

PEDRO POINT IMPROVEMENT ASSOCIATION

PEDRO POINT
COMMUNITY PLAN

MAY, 1995



PEDRO MOUNTAIN, POINT SAN PEDRO, THE PEDRO POINT COMMUNITY AND SAN PEDRO BAY AS SEEN FROM ROBERTS ROAD AND HIGHWAY 1, PACIFICA, CA.

Prepared By:
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Planning And
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Table of Contents

About the Plan.	2
Introduction	3
Our Community Planning Philosophy	4
Maps of Pedro Point	6
Pedro Point Historic Neighborhood Community	7
Map 1 -- Pedro Point Historic Neighborhood Community	8
Pedro Point Entranceway Area	9
Map 2 -- Pedro Point Entranceway Area	10
Elements of the Pedro Point Community Plan	11
The Entranceway Area	11
Access to Highway 1	12
Old Pedro Point Shopping Center	13
Catholic Archdiocese Property	14
South Side of San Pedro Avenue from Highway 1 to Grand Avenue	16
Commercial Parcel Southwest Corner San Pedro & Livingston Aves.	17
The Historic Area	18
Danmann Avenue	18
Shoreside	19
The Oceanshore Railroad Station	20
Shelter Cove	21
The Residential Area	22
R-1 Zoned Areas	23
Open Space Residential Area	24
Nature and Natural Areas	25
San Pedro Point Headland Reserve	25
San Pedro Creek	27
Trails and Bikeways	28
Trees and Landscaping Plants	29
Other Areas of Concern	30
Public Improvements	30
Public Utilities - Utility Undergrounding	31
Vehicle Parking and Congested Streets	31
Photos of Our Community	33

About The Plan . .

This plan is the initial representation of Pedro Pointers' ideas and opinions as to the kind and character of development they would want for the future. It is a flexible plan rather than a fixed instrument. As changes occur on the Point, we expect to revise and update the plan to maintain its currency and relevance.

The plan is only the beginning of the community development process. Priorities must now be set and decisions made as to implementing responsibilities. Some of the recommendations can be carried out without delay. Others will have to await funding or development of support. In any case, the cooperation and participation of city officials and staff will be essential if the plan is to move ahead. PPIA is prepared to initiate implementation efforts, to meet with Pacifica's officials and to perform needed follow-up.

PPIA will be happy to share with other neighborhood improvement organizations the ideas and techniques that went into the framing of this plan. It is our belief that strong community organizations of all types make for a healthier and more responsive city. Individual communities or neighborhoods that organize to better represent and express the ideas and aspirations of their citizens can become the starting point for the generation of even more effective citizen participation in the affairs of our government.

PEDRO POINT IMPROVEMENT ASSOCIATION

PEDRO POINT COMMUNITY PLAN

May, 1995

Introduction

Because of its unique rural and coastal character, the Pedro Point residential community does not always fit within established development guidelines. This plan is an effort by residents of the community to express their ideas and concerns about future development.

The plan reflects the results of two in-depth surveys on land use and development conducted by the Pedro Point Improvement Association (PPIA) in 1989 and 1990. It also sets forth the recommendations of PPIA's Planning and Development Committee, which has been working to respond to development issues and to lay the foundation for a comprehensive development plan for Pedro Point. The plan conforms as closely as possible to the City of Pacifica General Plan, the intention being that it function as a useful tool at the community level. Finally, the plan seeks to accomplish the statement of purpose set forth in PPIA's bylaws:

- To preserve, protect and enhance the unique natural and rustic character of Pedro Point, its shoreline, its hills and its varied homes.

- To encourage the active participation of a maximum number of residents in shaping the future of Pedro Point.
- To build and foster a safe, clean and caring community conducive to healthy family life.
- To serve as a strong and well informed voice for Pedro Point and to actively represent the expressed opinions and desires of its residents.
- To develop a positive community spirit based upon mutual interest, shared responsibility and joint effort.

The recommendations in this plan call for cooperative efforts between citizens and local officials. We desire that our elected and appointed city officials and city staff adopt this plan as a guide to addressing planning and development issues affecting Pedro Point.

Our Community Planning Philosophy

"Fundamental to the City's character are the traditional neighborhoods. It is the goal of the City to protect the social mix, variety and fundamental character which now exists in each of these neighborhoods by providing for necessary community services and facilities, and for the safety and welfare of all residents equally, but with a sensitivity for the individual neighborhood."

(From the Goal Statement of the City of Pacifica General Plan (p. 12))

We concur with the Goal Statement of the General Plan. We believe that healthy neighborhood communities are the life blood of healthy cities.

We believe that responsible development of Pacifica's economic base can occur without damage to historical neighborhoods or the unique country-like character of the environment - but a plan is needed. We support the retention of open space, the protection of existing neighborhoods from random commercial intrusion and the

application of sound planning, zoning and land use principles. We oppose spot zoning and zoning based on maximizing resale profit potential as not being in the interest of the City or its neighborhood communities.

Most of Pacifica's future residential development will be of an infill nature. We therefore support building standards that challenge architects to develop well-designed and attractive infill residences that enhance, and are compatible with, our neighborhoods.

We support responsible commercial development and acknowledge its role in strengthening the City's economic base. However, all proposed commercial development must be carefully evaluated, prior to approval, to ensure community compatibility and appropriateness.

While we acknowledge that the City's budget constraints affect its ability to conduct comprehensive planning studies, it is nevertheless imperative that responsible planning continue for individual neighborhoods, especially where historic neighborhoods are involved. These are part of our endangered natural resources.

Maps of Pedro Point

Pedro Point Historic Neighborhood Community

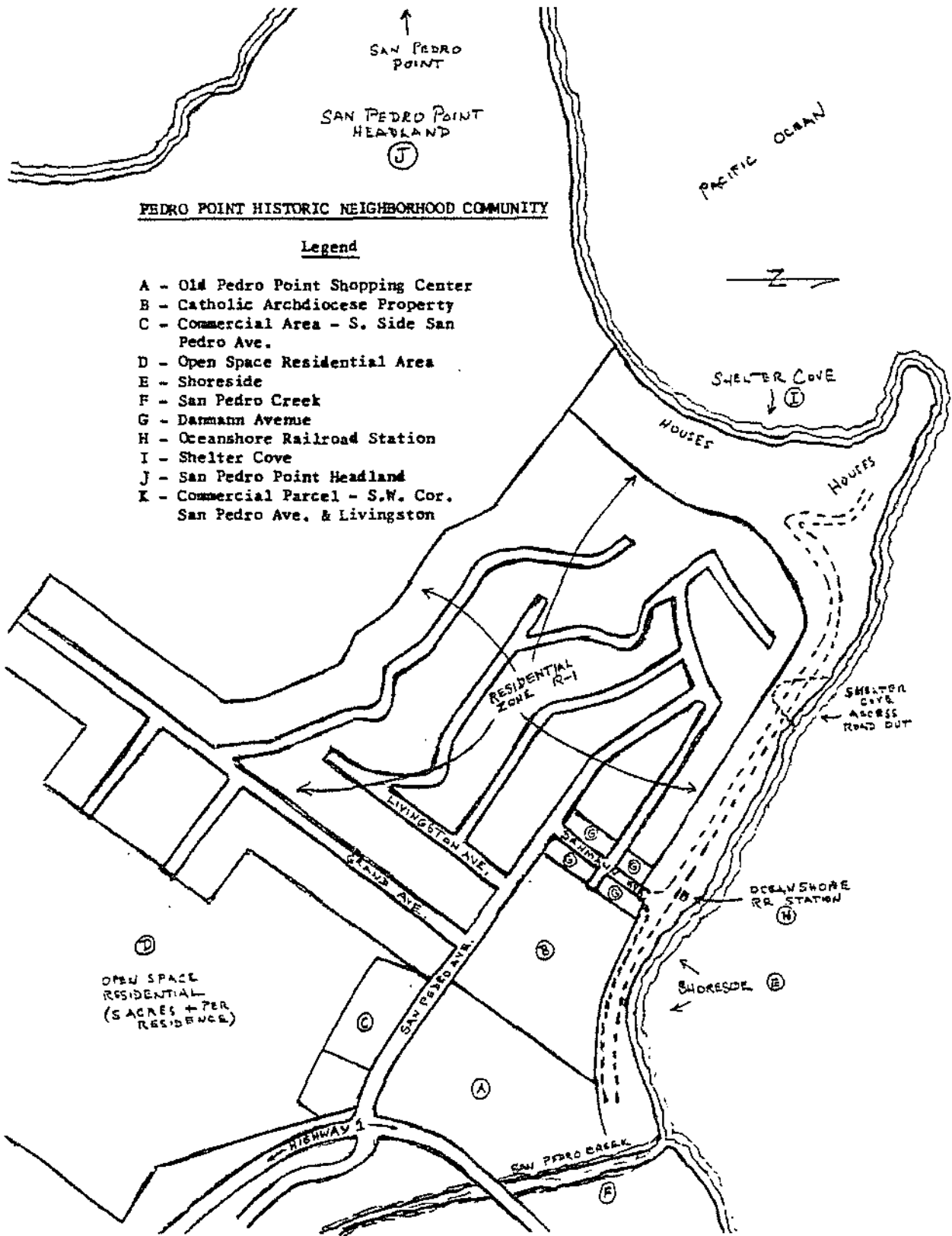
This map shows the Pedro Point Historic Neighborhood Community as bounded by:

- The Pacific Ocean on the north and west,
- The San Pedro Point Headland on the south,
- and Highway 1 and San Pedro Creek on the east.

The map also identifies areas for future development and the special historical and natural features which lend to the distinctive character of the Point.

MAP 1

Pedro Point Historic Neighborhood Community



PEDRO POINT HISTORIC NEIGHBORHOOD COMMUNITY

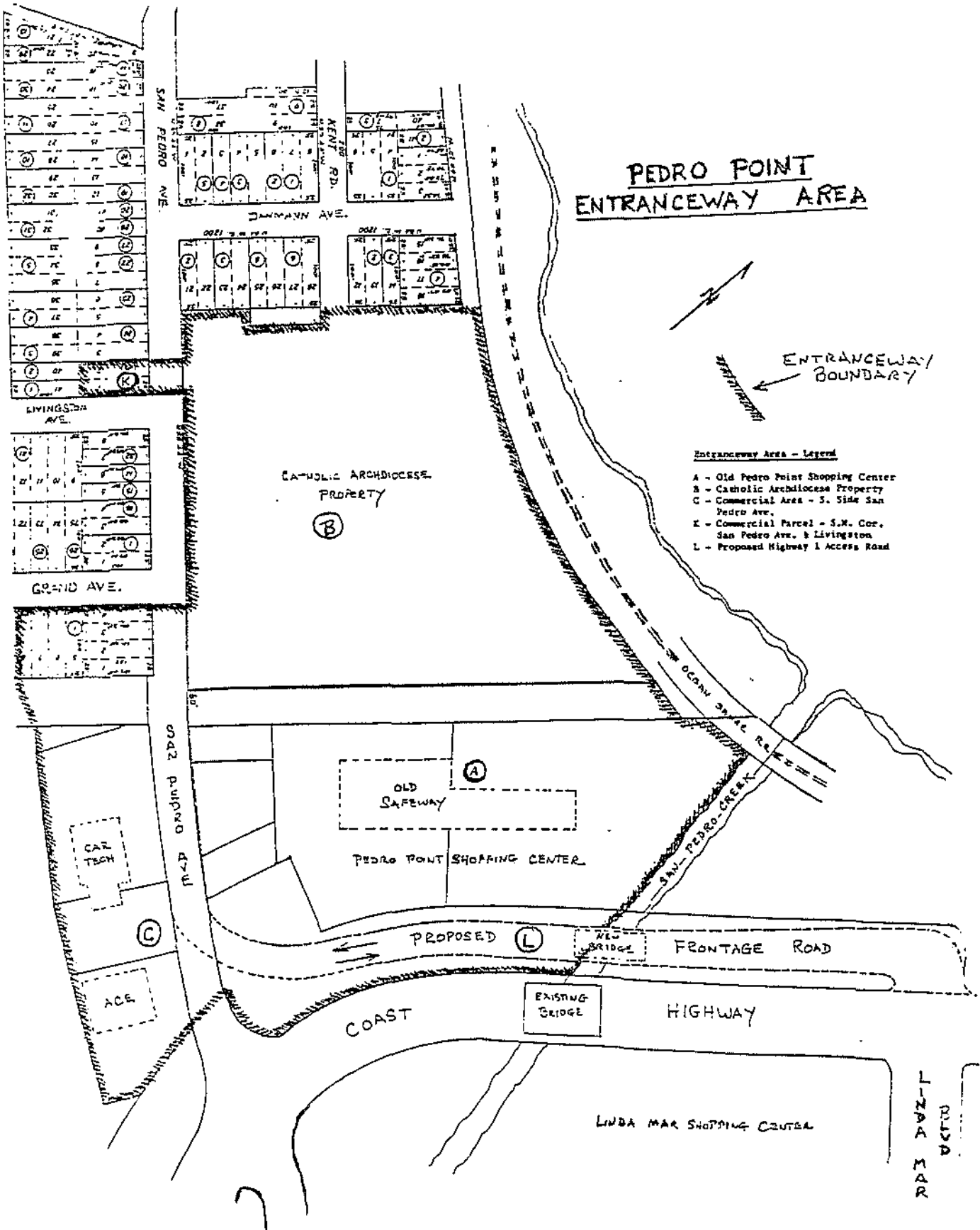
Legend

- A - Old Pedro Point Shopping Center
- B - Catholic Archdiocese Property
- C - Commercial Area - S. Side San Pedro Ave.
- D - Open Space Residential Area
- E - Shoreside
- F - San Pedro Creek
- G - Danmann Avenue
- H - Oceanshore Railroad Station
- I - Shelter Cove
- J - San Pedro Point Headland
- K - Commercial Parcel - S.W. Cor. San Pedro Ave. & Livingston

Pedro Point Entranceway Area

This map delineates the Entranceway Area comprising those properties which are key to future development of the entrance of the Pedro Point Community and the southern entrance of Pacifica.

Map 2 -- Pedro Point Entranceway Area



Elements of the Pedro Point Community Plan

The Entranceway Area ¹

Much of the future development pattern of Pedro Point hinges on what is done with the entranceway area. This area includes the Old Pedro Point Shopping Center properties, the commercially zoned properties on the southerly side of San Pedro Avenue between Highway 1 and Grand Avenue and the Catholic Archdiocese property. It also includes Pedro Point's only vehicular access, now a dangerous intersection at San Pedro Avenue and Highway 1.

The Entranceway Area is more than the entrance to Pedro Point. Is also the southerly entrance to our City of Pacifica. PPIA supports the healthy and attractive development of this total area to the end that it will strengthen the City's total economy and enhance the appearance of both the community and the City.

PPIA Recommends:

1. Entranceway development should generally follow the City of Pacifica General Plan and the City of Pacifica Local Coastal Land Use Plan.
2. Development should be in accordance with an overall comprehensive plan developed specifically for the total Entranceway Area through cooperative efforts of the community, the property owners and the City of Pacifica. This Pedro Point Community Plan seeks to set forth guidelines for such a plan.
3. Development should fit in with a unifying theme established for the Entranceway Area. PPIA is prepared to work with and assist property owners, developers and city planners in identifying and

¹ See Map 2. See Photo Appendix: page a, 1,2,3 4; c, 1.

pursuing an attractive unifying entranceway development theme framed around the marine environment of San Pedro Point and the historical setting of the old Pedro Point community.

4. Development of the Entranceway Area should complement rather than intrude into or adversely impact the adjacent residential neighborhood community.
5. No major traffic-generating improvement should take place unless and until safe access is developed to and from the Point.

Access to Highway 1²

Our top priority is still to solve the access problem at Highway 1. The entire population of Pedro Point, its business customers and its clients must use this hazardous intersection. All development on the Point, whether commercial or residential, must be tempered with concern for the safety of greater numbers of people using this intersection, especially new business customers. Furthermore, healthy development of the Pedro Point Entranceway Area must depend upon whether improved and safe access to and from Highway 1 is achieved. With the imminent prospect of state and/or federal funding for construction of a parallel access road joining the Linda Mar intersection, it appears that a safe solution may at last be achieved.

PPIA Recommends:

6. Continue to support efforts of City Engineering Department to resolve design and cost details of Highway 1 improvement project.

² See Map 2-L. Photo Appendix: page a, 1, 2.

7. Continue to support city efforts to obtain state, federal and/or county funding for the project.
8. Work with City Engineering Department on follow-on details, including landscaping, walkways, bikeways, shopping center access, etc.

Old Pedro Point Shopping Center³

"West of Highway 1 and south of San Pedro Beach, Pedro Point - Shelter Cove is the southernmost coastal neighborhood in Pacifica. Access to this neighborhood is from Highway 1 via San Pedro Avenue. Neighborhood shopping and auto sales occupy the level land adjacent to the highway. This commercial area, like others in Pacifica, has little landscaping to relieve the low blocks of building and expanse of asphalt. Although located near the shoreline, neither the buildings nor the uses orient to their coastal setting."

(From the City of Pacifica General Plan, Land Use Element (p. 84).)

The appearance of the Old Pedro Point Shopping Center does little to enhance the entrance to Pedro Point or the southerly entrance to Pacifica itself. A dilapidated former Safeway store fronting onto an unkempt asphalt area, and backing onto an unpoliced dumping ground to the rear of the building, is anything but attractive to either local or visitor traffic. Nonetheless, a number of local businesses manage to operate in the center despite their surroundings.

Development of the shopping center and the area immediately surrounding it presents both challenges and opportunities. Such development must be commercially viable and tap both the local consumer market and the visitor traffic passing north and south on Highway 1. A well designed, attractive and easily accessible center is

³ See Map 2-A. Photo Appendix: a, 1, 2.

called for, a center that will complement its coastal setting as well as the Pedro Point residential community.

PPIA Recommends:

9. Retain C-1 zoning for the entire Old Pedro Point Shopping Center, including the 60' wide parcel of land just west of the center and any State owned lands not used for Highway 1 access.
10. Encourage new development or extensive redevelopment of the shopping center around a coastal or marine related theme as established for the entranceway area.
11. With participation of property owners, consider ideas such as organizing an architectural competition to create a preliminary plan for a seaside commercial development built around a common theme. Use the results to publicize and pursue development with commercial interests.
12. Require close coordination of the Pedro Point commercial development area with the improvement of ingress and egress to and from the Point via the new frontage road connection to Linda Mar Blvd.

Catholic Archdiocese Property⁴

"Pedro Point contains no established neighborhood park. While the neighborhood does contain significant scenic resources, an improved park site is essential for this physically isolated community, bordered by the ocean, steep hillsides and the Coast Highway. Such an area may be feasible within the undeveloped San Francisco Archdiocese property located on San Pedro Avenue."

(From the City of Pacifica General Plan, Open Space and Recreation Element (p. 137).)

⁴ See Map 2-B. Photo Appendix: a,3,4; b, 4; c, 1; d,1.

The Catholic Archdiocese property consists of nearly six acres of flat, undeveloped land west of the Old Pedro Point Shopping Center, between San Pedro Avenue and the old Ocean Shore Railroad berm along the southern shore of San Pedro Bay. In the past, the land contained marshy areas which attracted wildfowl during flyover seasons, but subsequent landfills eliminated the wetlands areas.

Pedro Point residents have registered strong support for preserving a major portion of the Archdiocese property in some form of open space. It would be a major setback to the entire Pedro Point community if any development calling for intensive coverage of the land with buildings and pavement were to take place without a generous reservation of land for open space use. The community would look with favor on an adequate provision for open space and a compatible mix of visitor-serving uses appropriate to the Point's oceanside setting.

PPIA Recommends:

13. Encourage and work toward a combination of community-compatible uses of the property which could include:
 - Permanent open space constituting a major portion of the total parcel area, preserved and developed as a low-intensity natural park complementary and adjacent to the children's playground under construction by PPIA at the rear of the Pedro Point Firehouse.
 - Return of some portion of the area to wetland use.
 - A visitor center serving the San Pedro Point Headland open space reserve and providing trailhead access thereto as well as providing educational support to the San Pedro Creek environment, the tidelands, local fishing and surfing, railroad history, and the unique geology of the area.

- A commercial native tree and plant nursery aimed at restoring indigenous vegetation to planted areas of the coastside, including hillsides, yards, greenbelts, etc. (see Trees and Plants).
 - Compact housing which may include multi-generational or senior housing utilizing central common areas to minimize developed space and to maximize landscaped and natural areas. Also consider co-housing.
 - A commercial aquaculture/mariculture facility (i.e. abalone farm), providing visitor education, seafood production and local employment.
 - Open space available to 4-H for small animal raising and garden development.
14. Designate the Archdiocese property as a special planning area or district to facilitate planning and acquisition essential for optimum development in harmony with the community.
 15. Acquire, for public use, all or a major portion of the property through a cooperative approach and financing by the City of Pacifica, the Coastal Conservancy, the Pacifica Land Trust, the San Mateo County Housing Authority, the Pedro Point Community or combination thereof.
 16. Include improved access around the levee to the beach along San Pedro Creek when improvement plans are developed for the property.

South Side of San Pedro Avenue from Highway 1 to Grand Avenue ⁵

Situated on the south side of San Pedro Avenue between Highway 1 and Grand Avenue are three commercially zoned parcels,

⁵ See Map 2-C. Photo Appendix: a,3.

each occupied by a business structure. The entranceway area is directly affected by the appearance of the buildings and signs and by the adjacent paved areas as well as the landscaping.

PPIA Recommends:

17. Maintain current C-1 Commercial zoning. Encourage light commercial uses which are in harmony with the light commercial development of the shopping center.
18. Encourage owners and business proprietors to maintain clean, attractive and uncluttered facilities at this entrance to the Point, including well- maintained landscaping.
19. Ensure that both businesses and business signs comply with conditions specified in use permits or other City enabling processes.

Commercial Parcel Southwest Corner San Pedro & Livingston Aves.

⁶

A single 50' x 100' parcel of land located at the southwest corner of San Pedro Avenue and Livingston Avenue bears a C-1 zoning classification although immediately adjoined on two sides by long- established residential development. Of major concern to Pedro Point residents is the negative impact that this spot-zoned commercial parcel and any expansion of its commercial structure can have on the surrounding residential area.

PPIA Recommends:

20. Oppose any further extension of commercial zoning into the adjacent residential area.
21. Minimize adverse effects to the neighborhood of overbuilding on the parcel.

⁶ See Map 2-K. Photo Appendix: d, 2 3.

The Historic Area

Pedro Point is rich in Pacifica's and the Coastsides historic past, commencing shortly after the turn of the century. The first improvements on the Point revolved around construction and operation of the Ocean Shore Railroad and the determination of San Francisco land developers to create a community of weekend and vacation cottages. These structures were built on twenty-five foot lots, together with a handful of businesses to serve them. Enough of the original structures still remain to warrant their recognition and preservation for the future.

Danmann Avenue ⁷

Danmann Avenue is the historic main street of Pedro Point. Before there was a City of Pacifica, this quaint street and its immediate neighborhood included a tourist hotel, a bar-restaurant with a boarding house downstairs, a neighborhood grocery store, a post office, a bar-restaurant and refreshment cottage, a volunteer fire house and community center, a railroad station, a Greyhound Bus boarding and parking point and a commercial/recreational boat launching facility. Although much has changed, enough still remains of "old" Danmann Avenue to warrant its preservation and to create a historic and interesting focal point for visitors.

PPIA Recommends:

22. With the owners and possible participation of City Planners, undertake a special study to consider the best zoning and land use for all parcels along Danmann Avenue. Develop a common approach

⁷ See Map 1-G. Photo Appendix: b, 1, 2, 3, 4; d, 1.

which emphasizes the history and marine setting, including well-maintained landscaping.

23. Consider establishment of an historical area incorporating Danmann Avenue, the Ocean Shore Railroad Station and the Shoreside dock area.

Shoreside⁸

"Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded."

(From City of Pacifica General Plan, Coastal Zone Land Use Plan Policies (p. 26).)

Shoreside is a small cluster of colorful seaside cottages hugging the north face of the Ocean Shore Railroad berm at the north end of Danmann Avenue. As well as accommodating families, the settlement provides limited launching and storage facilities for small commercial and pleasure fishing boats using the ocean waters off Pacifica. As Pacifica's chief link to sport and commercial ocean fishing, Shoreside constitutes an active and integral part of Pedro Point's historical heritage.

PPIA Recommends:

24. Preserve this unique historic, fishing and oceanside community.
25. Relate Shoreside and its ocean setting to development of a coastal or marine theme for a redeveloped Pedro Point Shopping Center complex.
26. Establish a protective zoning classification, such as historic area, for the Shoreside area and

⁸ See Map 1-E. Photo Appendix: c, 2, 3.

integrate this with planning for the Danmann Avenue Area.

The Oceanshore Railroad Station⁹

"Tobin Station, currently used as a private residence ...is one of the few remaining stations of the short lived Oceanshore Railroad and is an important local historic landmark. Sited on the bluff with a sweeping view of San Pedro Beach and Headlands and the main coast, Tobin Station should be protected as a historic landmark. The building could become a coastal overlook point and a small local railroad museum if acquired by a public agency."

(From City of Pacifica General Plan, Coastal Neighborhood Element (p. 87).)

Constructed in 1907, Tobin Station was the southernmost stop of the Oceanshore Railroad until a tunnel could be bored through the rocks of Pedro Point. It went through four name changes: "San Pedro Terrace by the Sea", "Pedro Valley", "Shelter Cove" and "Tobin", respectively. The roof had to be replaced a few years ago, and some of the original architectural features were lost.

PPIA Recommends:

27. Initiate action to designate the Oceanshore Railroad Station as an historic landmark in accordance with the provisions of the Pacifica Municipal Code, Section 9-7.101.
28. Initiate steps, when feasible, in cooperation with the City of Pacifica and the Pacifica Historical Society, that will lead to ultimate public acquisition of this historic structure, preferably when present occupants vacate, or the land and building become otherwise available. Rebuild the roof to its original design and perhaps install a 50' section of rail which originally ran a few feet in

⁹ See Map 1-H. Photo Appendix: b, 3.

front of the station. The building could then serve as a small museum commemorating the Oceanshore Railroad and its role in the life and development of this coastal community. Consider inclusion of a small coffee shop and/or gift shop concession in the museum to assist in making it self-supporting. As a public point of interest, the museum should relate to the coastal theme of a redeveloped Pedro Point Commercial Shopping Center to further add to Pacifica's visitor appeal.

29. Determine whether a more protective zoning, such as historic area, should apply to the area in which the station is situated.

Shelter Cove¹⁰

Shelter Cove was developed in the early nineteen hundreds as a recreation area for visitors, chiefly San Franciscans arriving on the Ocean Shore Railroad. Featuring a bar/restaurant and a cluster of cottages, the Cove community later participated in prohibition era activities, some purportedly involving the smuggling of liquor to the Coastside.

Today, Shelter Cove provides a picturesque, though isolated, living environment for some 16 to 18 families who carry their groceries in over a quarter of a mile of trail and road to get to Shelter Cove. In 1982, the Cove lost direct connection to the rest of the City when ocean erosion caused a section of the privately owned access road to fall, leaving only a footpath across the top of the slippage. Lack of roadway access presents a major obstacle to any further development in the Cove. There is no public access to Shelter Cove beach since foot travel over private property is prohibited.

PPIA Recommends:

¹⁰ See Map 1-I. Photo Appendix: c, 4.

30. Establish a constructive communications link with the owner and residents of the Cove to ascertain their ideas for the future and how PPIA can work with and relate to them as good neighbors.
31. Support public access through an easement to San Pedro Rock, and acknowledge the special problems and considerations of Shelter Cove residents when public use is realized.

The Residential Area ¹¹

- "1. *Preserve the unique qualities of the City's neighborhoods.*
2. *Encourage the upgrading and maintenance of existing neighborhoods."*

(From the Policy Statement of the City of Pacifica General Plan, Community Design Element (p. 20).)

"Land use and development shall protect and enhance the individual character of each neighborhood."

(From the City of Pacifica General Plan, Land Use Element (p. 22).)

"Policy - New development shall be compatible with existing development and shall have safe access.

Specific Action - Adopt Design Review Guidelines encouraging development of infill housing which is sensitive to, and compatible with, surrounding development."

(From the City of Pacifica General Plan, Housing Element (p. 43).)

Much of the character of Pedro Point derives from the varied homes of its residential area. Subdivided just after the turn of the century and called "San Pedro Terrace by the Sea", this seaside community, with its 25' wide lots and its streets winding across the

¹¹ Front cover photo. Photo Appendix: a,1; b,2; d, 2,3.

steep northern face of San Pedro Point Headland, hosts a variety of homes ranging from modest cottages no more than 15' wide, to large residential structures spread over a series of adjacent lots. Each home asserts its individuality as it seeks a view of the ocean or the hillsides while providing living space for a Pedro Point family. PPIA seeks to preserve this unique ocean side housing mix and to ensure that future development only adds to its attractiveness.

R-1 Zoned Areas 12

PPIA Recommends:

32. Convey to responsible recommending and decision making bodies of Pacifica that our neighborhood communities rely upon them to respect and carry out the provisions of the City of Pacifica General Plan with respect to protecting and enhancing residential neighborhoods. Maintain current zoning status of residential areas of Pedro Point.
33. Oppose any further commercial intrusion into existing R-1 areas on the Point.
34. Ensure that infill residential development is in keeping with the character of the surrounding neighborhood and that adequate provision is made for off-street parking.
35. Establish a limiting relationship between the allowable total square feet of floor space in residential structures and the total square feet of the lot or parcel on which the residences are to be constructed.

¹² Front cover photo. Photo Appendix: a, 1, 3; b, 2, 4; c, 2, 3; d, 2, 3.

36. Establish design guidelines for all hillside and substandard lots in Pedro Point.
37. Preserve the individual character of the housing and the rustic atmosphere along the residential streets, while encouraging adequate maintenance, cleanliness and neat appearance of neighborhoods.
38. Pursue undergrounding of public utilities on the Point. (See Public Utilities - Utility Undergrounding.)
39. Enforce City ordinances and regulations prohibiting the use of house trailers and recreation vehicles for supplemental housing purposes.
40. Ensure that the establishment and regulation of second residential units on Pedro Point is uniform, equitable and in accordance with applicable codes and ordinances.
41. Support regular City maintenance of existing street pavements and drainage ways.

Open Space Residential Area ¹³

An undeveloped area of some 42 acres is situated in the southeast section of the Pedro Point community. It is completely tree covered, extremely steep and encompasses part of one of the ridges extending from the San Pedro Point Headland open space reserve. The Open Space Residential zoning of the area limits residential development to one residence per five acres or more. However, any development on the property faces problems of access, landslide potential and utility availability.

PPIA Recommends:

¹³ See Map 1-D. Front cover photo. Photo Appendix: a, 1; b, 4.

42. Retain present Open Space Residential Area zoning.
43. Closely monitor any proposed residential development to ensure that all factors relating to access, steep terrain and compatibility with the community are adequately dealt with.
44. Require that any future subdivision of or development on the parcel, provides for public trail access through the property leading to the San Pedro Point Headland Reserve (from the proposed visitor center on the Catholic Archdiocese property).

Nature and Natural Areas ¹⁴

The Pedro Point Community has a major stake in preserving its natural assets which include San Pedro Point Headland, San Pedro Point, the ocean terminus of San Pedro Creek, Shelter Cove Beach and a broad array of native plant and animal species. Fostering of an environmentally aware community that actively addresses local environmental protection needs and issues is one of PPIA's goals.

San Pedro Point Headland Reserve

15

"Encourage development plans which protect or provide generous open space appropriately landscaped. Balance

¹⁴ Front cover photo. Photo Appendix: a, 1; b, 2; c, 2, 3, 4.

¹⁵ See Map 1-J. Front cover photo. Photo Appendix: a, 1; b, 2.

open space, development and public safety, particularly in the hillside areas.

Promote community-wide links to open space and recreation facilities which do not abuse the open space resource or threaten public safety.

Where natural environment would benefit, develop controlled points of public access to various open spaces, beaches, hillsides, and ridgelines."

(From City of Pacifica General Plan, Open Space Element (p. 17).)

Pedro Pointers and residents of the City can take great satisfaction in the public acquisition of the westerly portion of San Pedro Point Headland property for development and use as permanent public open space scenic area and nature preserve. Great credit goes to the Pacifica Land Trust and the Coastal Conservancy staff and board members who worked diligently to bring about the acquisition.

PPIA Recommends:

Work closely with the City of Pacifica, the Pacifica Land Trust and Coastal Conservancy to accomplish the following:

45. Support State or other agency initiatives aimed at making funds available for planning and executing the restoration and development of the San Pedro Point Headland, and for purchase of the remaining easterly portion of the Headland.
46. Support development of a visitor center and trailhead for San Pedro Point Headland visitors on a portion of the Catholic Archdiocese property integrated with other development components on the property (see earlier section on Planning for the Catholic Archdiocese property).
47. Develop and enhance trails to the San Pedro Point Headland open space reserve, Pacifica State Beach and ultimately, Shelter Cove Beach.

48. Study the alternatives for long-term ownership and management of San Pedro Point Headland property.
49. Renew support for public acquisition of the easterly portion of the San Pedro Point Headland property.

San Pedro Creek¹⁶

"The biological productivity and the quality of coastal waters, streams, wet-lands, estuaries, and lakes appropriate to maintain optimum population of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through...maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

(From City of Pacifica General Plan, Coastal Act policies (p. 25).)

San Pedro Creek runs to the ocean along the northerly boundary of the Pedro Point community. While we are concerned with the total length of this waterway, we are particularly concerned about the lower reach of San Pedro Creek, the most westerly portion from the bridge on Highway 1 to the ocean. A few years ago, the U.S. Corps of Engineers completed a project to protect the north bank of the stream from erosion by placing a layer of granite rock along the bank and bottom of the stream. The south bank was not treated. A partial regrowth of willows has taken place along the banks since then, but the stream's receptivity to the annual steelhead run and their return to ocean waters may have been affected.

PPIA Recommends:

50. Protect the lower reach of San Pedro Creek and its ability to accommodate the steelhead run from ocean waters.

¹⁶ See Map 1-F. Photo Appendix: c, 3.

51. Maintain contact with city officials working on the lower Linda Mar drainage plan which may impact on the health of lower San Pedro Creek
52. Maintain contact with Corps of Engineers regarding planning for lower San Pedro Creek, especially any plans for further embankment or stream bottom protective measures.
53. Support public acquisition of a buffer strip along both sides of lower San Pedro Creek to protect the streambed and banks and to facilitate the establishment of healthy natural growth along the banks.
54. Make the lower reach of San Pedro Creek visually attractive to Coastside visitors.

Trails and Bikeways

As elements of the Pedro Point Community Plan are implemented, it will be desirable to create linkages between visitor-serving areas and facilities on the Point and adopted City and County trails and bicycle routes. Early identification of the routes for trails and bikeways is an essential first step, especially where developments to be connected by trails or bikeways are some distance in the future.

PPIA Recommends:

55. Identify and map the most suitable trail route to connect the Pedro Mountain open space reserve with San Pedro Avenue and the projected San Pedro Point Headland visitors center. Develop implementation plans, including formal adoption, access easement acquisition, financing and timing.
56. Identify and map the most suitable trail route providing access to San Pedro Rock.

57. Identify and map the most suitable bikeway connecting the San Mateo County bicycle route on Highway 1 to the Danmann Avenue historical area and to any projected San Pedro Point Headland visitors center.

Trees and Landscaping Plants¹⁷

Prior to European settlement, the natural landscape of Pedro Point was characterized by rich perennial grasslands and northern coastal scrub. Remnants of this maritime ecosystem are still to be found on Pedro Point Headland and provide a vivid reminder of our past natural heritage. As early as the late 1800's, however, blue gum, Monterey cypress and Monterey pine plantations were planted on the Point and these introduced forests were later augmented by a variety of non-native plants as the neighborhood developed. Some of these plants, such as French broom and pampas grass, are now recognized as pernicious invasive species that pose a serious threat to the small amounts of native vegetation that still remain. Further, the non-indigenous tree species present serious management problems as they grow old and become subject to windfall and disease and obstruct residential views.

PPIA Recommends:

58. Compile a list of tree and shrub species that are most suitable for landscaping on Pedro Point.
59. Compile a list of trees and shrub species that are regarded as problematic for planting on Pedro Point and discuss the reasons why.
60. Develop a list of recommended native plants that are suitable for landscaping on Pedro Point and

¹⁷ Front cover photo. Photo Appendix a, 1; b, 2, 4; d, 2.

identify precautions that should be taken in planting natives, sources of native plant materials and tips on planting natives.

Other Areas of Concern

Public Improvements

18

"Many of the older neighborhoods in Pacifica have roadways which are substandard by current standards. However, the residents of these areas feel adequately served and indicate that the existing street widths lend a unique character to their neighborhoods. For this reason, the City should continue its policy of individual neighborhood street standards, focusing on public safety requirements and preservation of neighborhood character."

(From City of Pacifica General Plan, Circulation Element (p. 93).)

Attempts made to apply full City standard treatment to portions of certain streets have resulted in unattractive stretches of pavement and curbing which seem to detract from the rustic natural appearance of the neighborhoods. A compromise is needed to develop standards which better fit hillside areas.

PPIA Recommends:

61. Develop a flexible set of hillside residential road standards permitting roadway improvements that harmonize more closely with rustic neighborhoods. Seek development of standards that are minimally disruptive to resident-maintained roadside plantings, fencing and minor garden type improvements. Give due

¹⁸ Photo Appendix: d, 1, 3.

emphasis to providing adequate public safety access.

62. Identify particularly hazardous road sections and blind curves and recommend corrections including improved signage.

Public Utilities - Utility Undergrounding

19

In the 1989 and 1990 PPIA Community surveys, a significant number of residents expressed support for the undergrounding of electrical, phone and cable TV transmission facilities. Undergrounding would add to the attractiveness of neighborhoods, improve views and appreciate values. As with all such improvements, cost is a major factor.

PPIA Recommends:

63. Develop overall cost estimates for utility undergrounding on the Point, including appropriate alternative approaches.
64. Determine the desire of Pedro Point residents to proceed with a utility undergrounding project covering all or part of the Point.

Vehicle Parking and Congested Streets

20

The congestion problem caused by careless and/or illegal vehicle parking on narrow hillside streets remains a serious threat

¹⁹ Photo Appendix: d, 1, 2, 3.

²⁰ Photo Appendix: d, 1.

to life and safety on Pedro Point. We have on the Point a novel system designed by City officials for regulating on-street parking. However, it is not working effectively to keep all streets open for safe passage of emergency equipment.

PPIA Recommends:

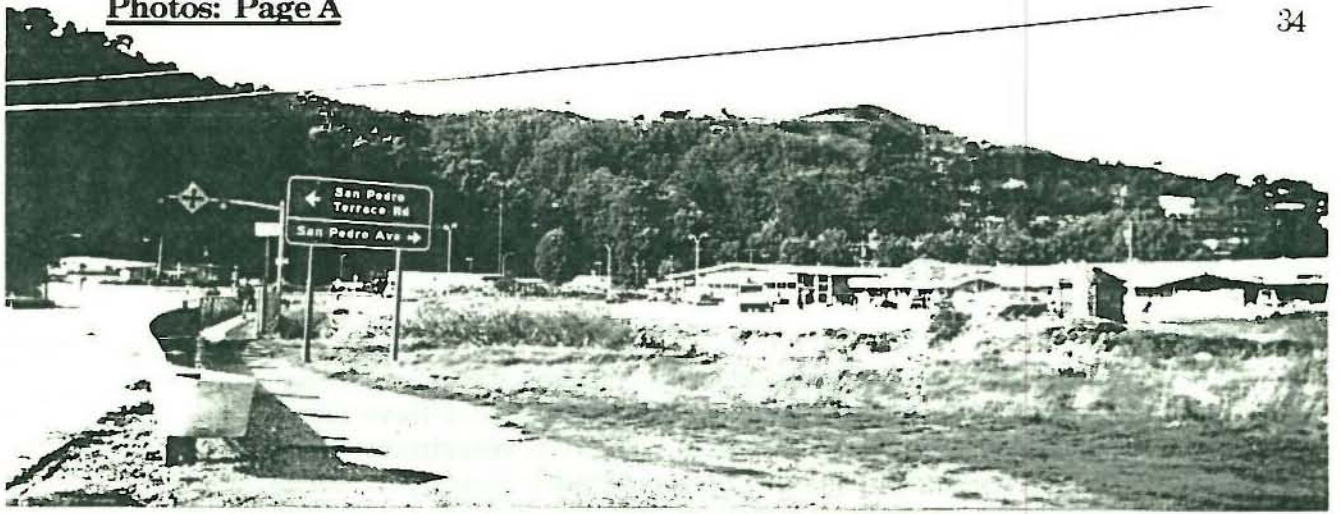
65. Enforce on-street parking regulations and regulatory signs now in effect on the Point. Enforcement is currently on a complaint basis. Regular patrolling is needed, particularly at night, so that vehicles which are illegally parked and likely to block free passage of emergency equipment will be cited.

Photos of Our Community

Photo Summary - Page A:

1. Pedro Point is the most southerly of Pacifica's neighborhoods. It is separated from the Linda Mar area by Highway 1. While Ace Hardware had added to the vitality of the commercial aspect of this community, the empty Safeway building has left other enterprises in the shopping center struggling for recognition. Implementation of a new access road to Pedro Point and new businesses in the old Safeway building will support a renewed energy in this location. Implementation of landscaping and improvement of store fronts or signage would also aid in its visibility and appearance.
2. The Pedro Point Shopping Center is the southern entrance into our City from Devil's Slide. Exiting the Point by a dangerously angled intersection into a stream of accelerating traffic has hindered commercial development and put residents at risk. The future access road which will traverse the front of the shopping center and connect at the Linda Mar signal with north and south lanes will solve this important safety issue.
3. To the southwest of the Pedro Point Center and west of Ace Hardware a car sales and repair co-operative and restaurant building border the entrance to the residential and more "village-like" area of Pedro Point.
4. Separated from the Pedro Point Center by a stand of trees is the Archdiocesan property and Pedro Point's only flat recreational area. The Pedro Point Cafe is a historic Pedro building which has served many functions over the years.

1.



2.



3.



4.

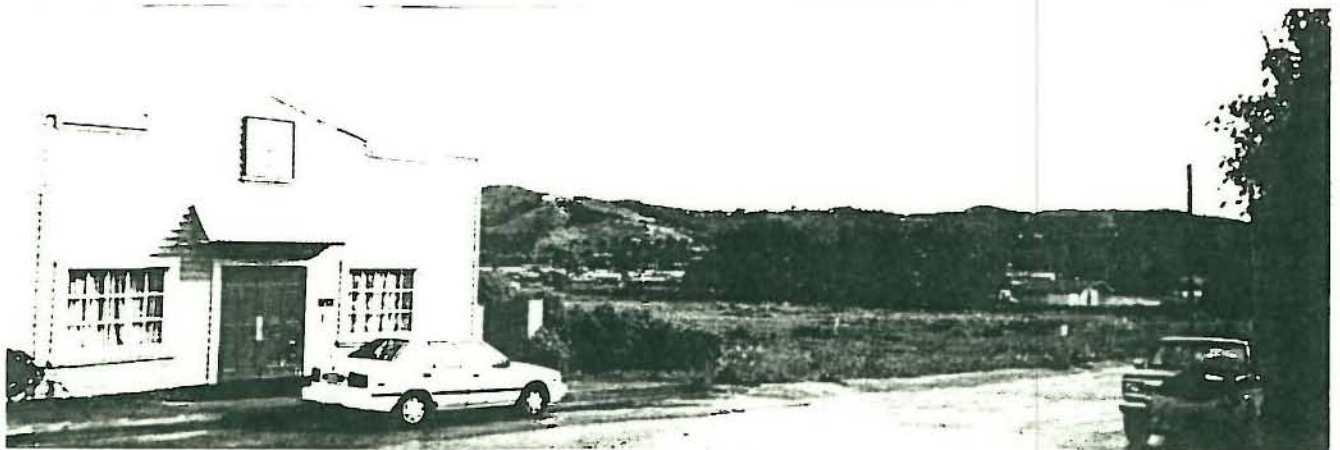


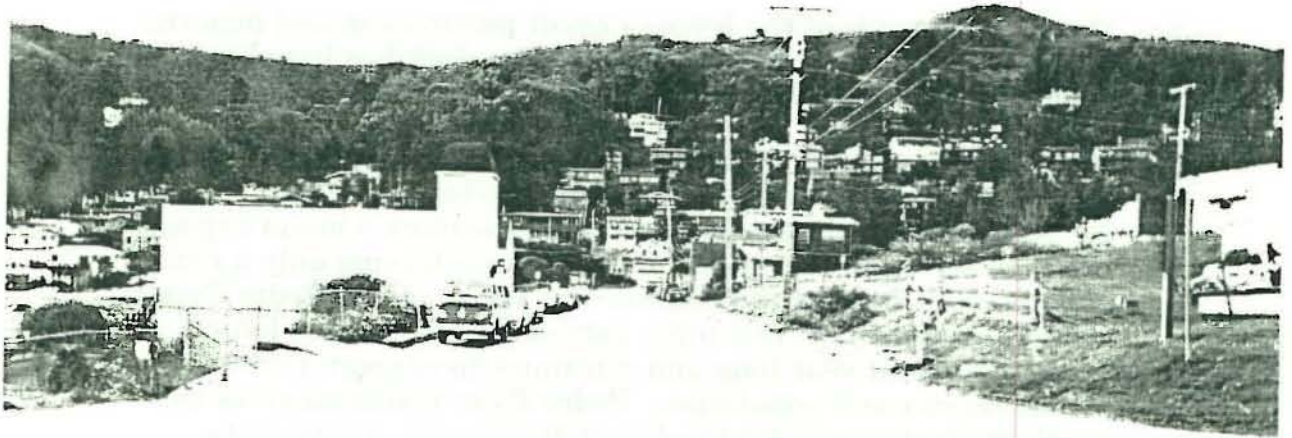
Photo Summary - Page B:

1. Danmann Ave. is Pedro Point's "village street". Mostly commercially zoned, houses along this street have served as shops and studios, in the past. Today a veterinary hospital, a fencing business and the historic Pedro Point Firehouse, which serves the general community for social events and classes, and is the meeting place for PPIA, are the commercial ventures still operating on this street.
2. Two large parcels of land which once housed a hotel and bar/hotel now stand empty. The parcel on the east side of Danmann and north of the Firehouse was recently spot-zoned residential. In the background are the varied hillside houses, the forested open space residential areas of Pedro Point and the San Pedro Point Headland Reserve which at present is formally accessed from Highway 1.
3. The historic Pedro Point Station House, stopping place of the old Ocean Shore Railroad, lost its original upturned roof in a wind storm in 1982. It remains home to an ocean-loving family and is an important piece of the Coastside's history.
4. The Archdiocesan property is a focal point to Pedro Point's residents from many vantage points. It is used by many residents for recreation and passage to the beach. Here it is seen from the Station House looking towards the southeast.

1.



2.



3.

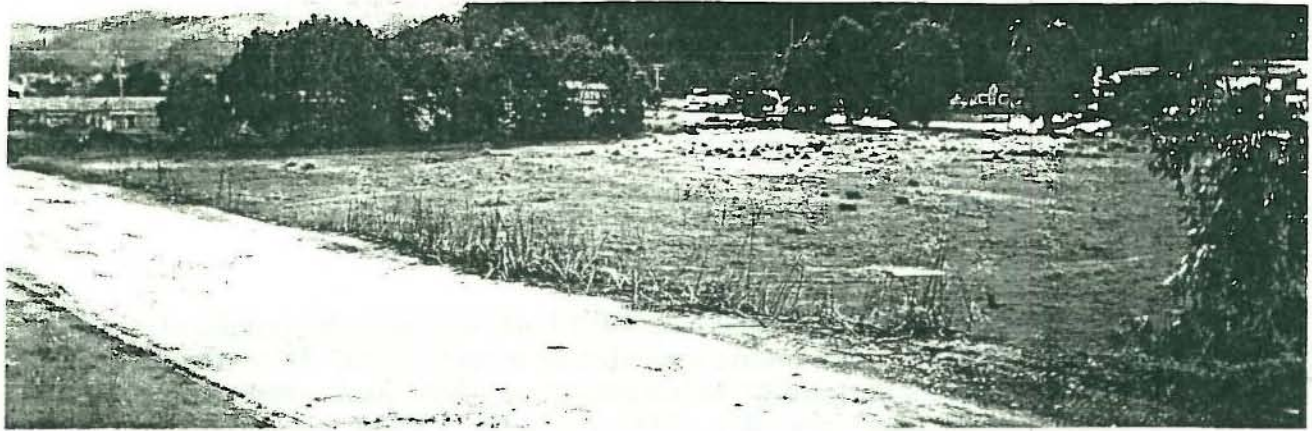


4.



Photo Summary - Page C:

1. Shoreside Drive is a dirt berm previously the right-of-way for the old Ocean Shore Railroad. It protects the Archdiocesan property from ocean incursion during high storm tides and supplies a protective "backbone" for the oceanside houses and boat dock.
2. On the ocean side of the levee, a small picturesque and historic private boat launching ramp and storage dock has long been a destination for artists and ocean recreationalists.
3. Eight homes remain of the twelve or more which hugged the stretch of land between the ocean and the levee. The tides make for great changes in the beach; at times leaving a broad expanse of beach and rocky tidepools, at other times leaving only a rocky swath just in front of the houses. The outlet of San Pedro Creek, which can be seen in the upper part of the picture just left of center, flows all year long and continues to support a small steelhead run and population. Pedro Point residents cross this creek on their way down the beach and become aware of its changes over the year.
4. Shelter Cove is Pacifica's most westerly neighborhood. It has also become its most isolated community since the private access road fell into the ocean in the storms of 1982, leaving only a foot path over the slide area. Its sixteen cottages face Pacifica's signature promontory, Pedro Point. The Point is a geologic wonder and home to many sea birds, mammals and unique plant communities.



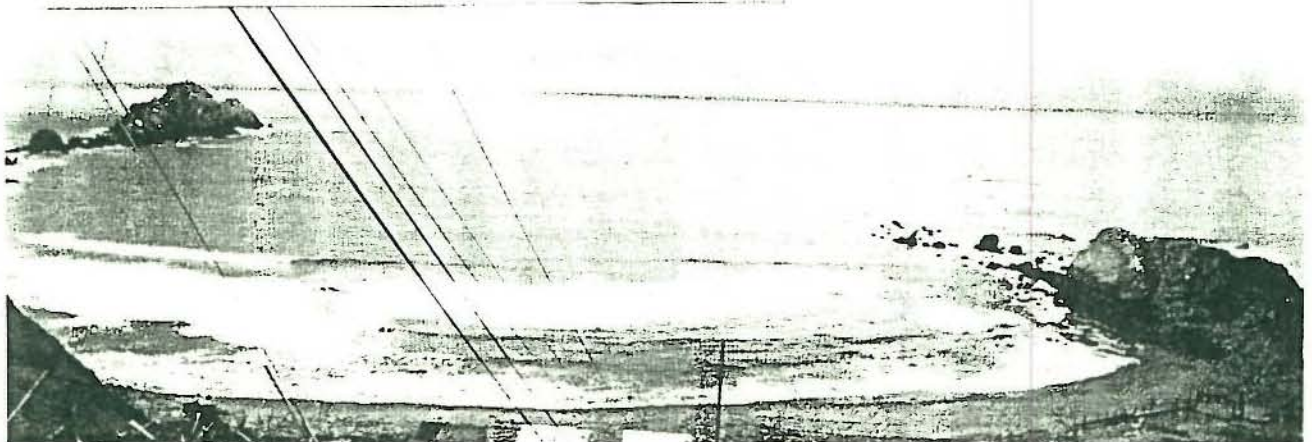
1.



2.



3.



4.

Photo Summary - Page D:

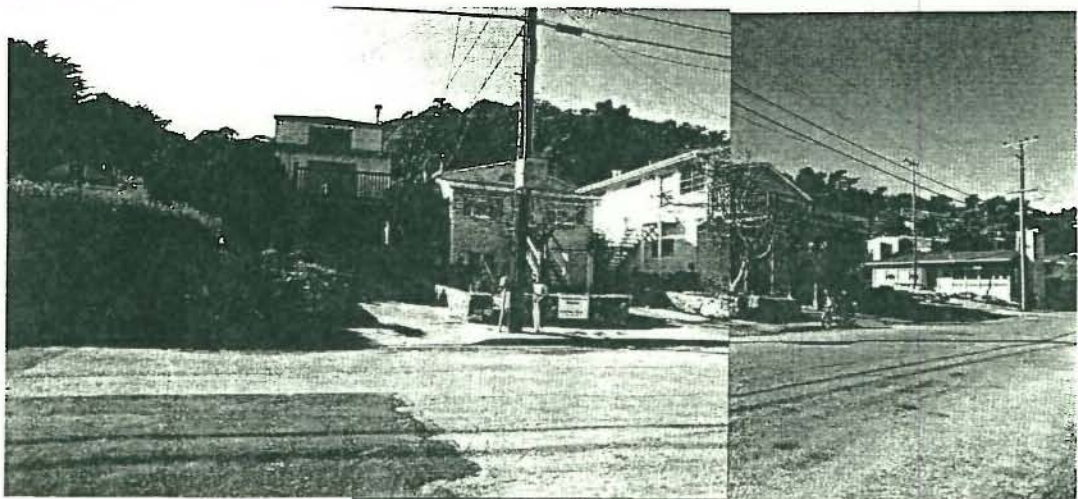
1. The Pedro Point Firehouse was built both to house the trucks of the Volunteer Department and also as a social hall. It continues to serve as a location for the celebrations of life and community. In the foreground, one side of the rural Kent Road is signed "No Parking" to allow for emergency vehicles to pass.
2. The restaurant building at the corner of San Pedro and Grand Aves. ends the sequence of commercial property on the south side San Pedro Ave. Further down the street, at the far right of the picture is a single commercially zoned parcel which is surrounded by residentially zoned properties.
3. A great variety of homes occupy Pedro Point from small older cottages, to more modern and larger homes, to chalets and rustic structures. The streets too, are varied from wide and straight to narrow and curving, some improved and others quite rustic. The single commercial property at the corner of San Pedro Ave. and Livingston can be seen in the far right of the picture.



1.



2.



3.