by limiting packaging, controlling construction and demolition waste, and promoting composting and recycling.</p> <p>CO-I-66 Waste Collection. Periodically evaluate the City’s waste collection contract to ensure that Pacifica residents and businesses receive high-quality and cost effective service.</p> <p>CO-I-67 Waste Reduction and Diversion. Seek to continually reduce Pacifica’s output of solid waste and increase the proportion of waste diverted from landfills, setting targets and monitoring progress.</p>	Less than Significant
3.13-7 Implementation of the proposed Plan will cause solid waste levels to be in non-compliance with federal, state, or local regulations related to solid waste.	<p><i>Conservation Element</i></p> <p>CO-I-66, CO-I-67</p>	Less than Significant