

## CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT  
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# F7b

**A-2-PAC-22-0031 (Pacifica Safe Parking Program – San Pedro Ave)**

**August 12, 2022**

**CORRESPONDENCE**

## Ringuette, Oceane@Coastal

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**From:** Murdock, Christian <cmurdock@pacifica.gov>  
**Sent:** Wednesday, July 27, 2022 3:49 PM  
**To:** Rexing, Stephanie@Coastal  
**Cc:** KoppmanNorton, Julia@Coastal; Ringuette, Oceane@Coastal; O'Connor, Bonny  
**Subject:** RE: Temporary Safe Parking Program CDP Appeals

Hi Stephanie,

One unanswered question on our last call was whether the OSV ordinance is currently being enforced in the Coastal Zone. I can confirm that the OSV ordinance is being enforced within the Coastal Zone. Therefore, whatever action the Coastal Commission may take on the Safe Parking Program CDPs would not determine whether the OSV ordinance takes effect in the Coastal Zone. That means the main impact of a substantial issue determination on the appeals is that opportunities for lawful habitation as part of the City's Temporary Safe Parking Program would be delayed for at least five individuals/families until the appeals are resolved.

With that in mind, I hope your staff recommendation will focus on the merits of the Safe Parking Program CDPs themselves given they bear no direct relationship to the OSV ordinance. My opinion is that the appeals raise no substantial issue given the LCLUP consistency as analyzed in the City's approvals and the positive attributes of the Safe Parking Program required through conditions imposed on the CDPs, including coastal resource protections to prevent illicit dumping of sewage and trash control. The OSV ordinance is a separate issue entirely and the City has no immediate plans to consider a CDP. However, to the extent you need to explain the City's OSV ordinance to the Coastal Commissioners, please note the following:

- The OSV ordinance's parking standards are codified in [PMC sec. 4-7.1205](#). The parking standards are safety-based and driven primarily by street width. Given the City's age, there are many narrow streets which results in various safety challenges for multi-modes of transportation based on those street widths. For instance, OSV obstruction of traffic safety sight lines within 100 feet of an uncontrolled intersection, and obstruction of bike lanes/bus routes forcing those street users to veer outside their normal paths of travel.
- The OSV ordinance has no time of day restrictions other than those generally applicable to parking of all vehicles, such as a 72-hour parking limit.
- The City has prepared a [map of allowable OSV parking locations](#). You will see that there are ample parking locations in northern, central, and southern Pacifica. Even with the 100-foot intersection standard, the long blocks in the mapped areas facilitate OSV parking and would not result in an effective prohibition as may be the case in other jurisdictions.

Let me know if you have any questions or would like to discuss further. Thank you.

Regards,

Christian



**CHRISTIAN MURDOCK, AICP**  
**DEPUTY DIRECTOR OF PLANNING**  
**CITY OF PACIFICA | PLANNING DEPARTMENT**  
540 Crespi Drive, Pacifica, CA 94044  
Phone: (650) 738-7341 | [cmurdock@pacifica.gov](mailto:cmurdock@pacifica.gov)

## Ringuette, Oceane@Coastal

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**From:** Murdock, Christian <murdockc@ci.pacifica.ca.us>  
**Sent:** Tuesday, December 10, 2019 4:39 PM  
**To:** KoppmanNorton, Julia@Coastal  
**Cc:** Bautista, Sam; Steidle, Daniel; Wehrmeister, Tina@City of Pacifica; REXING, Stephanie@Coastal  
**Subject:** RE: Oversized Vehicle Ordinance

**Follow Up Flag:** Follow Up  
**Flag Status:** Flagged

Thanks so much, Julia. Will also review this information.

Regards,

Christian



**CHRISTIAN MURDOCK | SENIOR PLANNER**  
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1800 Francisco Boulevard, Pacifica, CA 94044  
Phone: (650) 738 – 7444 | [murdockc@ci.pacifica.ca.us](mailto:murdockc@ci.pacifica.ca.us)

**HOLIDAY HOURS:** City offices will be closed Monday, December 23 through Wednesday, January 1. Offices will reopen Thursday, January 2. Building Inspection Services only will be available December 23, 26, 27, 30, and 31 by calling the Inspection Hotline at (650) 737-1000. Building permitting and other Planning counter services will not be available during the holiday closure.

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**From:** KoppmanNorton, Julia@Coastal [mailto:julia.koppmannorton@coastal.ca.gov]  
**Sent:** Tuesday, December 10, 2019 4:38 PM  
**To:** Murdock, Christian  
**Cc:** Bautista, Sam; Steidle, Daniel; Wehrmeister, Tina; REXING, Stephanie@Coastal  
**Subject:** RE: Oversized Vehicle Ordinance

**[CAUTION: External Email]**

Hi Christian,

Yes, confirming that the CDP would only be appealable to us for streets within the appeal jurisdiction.

The most recent examples we have all went the CDP route, so we don't have examples of related LCP amendments that come to mind. If Pacifica were to go the LCPA route, we would work with you on that, but you might be a pioneer of that approach. However, [here is an example](#) of a parking requirement that was incorporated into an IP, although it isn't specifically about a restriction/ban.

Thanks!

Best,  
Julia

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**From:** Murdock, Christian [mailto:murdockc@ci.pacifica.ca.us]  
**Sent:** Tuesday, December 10, 2019 3:18 PM  
**To:** KoppmanNorton, Julia@Coastal  
**Cc:** Bautista, Sam; Steidle, Daniel; Wehrmeister, Tina@City of Pacifica  
**Subject:** RE: Oversized Vehicle Ordinance

Hi Julia,

I appreciate the information. We will carefully evaluate it to determine the best approach for Pacifica. Regarding the second approach (CDP issuance), I would imagine the CDP would not be appealable to the Coastal Commission unless it affected streets within the appeal jurisdiction. Please confirm.

Regarding the first approach, do any specific jurisdictions' LCP amendments come to mind which you are familiar with, and that may include some more analysis of how this sort of parking ordinance constitutes a "change in the density or intensity of use of land" (Public Resources Code [sec. 30106](#), definition of "development")? I noticed a letter from Dan Carl to Santa Cruz Mayor Cynthia Mathews (4/27/2016) that mentions the Coastal Commission having provided Santa Cruz with a legal analysis of the issue ([W16e-8-2016](#), PDF p. 81). I also noticed later in the same W16e-8-2016 meeting attachment on PDF p. 89 that the Coastal Commission Executive Director Peter Douglas in 1993 cited ordinances regulating parking on streets within the Coastal Zone as implicating the "change in the intensity of use of water, or of access thereto" element of the definition of "development" in PRC sec. 30106.

Understanding the appropriate rationale more fully is important to us since, at its most extreme, it could ensnare routine traffic engineering matters of the City such as painting curbs (red, green, blue), modifying lane widths, and other activities needed for safe management of public streets. That is the purpose of this ordinance – to ensure safe use of the public streets by all modes of travel by preventing adverse impacts from oversized vehicles parked on streets which are not designed to accommodate them. The staff report for the proposed ordinance outlines the technical rationale for oversized vehicle parking restrictions based on street design characteristics. Oversized vehicle parking would remain available on streets with adequate design to accommodate them, including any such streets within the Coastal Zone.

Regards,

Christian



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**From:** KoppmanNorton, Julia@Coastal [<mailto:julia.koppmannorton@coastal.ca.gov>]  
**Sent:** Tuesday, December 10, 2019 12:18 PM  
**To:** Murdock, Christian; Bautista, Sam  
**Subject:** Oversized Vehicle Ordinance

**[CAUTION: External Email]**

Hi Christian & Sam,

Thank you again for the call yesterday. If you could ensure this gets to Dan with the Police Department as well, that'd be great. As I said on the call, until we resolve how to enact the oversized vehicle ordinance in the Coastal Zone, the ordinance cannot go into effect in those areas. The basis for this is that this ordinance would change parking restrictions on roads in the Coastal Zone that would meet the definition of development (change in intensity or density of use). This can be resolved in one of two ways: either 1) through an LCP amendment, if there is an appropriate location to amend the text within the document as such, or 2) through a CDP the City would issue to the applicant (which would be appealable to the CCC) to implement the program and apply the restrictions on the roads.

As other jurisdictions have come forward and proposed these types of programs the Commission has been especially concerned with assuring these programs are Coastal Act-consistent regarding public access and environmental justice concerns. As a result of this, we would need to see that the program is narrowly tailored to address a specifically documented problem (through official data such as citations, police reports, or data collected in the community, etc.) and to then explain how the proposed parking restriction has been developed in a manner that has the least impact on public access (to streets and other public areas) and in a way that won't disproportionately affect a certain segment of the population, taking into account environmental justice implications. If there are actual or perceived impacts, we would ask for an explanation as to how Pacifica plans to address these impacts in a holistic manner. We have also asked other jurisdictions conducting parking restrictions to include a monitoring component to measure the parking program's effectiveness over time.

Please let me know if you have any questions, and let me know what the plan and timeline is for moving forward on this. Thanks!

Best,  
Julia

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Julia Koppman Norton  
Coastal Planner  
North Central Coast District  
California Coastal Commission  
(415) 904-5292



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## **Ringuette, Oceane@Coastal**

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**From:** Linda B. Goldstein <lindabgold@coastside.net>  
**Sent:** Thursday, July 28, 2022 1:45 PM  
**To:** NorthCentralCoast@Coastal  
**Subject:** Public Comment on August 2022 Agenda Item Friday 7b - Appeal No. A-2-PAC-22-0031 (City of Pacifica Safe Parking Program, Pacifica)

Safe Parking Program Comments:

I belong with the Coastside Faith In Action group and have some knowledge of the program due to other members of CFIA in Pacifica. I have every confidence that Safe Parking is a path to permanent housing and mitigating environmental impact. I travel to Pacifica regularly from Half Moon Bay because I have several friends who reside there. I request that the commission vote to support these sites as they are very much needed.

Thank you,

Linda Goldstein,  
Member of Coastside Jewish Community  
Member of Coastside Immigrant Advocacy Group Member of Coastside Faith In Action

## **Ringuette, Oceane@Coastal**

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**From:** Suzanne Moore <suzyqettu2@gmail.com>  
**Sent:** Thursday, July 28, 2022 11:01 AM  
**To:** NorthCentralCoast@Coastal  
**Subject:** Public Comment on August 2022 Agenda Item Friday 7b - Appeal No. A-2-PAC-22-0031 (City of Pacifica Safe Parking Program, Pacifica)

Honorable Commissioners:

I am a long-time Pacifican homeowner, and I am an advocate for low-income housing and solutions for homelessness. I am a sitting board member for Healthcare for the Homeless and Farmworkers Program, a retired Family Nurse Practitioner, and a former Primary Care Provider at both the Daly City and South San Francisco Clinics. In these capacities, and with recent information provided by our County's "Working Together to End Homelessness", I have increased my knowledge and conviction that housing is needed for life and health and that homelessness can be reduced.

I live just 4 blocks from 5 spaces identified (and in current use) by participants in Pacifica's Safe Parking Program. I feel comfortable that participants are my neighbors, and I am grateful that Pacifica is part of programs to provide wrap around services to our unhoused and provide a pathway for permanent housing.

I served on Pacifica's Unhoused in Pacifica Task Force. At a Task Force community forum in November 2019, over 70% of participants favored a Safe Parking Program prior to initiation of an Oversize Vehicle Ordinance. I suspect the Coastal Commission is aware that a pilot Safe Parking Program was suggested to our City Council but was not moved forward. This current program is the result of a settlement in federal court found in favor of courageous unhoused plaintiffs who pursued their civil rights. The plaintiffs requested the program be overseen by the Pacifica Resource Center as a trusted local organization with knowledge of the needs of the Unhoused. The Resource Center has made every effort to mitigate environmental impact of the program and remains open to community input.

I understand the fear that community members have about the program, but their fears are unjustified. I respectfully request that this Commission approve the designated spaces for Pacifica's Safe Parking Program. It is important to face our fears to solve the great issues of our time. Housing and environmental protection are not mutually exclusive. Pacifica needs to boldly pursue both to address the needs of future generations. Thank you.