

**CRC-MAJ-1-03 (LCP UPDATE)**

**EXHIBIT NO. 1**

**AMENDED LAND USE PLAN (LUP)**



**CITY OF CRESCENT CITY  
GENERAL PLAN**

**LOCAL COASTAL PLAN EXTRACT  
POLICY DOCUMENT**

*Prepared by:*

**CRESCENT CITY PLANNING DEPARTMENT**

**February 24, 2011**

**CRESCENT CITY**  
**GENERAL PLAN**

**LOCAL COASTAL PROGRAM**  
**LAND USE PLAN POLICY DOCUMENT**

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## INTRODUCTION



The Coastal Land Use Plan establishes policies for all land within the Coastal Zone portions of the City of Crescent City. Approximately one-tenth of the City of Crescent City is located within the Coastal Zone, including all of the lands lying within one block of the Pacific Ocean along Pebble Beach Drive, Taylor Street, Wendell Street, and “A” Street north of Front Street, areas between Front Street and the Crescent City Harbor, the lands on the west side of Highway 101 from Elk Creek to King Street, and Blocks 14, 15, 16, 17, 21, 30, and 31 of the *Walton Dock Subdivision*, as described in Coastal Act Section 30152 and generally depicted on the Land Use Plan Maps. The City administers a separate General Plan and various titles of the Municipal Code that govern development outside of the Coastal Zone.

This Coastal Land Use Plan formalizes a long-term vision for the physical evolution of the portions of Crescent City within the California Coastal Zone and outlines policies, standards, and programs to guide day-to-day decisions concerning Crescent City’s development. Designed to meet State general plan and coastal planning requirements, the Coastal Land Use Plan consists of two documents: this Coastal Land Use Plan Policy Document and a General Plan Background Report. This Policy Document is divided into two parts. Part I is the Coastal Land Use Plan Introduction and Summary, which provides background about the Coastal Land Use Plan, describes Crescent City’s land use history, and reviews the plan’s major themes and proposals. This section is a summary only, and does not set official policy. The lengthier and more detailed Part II presents Crescent City’s formal Coastal Land Use Plan policy statements in the form of goals, policies, standards, implementation programs, and quantified objectives, expressed in both text and diagrams.

**NATURE, CONTENT,  
AND PURPOSE OF THE  
GENERAL PLAN**



A general plan is a legal document that serves as a community's "blue print" or "constitution" for land use and development. State law requires that every city and county in California adopt a general plan that is comprehensive and long-term. The plans must outline proposals for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning (California Government Code Section 65300 et seq.).

General plans must be comprehensive both in their geographic coverage and in the range of subjects they cover. In the case of the Crescent City General Plan, the geographic coverage is the city's Planning Area, which encompasses incorporated territory and unincorporated territory that may directly or indirectly affect the city's future development.

General plans must be long-term in perspective. General plan time horizons vary, but typically range anywhere from 15 to 25 years into the future. In the case of the Crescent City General Plan Update, the City has established the time horizon as the year 2020.

Every general plan in California must address seven topics or "elements." The importance of each of the seven required topics will, of course, vary from community to community. Following are brief descriptions of what State law requires be addressed in each of the seven elements.



1. The Land Use Element designates the general distribution and intensity of all uses of the land in the community. This includes residential uses, commercial uses, industrial uses, public facilities, and open space, among others.
2. The Circulation Element identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, rail and transit, and airports.
3. The Housing Element is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups



that also embodies policies and programs for providing adequate housing.

4. The Conservation Element addresses the conservation; development; and use of natural resources including water, forests, soils, rivers, and mineral deposits.
5. Overlapping the conservation element, the Open Space Element details plans and measures for preserving open space for: protection of natural resources—such as wildlife habitat; the managed production of resources—such as agricultural and timber land; outdoor recreation—such as parks, trails, and scenic vistas; and public health and safety—such as areas subject to geologic hazards, tsunamis, flooding, and fires.
6. The Noise Element identifies and appraises noise problems and includes policies to protect the community from excessive noise.
7. The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

The general plan may also address other topics that the community feels are relevant to its development, such as scenic resources, historic preservation, and urban design.

For each locally-relevant mandated issue or optional issue addressed, the general plan must do the following:

- Describe the nature and significance of the issue in the community (Background Information)
- Set-out policy in text and maps for how the jurisdiction will respond to the issue (Policy)
- Outline specific programs for implementing policies (Implementation Programs)

The format and structure of the general plan is left to local discretion, but regardless of the format or issues addressed, all substantive parts of the plan must be consistent with one another (i.e., internally consistent). For instance, the policies in the land use element must be consistent with those of the

housing element and vice versa.

The California Coastal Act (Public Resources Code Section 30000 *et seq.*) requires each local government lying, in whole or in part, within the coastal zone to prepare a “local coastal program” for that portion of the coastal zone within its jurisdiction. Local Coastal Programs (LCPs) are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission. LCPs contain the ground rules for future development and protection of coastal resources. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a “land use plan” (LUP) and an “implementation plan” (IP) setting forth measures to implement the plan (such as zoning ordinances). Prepared by local government, these programs govern decisions that determine the short- and long-term conservation and use of coastal resources. While each LCP reflects unique characteristics of individual local coastal communities, regional and statewide interests and concerns must also be addressed in conformity with Coastal Act goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the Coastal Commission for review for consistency with Coastal Act requirements.

After an LCP has been certified by the Coastal Commission, coastal permitting authority over most new development is transferred to the local government, which applies the requirements of the LCP in reviewing proposed new developments. The Coastal Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands, and the Commission also acts on appeals from certain local government coastal permit decisions. The Commission reviews and approves any amendments to previously certified Local Coastal Programs and previously approved coastal development permits.

The “land use plan” portion of an LCP is defined by Section 30108.5 of the California Coastal Act as “...the relevant portion of a local government's general plan, or local coastal element which is sufficiently detailed to indicate the kinds,

location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.” Unlike the seven thematic elements that a general plan must minimally comprise in one layout or another, there are no specific format requirements for land use plans provided they substantively address all of the coastal resource policies set forth in Chapter 3 of the Coastal Act (i.e., coastal access and recreation, protection of marine and land resources, hazards avoidance and risk minimization, visual resources, etc.)

The development regulations and other measures carrying out the policies of the Coastal Land Use Plan are referred to as the “Implementation Actions” or “Implementation Plan.” Coastal Act Section 30108.4 defines “implementation actions” as “...the ordinances, regulations, or programs which implement either the provisions of the certified local coastal program or the [Coastal Act.]”

**PURPOSES OF THIS  
GENERAL PLAN**

Updating Crescent City’s Coastal Land Use Plan will serve several important purposes related to the way the City plans and how the community participates in the planning process. These purposes include the following:



- Establishing within City government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the Crescent City community;
- Identifying of Crescent City’s environmental, social, and economic goals;
- Recording the City government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;
- Providing Crescent City’s citizens with information about their community and with opportunities to participate in the local planning and decision-making process;

- Improving the coordination of community development and environmental protection activities among the City, Del Norte County, and other regional, State, and Federal agencies; and
- Establishing a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.

## **IMPLEMENTING THE GENERAL PLAN**

Carrying out the plan following its adoption requires a number of individual actions and outgoing programs involving virtually every City department, special district (i.e., Harbor District), non-profit organization, and many other public agencies and private organizations. The legal authority for these various actions and programs derive from two essential powers of local government: corporate and police powers. Using their “corporate power,” local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, drainage facilities, and parks. Using their “police power,” local governments regulate the use of private property through zoning, subdivision, and building regulations in order “to promote the health, safety, and welfare of the public.” The general plan provides the formal framework for the exercise of these powers by local officials.

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s has increasingly insisted that the actions and decisions of local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law. Zoning must be consistent with the general plan. Local government approval of subdivisions must be consistent with the general plan. Local public works projects must be consistent with the general plan. The same is true for development agreements, coastal zoning, redevelopment plans, specific plans, and many

other plans and actions of cities and counties.

The policies of the Coastal Land Use Plan are administered primarily through the application of limitations upon and qualifications for development as set forth in the Crescent City Municipal Code. Prior to this LCP update, the regulations were formatted in both coastal zone-specific and county-wide provisions (i.e., building and grading permits, surface mining, subdivisions) and located under numerous different titles of the code. Due to problems in the past with certain of these codes not being submitted to the Coastal Commission for certification, either purposefully (an amendment to a city-wide provision was intended only for inland, non-coastal application) or otherwise, this dispersed format has been modified. This updated LCP includes a consolidation and recodification of all policies regulating development within the coastal zone portion of the county into one titles: Title 17.

**REVISING AND  
AMENDING THE  
GENERAL PLAN**

The general plan is a long-term document with a planning horizon of 15 to 25 years. To achieve its purposes, the plan must be flexible enough to respond to changing conditions and at the same time specific enough to provide predictability and consistency in guiding day-to-day land use and development decisions. Over the years, conditions and community needs change and new opportunities arise; the plan needs to keep up with these changes and new opportunities. Every year the Planning Commission should review the plan's implementation programs to assess the City's progress in carrying out the plan. Every five to ten years, the plan should be thoroughly reviewed and updated as necessary. From time to time, the City will be asked to consider proposals for specific amendments to the plan. The City will initiate some of these proposals itself, but most will be initiated by private property owners and developers. Most general plan amendments involve changes in land use designations for individual parcels.

Coastal Act section 30514(b) limits local coastal program amendments to three times per year, but each amendment can include multiple changes. Like the adoption of the general

plan itself, general amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan.

## REGIONAL SETTING AND PLANNING AREA



Crescent City is the northernmost incorporated city on the California Coast. The city, which covers approximately 1.4 square miles or 900 acres, is bounded by the ocean, broad beaches, coastal bluffs, the Crescent City Harbor, scattered forests, and rural residences. Crescent City is the most urbanized part of the Del Norte County and is the county's only incorporated city. Another incorporated portion of Crescent City is the Pelican Bay State Prison.

Figure 1 shows the city's location within the state and region. By law, the General Plan must cover all territory within the boundaries of the city as well as "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." (Government Code Section 65300). **Figure 2** shows the portion of the City situated within the California Coastal Zone.

## CRESCENT CITY'S HISTORY

Crescent City has experienced several changes through the years that have substantially affected the nature of planning in the city. The following paragraphs establish the historical framework for Crescent City's current economy and land use development.

**NATIVE AMERICAN  
SETTLEMENT**



Prior to the arrival of European settlers, two cultural groups occupied what is now Del Norte County: the Tolowa and the Yurok. Tolowa territory covered the northern part of the county, and Yurok the southern part. Although the Tolowa are not a federally recognized tribe, today they are among the residents of the Smith River Rancheria, located near the mouth of the Smith River.

**TRANSPORTATION AND  
EUROPEAN SETTLEMENT**



The first Europeans to see Del Norte County were most likely Spanish who had arrived by ship in the 17th and 18th centuries. The first American to explore the country overland was Jedediah Strong Smith, for whom the Smith River is named. In 1828, Smith and his party of trappers traded with Native Americans, came upon Lake Earl, and camped at Crescent City.

During the 1840s and 1850s, there were a number of sea explorations of Crescent Bay. The town of Crescent City was established in 1853 by J. F. Wendell, who was issued a land warrant for 230 acres.



The first “road” in Del Norte County, the Kelsey Trail from Crescent City to Yreka, was opened in 1855. In 1857, the Crescent City & Yreka Plank & Turnpike Company began construction on a road between Crescent City and Waldo, Oregon (Sailor’s Diggings); it was completed in 1860. The survey for the Klamath Road, from Crescent City to Eureka, began in 1887 and, in the summer of 1894, the road was completed. A narrow-gauge railroad was constructed from Crescent City to Smith River by the Hobbs-Wall company in 1890. In 1919, the first contract for the Redwood Highway was granted.

To facilitate the use of Crescent Bay as a harbor, the Battery Point Lighthouse was erected in 1856. It survived the 1964 tsunami and is currently open to the public.

Generally, the settlers in Crescent City and the rest of Del Norte County were non-Native Americans from the east, although a fairly large influx of immigrants from China occurred between 1860 and 1880 (this population was virtually gone by 1900). Crescent City and Del Norte County have never been heavily populated, but the highest population numbers— relative to the overall population of California— probably occurred in the 1850s with the discovery of gold.

## **MINING**

In 1848, Major Pierson B. Reading discovered gold on the Trinity River, and by 1850, northwestern California was teeming with miners. Shortly after, Crescent City was laid out in early 1853 and became a bustling shipping and trade center, catering to and supplying the miners. Gold discoveries in the immediate vicinity of Crescent City and on the south fork of the Smith River fueled the boom. During this period, residents and miners began requesting more transportation routes. Within a few years, however, a decline in the production of local mines and the opening of more promising gold fields elsewhere, drove all but a handful of miners from the area. By the late 1850s the boom was over.

## **TIMBER**



The timber industry has historically played a large role in Crescent City's and Del Norte County's economy. This dates back to the 1850s, when the area experienced a boom in settlement as a result of lumbering activity that followed the mining industry and the need to supply lumber for mining and housing purposes, not just in the county, but throughout California's mining communities. Locally-produced lumber was shipped to Crescent City for reshipment to San Francisco. Rugged terrain and the lack of a good harbor made getting the timber to market difficult; thus, the timber business was not particularly profitable.

The northern California timber industry peaked in the post World War II years (1945 to 1950) as a result of strong housing and construction demand and an abundance of raw materials. Shortly after 1950, the number of mills began to



drop as the industry transitioned from one based on harvesting old growth timber to one that relies on younger, smaller, less valuable second growth that is relatively more expensive to grow. Mill closures were also hastened by timber industry trends toward consolidation of operations, downsizing, and increasing efficiency resulting from technological advancement.

The decline in Del Norte County's timber industry is illustrated by the volume of timber harvested, which dropped from 202,986 million board feet (mbf) in 1985 to 65,036 mbf in 1995, a 68.5 percent reduction. The result of this decline has been the closure of over 35 lumber mills; there are no longer any operating mills in Del Norte County. There are, however, over 146,000 acres of privately-held redwood and fir forestland capable of ongoing log production in the county.

#### **FISHING AND CANNING**



Through its history, Crescent City has been home to a significant amount of commercial fishing and canning activity, and it continues to be. Over the years, commercial fishers have caught salmon, albacore, shrimp, crab, halibut, cod, and tuna in the coastal waters and rivers of Del Norte County. Salmon, sometimes referred to as "river silver," were caught around Point St. George as early as 1877.

Marine fishing, both commercial and sport, continues to be important to the Crescent City economy. In 1995, the annual commercial fish landing at the Crescent City harbor was valued at over \$11.6 million. Harbor-related sports fisheries also contributed significantly to fishery-related businesses and the tourist economy.

#### **RECREATION AND TOURISM**

Today, one of the biggest industries in Crescent City and Del Norte County is tourism. Historic landmarks relating to early settlement in the Crescent City area are open to the public. Additionally, there are a number of public and commercial tourist attractions within Crescent City including Battery Point



particularly susceptible to tsunamis originating in the Pacific. Given the intense seismic activity in the Pacific Ocean, Crescent City will continue to be threatened by tsunamis.

**PELICAN BAY STATE PRISON**



The opening of the Pelican Bay State Prison in December 1989 has been a major physical and economic impact on Crescent City. First, the prison brought an influx of prison staff (approximately 1,500 employees) who settled into the Crescent City area. Second, the prison increased traffic north of the city. Third, the prison has increased activity for many small businesses that provide goods and services to the prison. Such small service industries include medical transcription, psychological services, vehicle services, food services/food contracts, recreation contracts, and counseling contracts. Lastly, with the annexation of the prison in 1992, approximately 3,800 inmates were added to the group quarters population. This increase in population means the City gets additional State assistance for local services and improvements. See Figure 3 to see the prison's location relative to Crescent City.

**HOW THIS GENERAL  
PLAN WAS PREPARED**

Crescent City concurrently initiated its General Plan and Local Coastal Program Update program in September 1997, when it retained a multi-disciplinary consulting team headed by J. Laurence Mintier & Associates. This update process was part of a joint effort by the City and Del Norte County to update their General Plans. The City and County conducted joint public meetings and coordinated land use and policy decision-making for the Crescent City area.

As the initial step in the update, the consultants collaborated with the City's Planning Department to reach out to the community to identify the important planning issues in the Crescent City Planning Area. This outreach consisted of a series of town hall meetings to discuss the City's General Plan and Coastal Land Use Plan Revision.

Following-up on these meetings, City Staff and the Consultants completed the first major report produced as part of the General Plan Update, the General Plan Background Report. That report describes existing conditions and trends in

Crescent City. After completion of the Background Report, the next major step in the Update process was to identify key issues and options for the Coastal Land Use Plan. The result was the Policy Issues Report, which presented the most critical policy issues to be addressed in the revised General Plan. These issues emerged from the General Plan Background Report and the input received at the town hall meetings and through public correspondence.

Following the simultaneous publication of the Background Report and the Policy Issues Report in May 1998, the City hosted another round of town hall meetings. During these meetings, City Staff and the Consultants explained various issues regarding these documents and provided the public with an opportunity to comment.

Based on the discussion at the October 1997 town hall meetings and the comments submitted to the City in response to the May 1998 town hall meetings, the Consultants and City staff began work on this Policy Document. This document embodies a reorganized, updated set of goals and policies from the City's 1984 Coastal Element, as well as numerous new policies responding to new City needs.

Between 1999 and 2001, the City completed the balance of the Coastal Land Use Plan, including the Background Report, Policy Issues Report, Policy Document, and Environmental Impact Report.

## **KEY CONCEPTS**

The following summarize the key concepts that serve as the foundation for the Land Use Diagram and the goals, policies, and implementation measures which constitute the formal substance of the Plan.

### **CONTINUED BIFURCATION OF COASTAL AND NON-COASTAL PLANNING POLICIES**



In 1984, the City adopted the Coastal Element of its General Plan as part of its Local Coastal Program certification. That action formally divided the City's comprehensive planning approach by establishing two sets of policies, one for the non-coastal and uncertified areas (the 1976 General Plan), and one for the areas within the Coastal Zone (see Figure 4) which were certified with the State Coastal Commission (the 1984 Local Coastal Plan). In conjunction with the General Plan and Coastal Land Use Plan Policy Document updates the City's

consultant recommended that the two sets of planning policies and programs into a single document, unifying policies that had been separated since 1984. However, significant differences exist between state general plan law and the Coastal Act with respect to how policies are to be read and interpreted. For example, development projects are typically required to be found consistent *on balance* with an overall or comprehensive reading of the general plan's policies. In contrast, the Coastal Act requires that development projects in the coastal zone must be found to be consistent with *all* of the policies and standards of the local coastal program. Moreover, if consolidated as initially proposed, amendments to any land use designations or text provisions, initiated solely for development outside of the coastal zone would nonetheless require that the amendment be first certified by the Coastal Commission prior to the amendment becoming legally enacted. As a result, during its Coastal Act consistency review, the Coastal Commission concluded, and the County concurred, that such a consolidation would likely cause more confusion and difficulties in administration than keeping the two documents in separate volumes.

#### **ECONOMIC TRANSITION**



Crescent City and Del Norte County are in transition from a resource production economy to a more diversified economy. Government, retail trade, and services have now become the largest employers in the county. Between 1993 and 1995, prior to initiation of this Plan revision, the Del Norte Economic Development Corporation and Chamber of Commerce 2020 Committee prepared economic reports for the community addressing future economic needs and goals. These reports supported the pursuit of diversified manufacturing, tourism, technology, telecommunication-based businesses, and small business development. This Coastal Land Use Plan builds upon those reports by creating goals, policies, and implementation programs to assist the city in its transition.

#### **ADDRESSING POTENTIAL GROWTH**

The city of Crescent City's population (excluding the prison population) has scarcely grown since 1990. As of 1996, the city had a total population of 4,653 (8,334 with the prison population). By the end of the General Plan timeframe (2020), the city is expected to grow to 7,484 persons (growing at the



historical growth rate of 2.0 percent). This represents an increase of 2,831 persons from the 1996 population. This increase would result in the demand for 1,089 new dwelling units, and new commercial, industrial, and public facility development. Under the same historical growth rate of 2.0 percent, Del Norte County's total population is expected to grow to approximately 42,000 persons and 16,000 dwelling units by the year 2020 (see Figure 5).



Since Crescent City has a very limited land supply, the majority of the growth must be accommodated by:

1) promoting infill of vacant and underutilized lots; 2) intensification or reuse of land; and 3) annexing county land. Crescent City will need to become a more compact city. Increased density will have several beneficial effects: 1) limit sprawl and thus reduce pressure for rural residential development; 2) create a more walkable community; 3) increase public transit opportunities; 4) reduce the cost of public services by limiting infrastructure expansion; 5) maintain the existing grid system of the city; and 6) minimize the impact of new development on the natural environment.

## **VISITOR SERVING COMMERCIAL**



This Coastal Land Use Plan introduces a new land use designation called Visitor Serving Commercial that promotes commercial development intended primarily to provide for coastal visitors' needs, particularly with regard to lodging accommodations, food, transportation support services, coastal-related recreational opportunities, and similar tourism-oriented retail establishments.. This designation creates a new focus for the city taking advantage of the exposure of Highway 101 and the recreational amenities of Front Street. The traditional commercial focus on the central business district is replaced by a new focus on land along Highway 101 and Front Street to accommodate the tourists that frequent these locations (see Figure 4). Along these routes will be a concentration of visitor-serving commercial uses such as quality lodging, dining, shopping, recreation, and entertainment which will create a focus or destination for tourists.

**HIGHWAY 101 AND  
FRONT STREET**



For decades the City, Del Norte County, the Del Norte Local Transportation Commission, and Caltrans have considered the concept of a Highway 101 bypass of Crescent City. The 1976 Crescent City and Del Norte County General Plan proposed four alternative bypass routes that would create a bypass east of the highway's existing location. The bypass concept (but not a specific route) was adopted by Caltrans and was included in the Regional Transportation Plan. Due to the tremendous cost, environmental impacts, and because the bypass will likely draw business away from the central area of Crescent City, the City opposed the bypass concept.

Currently (October 2000), Caltrans is in the process of updating the Route Concept Plan for Highway 101. The Plan will likely meet the City's goals by improving and enhancing the existing route by reconfiguring traffic lanes to improve traffic flow which will ultimately create a regional center and visitor-serving environment. In addition, the City supports the improvement and enhancement of Front Street to make it more efficient, provide more parking, and make it a pedestrian-friendly environment.

**CITYWIDE  
PEDESTRIAN/BICYCLE  
TRAIL  
(Coastal Trail)**



Promoting opportunities for pedestrian and bicycle travel is an important feature of this Coastal Land Use Plan. This plan seeks to expand Crescent City's bike route/trail system in several ways: 1) creating linkages among sidewalks, bike routes, and pedestrian and equestrian trails; 2) creating bicycle links from downtown to the coast; 3) creating a coastal trail from Point St. George to South Beach; and 4) creating better linkages to the Pacific Coast Bike Route (see Figure 8); and 5) creating a linkage from downtown to Redwood National and State Parks. In addition, this coastal land use plan includes provisions for the routing and construction of the portion of the California Coastal Trail which passes through the City. Building such a network of trails will not only enhance alternative modes of travel within the city, but also create additional leisure/recreational opportunities for tourists and residents.

**COMPATIBILITY WITH  
THE DEL NORTE  
COUNTY COASTAL  
LAND USE PLAN**



To minimize land use conflicts and to promote consistency in development standards, the City and Del Norte County have coordinated their coastal land use plans. The goals, policies, and implementation measures of the two Coastal Land Use Plans are as consistent as practical, given the difference in perspectives between the City and County concerning the future development of the Crescent City area. Additionally, all of the land use designations within this Coastal Land Use Plan are consistent with those of the Del Norte County Coastal Land Use Plan.

## PART II

# GOALS, POLICIES, AND PROGRAMS

Part II of this Policy Document contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of Crescent City for land use, development, and environmental quality. Part II is divided into the following seven sections:

- Section 1: *Land Use / Community Development*
- Section 2: *Housing* (not a part)
- Section 3: *Transportation and Circulation*
- Section 4: Public Facilities and Services
- Section 5: *Recreational and Cultural Resources*
- Section 6: *Natural Resources/Conservation*
- Section 7: *Health & Safety*

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement, there are policies which amplify the goal statement. Implementation programs at the end of each section describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (*Land Use and Community Development*) also describes the designations appearing on the Land Use Diagram and outlines the legally-required standards of density and intensity for these land use designations. Section 3 (Transportation) describes the proposed circulation system, including a description of the street classification system.

The following statements define goals, policies, implementation programs, and other initiatives as they are used in this document:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. A general, overall, aim or end toward which the County will direct its efforts. Goals are a general expression of community values and, therefore, are abstract in nature. Consequently, a goal is not quantifiable, time-dependent, or suggestive of specific actions for its achievement. Goals are not intended for governing the issuance or coastal development permits, or to serve as regulatory standards by which development projects or zoning amendments are to be assessed for their conformity and consistency, and are not a valid basis for appealing a permit action. Examples of goals include: “Maintain the rural atmosphere” or “Diversify the economic base of the County.”

**Policy:** A specific statement in text or diagram guiding action and implying clear commitment. A mandatory declaration of an obligation intended specifically to govern the approvability of permit applications. Policies bind the County's actions and establish the standards of review for determining whether land use and development decisions, zoning changes or other County actions are consistent with the Coastal Land Use Plan. Approved development must be found consistent with all Land Use Plan policies. A development project's demonstrated inconsistency with a Coastal Land Use Plan policy is the basis for denying a proposed development or appealing a permit action (see "Appeals" discussion, below). An example of a policy is: "Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas." Policies are enumerated within each section of the Coastal Land Use Plan under the heading "Policies."

**Other Initiatives:** Nonbinding and/or advisory statements of intent, encouragement, or pledges of support for specific endeavors, programs, or outcomes. Other Initiatives may set guidelines and priorities for City actions, but are not intended for permit governance or to serve as regulatory standards by which development projects or zoning amendments are to be assessed for conformity and consistency, and are not a valid basis for appealing a permit action.

**Implementation Program:** An action, procedure, program, standard, regulation, ordinance, or technique that carries out coastal land use plan policy or the Coastal Act. Implementation programs carrying out the policies of this Coastal Land Use Plan consist of Title 17, Chapters 17.60 through 17.89 of the Crescent City Municipal Code.

### Administering the Coastal Land Use Plan

All land use and development decisions in the Coastal Zone must be consistent with the Local Coastal Program (LCP). In authorizing coastal development permits after LCP certification, the County must make the finding that the development conforms to the certified LCP as well as all other findings required by Municipal Code Title 17 –*Zoning*, Chapters 17.60 through 17.89 (Coastal Zone Zoning Regulations).

The following general principles shall provide the framework for the administration and interpretation of the Coastal Land Use Plan:

- The policies of the Chapter 3 of the California Coastal Act (California Public Resources Code Sections 30210 through 30264) shall guide the interpretation of the Coastal Land Use Plan.
- Where policies within the Coastal Land Use Plan overlap or conflict, the policy which is the most protective of coastal resources shall take precedence.

- Prior to the issuance of any development permit required by this Plan, the City shall make the finding that the development meets the standards set forth in all applicable Coastal Land Use Plan policies and Implementation Program regulations.
- Prefacing textual discussion is intended as justification for the enumerated Coastal Land Use Plan policies and map designations. Therefore, the text shall be considered as the findings justifying the specified policies and Land Use Map designations.

### Appeals

In addition, with respect to the finality of the City's delegated coastal development permitting actions, certain types of development, as well as development within certain geographic areas that are acted on by the City after certification of the LCP, are appealable to the Coastal Commission (PRC Section 30603). These include:

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- (2) Developments approved by the local government not included in paragraph (1) that are located on tidelands, submerged lands, and public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Developments approved by the local government not included with paragraphs (1) or (2) that are located in a sensitive coastal resource area.
- (4) Any development which constitutes a major public works project or a major energy facility (whether approved or denied by the local government).

The grounds for an appeal of an approval of a permit are limited to an allegation that the development does not conform to the standards set forth in the certified Local Coastal Program or the public access policies of the Coastal Act. In addition, the grounds for appealing of a denial of a permit for a major public works project or major energy facility, referenced in number (5) above, are limited to an allegation that the development conforms to the standards set forth in the certified Local Coastal Program and the public access policies of the Coastal Act. The Coastal Commission retains coastal development permitting jurisdiction on submerged lands, tidelands, and public trust lands (Public Resources Code Section 30519).

Amending the Coastal Land Use Plan, Implementation Programs, or Land Use or Zoning Maps

Amendments to any portion of the Local Coastal Program, whether textual or cartographic, are subject to the processes set forth in Chapters 17.81 –*Coastal Zone Amendments and Rezoning*. Any amendments to the certified LCP will require review and certification by the Coastal Commission prior to becoming effective.

## SECTION 1

### LAND USE AND COMMUNITY DEVELOPMENT

This section contains diagrams, designations, standards, goals, policies, and programs that set the basic framework to guide the type, location, intensity, and quality of future development and the protection of Crescent City’s natural and built environment.

#### LAND USE DIAGRAM AND STANDARDS

The most familiar part of any general plan is the map, or land use diagram, showing the types and locations of development called for in the plan. In order to accurately interpret the development implications of the various designations shown on the diagram, the reader must understand the intent of and the standards for each designation. The following sub-sections first describe how the standards are expressed generally, then outline the standards for each of the designations shown on Crescent City’s Coastal Land Use Plan Land Use Diagram.

#### ALLOWABLE USES AND DEVELOPMENT STANDARDS

Each of the designations shown on the Land Use Diagram provides for a unique range of allowable uses consistent with the intent of the designation. The uses specified in the following subsections for each designation are indicative, not inclusive, of the range of uses allowed in the designation. Zoning more precisely specifies the allowable uses for individual parcels, consistent with Coastal Land Use Plan prescriptions. In addition to these principal and conditionally permissible uses, the Zoning Ordinance typically authorizes similar and compatible uses, such as incidental or accessory uses (e.g., garage in a single family district, home occupations) and public and quasi-public uses (e.g., fire station or church in a single-family district). Generally one zoning district is used to implement a land use designation. Some areas may, however, be subject to transitional designations, such as a rural residential zone used within an urban boundary until community services can be provided. Table 1-1 provides a matrix indicating which zoning districts are considered consistent with the specified Coastal Land Use Plan land use designations.

In some cases, uses are found which were legally established prior to the adoption of a land use designation or zoning and are not in conformance with uses permitted in such designations. These are known as “non-conforming uses.” Existing non-conforming uses may be continued, but may not be expanded.

State law requires that general plans, including land use plans prepared pursuant to the Coastal Act, include standards of population density and/or building intensity for all of the territory

covered by the plan. To satisfy this requirement, this Coastal Land Use Plan includes standards for each of the land use designations appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development (see Table 1-2).

<b>TABLE 1-1 CRESCENT CITY LOCAL COASTAL PROGRAM LAND USE/ZONING CONSISTENCY</b>												
<b>Land Use Designations</b>	<b>HD</b>	<b>HR</b>	<b>CZ-R1</b>	<b>CZ-R1B</b>	<b>CZ-C2</b>	<b>CZ-HS</b>	<b>CZ-0</b>	<b>CZ-NR</b>	<b>CZ-CW</b>	<b>CZ-M</b>	<b>CZ-MP</b>	<b>CZ-CM</b>
Single Family Res.(2-6)			X	X								
Visitor Serving Commercial					X	X			X			
General Commercial					X							
Public Facilities					X		X					
Harbor Related		X										
Harbor Dependent	X											
Open Space							X					
Natural Resources								X				

<b>TABLE 1-2 CITY OF CRESCENT CITY LOCAL COASTAL PROGRAM LAND USE AND ZONING DESIGNATIONS AND STANDARDS</b>						
<b>Category</b>	<b>Land Use Designation</b>	<b>Label</b>	<b>Res. Density (DUs/Net Acre)</b>	<b>Max. FAR</b>	<b>Corresponding City Zoning</b>	<b>Corresponding County GP Designation</b>
Residential	Single Family (2-6)	SF 2-6	2.1 to 6.0	--	R-1 ,R1-B	UR
Commercial	Visitor Serving Commercial	VSC	--	0.50	C-2, HS, CW	VSC
	General Commercial	GC	--	0.50	C-2	GC
Public	Public Facilities	PF	--	0.50	C-2. O	PF
Harbor	Harbor-Related	HR	--	0.55	HR	HR
	Harbor Dependent	HD	--	0.50	HD	HD
Conservation and Open Space	Open Space	OS	--	--	O	G
	Natural Resources	NR	--	--	NR	RCA

**Residential Uses**

Standards of development density for residential uses are stated in terms of the allowable range of dwelling units per net acre. For purposes of determining maximum development potential, the total area of a particular parcel or lot is calculated. Where public roadways are involved, the total area is determined by subtracting the area dedicated as a public right-of-way; where private roads are involved, the right-of-way is not subtracted, so the total area is synonymous with the gross area. Where multiple designations are found on a property, the density of each designation is calculated individually.

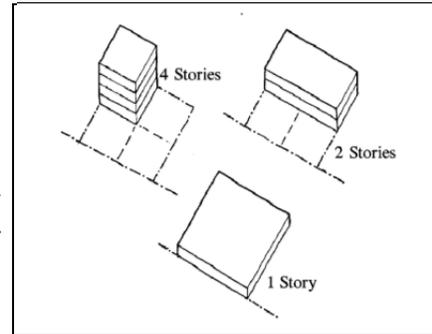
The policies of this Coastal Land Use Plan require that project design reflect and consider natural features, suitability of soils, availability of water, hazards, circulation, and the relationship of the project to surrounding uses. The actual density of residential development and intensity of commercial development, as well as lot patterns, will be determined by these and other factors. As a result, the maximum density specified by land use designations or zoning for a given parcel of land may not be realized. This Coastal Land Use Plan also has provisions for clustering gross density on a project-wide basis, thus permitting overall density to be clustered into pockets of higher density development within the project that are balanced by areas of lower density, while not changing the overall designated density. This program provides for easier mitigation of environmental factors with minimal loss of development density.

In accordance with the California housing law, local governments are required to encourage the provision of low and/or moderate income housing as a part of residential development projects within the Coastal Zone. Projects that include residential development must be reviewed for consistency with the requirements of the Act for low- and moderate-income housing. Also, the provision of bonus densities and/or other incentives as outlined in the Act as defined by the State housing regulations for low- and moderate-income housing shall be permitted, subject to review on a case-by-case basis. Where bonus densities are provided, environmental impacts shall either be determined to be insignificant or mitigated to less-than-significant level, and a program verifying that the bonus units will be occupied by low- and/or moderate-income households shall be approved.

Departing from the City's past practices, this Coastal Land Use Plan specifies residential development standards in terms of a range of dwelling units per acre. In the past, the City's standards specified a range of densities, from zero to the maximum potential number of units permitted per acre. The difference is that the updated standards also specify a minimum density for residential designations. The new approach responds to the City's Housing Element (adopted in 1992), which includes a policy and a program calling for establishment of minimum residential densities to "limit underutilization of land and maximize development potential." The specification of minimum densities also allows for more certainty with respect to the nature of future development and the overall development pattern. This certainty is critical to effective infrastructure planning and financing in urban areas (e.g., sizing of service lines and treatment facilities and establishing financing mechanisms and fee structures). The specification of minimum residential densities is also valuable to private property interests since it allows for a more definitive determination of the type of development likely to occur or be permitted in a particular area.

### **Non-Residential Uses**

This Coastal Land Use Plan presents standards of building intensity for non-residential uses such as commercial and industrial development in terms of maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel). For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross square feet of building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram to the right shows graphically how various building configurations representing an FAR of 1.00 could cover a lot.



The FAR standards presented in this report were developed based on consideration of factors such as sewage disposal methods, parking requirements, and building height needs or limitations. FAR standards can, in turn, assist in assessing such planning questions as potential traffic generation, or sewer and water line needs in areas not yet fully developed.

Some land use designations of development may not be entirely compatible with the typical density or FAR approaches. These include commercial mobilehome parks and campgrounds, and resource land use designations such as timberland and agriculture. In the former case, special development conditions can be utilized setting a density ratio of spaces to acreage, rather than residential units per acre. Resources lands are generally focused upon resource production with minimum parcel sizes set for management purposes. Residential development can be viewed as accessory activity or as not necessary to the primary use and can be limited or prohibited. Structures associated with resource production activities, such as barns, storage, or milling buildings, are also typically secondary. Moreover, in areas with significant visual or other coastal resources, and/or special community character, FAR standards may need to be adjusted downward to ensure consistency with Coastal Act and LCP policies and standards the protection of views to and along the ocean and scenic areas, compatibility with the character of surrounding areas, and the protection of other coastal resources.

## **LAND USE DESIGNATIONS**

The Land Use Diagram of this Coastal Land Use Plan, which follows page 1-26, uses 21 residential, commercial, industrial, and other land use designations to depict the types of land uses that will be allowed in the different geographic areas of Crescent City's Planning Area.

The following sections set forth the purpose of each designation appearing on the Land Use Diagram.

## **RESIDENTIAL**

### **Residential 2-6 (SF 2-6)**

This designation provides for low- to moderate-density residential development within the urban boundary. The principal permitted uses under this designation are single family dwellings with accessory buildings and home occupations. Residential densities range from two to six dwelling units per acre to a maximum of six dwellings per acre. Residential development may be undertaken at less than the specified minimum density however, these uses shall be designed so as to not preclude future development at higher, otherwise permissible densities. The City may grant conditional use permits for churches, second units, guest lodging, parking lots, small public facilities, large care homes as defined by the California Health and Safety Code, and small neighborhood commercial uses that are compatible with surrounding neighborhoods, such as owner/resident grocery shops.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **COMMERCIAL**

### **General Commercial (GC)**

This designation provides for general commercial uses which provide the Crescent City Planning Area with goods, services, and jobs. The maximum floor area ratio (FAR) in this designation is 0.50. The principal permitted uses under this designation include, but are not limited to, commercial activities such as small retail stores and personal service shops; regional shopping and service centers; offices; food services; travel and transportation services such as motels and gas stations; entertainment centers; recreation facilities; and medical centers and services including convalescent homes. The City may grant conditional use permits for regional public facilities, assisted care facilities, secondhand stores, and nonprofit organizations. Residential uses as a secondary/mixed use at a density of 12 units per acre may also be considered. All heavy commercial uses shall be prohibited in the General Commercial designation.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

### **Visitor Serving Commercial (VSC)**

Within the non-coastal zone portions of the City's commercial corridors, the Visitor Local Commercial designation provides for a combination of commercial uses including visitor-serving

commercial uses, local-serving commercial uses, and regional-serving commercial uses. However, within the coastal zone, the full range of permissible uses which may be developed at more inland locales has been limited to ensure that visitor-serving uses will have priority. Therefore, the focus of the Visitor Serving Commercial designation is on concentrating uses oriented toward tourism and, to the degree possible without conflicting with this primary goal, facilitating visitation to the coastal areas of the Del Norte County area. The maximum FAR for buildings in this designation is 0.50. The principal permitted uses under the (VSC) designation include, but are not limited to, commercial activities such as retail uses including apparel stores; specialty shops; and travel and transportation services, such as motels/hotels and gas stations; restaurants; entertainment centers; and recreation facilities. Multiple-unit residential uses on upper floors as a secondary/mixed use at a density of 6 to 15 units per acre may be considered with a conditional use permit. Residential development may be undertaken at less than the specified minimum density however, these uses shall be designed so as to not preclude future development at higher, otherwise permissible densities. Other uses requiring a conditional use permit include, but are not limited to, new timeshare resort hotels, recreational vehicle parks, and public facilities. Refer to Visitor Serving Commercial (VSC) Area policy sub-section 1.B. and coastal zoning regulations, for additional policies and standards regarding conversion of existing visitor-serving facilities and fractional ownership units within hotel resort facilities.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **PUBLIC**

### **Public Facilities (PF)**

This designation provides for facilities owned by City, County, State, or Federal agencies. This includes, but is not limited to, government offices and courts, public safety facilities (i.e., fire and police stations), hospitals, libraries, forest and recreation areas, parks, airports, solid waste facilities, correctional facilities, water tanks, wastewater treatment facilities, electrical substations, cemeteries, and schools. The maximum floor area ratio (FAR) in this designation development is 0.50.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **HARBOR**

### **Harbor Related (HR)**

The Harbor Related (HR) designation is intended primarily for public and private lands in which commercial and light industrial uses are not dependent upon immediate access to the harbor but are dependent upon a harbor dependent use and/or are intended to serve and support such coastal-dependent uses for which, for proximate location or functionality, require such a harbor waterfront location. The maximum floor area ratio (FAR) is 0.55. Permitted uses in this designations include fishing support services such as net manufacturing and sales, welding and machine shops, boat brokerage offices and equipment storage yards. Consideration may be given for a conditional use permit for restaurants, cafes, small convenience stores, and other similar retail establishments designed to serve the need of harbor support area workers and occupants, public uses, bulk fuel storage facilities, energy facilities, and maintenance dredging and dredge spoils placement at approved sites.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

### **Harbor Dependent (HD)**

This designation is intended to provide for harbor dependent uses, which include harbor dependent commercial and harbor dependent recreational activities that must be dependent upon the activities or products generated by Crescent City Harbor. These activities include any function connected with the fishing process or handling and/or storing of equipment necessary to secure fish. Provisions of scenic views for public enjoyment are also harbor dependent activities. These lands may be held by the harbor district or privately owned. These areas should be served by public water and sewer and public or harbor district roadways. The maximum floor area ratio (FAR) is 0.50. The principal permitted uses include boat basins, harbor district offices, Coast Guard stations and quarters, marine terminals and docking facilities, ice facilities, fisheries supplies and storage, net repair areas, maintenance dredging and dredge spoils at approved sites, seafood processing, fuel sales, parking areas and publicly owned support facilities. Consideration may be given for a conditional use permit for dredging and filling for Coastal Act-consistent new development, oil and fuel storage facilities, marine electronic shops, restaurants, cafes, small convenience stores, and other similar retail establishments designed to serve the need of harbor workers and occupants.

(See coastal zoning regulations for further information regarding permit exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **OPEN SPACE**

### **Open Space (OS)**

This designation is intended to set aside areas to be used for permanent open space to protect the health, safety, and welfare of the people and visitors of the Crescent City area and to provide spaces for the location and preservation of unusual natural features, historical and cultural sites, and areas that provide energy, water, and opportunities for passive, non-consumptive recreational activities. This designation is also intended to set aside areas to be used for wind or weather screens and for visual effect. Public property uses include, but are not limited to, parks and playgrounds, vista areas, general open spaces, beaches, wooded areas, drainage canals and channels, aviation flight path zones, and marinas. Private property uses include commercial recreation, farming, energy production, transmission corridors, water conservation, cemeteries, and marinas.

(See coastal zoning regulations for further information regarding permit exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

### **Natural Resource (NR)**

The Natural Resource (NR) designation provides for the protection, enhancement, and restoration of environmentally-sensitive habitat areas and for resource dependent uses consistent with the continuance of such uses. This designation applies to sensitive habitat areas including coastal sand dunes, coastal wetlands, and riparian corridors (i.e., Elk Creek). Due to the nature of the designation, its residential development density is zero.

The allowable uses within designated NR shall be limited to:

1. Fish and wildlife management;
2. Nature study;
3. Wetland restoration;
4. Hunting and fishing including development of duck blinds and similar minor facilities;
5. Those recreational facilities included in a State Park and Recreation/Department of Fish and Game Master Plan submitted and approved as an amendment to the Local Coastal Program;
6. In all areas, the maintenance of flood drainage control and drainage channels;
7. In all areas, removal of windblown trees which threaten existing structures;

8. In riparian habitat areas the following uses are allowed:
  - a. Recreational trails;
  - b. Hunting and fishing;
  - c. Maintenance of existing flood control and drainage channels;
  - d. Wells within rural areas;
  - e. Road maintenance and repair of existing roads. New stream crossings shall be limited when feasible to right angle crossings of streams and stream corridors.

No single-family residences or other structures shall be permitted within an NR area.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

### **DEVELOPMENT GOALS, POLICIES, AND PROGRAMS**

The goals, policies, and programs of this section are organized according to the following categories, each of which relates to a key set of related issues pertaining to land use and development in Crescent City.

- 1.A. Planned Growth and New Development
- 1.B. Visitor and Local Commercial (VSC) Area
- 1.C. Economic Development
- 1.D. Community Design and Appearance
- 1.E. Harbor Development

#### **1.A. PLANNED GROWTH AND NEW DEVELOPMENT**

**Goal 1.A.1.** To encourage the overall economic and social growth of the City while maintaining its position of importance in the county, improving its overall aesthetic appeal, while protecting its invaluable coastal resources and community character.

#### **Policies**

- 1.A.1.** New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

- 1.A.2.** The location and amount of new development shall maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings; and (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.
- 1.A.3.** Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland or other Environmentally Sensitive Habitat Area. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.
- 1.A.4.** Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this coastal land use plan, they may nonetheless be permitted in accordance with this section if: (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.
- 1.A.5.** Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.
- 1.A.6.** Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

- 1.A.7.** The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.
- 1.A.8.** Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 1.A.9.** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- 1.A.10.** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
- 1.A.11.** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.
- 1.A.12.** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
- 1.A.13.** Infill development that makes efficient use of existing public infrastructure and is compatible with existing development shall be encouraged.
- 1.A.14.** To avoid jeopardizing its own viability or ability to manage growth in and around the city, the capacity of the City's water and wastewater systems shall be closely monitored and no intend-to-serve commitments shall be made to development projects located outside of the city limits unless adequate reserve capacities exist to ensure that development of priority coastal uses would not be adversely impacted.
- 1.A.15.** The existing single- and multi-family residential development along A Street between Third Street and Battery Street, constructed under the preceding certified LCP's Coastal Zone Residential Professional zoning district development standards certified prior to October 2010, are recognized as legal nonconforming uses for which the structures and uses may be maintained in perpetuity at their

current forms and densities, irrespective of their redesignation to Visitor Serving Commercial and Commercial Waterfront plan and zoning designations.

**Other Initiatives**

- The City and County should cooperate closely in the development of the unincorporated area surrounding the city and should allow for appropriate uses contiguous to the city.
- The City supports annexation as a positive means of city expansions but shall evaluate annexation proposals on a case-by-case basis. In reviewing these proposals, the City shall consider the questions listed in Table 1-3. The City shall support only those annexations that:
  - Promote orderly development and redevelopment of land within the Urban Boundary;
  - Promote efficiency in service delivery;
  - Are broadly supported by affected residents and property owners; and
  - Are beneficial to the City.

TABLE 1-3 ANNEXATION CONSIDERATIONS		
1.	Resident Support	What is the likelihood of gaining community support from property owners in the annexation area?
2.	Development and/or Redevelopment Potential	Will the annexation add vacant developable land to the city or is there potential for significant redevelopment?
3.	Strategic Importance	Will the annexation further city goals?
4.	Preemptive Action	Would the annexation help prevent unwanted or incompatible development on the city's periphery?
5.	Revenue Potential	What amount of revenue can be anticipated from property, sales, and other taxes; will the annexation result in a net revenue gain or a net loss to the city?
6.	Cost of Providing Ongoing Municipal Services	What will it cost to provide police services, fire services, road maintenance, parks and recreation, sewer service, and water service; can the city bear the cost of providing these ongoing services in the annexed area?
7.	Need for Upgrading Existing Infrastructure	To what degree do existing drainage systems, water delivery systems, sewer collection systems, streets and roads, and other infrastructure need to be brought up to city standards; can the city bear this cost?

8.	Potential for Improved Service Delivery	Is there potential for improved service delivery in the annexed area and/or the city as a whole or will some services be reduced?
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- The City further encourages the private development of visitor-serving facilities and supports private/public partnerships that build such facilities or that facilitate visitor activities.

## **1.B. VISITOR SERVING COMMERCIAL (VSC) AREA**

### **Goals**

- Goal 1.B.1:** To create a compact, pedestrian-oriented, economically-robust VSC area (see Figure 6) that provides a clear geographic focus for attracting visitors and residents and for increasing private sector investment.
- Goal 1.B.2:** To expand and enhance the VSC area as a tourist destination.

### **Policies**

- 1.B.1.** The areas designated as Visitor Serving Commercial VSC shall be maintained as the City’s main visitor commercial activity center.
- 1.B.2.** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
- 1.B.3.** The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.1.B.3.
- 1.B.4.** If and when average annual occupancy rates at Del Norte County visitor accommodations exceed 70%, removal or conversion of existing lower cost visitor serving accommodations shall be prohibited unless: (1) the converted facility will be replaced with another facility offering the same or a greater number of lower cost visitor serving units, or (2) an in lieu fee in an amount necessary to off-set the cost to replace the lower cost visitor serving units in Del Norte County shall be imposed. Lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the State wide average room rate. Statewide average room rates can

be calculated by the Smith Travel Research website ([www.visitcalifornia.com](http://www.visitcalifornia.com)) or other analogous method used to arrive at an average statewide room rate value.

**1.B.5** The development of new timeshare/resort hotel facilities in Visitor Serving Commercial (VSC) Areas may be authorized subject to the following standards:

- More than 50 percent of the units shall be open and available to the general public on a daily, year-round basis.
- The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.
- Up to 50% of the total number of units within the timeshare/resort hotel facility may be owned by separate individual entities, or by multiple entities on a fractional time basis.
- Fractional interests sold shall not exceed three month (¼) intervals within any one-year period.
- Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)
- No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.
- When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.
- When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.
- The facility shall have an on-site hotel operator to manage rental of all guestroom units.
- The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, “back of house” and other non-guest facilities.
- The timeshare/resort hotel facility shall be operated as a hotel, managing all guestroom/units as part of the hotel inventory, including requirements for a centralized reservations booking system, mandatory front desk check-in and check-out services, advertising, security, maintenance, cleaning services, daily housecleaning, and preparing units for use by guests and owners.
- Management of the timeshare/resort hotel facility shall ensure that at least 50% of the units within any given facility shall be made available each

day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

- The hotel operator shall maintain records of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.
- No portion of the timeshare/resort hotel (neither fractional units nor traditional hotel units) may be converted to full-time occupancy condominium, another type of limited use overnight visitor accommodations, or other project that differs from the approved hotel units.
- The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Planning Director, a Declaration of Restrictions or CC&Rs (Covenants, Conditions & Restrictions), either of which shall include: (a) all the specific restrictions listed above; (b) acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit; (c) a statement that provisions of the Declaration/CC&Rs that reflect the requirements of a through map above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment, provided however, that minor changes that do not conflict with above restrictions may be processed as an amendment to the coastal development permit, unless it is determined by the Planning Director that an amendment is not legally required. If there is a section of the Declaration/CC&Rs related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&Rs on amendments; and (d) the CC&Rs or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.
- The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of

the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

- All documents related to the marketing and sale of the fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following: (a) the owners of a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit; and (b) the occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.
- The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC&Rs or Declaration of Restrictions.
- The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner-operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Planning Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.
- Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel

owner/operator shall retain an independent auditing company, approved by the Planning Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, recordkeeping, and monitoring of the timeshare/resort hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Planning Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Planning Director. The Planning Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

- 1.B.6.** Visitor-serving development, particularly hotels and bed and breakfast inns, shall be actively encouraged and supported, including the provision of incentives, where feasible, to be located in the area designated as Visitor Commercial (VSC).
- 1.B.7.** Residential development in the VSC areas at compatible densities and forms (e.g., on upper floors), may be authorized to provide a further source of support for commercial activity and to reduce local dependency upon the automobile if consistent with all other applicable policies of the certified LCP.
- 1.B.8.** Improved pedestrian, bicycle, and transit facilities in the VSC area shall be provided in new development projects located therein to facilitate greater access and mobility for visitors/tourists.
- 1.B.9.** Streetscape improvements, such as public art, landscaping, and street enhancement, shall be encouraged in the VSC area.
- 1.B.10.** If and when average annual occupancy rates at Del Norte County visitor accommodations exceed 70%, the percentage of allowable timeshare units in new report hotel developments shall be reduced from not greater than 50% to not greater than 25%.

#### **Other Initiatives**

- The City shall actively encourage, support, and provide incentives, Encouragement, support and incentives shall actively be provided, where feasible, for the types of development it prefers in the VSC area, including the following:
  1. Mixed-use projects;
  2. Regional anchor stores;
  3. Tourism-related uses;
  4. Projects that reinforce viable existing uses; and
  5. Projects that reinforce the identity of the VSC area.
- The City shall work jointly with the Redevelopment Agency to promote the VSC area as the city's primary pedestrian, commercial, entertainment center, and gathering place for residents and tourists.
- The City shall establish a better relationship of Beachfront Park to Downtown Third Street through improved signage and enhanced pedestrian access.
- The City shall place uniquely-styled (i.e., consistent with the Redwood theme) directional signs along Highway 101 at both the South and North entrances to the downtown area.
- The City shall improve signage so as to direct more Highway 101 tourist traffic to turn west on Front Street at the Ess Curve.
- The City shall work jointly with the Redevelopment Agency to provide public parking facilities in the VSC area to accommodate tourist traffic.
- The City shall place signs at key points in the city, especially along Highway 101, that clearly identify local amenities such as Battery Point Lighthouse, the pier, and Beachfront Park.
- The City shall provide easily identified RV parking within sight of both Beachfront Park and the downtown area.
- The City shall provide leadership and support for creating a performing arts complex and youth/community center within the VSC area.
- The City shall encourage and assist in the development of murals to enliven blank walls in the areas designated Visitor Serving Commercial (VSC). The murals shall be consistent with the city's three central themes.

**1.C. ECONOMIC DEVELOPMENT**

**Goal 1.C.1.** To maintain a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety, and service needs of Crescent City residents and to expand the economic base to better serve the needs of residents.

**Policies**

**1.C.1.** Municipal services shall be provided to commercial/industrial areas to encourage the retention, expansion, and development of new businesses that act as employment generators, provided, in cases of limited service capacity, the provision of such services does not adversely impact service to coastal-dependent, coastal-related development, or other priority coastal uses.

**1.C.2.** Opportunities shall be provided for development of home businesses, such as home occupations (non-intensive, resident only businesses), residential and community care facilities (as defined in the California Health and Safety Code for residential use), and guest lodging (small bed-and-breakfasts accessory to residential use).

**Other Initiatives**

- The City should encourage development of a motel/hotel near southern side of the Cultural and Convention Center.

**1.D. COMMUNITY DESIGN AND APPEARANCE**

**Goal 1.D.1.** To maintain and enhance the quality of Crescent City's built environment (i.e., historical buildings, major corridors, city entrances, landscape, and streetscape).

**Policies**

**1.D.1.** The City's major highway entrances shall be developed as scenic corridors through the use of an architectural design theme, removal of overhead utilities, landscaping, and similar measures to improve the appearance of the approaches to the City.

- 1.D.2.** The pedestrian environment shall be enhanced through streetscape elements such as attractive planter boxes, comfortable seating, attractive and functional lighting and street signs, and attractive trash receptacles.
- 1.D.3.** “Freeway style” streetlights shall be replaced with more attractive “human scale” lights.
- 1.D.4.** Existing residential uses on the west side of Pebble Beach Drive shall be allowed to continue. Publically-owned parcels west of Pebble Beach Drive shall be reserved for use as open space, public access, and road maintenance and slope protection of Pebble Beach Drive.

### **Other Initiatives**

- The City shall work jointly with the Redevelopment Agency to aggressively support facade improvements for buildings in the VLC area, including provision of incentives. Buildings along the Highway 101 couplet, Front Street, and 3rd Street should have the highest priority.
- The City shall work jointly with the Redevelopment Agency to develop community gateway entry facilities.

### **1.E. HARBOR DEVELOPMENT**

#### **Goals**

- Goal 1.E.1.** To ensure optimum utilization of the Harbor’s commercial tourism and recreational potential, while allowing for appropriate public and private uses, developing access as a Harbor, conserving the Harbor’s open water, improving the Harbor’s aesthetic appeal, and increasing its economic viability. 🌊
- Goal 1.E.2** To expand and enhance the Crescent City Harbor as a tourist destination.
- Goal 1.E.3.** To establish policies for safe and appropriate development of compatible water-oriented mixed uses at harbor side and oceanfront sites.

#### **Harbor Development Policies**

- 1.E.1.** Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use.

- 1.E.2.** Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided by the Coastal Act, coastal-dependent development shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.
- 1.E.3.** Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 1.E.4.** Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.
- 1.E.5.** Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.
- 1.E.6.** Coastal-dependent, harbor based industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this Coastal Land Use Plan. However, where new or expanded tanker facilities and/or oil and gas development cannot feasibly be accommodated consistent with other policies of this land use plan, they may nonetheless be permitted in accordance with this section and Public Resources Code Sections 30261 and 30262 if: (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

- 1.E.7.** The remaining available Harbor frontage in the area between the boat basin and Shoreline Campground shall be reserved for harbor related development. Temporary, readily removed, uses may be authorized as interim uses, if in conformity with all applicable LCP policies and standards, prior to development of harbor related uses. ☞

### **Harbor Safety and Design Policies**

- 1.E.8.** Energy facilities, oil and gas development, tanker facilities, refineries, electric generating plants, and electric cogenerating projects shall be located within those areas designated as Harbor Related. Development of such facilities shall be predicated upon the inclusion and approval of proper protection devices to prevent crude oil, gas, petroleum, or other hazardous substances from being spilled, from contaminating areas beyond the project site, and measures to respond to, contain, and clean up any accidental spills or releases.

### **Other Initiatives**

- The City, County and Harbor District should continue to effectively plan and coordinate for the overall development of the Harbor and its adjacent land. ☞
- The City, County, and Harbor District should continue to petition appropriate Federal and State agencies to accelerate the study of littoral sand movement and its relationship to harbor sanding, beach sand replenishment, coastal bluff erosion (north of Battery Point), and suitable locations for ocean disposal.
- The City, County and Harbor District should apply for assistance in evaluation of the cost-benefit ratio of an extension of the breakwater system in relationship not only to tonnage shipped from the harbor, but also in protecting the substantial investment in local, State, and Federal agencies. ☞
- The City should build a Coast Guard Helicopter pad facility in the Harbor area for emergency use. In that this use would be infrequent and not water dependent, the City shall consider the Harbor area east of Highway 101. ☞
- The City shall be supportive of any permitted Harbor dredging which will encourage harbor development.
- The City shall, in conjunction with the Harbor District, County of Del Norte, Coastal Commission staff, the Department of Fish and Game, and the U.S. Army Corps of Engineers, develop a sand management program for any dispersal of

sand on existing fine-grained sand beaches only. The plan shall include, but not be limited to, the amount of sand to be placed yearly, months of the year when placement is possible, hours of operation, and the need for an annual sand budget. Any such program shall require a Local Coastal Plan amendment approved by the California Coast Commission. 

## SECTION 3

### TRANSPORTATION AND CIRCULATION

This section outlines the City's goals, policies, and programs for the continued development and enhancement of Crescent City's transportation and circulation system. The section includes goals, policies, and programs addressing the following subjects:

- 3.A. Street and Highway System;
- 3.B. Public Transportation;
- 3.C. Bicycle Transportation;
- 3.D. Pedestrian Transportation;
- 3.E. Air Transportation;
- 3.F. Maritime Transportation; and
- 3.G. Tele-transportation.

#### ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve two necessary but conflicting, functions: mobility and property access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; freeways and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Crescent City by insuring safe, efficient, and convenient mobility.

#### ROADWAY NETWORK

##### Freeways

Freeways are facilities that exclusively have a traffic-carrying role. No access is provided to freeways except at designated interchanges. Freeways are designed to be high speed; high capacity facilities intended to move as many as 20,000 cars per lane per day. Currently, the only freeway in Crescent City is the portion of U.S. 101 north of Parkway Drive.

**Arterials**

Arterial streets are intended to serve moderate levels of through traffic, but they tend to provide some access to adjacent land uses as well. Particularly in the central portion of Crescent City on U.S. 101, the provision of access to the adjacent land is quite important. Arterial streets will typically have four to six lanes (total) for through traffic, and if the right-of-way permits, a separate median lane for left turn movements. Usually, median lanes are landscaped so that turns can only be made at intersections. However, the median may be striped to allow turns into and from driveways to be made from the median. Ideally, arterial streets will be designed to concentrate access points through the provision of common driveways or possibly by locating driveways on a cross-street where the opportunity exists. Arterial streets are usually designed so that the only interruption to through-traffic flow is due to the presence of traffic signals at key crossing locations.

<b>TABLE 3-1</b>	
<b>ROADWAY DESIGNATIONS</b>	
<b>City of Crescent City</b>	
<b>ROADWAY CLASS</b>	<b>ROADWAY</b>
<b>Freeway</b>	Highway 101 (north of Parkway Drive outside Coastal Zone portions of the City)
<b>Arterials</b>	Elk Valley Road* (Highway 101 - Howland Hill Road) Front Street Highway 101 (south of Parkway Drive)
<b>Collectors</b>	2 <sup>nd</sup> Street (A Street to B Street) 5 <sup>th</sup> Street 9 <sup>th</sup> Street Howe Drive A Street (2 <sup>nd</sup> Street to Washington Blvd.) Pacific Avenue Pebble Beach Drive
*Upgrade of FHwA classification due to development	
Source: City of Crescent City, Department of Public Works, 1999; Del Norte County Community Development Department, 1999.	

Within the Crescent City municipal limits, U.S. 101 and Northcrest Drive function as arterial streets. Front Street is designed as an arterial street with four lanes plus a left-turn median lane; however, it does not carry the traffic volume typically associated with an arterial; it is shown as an arterial on Figure 3-1.

U.S. 101 has several cross-sections as it passes through the city. South of Anchor Way, it is a two-lane State Highway. From Anchor Way to just south of Elk Valley Road, a central two-way left turn median was added. Between a point south of Elk Valley Road and Front Street, U.S. 101 has two lanes in each direction plus the left-turn median. The highway becomes a one-way couplet between Front Street and 9th Street, with three lanes northbound on M Street and two lanes southbound on L Street. From there, the highway reverts to two through lanes in each direction plus the left turn median to Parkway Drive, where it becomes a freeway. Part of U.S. 101 between Northcrest Drive and 9th Street contains a third southbound lane; this converts to a right-turn lane at 9th Street.

Northcrest Drive includes two lanes in each direction plus a left-turn median lane throughout its length within the city limits. North of Old Mill Road in the unincorporated area, it reverts to a two-lane facility with a left-turn median in some locations.

**Collector Streets**

Collector streets connect the local street network with the arterial network, and they also provide access to adjoining properties. There is generally little driveway control imposed or needed on collectors. They are differentiated from arterials also in that there may be periodic four-way stop controls along their length. They differ from local streets in that most local streets are controlled by two-way stop signs at their intersection with collectors. Collector streets typically have one lane in each direction. In some isolated cases, left turn lanes may be created at key intersections with arterial streets.

Within the Crescent City limits, the following streets function as collectors: Pebble Beach Drive, A Street, H Street, Battery Street, Howe Drive, a short section of Elk Valley Road, 5th Street, and 9th Street

**Local Streets**

Local streets have the principal function to provide access to adjoining property. They are intended to be low volume and low speed facilities. Typically, they have one lane in each direction. In urban areas, the streets are generally wide enough to allow parking on both sides of the street. Local streets are usually controlled by stop signs at their intersections with arterials and collectors. Stop and/or yield control may also be present at the intersection of two local streets if conditions warrant. All streets in the area not designated as freeway, arterial or collectors are defined as local streets.

**BICYCLE ROUTE NETWORK**

The City of Crescent City established a bike route system that utilizes lightly used residential streets, other street sections with separate bike lanes, and sections of bike paths. The Del Norte County and Crescent City Bicycle Facilities Plan identifies a system of bikeway routes in the city and county. The Plan, which was originally adopted in 1987 and periodically updated, designates bikeway routes in the greater Crescent City area. Table 3-2 identifies routes in the Coastal Zone.

<b>TABLE 3-2</b>	
<b>EXISTING AND PROPOSED BICYCLE ROUTES</b>	
<b>City of Crescent City Coastal Zone</b>	
<b>Bikeway</b>	<b>Class</b>
California Coastal Trail Harbor Trail Segment (Howe Drive Path across Elk Creek to Citizen’s Dock via Sunset Circle, Walton St. ROW)	Class I and II
Front Street (A to N St)	Class I and III
A Street (Front Street to Lighthouse)	Class I and III

Pebble Beach Drive (Washington Blvd. to 9 <sup>th</sup> St)	Class I, II and III
California Coastal Trail Howe Drive/Lighthouse Path Segment (Lighthouse to Elk Creek through Beach Front Park via Battery St and Howe Dr.)	Class I
California Coastal Trail Roadside Segment (Pebble Beach Dr. / Taylor St. / Fifth St. / Wendell St. / Third St. / A St. / Second St. / B St. / Front St. / A St. to Lighthouse)	Class I, II and III
Elk Valley Road	Class II and III
Source: Del Norte County and City of Crescent City Bike Plan, 1999; and City of Crescent City Planning Department, 1999.	

INSERT FIGURE 3-4

## **TRANSPORTATION SYSTEM IMPROVEMENT PROPOSALS**

### **FRONT STREET**

The Visitor and Local Commercial (VLC) designation also applies to Front Street. Similar to the improvements to Highway 101, the City has considered circulation modifications and enhancements to Front Street to support regional retail and visitor-serving uses.

#### **Objectives and Description of the Proposed Concept for Front Street**

Front Street in Crescent City between D and L Streets is 78-feet wide, and is currently striped to provide two lanes for through traffic in each direction as well as a median for left-turning traffic. This existing configuration provides significantly more capacity than is needed on this street, and significantly more than will be needed in the foreseeable future. The intent of the proposed concept is to make better use of the street for other functions.

There are periodic events in the Beachfront Park area and in the adjoining cultural institutions which require more parking than is available in the immediate vicinity. There is no general parking shortage most of the time, except for larger events where people must walk several blocks from available parking. One possible treatment for Front Street is to simply narrow the street, moving the south-side curb in, and turning the land into more park area. However, that is an expensive proposal, and there is no shortage of parkland in the vicinity.

The proposed concept is to increase the parking supply for Beachfront Park and the cultural institutions by creating angle parking on the south side of the street. The design provides for an island separating the angle parking from the single remaining eastbound through lane, so that potential safety problems inherent in angle parking are minimized. The concept provides for one lane in each direction for through traffic, retention of the median (in a different location) to serve left-turning traffic, as well as the provision of the angle parking. In addition, the north curb could be modified to incorporate the bulbing treatment proposed for L and M Streets; this portion of the concept would provide for enhanced streetscaping and would also reduce the width of the street for crossing pedestrians (see Figure 3-4).

Other than the bulbing option, this concept could be achieved by simply restriping the street with traditional striping materials. Alternatively, at additional cost, the left-turn median could be made permanent with concrete curbing, and landscaping could be added. The bulbing concept should be done by reconstructing the curblines and sidewalks.

## **GOALS, POLICIES, AND PROGRAMS**

The goals, policies, and programs of this section are organized according to the following categories, each of which relates to a key set of related issues pertaining to transportation and circulation in Crescent City.

- 3.A. Street and Highway System
- 3.B. Public Transportation
- 3.C. Bicycle Transportation
- 3.D. Pedestrian Transportation
- 3.E. Air Transportation
- 3.F. Maritime Transportation
- 3.G. Tele-transportation

### **3.A. STREET AND HIGHWAY SYSTEM**

**Goal 3.A.1.** To plan for the long-range planning and development of Highway 101 to ensure the safe and efficient movement of people and goods.

#### **State Highways Policies**

#### **City Streets Policies**

**3.A.1.** The City road system shall be expanded according to the classifications and designations shown in Tables 3-3, 3-4, and 3-5. Exactions for dedication of right-of-way or construction of roadway improvements may be required in the permitting of new development, where appropriate, based on a fair-share, pro rata basis.

<b>TABLE 3-3</b>		
<b>CITY ROADWAY CLASSIFICATIONS</b>		
<b>CLASSIFICATION</b>	<b>DESCRIPTION</b>	<b>COMMENTS</b>
<b>Arterial Road</b>	A road in any area of the city that serves as part of the principal system for through traffic flow by connecting areas of traffic generation and providing for the distribution and collection of through traffic to and from state highway, collector, and local road systems. It may also serve abutting property.	Public road Typically 80' to 100' right-of-way
<b>Collector Road</b>	A road in any area that, because of its location in relation to other roads or other sources of traffic, carries or will carry traffic from local roads to the system of arterial roads or highways. Collector roads may include the principal entrance roads of residential developments, roads for circulation of traffic within such developments, or provide access to abutting commercial, industrial, or multi-family areas.	Public road Typically 60' right-of-way
<b>Local Road</b>	A road that, because of its location in relation to other roads or other sources of traffic, carries or will carry traffic from areas of low traffic generation to collector or arterial roads. Local roads primarily serve as access to adjacent residential land.	Public road Typically 50-60' right-of-way

<b>TABLE 3-4</b>		
<b>LEVEL OF SERVICE DEFINITIONS FOR ROADWAY SEGMENTS</b>		
<b>Level</b>	<b>Extent of Delay</b>	<b>Operating Characteristics</b>
<b>A</b>	Insignificant Delays	Free flow. Drivers are virtually unaffected by other vehicles.
<b>B</b>	Minimal Delays	Stable flow. Drivers begin to feel restricted.
<b>C</b>	Acceptable Delays	Stable flow. Most drivers feel somewhat restricted.
<b>D</b>	Tolerable	High-density, but stable, flow. Queues

	Delays	may develop but dissipate rapidly, without excessive delays.
<b>E</b>	Significant Delays	Volumes at or near capacity. Low speeds and difficult maneuvering. Queues of vehicles may form upstream.
<b>F</b>	Excessive Delay	Conditions at capacity, with extremely long delays. Queues and unstable stop-and-go operation.
Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, 1985.		

<b>TABLE 3-5</b>			
<b>LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS</b>			
<b>LOS</b>	<b>SIGNALIZED INTERSECTIONS</b>	<b>Unsignalized Intersections</b>	
	<b>Average Delay per Vehicle (Seconds)</b>	<b>Reserve Capacity (pcph)*</b>	<b>Expected Delay to Minor Street Traffic</b>
<b>A</b>	□5.0	□400	Little or no delay
<b>B</b>	5.1 to 15.0	300 to 399	Short traffic delays
<b>C</b>	15.1 to 25.0	200 to 299	Average traffic delays
<b>D</b>	25.1 to 40.0	100 to 199	Long traffic delays
<b>E</b>	40.1 to 60.0	0 to 99	Very Long traffic delays
<b>F</b>	>60.0**	--	Severe congestion/Intersection blocked
<p>*pcph = passenger cars per hour  **60 seconds of stopped delay is considered to be unacceptable to the majority of drivers.</p> <p>Source: Transportation Research Board, <i>Highway Capacity Manual</i>, Special Report 209, 1985.</p>			

**Other Initiatives**

- The City opposes the Caltran’s bypass freeway/expressway concept for Highway 101. As an alternative, the City shall encourage Caltrans to improve Highway 101 through Crescent City by improving the existing roadway in its present alignment.
- The City shall continue its program of maintenance and minor improvements to the existing public roadway system in order to maintain its capacity.
- The City and County should cooperate in improving the approaches to the City area by Highway 101.
- The City shall investigate the possibility of making improvements to Front Street (between A and L Street) such as providing additional parking and constructing landscaped and concrete median strips (see Figure 3-4).

### **3.B. PUBLIC TRANSPORTATION**

**Goal 3.B.1** To develop and maintain a safe and efficient public transportation system that reduces congestion and provides viable alternative transportation in and through the Crescent City Planning Area.

#### **Policies**

**3.B.1.** Where new development would result in significant demand for increased public transit services, easements for, and provisions for development of, sheltered public stops for transit patrons shall be made a condition of the approval of such development.

### **3.C. BICYCLE TRANSPORTATION**

**Goal 3.C.1** To encourage the use of the bicycle as an alternate, energy efficient mode of transportation within the city and to develop a system of bikeways and bicycle parking facilities which will safely and effectively serve those wishing to utilize bicycles for commute and recreational trips.

#### **Policies**

**3.C.1.** The linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas, shall be integrated into new development.

- 3.C.2.** The Harbor-City bicycle route, one of segments of the California Coastal Trail network within the municipal bounds of Crescent City, represents one of the City's major coastal public amenities, providing access to numerous scenic ocean and harbor views, and recreational opportunities situated along the route. This bicycle route starts at Pebble Beach Drive in the City and follows Pebble Beach Drive and Taylor Street before merging onto Fifth Street. The route continues down Fifth Street then turns onto A Street. The bicycle route continues along A Street to Battery Drive. At Battery Drive the route enters Beachfront Park, paralleling Howe Drive east along a multiple-use pathway. The route then follows the northern bank of lower Elk Creek to a bridge crossing over the watercourse adjacent to Highway 101 South. The route then reverts to a streetside trail from the northwestern end of Sunset Circle, to the southerly city limits at King Street. The route continues through the unincorporated Harbor area to South Beach. Any relocation of the City portions of the route in conjunction with new development may only be authorized if relocation would be consistent with all relevant coastal policies.
- 3.C.3.** No development at the former Seaside Hospital site (APN 118-020-35), including any recreational or visitor-serving commercial development, shall obstruct the routing of the Harbor-City Bicycle Path to cross over Fifth Street to A Street and continue on A Street to Battery Drive. New development may result in a detour of the route of the Harbor-City Bicycle Path from A Street between Second and Front Streets only if the City, or the Commission on appeal, finds that it is infeasible to direct the bicycle route through the proposed development, consistent with all LCP standards and policies. 🌀

[See also Policy 5.B.4.]

### **Other Initiatives**

- The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the city's major recreation, employment, and housing areas and between its existing and planned bikeways.
- The City shall work with State and local agencies to accommodate and promote the development of recreation/tour travel bicycle routes on Highway 101.
- The City should coordinate with the Harbor District and Coastal Commission to investigate the feasibility of extending a pedestrian/bicycle trail from Howe Drive to Citizen Dock Road. 🌀

### **3.D. PEDESTRIAN TRANSPORTATION**

**Goal 3.D.1** To encourage and facilitate walking throughout the city.

**Policies**

**3.D.1.** The extension of sidewalks, trails, and walking facilities shall be provided throughout the city limits to allow for convenient and safe pedestrian movement. Exactions for dedication of rights-of-way, easements, and/or construction of pedestrian improvements may be required in the permitting of new development, where appropriate, based on a fair-share pro rata basis.

[See also Policy 5.B.4.]

**Other Initiatives**

- The City shall work with Federal, State, and other local agencies to coordinate planning and development of interconnected multi-purpose trails.
- The City shall support the development of parking areas near access to hiking and equestrian trails.

**3.E. AIR TRANSPORTATION**

**Goal 3.E.1** To promote the improvement and maintenance of general and commercial aviation facilities within the parameters of compatible surrounding land uses.

**Other Initiatives**

- The City shall encourage the County to provide areas for commercial and recreational hangars for the storage of aircraft based at McNamara Field. ☞
- The City shall encourage the County to maintain navigational aids at McNamara Field to improve the reliability and safety of service. ☞
- The City shall encourage the County to reserve land around McNamara Field for airfield-dependent development. ☞
- The City shall encourage the County to ensure that land uses in the vicinity of McNamara Field’s approach and takeoff zones is held to the lowest densities and development intensities possible. Height zoning shall be vigorously enforced. Encroachment into the horizontal or vertical zones is prohibited. ☞

- The City shall encourage the County to continue to maintain a list of improvements and construction projects to be accomplished at McNamara Field. ☞

### **MARITIME TRANSPORTATION**

**Goal 3.F.** To promote the maintenance and improvement of the Crescent City Harbor facilities.

#### **Other Initiatives**

- The City shall work with Del Norte County and the Harbor District to continue to support the maintenance and dredging at approved locations of the harbor to provide boat access for commercial and recreational boating. ☞
- The City, Harbor District, and County should continue to press the Army Corps of Engineers to fulfill their maintenance obligations for the proper harbor depth for passage of commercial vessels into the Harbor. ☞
- The City, County, and Harbor District should continue to strongly petition the Army Corps of Engineers to maintain the appropriate depths for barge shipment. The City harbor should not allow any development that would preclude resumption of barge shipping. ☞
- The City and County should improve access to the Harbor by cooperating with the Harbor District in exploring additional roadway connections and route configurations, and other alternatives as the need arises. ☞
- If there is Harbor expansion east of Highway 101, which will increase cross-traffic at Citizens' Dock Road and Highway 101, the City and Harbor District shall work with Caltrans to improve traffic control on Highway 101. ☞

### **3.G. TELETRANSPORTATION**

**Goal 3.G.1** To promote development of multimedia communications as a viable mode of transportation and commerce.

#### **Other Initiatives**

- The City shall develop guidelines for the review and permitting of telecommunication facilities to address potential impacts to coastal resources, especially designated visual resources. The guidelines shall encourage tower co-

location, and require visual simulations (e.g., photo simulations) as part of the permitting process. 

## SECTION 4

### PUBLIC FACILITIES AND SERVICES

This section contains goals, policies, and implementation programs that establish the framework for the provision of public facilities and services to meet the demand created by existing and future development in the Crescent City Planning Area. The goals and policies in this section are organized according to the following categories, each of which relates to a particular facility or service. They include:

- **4.A.** General Public Facilities and Services;
- **4.B.** Water Supply and Delivery;
- **4.C.** Wastewater Treatment, Collection, and Disposal; **and**
- **4.D.** Stormwater Drainage.

#### **4.A. GENERAL PUBLIC FACILITIES AND SERVICES**

**Goal 4.A.1** To ensure the effective and efficient provision of public facilities and services for existing and new development.

#### **Policies**

**4.A.1.** New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this coastal land use plan. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this coastal land use plan. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

**4.A.2.** The availability of adequate public facilities and services to serve new development when required shall be verified as part of the review process for coastal development permits. No new development shall be authorized where existing facilities are inadequate unless the applicant can demonstrate that all necessary public facilities will be installed or adequately financed and maintained (through fees or other means).

- 4.A.3.** Within the city limits, where existing or planned public works facilities can accommodate only a limited amount of new development within the Coastal Zone, the priority for public services within the Coastal Zone shall be:
- a. essential public services;
  - b. Basic industries vital to the economic health of the region, state, or nation, such as agriculture;
  - c. coastal dependent land uses;
  - d. public recreation;
  - e. commercial recreation;
  - f. visitor-serving land uses; and
  - g. other uses. 

#### **4.B. WATER SUPPLY AND DELIVERY**

**Goal 4.B.1** To ensure the availability of an adequate and safe water supply and the maintenance of high quality water for residents of and visitors to the Crescent City urban area.

##### **Policies**

**4.B.1.** New or expanded domestic water supply facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this coastal land use plan. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this coastal land use plan. Where existing or planned public water supply facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

**4.B.2.** New development shall be approved only if an adequate water supply to serve such development and meeting State water quality standards is demonstrated.

[Also see Policy 1.A.1.]

#### **4.C. WASTEWATER TREATMENT, COLLECTION, AND DISPOSAL**

**Goal 4.C.** To ensure adequate wastewater collection, treatment, and disposal within the Urban Boundary.

**Policies**

- 4.C.1.** New or expanded wastewater treatment facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this coastal land use plan. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this coastal land use plan. Where existing or planned public wastewater treatment works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.
- 4.C.2.** Notwithstanding any other provision of law, no term or condition shall be imposed on the development of any sewage treatment plant which is applicable to any future development if that development can be accommodated by that plant consistent with this coastal land use plan division. Nothing in this section modifies the provisions and requirements of Sections 30254.5 and 30412 of the Coastal Act.

[Also see Policy 1.A.1.]

**Other Initiatives**

- The City shall work with the County to develop a Crescent City wastewater master plan based on the recommendations of the Community Wastewater Conveyance and Treatment Feasibility Study to reduce hydraulic and nutrient loading on the Crescent City Wastewater Treatment Plant. The master plan shall recommend either establishment of a regional wastewater treatment facility for the Crescent City urban area, establishing satellite wastewater treatment facilities, expanding the existing wastewater treatment plant, or a combination of two or more improvements.
- The City shall work with the County to establish a regional wastewater treatment facility for the Crescent City urban area. If the establishment of a regional plant is found to be infeasible, the City shall consider alternatives such as establishing satellite wastewater treatment facilities and expanding the existing wastewater treatment plant.
- In order to assure that the City is preserving adequate capacity for Coastal Zone development, the City shall meet bi-annually with representatives of the County

of Del Norte and the Harbor District to discuss future development plans and sewer services demands. 

#### **4.D. STORMWATER DRAINAGE**

**Goal 4.D.1.** To preemptively infiltrate, detain, and retain onsite, and/or centrally collect, convey, and treat, as necessary, stormwater in a manner that least inconveniences the public, reduces or prevents stormwater pollution and potential water-related damage, and protects the environment.

#### **Policies**

**4.D.1.** The use of existing watercourses and detention basins may be authorized to convey stormwater if significant impacts to biological resources, water quality, channel stability or flooding of surrounding properties can be avoided.

**4.D.2.** Potential recreational co-use and aesthetics shall be considered in the design of stormwater detention/retention and conveyance facilities.

**4.D.3.** The joint use of City parks as drainage detention basins may be allowed in the authorization of new development consistent with all other Coastal Land Use Plan policies, and provided coastal recreational opportunities and public access are not significantly adversely impacted.

**4.D.4.** Best management practices (BMPs) for controlling stormwater runoff and maintaining water quality shall be incorporated into the design and operation of new development. All post-construction structural BMPs (or suites of BMPs) for new residential, commercial, industrial, and public facilities development within the Coastal Zone shall be designed to treat, infiltrate or filter stormwater runoff from each storm event, up to and including the 85<sup>th</sup> percentile, 24-hour storm event for volume-based BMPs, and/or the 85<sup>th</sup> percentile 1-hour storm event, with the incorporation of an appropriate safety factor for flow-based BMPs.

(See Also Section 6.C Water Resources - Policies)

#### **Other Initiatives**

- Future drainage system requirements shall comply with applicable State and Federal pollutant discharge requirements.
- The City shall develop a water quality checklist to be used in the permit review process to evaluate a proposed development's potential impacts to water quality and coastal waters, and proposed mitigation measures.

- The City shall require markers or stenciling for all new storm drain inlets constructed or modified by development, to discourage dumping and other illicit discharges into the storm drain system.
- The City shall develop a comprehensive implementing stormwater quality management ordinance which sets as minimum requirements in the approval of new development the following water quality best management practices:
  1. Reducing erosion to the greatest extent practicable through onsite retention of sediment during and after construction by: (a) minimizing the potential sources of sediment from the outset; (b) controlling the amount of runoff onto and from the site, and its ability to carry sediment, by diverting incoming flows and impeding internally generated flows; and (c) retaining sediment on the project site through the use of sediment-capturing devices.
  2. Minimizing runoff of entrained non-sediment pollution from construction sites (e.g., solvents, adhesives, preservatives, soluble building materials, vehicle lubricant and hydraulic fluids, concrete truck wash-out slurry, and litter) to the extent feasible.
  3. Minimizing land disturbance during development construction phases to the extent feasible, including soil compaction associated with construction activities to retain the natural stormwater infiltration capacity of the soil.
  4. Minimizing the disturbance of natural vegetation including significant trees, native vegetation, and root structures, important for preventing erosion and sedimentation.
  5. Prohibiting grading during the rainy season (i.e., November 1 to March 30), except in response to emergencies, and unless the review authority determines that soil conditions at the project site are suitable, adequate erosion and sedimentation control measures will be in place, and there is a low probability of significant precipitation occurring during the requested extended period for grading operations.
  6. Stabilizing site soils promptly through the use of soil stabilization BMPs, including, but not limited to, re-vegetation on graded or disturbed areas as soon as feasible.
  7. Limiting the application, generation, and migration of toxic substances, and ensuring their proper storage and disposal.

8. Applying nutrients and fertilizers at rates necessary to establish and maintain vegetation and landscaping without causing significant nutrient runoff to surface waters.

## SECTION 5 RECREATIONAL AND CULTURAL RESOURCES

This section outlines the City’s goals, policies, and programs for the continued development and enhancement of Crescent City’s rich recreational opportunities and cultural assets. The section includes goals, policies, and programs addressing the following subjects:

- **5.A.** City Parks and Recreation;
- **5.B.** Recreation Trails;
- **5.C.** Coastal Zone Recreation;
- **5.D.** Coastal Zone Access;
- **5.E.** Coastal Visual Resources;
- **5.F.** Private Recreational Facilities and Opportunities; and
- **5.G.** Cultural Resources.

### 5.A. CITY PARKS AND RECREATION

**Goal 5.A.1.** To encourage the development and maintenance of existing and new parks and recreational facilities to serve the needs of present and future residents, employees, and visitors.

#### Policies

**5.A.1.** The recreation areas identified in Table 5-1 and illustrated in Figure 5-1 shall be maintained and remain open for public use.

<b>TABLE 5-1</b>			
<b>RECREATIONAL AREAS</b>			
<b>City of Crescent City</b>			
Site #	Area Name	Responsible Agency/Owner	Features/Type of Use
<i>Recreation Areas within City Limits (Coastal Zone)</i>			
1	Shoreline Campground	City of Crescent City	Public access to coast, sandy beach area
2	Cultural Center	City of Crescent City	meeting center and museum
3	Swimming Pool	City of Crescent City	heated swimming pool, slide
4	Beachfront Park	City of Crescent City	small playground, picnic facilities, sporting fields
5	Howe Drive Bike Path	City of Crescent City	panoramic views of the ocean, lateral access along coastline

<b>TABLE 5-1</b>			
<b>RECREATIONAL AREAS</b>			
<b>City of Crescent City</b>			
<b>Site #</b>	<b>Area Name</b>	<b>Responsible Agency/Owner</b>	<b>Features/Type of Use</b>
7	Brother Jonathan Park	City of Crescent City	Playground, baseball diamond with bleachers, restroom facilities, and parking
8	Battery Point Lighthouse	Del Norte County	Panoramic vistas, beach access, parking facilities

[Insert Figure 5-1]

**Other Initiatives**

- The City shall cooperate with other public agencies to ensure flexibility in the development of park areas and recreational services to respond to changing trends in recreation activities.
- The City shall ensure that park design is appropriate to the recreational needs and, where feasible, access capabilities of all residents of and visitors to Crescent City.
- The City shall encourage public recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.
- The City shall encourage public and private park and recreation agencies to acknowledge the natural resource values present at park sites during the design of new facilities.
- The City shall encourage compatible recreational use of riparian areas along streams and creeks where public access can be balanced with environmental values and private property rights.
- The City shall work with the County to continue to support the protection and use of Battery Point and Point St. George Lighthouses as County parks.
- The City shall work with the County in seeking funding to restore facilities at Pebble Beach in disrepair and to revegetate the damaged promontory for recreation use.
- The City shall work jointly with the Redevelopment Agency to rehabilitate and improve existing athletic fields.

- The City shall continue to maintain and enhance Beachfront Park so that it remains a focal point for community events and waterfront recreation.

## **5.B. RECREATIONAL TRAILS**

**Goal 5.B. 1.** To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

### **Other Initiatives**

- The City shall work with the County, State, and Federal government to develop a countywide trail system designed to achieve the following objectives:
  - a. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle;
  - b. Link residential areas, schools, community buildings, parks, and other community facilities. Whenever possible, trails should connect to a countywide trail system and regional trails;
  - c. Provide access to recreation areas, major waterways, and vista points; and
  - d. Provide for multiple uses (i.e., pedestrian, equestrian, and bicycle).
- The City shall work with the County to promote the development of a continuous, multi-use California Coastal Trail system (i.e., an equestrian, pedestrian, and bicycle trail) linking Point St. George to South Beach. ☞
- The City shall continue to coordinate connecting trails with Del Norte County, particularly in the Elk Creek, Harbor, and coastline areas through the development of a joint trails plan. ☞

## **5.C. COASTAL ZONE RECREATION**

**Goal 5.C. 1.** To maximize coastal recreation opportunities for the public while assuring the protection of important coastal resources and the rights of private property owners. ☞

### **Policies**

**5.C.1.** In carrying out the requirement of this coastal land use plan, recreational opportunities shall be provided for all the people, to the maximum extent feasible, consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

- 5.C.2.** Lower cost recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
- 5.C.3.** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- 5.C.4.** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
- 5.C.5.** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.
- 5.C.6.** Increased recreational boating use of coastal waters shall be encouraged by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 5.C.7.** New recreational development shall be located and distributed throughout the Coastal Zone in a manner to prevent undue coastal resource impacts, overuse, or overcrowding. ☞
- 5.C.8.** Priority shall be granted to visitor-serving facilities that provide recreational opportunities to persons of low- and moderate-income over higher-cost visitor facilities. ☞
- 5.C.9.** The rights of private property owners shall be protected in all provisions for public and private recreation facilities. ☞
- 5.C.10.** Visitor-serving and commercial-recreational facilities on ocean-front parcels shall be permitted only when such development provides an increased opportunity for shoreline access and coastal recreation and enhances scenic and environmental values of the area. ☞
- 5.C.11.** Fragile coastal resources shall be considered and protected to the maximum extent feasible in the authorization of all new coastal recreational development. ☞
- 5.C.12.** Recreational use conflicts on coastal beaches shall be minimized through provisions separating incompatible activities by time and/or space. Outdoor

recreation projects should preserve and enhance scenic and environmental values.



**5.C.13.** Any future development of the Battery Point Recreation Area project shall be consistent with all policies relating to permissible dredging, diking, and filling of open coastal waters and wetlands, and the construction of shoreline structures, including the provisions of the sand management program and conditions as prescribed in Policy 6.D.5. of this Coastal Land Use Plan. 

[Also see Policies 3.C.1., 3.C.11., 4.A.3., 6.A.2., 6.B.1., 6.B.12., 6.B.14., 6.D.1., 6.D.6., 7.A.2., and 7.B.7.]

#### **Other Initiatives**

- The City shall recommend the improvement and maintenance of the Battery Point Lighthouse as a museum available to the public. 
- The City shall encourage the continued maintenance of coastal recreation areas by both the private sector and public agencies. 
- The City shall encourage the continued maintenance of existing recreational boating facilities by private operators and public agencies. 
- The City supports the continued development of day use, trail, recreational boating, and related visitor-serving uses at the Crescent City Harbor and encourages the Harbor District to coordinate and participate with local and State agencies for the provision of connecting access trails and facilities. 

#### **5.D. COASTAL ZONE ACCESS**

**Goal 5.D. 1.** To provide the maximum benefits of access to coastal recreation resources to all residents of and visitors to Crescent City. 

#### **Policies**

- 5.D.1.** For development located within the first public road and the sea, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
- 5.D.2.** Development located within the first public road and the sea shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.
- 5.D.3** Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects as defined herein except where:
- It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or
  - Adequate access exists nearby.
  - Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
- 5.D.4.** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
- 5.D.5.** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
- 5.D.6.** The public access policies of this plan shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
- Topographic and geologic site characteristics.
  - The capacity of the site to sustain use and at what level of intensity.
  - The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

- The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

The public access policies of this plan be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this plan or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

In carrying out the public access policies of this article, the City shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

**5.D.7.** A continuous trail system shall be developed throughout the City which will become a segment of the California Coastal Trail system.

**5.D.8.** All City owned beachfront property, including its dry sand beaches, shall be maintained in a manner to protect all existing accessways. If, in the future, the City finds that existing public accessways and other access support facilities are inadequate to meet coastal access and recreational needs, provision of additional accessways and other access support facilities may be required of new development projects provided the development would increase the demand for such facilities. ☞

**5.D.9.** The City shall assure that the public can easily locate existing access points. These access points shall be visibly marked. This recommendation is particularly applicable to public access south of Elk Creek. ☞

**5.D.10.** The design and construction by any public or private entity of shoreline access facilities (e.g., parking, trails, stairways, etc.) shall consider public safety potentials for vandalism and the protection of fragile coastal resources. ☞

<b>TABLE 5-2</b>			
<b>ACCESS POINTS</b>			
<b>City of Crescent City</b>			
<b>Site #</b>	<b>Area Name</b>	<b>Responsible Agency/Owner</b>	<b>Features/Type of Use</b>
	Access at 3 <sup>rd</sup>		lateral access, beachcombing, scenic viewing,

<b>TABLE 5-2</b>			
<b>ACCESS POINTS</b>			
<b>City of Crescent City</b>			
<b>Site #</b>	<b>Area Name</b>	<b>Responsible Agency/Owner</b>	<b>Features/Type of Use</b>
1	Street	City of Crescent City	investigation of tidal pools, whale watching, on-street parking
2	Access at 4 <sup>th</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
3	Access at 5 <sup>th</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
4	Access at 6 <sup>th</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
5	Brother Jonathon Vista	City of Crescent City	scenic viewing, picnicking, and whale watching
6	Preston Island	City of Crescent City	beachcombing, fishing, picnicking; off-street parking available
7	Access at Battery Point Lighthouse	Del Norte County	restrooms, picnic facilities, low- tide access to lighthouse, fishing, beachcombing
8	Howe Drive / Beachfront Park	City of Crescent City	improved access points, beachcombing, scenic viewing, lateral access at Harbor
9	Mouth of Elk Creek / Inner Harbor	City of Crescent City	Improved access from Beach Front Park to Crescent City Harbor on bridge across lower Elk Creek and along path around perimeter of Shoreline RV Park to inner harbor beach strand
10	B Street Pier	City of Crescent City	public recreation, scenic viewing
Source: Del Norte County General Plan Background Report, May 1998; Crescent City Local Coastal Plan, 1986.			

- 5.D.11.** New development along the immediate shoreline shall maximize public access to the shoreline except where:
- a. The development would not significantly impact existing access facilities or generate demand for additional facilities;

- b. Findings are made consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety or that agriculture would be adversely affected;
- c. Access would have unavoidable adverse impacts on environmentally-sensitive habitat areas; or
- d. An existing vertical accessway, adequate to meet anticipated access needs, is located a quarter of a mile or less from the development. 🌀

**5.D.12.** Access ways to rocky beaches in areas where public safety is of concern or where increased visitor pressure on biological areas or areas of unique character, sensitive to visitor pressure would be degraded, shall be discouraged. 🌀

**5.D.13.** Existing lateral access shall be maintained by requiring lateral access easements (inland of the mean high tide line to the first line of vegetation or to the crest of the paralleling bluff in areas of coastal bluffs) across the width of the project site. 🌀

**5.D.14.** No permit shall be issued for a project that obstructs lateral access on the immediate shoreline, inland of the mean tide line to the first line of vegetation, or the crest of the paralleling bluff. However, exceptions may be granted for the placement of navigational aids or shoreline protective devices to protect existing structures (i.e., main residence, commercial or industrial buildings, roadways, and public parking areas) in immediate danger of erosion and where no other feasible options (such as relocation or removal of the development) exist. If shoreline protection devices are approved, they shall be the minimum size necessary to protect the development and appropriate mitigation measures shall be required. 🌀

**5.D.15.** Any access way required to be dedicated for public use shall not be opened for public use until a public agency, including the State, or a private association, agrees to accept responsibility for maintenance and liability of the accessway. 🌀

**5.D.16.** Priority shall be granted to developments that provide access for the general public over a wide range of income levels, ages, and social groups over other private development. 🌀

**5.D.17.** The operation of motor vehicles on beaches within the city limits shall be restricted, except (*sic*) for emergency operations of the Crescent City Police Department or other public authority. 🌀

## Other Initiatives

- The City shall maintain the coastal access points which the City owns as identified in Table 5-2 and illustrated in Figure 5-2. 🌀
- The City shall work actively towards the attainment of maximum coastal access for the public, where it is consistent with public safety, property owner rights, and the protection of fragile coastal resources. 🌀
- The City shall strive to protect the rights of private property owners in all considerations of public access. 🌀
- The City shall require funding assistance to improve and maintain existing access and to acquire and develop any new access and facility. 🌀
- The City will continue implementing its zoning ordinance to develop and maintain shoreline access facilities.
- The City shall seek funding for suitable, improved access points for use by the physically limited. 🌀
- The City should place signs on Highway 101 indicating shoreline access. 🌀
- The City shall strive to complete the links in the California Coastal Trail (CCT) by participating and consulting with the National Park Service, the State Department of Parks & Recreation, the State Coastal Conservancy, the County of Del Norte, the Elk Valley Rancheria, other tribal governments, and other appropriate public and private entities and interested parties in **designing**, locating, funding, acquiring, and implementing the City of Crescent City California Coastal Trail (CCT) segment, including opening trails for vertical access as identified within the City's coastal access inventory. The CCT shall be identified and defined as a continuous, interconnected trail system traversing the length of the state's coastline and designed and sited as a continuous lateral trail traversing the length of the City's Coastal Zone and connecting with contiguous trail links in adjacent unincorporated Coastal jurisdictions (Del Norte County). The CCT segment through the City's portion of the coastal zone shall be designed to foster appreciation and stewardship of the scenic and natural resources of the coast. The trail system is to be located on a variety of terrains, including the beach, footpaths, paved bicycle paths, and sometimes along the shoulder of the road. While primarily for pedestrians, the CCT also accommodates a variety of additional user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow.

Development parameters are as follows:

- The City shall take the lead responsibility and will consult with the National Park Service, the California Department of Parks and Recreation, the State Coastal Conservancy, the California Coastal Commission, and County of Del Norte, tribal governments, and other appropriate public and private entities and interested parties regarding designing, locating, finding, acquiring, and implementing the CCT.
- The CCT shall be a continuous lateral trail network traversing the length of the City's coastal zone and connecting with contiguous trail links in adjacent County jurisdictional areas.
- Existing segments of the CCT within the City's jurisdictional area include at least the following:
  - ❖ The *Preston Island Coastal Access Facility*.
  - ❖ The *Harbor-City Bike Path's* Class III roadside bikeway along Pebble Beach Drive from West Ninth Street on the north end to West Sixth Street, thence along Taylor, West Fifth, "A," Second, and "B" Streets to Front Street, thence westerly along Front Street to A Street, thence southerly along A Street to Battery Street, thence easterly along Battery and "C" Streets to the southern end at the *Harbor Trail – North Segment* at the western end of Howe Drive.
  - ❖ The vertical and lateral access trails around the perimeter of the *Redwood Oceanfront Resort* (Hampton Inn)
  - ❖ The ramped trail from the parking lot at the foot of "A" Street to the Battery Point Lighthouse.
  - ❖ The *Harbor Trail North Segment* multi-use path / Class I separated bikeway from the western end of Howe Drive along the harbor side of Beach Front Park, and crossing lower Elk Creek to its terminus as the intersection of Sunset Circle and RV Park Road.
  - ❖ The *Harbor Trail North Segment* multi-use path / Class III roadside bikeway along Sunset Circle from RV Park Road to its intersection with Highway 101, Elk Valley Road, and Huston Street.
  - ❖ The pedestrian trail around the creek and harbor sides of the City-owned Shoreline Campground and RV Park.
  - ❖ The harbor beach strand areas between the B Street Pier and the mouth of Elk Creek, and from the Shoreline Campground and RV Park perimeter trail to the foot of King Street.

- The CCT shall consist of one or more parallel alignments, at least one strand shall be designated and implemented to achieve one or all of the following objectives:
  - ❖ Provide a continuous walking and hiking trail as close to the ocean as possible.
  - ❖ Provide maximum access for a variety of non-motorized users by utilizing alternative trail segments where feasible.
  - ❖ Maximize connections to existing and proposed local trail systems.
  - ❖ Ensure that all segments of the trail have vertical access connections at reasonable intervals.
  - ❖ Maximize ocean views and scenic coastal vistas.
  - ❖ Provide an educational experience through interpretative facilities where feasible.

Specific siting and design standards shall include:

- The trail shall be sited and designed to be located along or as close to the shoreline where physically and aesthetically feasible. Where it is not feasible to locate the trail along the shoreline due to natural landforms or legally authorized development that prevents passage at all times, inland bypass trail segments located as close to the shoreline as possible should be utilized. Shoreline trail segments that may not be passable at all times shall provide inland alternative routes. Special attention shall be given to identifying any segments that may need to be incorporated into water-crossing structures and that necessarily must be placed within Caltrans right-of way.
- Where gaps are identified in the trail, interim segments shall be identified to ensure a continuous coastal trail. Interim segments shall be noted as such, with provisions that as opportunities arise, the trail shall be realigned for ideal siting. Interim trail segments shall meet as many of the CCT objectives and standards as possible.
- The CCT shall be designed and located to minimize impacts to environmentally sensitive habitat areas and prime agriculture lands to the maximum extent feasible. Where appropriate, trail access shall be limited to pass and repass. Where necessary to prevent disturbance to sensitive species, sections of the trail may be closed on a seasonal basis. Alternative trail segments shall be provided where feasible. For situations where impact avoidance is not feasible, appropriate mitigation measures shall be identified, including but not limited to use of boardwalks, reducing width

of trails, converting edges of agricultural land to public trail use when the minimal amount of conversion is used, etc.

- The CCT shall be located to incorporate existing oceanfront trails and paths and support facilities of public shoreline parks and beaches to the maximum extent feasible.
- The CCT shall be designed to avoid being located on roads with motorized vehicle traffic where feasible. In locations where it is not possible to avoid siting the trail along a roadway, the trail shall be located off of the pavement and within the public right-of-way, and separated from traffic by a safe distance or by physical barriers that do not obstruct, or detract from, the visual scenic character of their surroundings. In locations where the trail must cross a roadway, safe under- or over-crossings or other alternative at-grade crossings shall be considered in connection with appropriate directional and traffic warning signage.
- Trail easements shall be obtained by encouraging private donation of land, by public purchase, or by dedication of trail easements required pursuant to a development permit.
- The CCT alignment Study shall identify the appropriate management agency(s) to take responsibility for trail operation and maintenance.
- The trail shall provide adequate signage at all access points, trailheads, parking lots, road crossings, and linkages or intersections with other trails or roads and shall incorporate the State adopted CCT logo.
- The trail shall provide adequate safety signage, including but not limited to, road crossing signs and yield/warning signs on multi-use trail segments. Where appropriate signs shall be developed in coordination with Caltrans, Del Norte County Community Development Department – Roads Division, tribal entities, and/or any other applicable public agencies or nonprofit organizations.
- To maximize access to the CCT, adequate parking and trailhead facilities shall be provided.
- The final CCT map shall identify all finally planned or secured segments, including existing segments, all access linkages and planned staging areas, public and private lands, existing easements, deed-restricted sections and sections subject to an offer-to-dedicate (OTD). Where property ownerships or other constrictions make final alignment selection

unfeasible, a preferred corridor for the alignment shall be identified. The map shall be updated on a regular basis.

- The CCT preferred alignment corridor shall be identified on all applicable City trail maps contained in the LCP, including updated public access, recreational and public facilities inventories.
- Within one year of the completion of the CCT alignment Study, the LCP shall be amended to incorporate all plans and designs for locating and implementing the CCT within the City, including the final maps of the trails and corridor alignments.

**COASTAL VISUAL RESOURCES**

**Goal 5.E:** To encourage the maintenance of the visual and scenic beauty of Crescent City.

**Policies**

**5.E.1.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to: (a) protect views to and along the ocean and scenic coastal areas, including, but not limited to, the scenic resources identified in Table 5-3 and depicted on Figure 5-3; (b) to minimize the alteration of natural land forms; (c) to be visually compatible with the character of surrounding areas; and (d) where feasible, to restore and enhance visual quality in visually degraded areas. New development in designated highly scenic areas shall be subordinate to the character of its setting.

**Table 5-3: Scenic Resources Crescent City Urban Area**

<b>SITE</b>	<b>SITE NAME</b>	<b>VIEW LOCATION</b>	<b>EXISTING/COMPATIBLE SITE USES</b>	<b>KEY VIEWSHED CHARACTERISTICS</b>
<b>COASTAL VISTA POINTS</b>				
CV1	Brother Jonathan Vista	West side of Pebble Beach Drive	Public parking, picnicking, slope protection, recreational trail, safety rails and signs	ocean views, off-shore rock views, Battery Point Lighthouse view
CV2	Battery Point	South of public parking lot	Public parking, public access, recreational trail, visitor facilities, breakwater, picnicking, safety rails and signs	ocean views; off-shore rock views; Harbor activities view; Battery Point Lighthouse, B St Pier, and breakwater views
CV3	B St Pier	All directions	Public parking, pier uses, visitor facilities, safety rails	ocean views, off-shore rock views Harbor

SITE	SITE NAME	VIEW LOCATION	EXISTING/COMPATIBLE SITE USES	KEY VIEWSHED CHARACTERISTICS
			and signs	activities view, Park/downtown views, Battery Pt Lighthouse views, breakwater views
CV4	Elk Creek Bridge	Southwest of Highway 101	Highway and drainage uses, recreational trails and trail crossings, bank protection, visitor facilities, park uses, safety rails and signs	creek view, Harbor development/park uses views
<b>COASTAL SCENIC VIEW CORRIDORS</b>				
CSC1	Pebble Beach	West side of Pebble Beach Drive/Marhoffer Creek to 6 <sup>th</sup> Street	Public road, public parking, recreational trail, private residential development, public access improvements, beach and tide pool activities, slope protection, safety rails and signs	ocean views, off-shore rock views
CSC2	Howe Drive / Beachfront Park	South Side of Howe Dr/ B St to Play St	Public road, public parking, recreational trail, picnicking, beach access, beach and harbor activities, slope protection, safety rails and signs	Harbor activities views, Redwood Parks views, Battery Point Lighthouse, B St Pier, breakwater views
CSC3	Anchor Way	South side of Anchor Way/ Hwy 101 to Whaler Rock	Public road, public parking, recreation trail, beach access, dredge spoils disposal, beach activities, breakwater protection, boat launching, visitor facilities, harbor activities	ocean views, Redwood Park views, visitor facilities/beach views, breakwater views
<b>COASTAL HISTORIC SCENIC RESOURCES</b>				
CH1	Battery Point Lighthouse	South end of A Street	Public parking, public access, visitor facilities, lighthouse activities, museum, residence	ocean views, off-shore rock views, harbor activities view, B St. Pier, breakwater views

Source: City of City Crescent Planning Department; Del Norte County Local Coastal Plan, 1986.

- 5.E.2.** The City's major entrances at Highway 101 north, Highway 101 south, and Front Street shall be developed as scenic gateways through the use of architectural review, removal of overhead utilities, landscaping, and sign regulations. 
- 5.E.3.** As provided for in the coastal zone zoning regulations' coastal zone signs and nonconforming use chapters, the City shall limit legal nonconforming signs and abate unpermitted signs as well as signs advertising commercial or privately-owned businesses in Open Space zoning districts.

INSERT FIGURE 5-3

- 5.E.4.** Those structures that are identified as historically and architecturally significant shall be preserved unless proven that a) the structure is over 50% un-repairable or, b) adequate funding, either public or private, is unavailable to restore the structure. ☞
- 5.E.6.** New or relocated utility lines shall be placed underground whenever feasible. When it is not feasible to place utility lines underground, the lines should be aligned and consolidated so that they do not interfere with scenic resources. ☞
- 5.E.7.** All public facilities and new development shall be required, whenever feasible, to use low-energy shielded lights with a downward directed cast for better efficiency and to minimize nighttime glare. ☞
- 5.E.8.** Exterior lighting in the Pebble Beach area shall be required to be shielded utilizing full cut-off fixtures and directed down and away from the ocean to minimize impact on off-reef and island habitats. ☞
- 5.E.9.** Any future development at the former Seaside Hospital site (APN 118-020-35), including any recreational or visitor-serving commercial development, shall provide for a substantial view corridor oriented from the vantage point of the vicinity of the intersection of Front and A Streets and directed toward the offshore rocky areas northwest of the site.
- 5.E.10.** All land divisions, including, lot splits, lot line adjustments, merger and resubdivisions, shall demonstrate, prior to their authorization, that development siting and design standards for subsequent improvements have been included to ensure that visual resources will not be significantly adversely impacted with respect to: (a) views to and along the coast and scenic areas, (b) natural landform alterations, (c) visual compatibility with the character of the surrounding area, (d) restoration and enhancement, where feasible, of visually degraded areas, and (e) in highly scenic areas, the subordinality of subsequent site development with the character of its setting.

**Other Initiatives**

- The City shall continue to provide for protection of designated scenic resources through such means as land use designation, zoning, design review, and sign control. ☞

- The City shall encourage the continuation and infill of existing urban land use areas, where appropriate, in order to maintain views in those designated coastal scenic areas shown in Table 5-3 and shown on Figure 5-3. ☞
- The City shall encourage proposed development within designated coastal scenic areas to be visually compatible with its key view shed characteristics by reflecting the character of the existing and compatible land uses while conforming to the land use development standards, as set forth in the Land Use and Community Development section and the Zoning Ordinance. ☞
- The City shall continue its sign amortization program and support participation in centralized logo signage programs.
- The City shall develop a roadway sign program which provides for specially marked scenic driving routes, which visitors can follow to visit coastal scenic areas in the Crescent City urban area, including the Harbor and Lighthouse-to-Lighthouse routes. Where feasible, these routes should link with any county scenic drive routes. ☞
- The City has identified the Battery Point Lighthouse as having historical significance. The City shall participate with other public and private agencies to preserve this structure provided that adequate public or private funding is available. ☞
- The City shall coordinate with the County in developing an underground utilities priority list, utilizing identified scenic or commercial areas, for use when funding for undergrounding is available.
- The City shall develop guidelines for the review and permitting of telecommunication facilities to address potential impacts to coastal resources, especially designated visual resources. The guidelines shall encourage tower co-location and visual simulations (e.g., photo simulations) as part of the permitting process.

## **5.F. PRIVATE RECREATIONAL FACILITIES AND OPPORTUNITIES**

**Goal 5.F.1.:** To encourage development of private recreational facilities for public use to supplement public facilities and to provide for economic development opportunities.

### **Policies**

- 5.F.1.** The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

### **Other Initiatives**

- The City shall encourage development of private recreation facilities for public use to reduce demands on public agencies.
- The City shall encourage private landowners to develop areas for fee-based recreational use.
- The City shall encourage private recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.
- The City encourages the maintenance of existing facilities and the development of commercial and public visitor activities and services. The commercial area along Highway 101 (near Crescent City Harbor/South Beach) is recognized for its historic visitor use and potential visitor use.

### **5.G. CULTURAL RESOURCES**

**Goal 5.G.1.:** To encourage identification, protection, and enhancement of Crescent City's important historical, archaeological, paleontological, and cultural sites and activities, and their contributing environment.

#### **Policies**

- 5.G.1.** Appropriate surveys and site investigations shall be required as part of the application review of development projects when it has been determined that the development site or design has the potential to adversely impact archeological or paleontological resources, and/or as may be required in accordance with the California Environmental Quality Act (CEQA). Surveys and investigations shall be performed under the supervision of a professional archaeologist or other person qualified in the appropriate field approved by the City.
- 5.G.2.** Discretionary development projects shall be required to be designed to mitigate potential impacts to significant paleontological or cultural resources whenever

possible. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical, or paleontological consultants, depending on the type of resource in question.

- 5.G.3.** Where it is determined development would adversely affect archaeological or paleontological resources as identified by the State Historical Preservation Officer, reasonable mitigation measures shall be required.

**Other Initiatives**

- The City should work toward building a performing arts center in the central Crescent City area (i.e., the VLC area) in proximity other similar facilities and to visitor services such as motels and restaurants.

## SECTION 6 NATURAL RESOURCES/CONSERVATION

This section contains goals, policies, and programs that set the basic framework for maintenance and enhancement of Crescent City’s natural assets. These provisions are not categorically mutually exclusive of one another and should be read as a suite of policies (i.e., “marine resources” may also comprise “environmentally sensitive habitat area” and be subject to standards for “water resources.”) The section includes goals, policies, and programs addressing the following subjects:

- 6.A. Biological Resources generally and specifically;
- 6.B. Environmentally Sensitive Habitat Areas (ESHAs); and
- 6.C. Water Resources and
- 6.D. Permissible Diking, Dredging, and Filling of Open Coastal Waters and Wetlands, and Construction of Shoreline Structures

### A. BIOLOGICAL RESOURCES

**Goal 6.A.** To maintain and where possible enhance marine resources, coastal waters, and sensitive coastal habitats, thereby recognizing the economic and biologic significance of these resources.

#### General Policies

**6.A.1.** The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health are maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. 

#### Marine Resources Policies

**6.A.2.** Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will

maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. ☞

### **Offshore Rocks and Islands Policies**

**6.A.5** Exterior lighting fixtures in the Pebble Beach area shall be shielded so they are directed down and away from the ocean to minimize impact on off-reef and island habitats. ☞

### **Other Initiatives**

- The City shall encourage community programs (e.g., fish hatcheries, habitat rehabilitation) designed to improve the quality of coastal fisheries and other marine resources.
- The City shall support the preservation or reestablishment of fisheries in the streams within the City, whenever possible.

### **Alternative Energy Systems Bird and Bat Strike Avoidance Policies**

**6.A.6.** Enabling ordinances for small wind energy generating systems shall include the site assessment, mitigation measures selection, monitoring, and reporting provisions set forth in California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development - Commission Final Report, California Energy Commission and California Department of Fish and Game. 2007, California Energy Commission, Renewables Committee, and Energy Facilities Siting Division, and California Department of Fish and Game, Resources Management and Policy Division, CEC-700-2007-008-CMF.

## **B. ENVIRONMENTALLY SENSITIVE HABITAT AREAS (ESHAs)**

### **Goals**

**Goal 6.B.** To protect, restore, and enhance environmentally sensitive habitat areas that support fish and wildlife species throughout the Crescent City Planning Area.

### **Policies**

#### **General Policies**

**6.B.1.** Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be

allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. 🌀

- 6.B.2.** The following are designated as specific environmentally-sensitive habitat areas. This list of habitats is not inclusive of all environmentally sensitive habitat areas as defined by Section 30107.5 of the Coastal Act, either as may be currently present within the City, or as might be identified as environmentally sensitive habitat areas at some future time. Any areas not specifically designated in the LCP as environmentally sensitive habitat areas that meet the definition of environmentally sensitive habitat areas in Section 30107.5 of the Coastal Act shall be accorded all the protection provided for environmentally sensitive habitat areas in the LCP.

**Offshore Rocks and Islands** – All of the generally exposed, solid land surfaces and rocks, of any size, seaward of the mean high tide line.

**Intertidal Zone** – That region of the coastline lying below the high tide mark and above the low tide mark. Specialized biologic communities occupying this zone include tidepools and tidal flats, defined further as follows:

**Tidepool:** A tidepool is a depression in the substrate of the intertidal zone where an accumulation of seawater occurs after the tide recedes. Typically a tidepool contains a wide variety of specially adapted plant and animal species.

**Tidal Flat:** A tidal flat is a sandy or muddy flatland within the intertidal zone subject to an alternating exposure to the tide's ebb and flow.

**Coastal Estuary** – A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted with fresh water runoff from the land.

**Coastal Wetland** - Lands within the coastal zone which may be covered periodically or permanently with shallow water such as saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, bogs, and fens. Maintained roadside ditches of five feet or less in width and excavated in historic upland areas that have not been reclaimed or otherwise diked, drained, or altered from a preceding wetland condition, shall not be deemed to be a coastal wetland unless within an area directly subject to tidal influence; existing roadside ditches may be maintained and have improvements made which address safety concerns. Refer to the full definition of wetlands in the glossary for criteria for determining the type and extent of wetlands.

**Riparian Vegetation** - The plant cover normally found along water courses including rivers, streams, creeks and sloughs, usually characterized by dense growths of trees and shrubs.

**Rare or Especially Valuable Animal Habitat** – Any animal habitat area that is rare or especially valuable because of their special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments, including, but not limited to:

- Any habitat area of an animal species designated as rare, threatened, or endangered under State or Federal law; and
- Any habitat area of an animal species designated as Fully Protected or Species of Special Concern under State law or regulations

**Rare or Especially Valuable Plant Habitat** – Any plant habitat area that is rare or especially valuable because of their special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments, including, but not limited to:

- Any habitat area of a plant species designated as rare, threatened, or endangered under State or Federal law;
- Any habitat area of a plant species designated as Fully Protected or Species of Special Concern under State law or regulations; and
- Any habitat area of plant species for which there is compelling evidence of rarity, for example, those designated 1b (Rare or endangered in California and elsewhere) or 2 (rare, threatened or endangered in California but more common elsewhere) by the California Native Plant Society.

The City emphasizes that this list of habitats is not inclusive of all environmentally sensitive habitat areas as defined by Section 30107.5 of the Coastal Act. either as may be currently present within the City, or as might be recognized as ESHA at some future time. Any areas not designated, either categorically or on resource maps maintained by the City that meets the definition of ESHA shall be accorded all the protection provided for ESHA in the LCP.



- 6.B.3.** Those wildlife habitats other than wetlands that also meet the definition of environmentally sensitive habitat areas (ESHAs) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas, consistent with the requirements of Section 6, Subsection B, Environmentally Sensitive Habitat Areas (ESHAs). Diking, dredging, and filling of wetlands shall be consistent with Policy 6.D.1.

and Section 30233 of the Coastal Act. Development entailing channelization, damming, or other substantial alterations of rivers and streams shall be consistent with Policy 6.D.4. and Section 30236 of the Coastal Act.

**6.B.4.** To the maximum extent feasible, the existing set of Land Use Constraints maps that identify the locations of specific environmentally-sensitive coastal wetlands and riparian habitat areas within the incorporated portion of the Crescent City Planning Area should be maintained and updated upon the receipt of new biological data. The Land Use Constraints Maps are not inclusive of all environmentally sensitive habitat areas as defined by Section 30107.5 of the Coastal Act, either as may be currently present within the City, or as might be identified as environmentally sensitive habitat areas at some future time. Any area not specifically mapped as environmentally sensitive habitat areas that meets the definition of environmentally sensitive habitat areas in Section 30107.5 of the Coastal Act shall be accorded all the protection provided for environmentally sensitive habitat areas in the LCP.

**6.B.5.** Due to the scale of maps, and the likelihood that other unmapped environmentally sensitive areas may be present in the area, questions may arise as to the specific boundary limits of an identified environmentally sensitive habitat area. Where there is uncertainty over the boundary or location of an environmentally sensitive habitats area, the applicant shall provide the following information as determined to be necessary to establish the boundary or location of the ESHA:

- a. A base map delineating topographic lines, adjacent roads, location of dikes, levees, flood control channels, and tide gates;
- b. Vegetation map;
- c. Soils map; and
- d. A biologist's report, where necessary.

In addition, with respect to the appeal status of development within 100 feet of wetlands, determinations concerning the precise location of the boundary of the wetland area and appeal area shall be consistent with Title 14, Sections 13569 and 13577(b) of the California Code of Regulations.

**6.B.6.** Development in areas adjacent to environmentally-sensitive wetland habitat areas shall be sited and designed to prevent impacts which could significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. The primary tool to reduce impacts to all types of ESHAs shall be the establishment of a spatial buffer between proposed development and the ESHA. The buffer shall be a minimum 100 feet in width. A buffer of less than 100 feet may be utilized where it can be determined that there is no adverse impact on the ESHA, based on biological habitat and geophysical assessments taking into

account: (a) the extent type, and sensitivity to disturbance of the subject environmentally sensitive area and/or other inter-connected sensitive resource areas; (b) the intensity of the development and its potential direct and cumulative impacts on the adjacent ESHA; and (c) mitigation measures necessary to reduce any significant impacts to less than significant levels, such as the incorporation of vegetative screening, runoff interceptor berming, and other protective features into the reduced buffer. A determination that a reduced buffer meets the criteria and is appropriate will generally only be made in rare instances, and such exceptions to the 100-foot width requirement shall be based upon compelling evidence, including but not limited to: (1) the biological significance of adjacent lands; (2) the sensitivity of affected species to disturbance; (3) the susceptibility of the development site parcel(s) to erosion; (4) whether natural topographic features can be used to locate the development relative to the environmentally sensitive area(s); (5) whether there are existing cultural features to co-terminally locate buffer zones; (6) the lot configuration and location of existing development; and (7) the type and scale of development proposed. A determination to utilize a buffer area of less than 100 feet shall be made in cooperation with the California Department of Fish and Game and the City's determination shall be based upon specific findings as to the adequacy of the proposed buffer to protect the identified resource. ☞

- 6.B.7.** The City shall require that proposals to create new parcels have a minimum of a 100-foot setback from the edge of all environmentally sensitive habitat areas. All site improvements (e.g., buildings, sewage disposal where applicable, and appurtenant structures) shall be constructed outside the required protected environmentally sensitive area and buffer setback.
- 6.B.8.** Developments proposing landscaping, or required to incorporate landscaping into their site plans for purposes of mitigating adverse environmental impacts and/or conformance with planning and zoning provisions, which are located in proximity to ESHAs where such landscaping could affect the biological integrity of the adjacent ESHA, shall, to the greatest extent feasible utilize native species plantings derived for local stocks. The use of plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, as may be identified from time to time by the State of California, or listed as a “noxious weed” by the governments of the State of California or the United States, are prohibited and shall not be allowed to naturalize or persist in landscaped areas.
- 6.B.9.** Exterior lighting fixtures of new development in the Elk Creek and Pebble Beach areas shall be shielded so they are directed down and away from coastal waters to minimize impact on aquatic habitats.

### **Offshore Rocks and Islands Policies**

- 6.B.10.** Offshore rocks and islands, except for permitted navigational aides, shall be maintained in their existing state to insure the viability of the wildlife inhabiting or utilizing these sites.

### **Intertidal and Tidepools Policies**

- 6.B.11.** All tidepools and tidal flats shall be managed to maintain their present characteristics and shall encourage the application of all feasible measures to mitigate uses that might prove harmful to the biota inhabiting these areas.
- 6.B.12.** In order to discourage all but light recreational use of tidepool regions, shoreline access and recreational facilities shall be located so as to direct use towards the open, sandy beaches of the City.

### **Coastal Wetlands Policies**

- 6.B.13.** If it is determined that a designated sensitive habitat area on or in proximity to a development site is a wetland, a study shall be conducted of the area to define the precise boundary of the wetland. Authorization of any development in this area shall await the completion of a site-specific study of the presence and location of wetlands. The study shall utilize the field identification criteria contained in the 1987 edition of the U.S. Army Corps of Engineers Wetlands Delineation Manual, and resulting delineated wetlands shall be categorized utilizing the U.S. Fish and Wildlife Service's "Classification of Wetlands and Deepwater Habitats of the United States" system of characterization. On the basis of this study and, after consulting with the California Department of Fish and Game, the California Coastal Commission, and U.S. Army Corps of Engineers, a determination shall be made as to which portions of the site and its surroundings constitute wetlands to which the policies and standards of the LCP shall be applied accordingly. ☞
- 6.B.14.** A minimum 100-foot buffer zone shall be required around designated coastal wetlands. Buffer zones for wetlands shall be measured landward from the outer upland edge of the wetlands. The only allowable uses within this buffer zone shall include the following:
1. Fish and wildlife management;
  2. Wetland restoration;

3. Nature study, including minor facilities constructed by hand such as blinds, lookouts, and unimproved trails;
4. Hunting and fishing, including minor facilities constructed by hand such as blinds and unimproved trails;
5. Those recreational facilities included in a State Park and Recreation Department or Department of Fish and Game master plan submitted and approved by Coastal Commission certification of an amendment to the Local Coastal Plan;
6. The maintenance of flood drainage control and drainage channels;
7. Removal of windblown trees which threaten existing structures; and
8. Diking or dredging in accordance with other land use plan policies and the Coastal Act, for the uses listed in Policy 6.D.10 below, where there is no feasible less environmentally-damaging alternative, and where feasible mitigation measures are provided. ☞

**6.B.15.** Direct, untreated runoff of pollutants and siltation into wetland areas from development shall be prohibited. Development shall be designed in such a manner that pollutants and siltation will not significantly adversely affect the value or function of wetlands. ☞

**6.B.16.** Otherwise permissible wetland development shall be required to avoid and/or mitigate wetland loss through any combination of the following, in descending order of desirability:

1. Avoidance of dredging, diking, filling, or other direct, indirect or cumulative impacts to wetland habitat; or
2. Where avoidance is not feasibly possible, minimization of impacts on the resource to levels of insignificance through the inclusion of all feasible mitigation measures; and
3. Compensatory replacement of the affected wetland at appropriate replacement ratios pursuant to an approved restoration and monitoring plan. ☞

**6.B.17.** Compensatory replacement for a wetland loss shall achieve a level of replacement functionally and spatially equal to or greater to that of the wetland lost. Any replacement mitigation project shall be evaluated according to the following criteria:

1. On-site mitigation shall be preferred to off-site, in-kind mitigation shall be preferred to out-of-kind, and mitigation that provides for the same function and values as that of the lost wetlands is favored over replacement wetlands with dissimilar functions and values; and
2. Replacement ratios may vary to the extent necessary to incorporate a margin of safety reflecting the expected degree of success associated with

the mitigation plan to compensate for functional temporal losses associated with the lag time for establishing the replacement wetland, and depending on the relative functions and values of those wetlands being lost and those being supplied pursuant to an approved mitigation and monitoring plan. ☞

### **Riparian Vegetation Policies**

**6.B.18.** Development within riparian vegetation ESHA shall be limited to the following uses:

- Resource Dependent Uses. Uses which by their inherent nature require location within an ESHA;
- Restoration projects where the primary purpose is restoration of the habitat;
- Invasive plant eradication projects if they are designed to protect and enhance habitat values; and
- Pipelines and utility lines installed beneath the ESHA using directional drilling techniques designed to avoid significant disruption of habitat values. ☞

**6.B.19.** Development in Riparian Vegetation ESHA Buffers shall be limited to the following uses:

- Uses allowed in the adjacent Riparian Vegetation ESHA pursuant to Policy 6.B.20;
- Uses allowed in the adjacent Coastal Wetlands ESHA pursuant to Policy 6.D.1;
- Buried pipelines and utility lines;
- Bridges; and
- Drainage and flood control facilities.

**6.B.20.** Unavoidable impacts associated with modifications of stream habitat for otherwise permissible channelization, damming, or other substantial alterations, shall be mitigated on-site with in-kind habitat replacement or elsewhere in the stream system through stream or riparian habitat restoration work pursuant to an approved restoration and monitoring plan. ☞

### **Rare Plant Habitat Policies**

**6.B.21.** As an initial screening tool, the California Natural Diversity Database, “RareFind” utility and other similar tabulated and mapping resources shall be used in the review of development proposals to assess the need for detailed biological assessments at proposed project sites.

- 6.B 22.** Upon a finding that a resource dependent use at a project site containing rare plant ESHA cannot be feasibly sited or designed to avoid the plants or their habitat, approval of the development shall be conditioned upon the permittee participating in a rare plant mitigation, management, and monitoring program with the California Department of Fish and Game and/or the U.S. Fish and Wildlife Service, as applicable to the affected species habitat.

### **Other Initiatives**

- The City shall encourage the California Department of Fish and Game to carefully monitor recreational activities at or near tidepools and tidal flats to insure the continued viability of these habitats. ☞
- The City shall cooperate with the State to prohibit the collecting of all tidepool organisms with exceptions for scientific purposes on a permit basis. ☞
- In order to ensure the continued productivity of intertidal areas, the City shall continue to work with the State to regulate vehicle access in the intertidal zone. ☞
- The City shall support preservation, restoration, and enhancement of the habitats of State or Federally listed rare, threatened, endangered, and/or other special status species.
- The City should recognize and encourage the various uses of wildlife and their habitat, including such activities as passive watching, scientific studies, educational purposes, and hunting and fishing.
- The City shall continue to consult with the California Department of Fish and Game for identification and protection of rare, threatened, and endangered plant species that may be adversely affected by public or private development projects.
- The City should provide for diversified recreational use of fish and wildlife while providing preservation of their habitat.
- The City should seek funding to reestablish riparian vegetation in selected stream corridors.

### **6.C. WATER RESOURCES**

**Goal 6.C.1.** To protect and enhance the natural qualities of Crescent City's streams, creeks, and groundwater, and the aquatic resources therein, and to ensure sufficient water supplies of good quality for all beneficial uses.

**Policies**

- 6.C.1** The City shall ensure that the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health are maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.
- 6.C.2.** All subsurface water shall be maintained at a high level of quality to ensure the safety of public health.
- 6.C.3.** Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes), to the maximum extent practicable as defined herein.
- 6.C.4.** Development shall be designed and managed to minimize increases in stormwater runoff volume and rate, to the maximum extent practicable, to avoid adverse impacts to coastal waters.
- 6.C.5.** Implementation of approved management measures specified for urban areas approved by the State Water Resource Control Board and California Coastal Commission's Nonpoint Source Pollution Control Program to minimize polluted runoff from construction activities and land use activities shall be required of all new development to ensure the safety of public health and the biological productivity of coastal waters.
- 6.C.6.** Use of feasible and practical best management practices (BMPs) to protect streams and other coastal waters from the adverse effects of construction activities, urban runoff, and agricultural activities shall be required as part of the authorization of new development.
- 6.C.7.** Long-term post-construction Best Management Practices (BMPs) that protect water quality and minimize increases in runoff volume and rate shall be incorporated in the project design of developments in the following order of priority:

- i. Site Design BMPs: Project design features that reduce the creation or severity of potential pollutant sources, or reduce the alteration of the project site's natural stormwater flow regime. Examples are minimizing impervious surfaces, preserving native vegetation, and minimizing grading.
- ii. Source Control BMPs: Methods that reduce potential pollutants at their sources and/or avoid entrainment of pollutants in runoff, including schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices. Examples are covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.
- iii. Treatment Control BMPs: Systems designed to remove pollutants from stormwater, by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples are vegetated swales, detention basins, and storm drain inlet filters.

Site Design BMPs may reduce a development's need for Source and/or Treatment Control BMPs, and Source Control BMPs may reduce the need for Treatment Control BMPs. Therefore, all development shall incorporate effective post-construction Site Design and Source Control BMPs, to minimize adverse impacts to water quality and coastal waters resulting from the development to the maximum extent practicable.

If the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters consistent with Policies 6.C.1, through 6.C.4., development shall also incorporate post-construction Treatment Control BMPs. Developments of Water Quality Concern (see Policy 6.C.10.) are presumed to require Treatment Control BMPs. Treatment Control BMPs may include, but are not limited to, biofilters (e.g., vegetated swales or grass filter strips), bioretention, infiltration trenches or basins, retention ponds or constructed wetlands, detention basins, filtration systems, storm drain inlet filters, wet vaults, or hydrodynamic separator systems.

- 6.C.8.** Development projects shall incorporate Low Impact Development (LID) techniques in order to minimize development impacts of stormwater to coastal waters, qualitatively and quantitatively, unless a credible and compelling explanation is provided as to why such features are not feasible and/or appropriate. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices, including minimizing impervious surfaces, infiltrating

stormwater close to its source, and preservation of permeable soils and native vegetation. LID techniques include, but are not limited to, the following:

a. Development shall be sited and designed to preserve the infiltration, purification, detention, and retention functions of natural drainage systems that exist on the site, to the maximum extent practicable. Drainage shall be conveyed from the developed area of the site in a non-erosive manner.

b. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, to the maximum extent practicable. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).

c. Development shall maintain or enhance, where appropriate and feasible, on-site infiltration of stormwater runoff, in order to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff flow, and minimize transport of pollutants. Alternative management practices shall be substituted where the review authority has determined that infiltration BMPs may result in adverse impacts, including but not limited to where saturated soils may lead to geologic instability, where infiltration may contribute to flooding, or where regulations to protect groundwater may be violated.

d. Development that creates new impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas in order to maintain or enhance, where appropriate and feasible, on-site stormwater infiltration capacity.

e. To enhance stormwater infiltration capacity, development applicants shall use permeable pavement materials and techniques (e.g., paving blocks, porous asphalt, permeable concrete, and reinforced grass or gravel), where appropriate and feasible. Permeable pavements shall be designed so that stormwater infiltrates into the underlying soil, to enhance groundwater recharge and provide filtration of pollutants.

**6.C.9.** All development that requires a coastal grading/development permit shall submit a plan to control post-construction stormwater runoff flows, and maintain or improve water quality (“Post-Construction Stormwater Plan”). This plan shall specify Site Design, Source Control, and if necessary, Treatment Control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction.

**6.C.10.** Developments of Water Quality Concern, defined as those types and classes of development that have the potential for adverse coastal water quality impacts due to the development size, type of land use, impervious site coverage, or proximity to coastal waters, shall be subject to additional requirements for design and implementation of post-construction treatment control BMPs in order to minimize stormwater pollution and protect coastal waters.

Developments of Water Quality Concern include the following:

- a. Development of housing consisting of ten or more dwelling units.
- b. Any development where 75% or more of the parcel will be impervious surface area.
- c. Any development that results in the creation, addition, or replacement of 10,000 square feet or more of impervious surface area.
- d. Development of parking lots with 5,000 square feet or more of impervious surface area that may contribute to stormwater runoff.
- e. New street, road, and highway facilities having 5,000 square feet or more of impervious surface area.
- f. Industrial park, commercial strip mall, or restaurant development with 5,000 square feet or more of impervious surface area.
- g. Development of commercial or industrial outdoor storage areas of 5,000 or more square feet, or as determined by the review authority based on the use of the storage area, where used for storage of materials that may contribute pollutants to the storm drain system or coastal waters.
- h. Development of vehicle service facilities (including retail gasoline outlets, commercial car washes, and vehicle repair facilities).
- i. All hillside development that will occur on slopes greater than 12 percent, located in areas with erodible soils.
- j. Development of heavy industrial sites.
- k. All development that will occur within 125 feet of the ocean or coastal waters (including estuaries, wetlands, rivers, streams, and lakes), or that will discharge runoff directly to the ocean or coastal waters, if such development results in the creation, addition, or replacement of 2,500 square feet or more of impervious surface area. “Discharge directly” is defined as runoff that flows from the development to the ocean or to coastal waters that is not first combined with flows from any other adjacent areas.
- l. Any other development determined by the Review Authority to be a

Development of Water Quality Concern.

- 6.C.11.** Land divisions, including subdivisions, lot splits, and lot line adjustments involving lots containing or within proximity to ESHA for which protective buffers are required, may only be approved if the resulting parcels contain adequate space to place all improvements (e.g., buildings, sewage disposal where applicable, and appurtenant structures) outside of areas required for watercourse and/or other ESHA buffer protection.
- 6.C.12.** Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

(See Also Section 4.E Stormwater Drainage policies)

**Other Initiatives**

- The City shall follow all existing and future Federal and State water quality standards.
- The City shall encourage community programs (e.g., fish hatcheries, habitat rehabilitation) designed to improve the quality of fisheries and other water resources.
- The City shall promote both the protection and restoration of water quality and coastal waters. Water quality degradation can result from a variety of factors, including but not limited to the introduction of pollutants, increases in runoff volume and rate, generation of non-stormwater runoff, and alteration of physical, chemical, or biological features of the landscape.
- The City shall encourage public outreach and education about the water quality impacts of development. The City shall coordinate with other agencies in the watershed area, as feasible, to develop public education programs on urban runoff issues and the appropriate roles of individuals, businesses, and government in the implementation of BMPs for pollution prevention.
- The City shall ensure that municipal maintenance activities and other public projects not requiring a Coastal Development Permit also integrate appropriate BMPs to protect water quality and coastal waters.
- The City reserves the right to inspect and evaluate the effectiveness of installed construction-phase BMPs, and to require that additional BMPs be implemented if

the installed BMPs are not effective in minimizing impacts to water quality and coastal waters.

**6.D PERMISSIBLE DIKING, DREDGING, AND FILLING OF OPEN COASTAL WATERS AND WETLANDS, AND CONSTRUCTION OF SHORELINE STRUCTURES**

**Goals**

**6.D.1.** To establish provisions for limited, Coastal Act-consistent development within certain specified types of Environmentally Sensitive Habitat Areas.

**Policies**

**6.D.1.** The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this coastal land use plan, only where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded 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 purposes.
- Nature study, aquaculture, or similar resource dependent activities.

The more specific permissible use provisions of this policy shall control over the more general use provisions for other types of ESHA identified in Policies 6.B.1. through 6.B.24.

**6.D.2.** Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment (as determined by appropriate bio-chemical contaminant and physical material properties screening assessments) shall be used for such purposes to appropriate beaches or into suitable long shore current systems.

**6.D.3.** Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. “Existing structure” means a structure in existence on March 14, 2001. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

**6.D.4.** Channelizations, dams, or other substantial alterations of rivers and streams, including those within Elk Creek and the McNamara annexation, shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects, (2) flood control projects 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, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

The more specific permissible use provisions of this policy shall control over the more general use provisions for other types of ESHA identified in Policies 6.B.1. through 6.B.24.

**6.D.5.** The reuse of any dredged sand shall conform with any sand management program certified and approved by the California Coastal Commission and subject to the following considerations:

1. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.
2. To facilitate the continued delivery of sediments of appropriate physical (greater than 80 percent sand content) and chemical (not containing elevated levels of hazardous substances) composition to the littoral zone, whenever feasible, the material removed from erosion and flood control facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where

feasible mitigation measures have been provided to minimize adverse environmental effects.

3. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

**6.D.6.** Any new recreational boating marina development proposed in the vicinity of the B Street Pier shall provide for a single-wide roadway on top of the jetty.

**6.D.7.** The extraction of sand and gravel may only be permitted if located outside of environmentally sensitive areas, if all feasible mitigation measures are provided, and where there is no less environmentally damaging feasible alternative.

## **SECTION 7 HEALTH & SAFETY**

This section contains the goals, policies, and programs that set the basic framework for the protection of public health and safety related to natural and man-made safety hazards. This section includes goals, policies, and programs addressing the following subjects:

- **7.A.** Hazards in General;
- **7.B.** Geologic Hazards; and
- **7.C.** Flooding Hazards

### **7.A. GENERAL**

#### **Goals**

**Goal 7.A.1.** To establish provisions for the investigation of the potential for new development to expose persons and property to injuries and damages associated with geologic, flood, and wildfire hazards.

#### **Policies**

**7.A.1.** New development shall minimize risks to life and property in areas of high geologic, flood and fire hazard, assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or

destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

- 7.A.2.** Proposed development shall be evaluated based on site-specific hazard information and the environmental hazards identified in this element and in other current information sources, including but not limited to, FEMA Flood Insurance Rate Maps, California Geological Survey Geohazard Maps, U.S. Geological Survey (USGS) Assessment of Sandy Beaches, USGS Assessment of Rocky Shorelines, California Department of Forestry and Fire Protection Fire Hazard Severity Zone Maps, and U.S. Army Corps of Engineers, California Emergency Management Agency Tsunami Run-up maps, and the Pacific Institute's Coastal Erosion and Flooding Maps. Low intensity/occupancy uses (such as open space, easy to evacuate recreational facilities including campgrounds and recreational vehicle parks) shall be preferred in hazard areas when feasible.
- 7.A.3.** The best available and most recent scientific information with respect to the effects of long-range sea level rise shall be considered in the preparation of findings and recommendations for all requisite geologic, geo-technical, hydrologic, and engineering investigations. Residential and commercial development at nearshore sites shall analyze potential coastal hazards from erosion, flooding, wave attack, scour and other conditions, for a range of potential sea level rise scenarios, from three to six feet per century. The analysis shall also consider localized uplift or subsidence, local topography, bathymetry, and geologic conditions. A similar sensitivity analysis shall be performed for critical facilities, energy production and distribution infrastructure, and other development projects of major community significance using a minimum rise rate of 4.5 feet per century. These hazards analyses shall be used to identify current and future site hazards, to help guide site design and hazard mitigation and identify sea level rise thresholds after which limitations in the development's design and siting would cause the improvements to become significantly less stable. For design purposes, projects shall assume a minimum sea level rise rate of 3 feet per century and critical infrastructure shall assume 4.5 feet per century; greater sea level rise rates shall be used if development is expected to have an economic life greater than 100 years, if development has few options for adaptation to sea level higher than the design minimum, or if the best available and most recent scientific information supports a higher design level.
- 7.A.4.** Any construction contemplated on filled areas shall be preceded by an analysis of the fill and its capabilities and limitations.

## **7.B. GEOLOGIC HAZARDS**

### **Goals**

**Goal 7.B.1.** To minimize the loss of life, injury, and property damage due to seismic hazards.

### **Policies**

- 7.B.1.** All ocean front and blufftop development shall be sized, sited and designed to minimize risk from wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.
- 7.B.2.** Applications for development located in or near an area subject to geologic hazards, shall be required to submit a geologic/soils/geotechnical study that identifies all potential geologic hazards affecting the proposed project site, all necessary mitigation measures and demonstrates that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. Such study shall be prepared consistent with the requirements of Coastal Zoning Code.
- 7.B.3.** Blufftop Setback. All development located on a blufftop shall be setback from the bluff edge a sufficient distance to ensure that it will be stable for a projected 100-year economic life. Stability shall be defined as maintaining a minimum factor of safety against sliding of 1.5 (static) or 1.1 (pseudostatic). This requirement shall apply to the principal structure and accessory or ancillary structures. Slope stability analyses and erosion rate estimates shall be performed by a qualified Certified Engineering Geologist (CEG), Registered Civil Engineers (RCE), Geotechnical Engineer (GE) or a group of the aforementioned specialists approved by the City, with expertise appropriate to the site and anticipated hazard conditions.
- 7.B.4.** Siting and design of new blufftop development and shoreline protective devices shall take into account anticipated future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered. Development shall be set back a sufficient distance landward and elevated to a sufficient foundation height to eliminate or minimize to the maximum extent feasible hazards associated with anticipated sea level rise over the expected 100-year economic life of the structure, taking into consideration the 100-year storm event and storm surge.

- 7.B.5.** New development on ocean fronting parcels shall only be approved with conditions requiring that no shoreline protective structure be allowed to be constructed in the future to protect the development from bluff erosion. Prior to the issuance of a coastal development permit for the development, a deed restriction acceptable to the Planning Director shall be recorded memorializing the prohibition on future shoreline protective structures.
- 7.B.6.** Land divisions, including subdivisions, lot splits, lot line adjustments, and conditional certificates of compliance that create new shoreline or blufftop lots, shall not be permitted unless the land division can be shown to create lots which can be developed safe from geologic hazard and without requiring a current or future bluff or shoreline protection structure. No new lots shall be created that could require shoreline protection or bluff stabilization structures at any time.
- 7.B.7.** Where feasible, lands subject to severe geologic hazards shall be utilized for low intensity park and recreational activities or open space.

#### **Other Initiatives**

- The City should require all public and private schools within the City to undergo periodic inspections and upgrading, when necessary, to ensure conformity to current Field Act Standards.
- The City shall petition appropriate Federal and State agencies to aid in a study of coastal bluff erosion and its impact on the Crescent City Harbor. The study should include:
  - the source of harbor deposition material, specifically the impact of beach erosion north of Battery Point;
  - the impact harbor deposition has on beach sand replenishment south of Crescent City Harbor;
  - the impact of harbor dredging practices on the former hospital site west of Front and A St.;
  - the impact of harbor dredging on potential tsunamis hazard;
  - the direct and indirect costs of harbor dredging to the City; and
  - the economic benefit of harbor dredging to the City.

Additionally, the City should request of the U.S. Army Corps of Engineers a more detailed study of the critical coastline erosion areas in and adjacent to Crescent City, to ascertain the feasibility of installing seawalls, as recommended by the Corps.

## **7.C. FLOODING HAZARDS**

**Goal 7.C.** To minimize the loss of life, injury, and property damage due to flooding hazards.

### **Policies**

- 7.C.1.** New development proposed for construction in low-lying coastal areas, those in the zone of possible run-up, be designed in accordance with recommendations developed from the investigations conducted pursuant to Policies 7.A.2. and 7.A.3.
- 7.C.2.** New residential subdivisions situated within historic and modeled tsunami inundation hazard areas, such as depicted on the tsunami hazard maps described in 7.C.1. above, shall be designed and sited such that the finished floor elevation of all new permanent residential units are constructed with one foot of freeboard above the maximum credible runup elevation as depicted on the most recent government prepared tsunami hazards maps, or as developed by local agency modeling, whichever elevation is greater, taking into account sea level rise rates of 3 to 6 feet per century. For tsunami resilient design purposes, a minimum sea level rise rate of 3 feet per century shall be used when combined with a maximum credible tsunami condition. Additionally, all such structures containing permanent residential units shall be designed to withstand the hydrostatic and hydrodynamic loads and effects of buoyancy associated with inundation by storm surge and tsunami waves up to and including the tsunami runup depicted on the tsunami hazard maps, without experiencing a catastrophic structural failure. For purposes of administering this policy, “permanent residential units” comprise residential units intended for occupancy as the principal domicile of their owners, and do not include timeshare condominiums, visitor-serving overnight facilities, or other transient accommodations.
- 7.C.3.** All new development entailing the construction of structures intended for human occupancy, situated within historic, modeled, or mapped tsunami inundation hazard areas, shall be required to prepare and secure approval of a tsunami safety plan. The safety plan shall be prepared in coordination with the Del Norte County Department of Emergency Services, Sheriff’s Office, and City or Tribal public safety agencies, and shall contain information relaying the existence of the threat of tsunamis from both distant- and local-source seismic events, the need for prompt evacuation upon the receipt of a tsunami warning or upon experience seismic shaking for a local earthquake, and the evacuation route to take from the

development site to areas beyond potential inundation. The safety plan information shall be conspicuously posted or copies of the information provided to all occupants. No new residential land divisions shall be approved unless it be demonstrated that either: (a) timely evacuation to safe higher ground, as depicted on adopted tsunami hazard maps, can feasibly be achieved before the predicted time of arrival of tsunami inundation at the project site; or (b) the development is designed to incorporate structural resiliency and modeled inundation freeboard features to allow for occupants to vertically evacuate and “shelter-in-place” on upper floors or roof areas.

## APPENDIX A

### POLICY DOCUMENT GLOSSARY

**Annex, v.** - To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

**Aquaculture** - That form of agriculture devoted to the propagation, cultivation, maintenance, and harvesting of aquatic organisms in marine, brackish, and fresh water, including, but not limited to: fish, shellfish, mollusks, crustaceans, kelp, and algae. Aquaculture does not include species of ornamental marine or freshwater plants and animals not utilized for human consumption or bait purposes that are maintained in closed systems for personal, pet industry, or hobby purposes. Neither does aquaculture mean the culture and husbandry of commercially utilized inland crops, including, but not limited to: rice, watercress, and bean sprouts.

**Archaeological** - Relating to the material remains of past human life, culture, or activities.

**Biological Productivity** - Biological productivity generally refers to the amount of organic material produced per unit time.

**Building** - Any structure used or intended for supporting or sheltering any use or occupancy.

**California Environmental Quality Act (CEQA)** - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

**Caltrans** - California Department of Transportation.

**City** - City with a capital "C" generally refers to the City of Crescent City government or administration. City with a lower case "c" generally refers to the geographical area of the city, both incorporated and unincorporated territory (*e.g.*, the city bikeway system).

**Coastal-Dependent Development** – Any development or use which requires a site on, or adjacent to, the sea to be able to function at all.

**Coastal Highly Scenic Areas** - Coastal highly scenic areas are those coastal areas designated in the California Coastline Preservation and Recreation Plan prepared by the Department of

Parks and Recreation or similar settings consisting of both natural habitat and ocean vistas.

**Coastal-Related Development** - Any use that is dependent on a coastal-dependent development or use.

**Coastal Scenic Areas** - Coastal scenic areas are these locally designated coastal vista points, coastal scenic view corridors, and coastal historic scenic resources described in Table 5-3. The specific key viewshed characteristics of which are identified therein and consist of one or more of the following criteria:

1. Broad views of special natural interest to the general public (e.g., Pacific Ocean, off-shore rocks, seacliffs, territorial views of State or National parks);
1. Broad views of distinctive scenes resulting from unique contrasts or diversity between land use and/or landscape patterns (e.g., harbor activities and ocean, urban development and landscape); and
2. Views of special cultural features (e.g., historical structures, significant public works structures, unique maritime settings).

**Coastal View Corridor** - A coastal view corridor is an extended coastal area along which a pedestrian or vehicle traveler may view scenic resources as described in Table 5-3 and shown in Figure 5-3.

**Coastal Vista Point** - A coastal vista point is a specific coastal location where scenic resources may be viewed from a stationary setting, as described in Table 5-3 and shown on Figure 5-3.

**Coastal Zone, California** - That area of the county under the jurisdiction of the California Coastal Act as set forth by Public Resources Code Section 30103 and as delineated by the Local Coastal Program prepared pursuant to the Act.

**Collector** - Relatively-low-speed, street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

**Compatible** - Capable of existing together without conflict or ill effects.

**Conservation** - The management of natural resources to prevent waste, destruction, or neglect.

**Consistent** - Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

**County** - County with a capital "C" generally refers to the government or administration of a county, in the case of the Crescent City General Plan, Del Norte County. County with a lower case "c" generally refers to the geographical area of the county (*e.g.*, the unincorporated county).

**Density, Residential** - The number of permanent residential dwelling units per “net” acre of land.

**Developable Acres, Net** - The portion of a site that can be used for density calculations. For instance, public or private road rights-of-way are not included in the net developable acreage of a site.

**Developable Land** - Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

**Developed** - Developed with a structure that is a principal or conditional use permitted under a parcel’s land use designation.

**Development** - On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act, and any other division of land, including lot splits; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’berg-Nejedly Forest Practices Act of 1973.

**Dredge Spoils** - Solid material, such as sand, silt, clay, or rock deposited municipal discharges, that is removed from the bottom of a water body to improve navigation.

**Dredge, v** - To remove mud or silt from the bottom of a water body using a large machine or implement.

**Duplex** - A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

**Dwelling Unit** - A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Encourage, v.** - To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

**Endangered Species** - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Energy Facility** - Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

**Enhance, v.** - To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

**Environmental Impact Report (EIR)** - A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

**Environmentally Sensitive Habitat Area (ESHA)** – Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities or developments.

**Estuary** - A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by fresh water runoff from the land.

**Expressway** - A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

**Feasible** - Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

**Fill** - Earth or other substance of material, including piling, placed for the purpose of erecting structures thereon.

**Floor Area Ratio (FAR)** - The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.00 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.50 would allow 15,000 sq. ft. of floor area; an FAR of 2.00 would allow 20,000 sq. ft.; and an FAR of 0.50 would allow only 5,000 sq. ft.

**Freeway** - A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators.

**Geological** - Pertaining to rock or solid matter.

**Geologic Hazards** - Include the following:

1. Seismic hazard areas delineated on fault maps as subject to potential surface rupture, on soil maps indicating materials particularly prone to shaking or liquefaction, and in local and regional seismic safety plans;
2. Tsunami runup areas identified on U.S. Army Corps of Engineers 100-year recurrence maps, by other scientific or historic studies, and other known areas of tsunami risk;
3. Landslide hazard areas delineated on slope stability maps and in local and regional geologic or safety plans;
4. Beach areas subject to erosion; and,
5. Other geologic hazards such as expansive soils and subsidence areas.

**Goal** -The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

**Harbor District** - A special district, governed by the Harbor commission , with jurisdiction over the Crescent City Harbor.

**Home Occupation** - The conduct of business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property.

**Household** - All those persons--related or unrelated--who occupy a single housing unit.

**Housing Unit** - The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a manufactured home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

**Implementation Program** - An action, procedures, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

**Infill Development** - Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

**Infrastructure** - Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

**Lateral Access** - A recorded dedication or easement granting to the public the right to pass and repass over dedicator's real property generally along the shoreline from the mean high tide line or the crest of the parallel bluff. Lateral accessways should be used for public pass and repass and passive recreational use, unless specified otherwise.

**Levee** - A bank constructed to control or confine flood waters.

**Level of Service (LOS)** - A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service.

**Local Agency Formation Commission (LAFCo)** - The countywide commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

**Local Transportation Commission** - The Del Norte County Local Transportation Commission is designated as the Regional Transportation Agency and is responsible for producing major transportation documents such as the Regional Transportation Plan, Bicycle Facilities Plan, and Comprehensive Transit Service Plan.

**Maximum Extent Practicable (MEP)** – MEP is the standard for implementation of storm water management programs to reduce pollutants in storm water based on Clean Water Act § 402(p)(3)(B)(iii), to wit, "...controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques and system, design and engineering methods, and such other provisions as the Administrator or the State determines appropriate for the control of such pollutants." Also, see California Water Resources Control Board Order WQ 2000-11, page 20 and *Defenders of Wildlife v. Browner*, 191 F.3d 1159 (9<sup>th</sup> Cir. 1999).

**Minimize, v.** - To reduce or lessen, but not necessarily to eliminate.

**Mitigate, v.** - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

**Mixed-use** - Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

**Multiple Family Building** - A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

**Neighborhood Park** - City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

**Parcel** - A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

**Peak Hour/Peak Period** - For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

**Person** - Any individual, organization, partnership, or other business association or corporation, including any utility, and any federal, state, local government, or special district or an agency thereof.

**Planning Area** - The Planning Area is the land area addressed by the General Plan.

**Policy** - A specific statement in text or diagram guiding action and implying clear commitment.

**Public and Quasi-Public Facilities** - Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

**Public Works -**

1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
3. All publicly financed recreational facilities and any development by a special district.
4. All community college facilities.

**Rare or Endangered Species** - A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

**Reclamation** - The reuse of resources, usually those present in solid wastes or sewage.

**Residential, Multiple Family** - Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

**Residential, Single-family** - A single dwelling unit on a building site.

**Right-of-way** - A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

**Riparian Vegetation** - Vegetation commonly occurring adjacent to stream and river banks characterized by dense growth of trees and shrubs such as willows, alders, cottonwood, wax myrtle, big leaf maple, California laurel, red elderberry, etc.

**River or Stream** - A natural watercourse as designated by a solid line or dash and three dots symbol shown on the United States Geological Survey map most recently published, or any well-defined channel with distinguishable bed and bank that shows evidence of having contained flowing water as indicated by scourer deposit of rock, sand gravel, soil, or debris.

**Sea** - The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

**Second Unit** - A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

**Seismic** - Caused by or subject to earthquakes or earth vibrations.

**Streetscape** - Streetscape refers to the built and natural elements along a road or street. These elements generally include street furniture (i.e., benches), landscaping, water features (i.e., drinking fountains), bus shelters/canopies, kiosks, lighting features, railing/fencing, walls, and litter bins.

**On-site Sewage Treatment/Disposal Systems** - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. On-site (septic) systems are often used for individual-home waste disposal where an urban sewer system is not available.

**Shall** - That which is obligatory or necessary.

**Should** - Signifies a directive to be honored if at all feasible.

**Single-family Dwelling, Attached** - A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

**Single-family Dwelling, Detached** - A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

**Site** - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

**Slope** - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

**Soil** - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

**Solid Waste** - Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.

**Special District** - Any public agency other than a local government formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. "Special District" includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefitting that area.

**Sphere of Influence** - The probable ultimate physical boundaries and service area of a local agency (City or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

**Standard** -A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

**Stream Transition Line** - That line closest to a stream where riparian vegetation is permanently established.

**Streets, Local** - Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

**Structure** - Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

**Subdivision** - The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

**Subsidence** - The gradual settling or sinking of an area with little or no horizontal motion.

**Support Facilities** - Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs, lighting, benches, trash receptacles, public telephones, restrooms, showers, bike security racks, public transit loading and unloading areas, parking areas, trail improvements, and fencing.

**Tsunami** - A large ocean wave generated by an earthquake in or near the ocean.

**Undevelopable** - Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

**Urban Boundary** - The urban boundary serves as the limit for which urban services such as sewer and water hookups may be extended.

**Use** - The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Zoning Ordinance and General Plan land use designations.

**Vacant** - Lands or buildings that are not actively used for any purpose.

**Vertical Access** - A recorded dedication or easement granting to the public the privilege and right to pass and repass over dedicatory's real property from a public road to the mean high tide line. Vertical accessways should be used for pass and repass and passive recreational use, unless specified otherwise.

**VSC, the** - The VSC, which is an abbreviation for the land use designation Visitor Serving Commercial, refers to the geographic area that starts at the intersection of Front Street with L Street (southbound couplet of Highway 101, and runs south along Highway 101 between the highway and Sunset Circle to King Street, the five block portion of the Walton Docks Subdivision abutting on either the east side of the highway or Thompson Street, together with a separate area along the western and southern sides of Front and A Streets, respectively, between Third Street on the north, Battery Point Lighthouse Park on the south and C Street on the east. This area serves as the focus for visitor-serving commercial activities for the Crescent City area.

**Visitor-Serving Facilities** - Public or private developments that provide accommodations, food and services, including hotels, motels, campgrounds, restaurants, and commercial-recreation developments such as shopping, eating, and amusement areas for tourists.

**Watercourse** - Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

**Watersheds** - Regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

**Wetland** - Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. Wetlands shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats. For purposes of this definition, the upland limit of a wetland shall be defined as co-terminus with either: (1) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; (2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or (3) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not. For the purposes of this definition, the term “wetlands” shall not include wetland habitat created by the presence of and associated with agricultural ponds and reservoirs where: (1) the pond or reservoir was in fact constructed by a farmer or rancher for agricultural purposes; and (2) there is no evidence (e.g., aerial photographs, historical survey, etc.) showing that wetland habitat pre-dated the existence of the pond or reservoir. Areas with drained hydric soils that are no longer capable of supporting hydrophytes shall not be considered wetlands.

**Zoning** - The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



## PART II

### GOALS, POLICIES, AND PROGRAMS

Part II of this Policy Document contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of Crescent City for land use, development, and environmental quality. Part II is divided into the following seven sections:

- Section 1: *Land Use / Community Development*
- Section 2: *Housing* (not a part)
- Section 3: *Transportation and Circulation*
- Section 4: Public Facilities and Services
- Section 5: *Recreational and Cultural Resources*
- Section 6: *Natural Resources/Conservation*
- Section 7: *Health & Safety*

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement, there are policies which amplify the goal statement. Implementation programs at the end of each section describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (*Land Use and Community Development*) also describes the designations appearing on the Land Use Diagram and outlines the legally-required standards of density and intensity for these land use designations. Section 3 (Transportation) describes the proposed circulation system, including a description of the street classification system.

The following statements define goals, policies, implementation programs, and other initiatives as they are used in this document:

**Goal:** The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. A general, overall, aim or end toward which the County will direct its efforts. Goals are a general expression of community values and, therefore, are abstract in nature. Consequently, a goal is not quantifiable, time-dependent, or suggestive of specific actions for its achievement. Goals are not intended for governing the issuance or coastal development permits, or to serve as regulatory standards by which development projects or zoning amendments are to be assessed for their conformity and consistency, and are not a valid basis for appealing a permit action. Examples of goals include: “Maintain the rural atmosphere” or “Diversify the economic base of the County.”

**Policy:** A specific statement in text or diagram guiding action and implying clear commitment. A mandatory declaration of an obligation intended specifically to govern the approvability of permit applications. Policies bind the County’s actions and establish the standards of review for determining whether land use and development decisions, zoning changes or other County actions are consistent with the Coastal Land Use Plan. Approved development must be found

consistent with all Land Use Plan policies. A development project's demonstrated inconsistency with a Coastal Land Use Plan policy is the basis for denying a proposed development or appealing a permit action (see "Appeals" discussion, below). An example of a policy is: "Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas." Policies are enumerated within each section of the Coastal Land Use Plan under the heading "Policies."

**Other Initiatives:** Nonbinding and/or advisory statements of intent, encouragement, or pledges of support for specific endeavors, programs, or outcomes. Other Initiatives may set guidelines and priorities for City actions, but are not intended for permit governance or to serve as regulatory standards by which development projects or zoning amendments are to be assessed for conformity and consistency, and are not a valid basis for appealing a permit action.

**Implementation Program:** An action, procedure, program, standard, regulation, ordinance, or technique that carries out coastal land use plan policy or the Coastal Act. Implementation programs carrying out the policies of this Coastal Land Use Plan consist of Title 17, Chapters 17.60 through 17.89 of the Crescent City Municipal Code.

## Administering the Coastal Land Use Plan

All land use and development decisions in the Coastal Zone must be consistent with the Local Coastal Program (LCP). In authorizing coastal development permits after LCP certification, the County must make the finding that the development conforms to the certified LCP as well as all other findings required by Municipal Code Title 17 –*Zoning*, Chapters 17.60 through 17.89 (Coastal Zone Zoning Regulations).

The following general principles shall provide the framework for the administration and interpretation of the Coastal Land Use Plan:

- The policies of the Chapter 3 of the California Coastal Act (California Public Resources Code Sections 30210 through 30264) shall guide the interpretation of the Coastal Land Use Plan.
- Where policies within the Coastal Land Use Plan overlap or conflict, the policy which is the most protective of coastal resources shall take precedence.
- Prior to the issuance of any development permit required by this Plan, the City shall make the finding that the development meets the standards set forth in all applicable Coastal Land Use Plan policies and Implementation Program regulations.
- Prefacing textual discussion is intended as justification for the enumerated Coastal Land Use Plan policies and map designations. Therefore, the text shall be considered as the findings justifying the specified policies and Land Use Map designations.

## Appeals

In addition, with respect to the finality of the City's delegated coastal development permitting actions, certain types of development, as well as development within certain geographic areas that are acted on by the City after certification of the LCP, are appealable to the Coastal Commission (PRC Section 30603). These include:

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- (2) Developments approved by the local government not included in paragraph (1) that are located on tidelands, submerged lands, and public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Developments approved by the local government not included with paragraphs (1) or (2) that are located in a sensitive coastal resource area.
- (4) Any development which constitutes a major public works project or a major energy facility (whether approved or denied by the local government).

The grounds for an appeal of an approval of a permit are limited to an allegation that the development does not conform to the standards set forth in the certified Local Coastal Program or the public access policies of the Coastal Act. In addition, the grounds for appealing of a denial of a permit for a major public works project or major energy facility, referenced in number (5) above, are limited to an allegation that the development conforms to the standards set forth in the certified Local Coastal Program and the public access policies of the Coastal Act. The Coastal Commission retains coastal development permitting jurisdiction on submerged lands, tidelands, and public trust lands (Public Resources Code Section 30519).

## Amending the Coastal Land Use Plan, Implementation Programs, or Land Use or Zoning Maps

Amendments to any portion of the Local Coastal Program, whether textual or cartographic, are subject to the processes set forth in Chapters 17.81 –*Coastal Zone Amendments and Rezoning*. Any amendments to the certified LCP will require review and certification by the Coastal Commission prior to becoming effective.

# SECTION 1

## LAND USE AND COMMUNITY DEVELOPMENT

This section contains diagrams, designations, standards, goals, policies, and programs that set the basic framework to guide the type, location, intensity, and quality of future development and the protection of Crescent City's natural and built environment.

### LAND USE DIAGRAM AND STANDARDS

The most familiar part of any general plan is the map, or land use diagram, showing the types and locations of development called for in the plan. In order to accurately interpret the development implications of the various designations shown on the diagram, the reader must understand the intent of and the standards for each designation. The following sub-sections first describe how the standards are expressed generally, then outline the standards for each of the designations shown on Crescent City's Coastal Land Use Plan Land Use Diagram.

### ALLOWABLE USES AND DEVELOPMENT STANDARDS

Each of the designations shown on the Land Use Diagram provides for a unique range of allowable uses consistent with the intent of the designation. The uses specified in the following subsections for each designation are indicative, not inclusive, of the range of uses allowed in the designation. Zoning more precisely specifies the allowable uses for individual parcels, consistent with Coastal Land Use Plan prescriptions. In addition to these principal and conditionally permissible uses, the Zoning Ordinance typically authorizes similar and compatible uses, such as incidental or accessory uses (e.g., garage in a single family district, home occupations) and public and quasi-public uses (e.g., fire station or church in a single-family district). Generally one zoning district is used to implement a land use designation. Some areas may, however, be subject to transitional designations, such as a rural residential zone used within an urban boundary until community services can be provided. Table 1-1 provides a matrix indicating which zoning districts are considered consistent with the specified Coastal Land Use Plan land use designations.

In some cases, uses are found which were legally established prior to the adoption of a land use designation or zoning and are not in conformance with uses permitted in such designations. These are known as "non-conforming uses." Existing non-conforming uses may be continued, but may not be expanded.

State law requires that general plans, including land use plans prepared pursuant to the Coastal Act, include standards of population density and/or building intensity for all of the territory covered by the plan. To satisfy this requirement, this Coastal Land Use Plan includes standards for each of the land use designations appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development (see Table 1-2).

**TABLE 1-1  
CRESCENT CITY LOCAL COASTAL PROGRAM LAND USE/ZONING CONSISTENCY**

Land Use Designations	HD	HR	CZ-R1	CZ-R1B	CZ-C2	CZ-HS	CZ-0	CZ-NR	CZ-CW	CZ-M	CZ-MP	CZ-CM
Single Family Res.(2-6)			X	X								
Visitor Serving Commercial					X	X			X			
General Commercial					X							
Public Facilities					X		X					
Harbor Related		X										
Harbor Dependent	X											
Open Space							X					
Natural Resources								X				

**TABLE 1-2  
CITY OF CRESCENT CITY LOCAL COASTAL PROGRAM  
LAND USE AND ZONING DESIGNATIONS AND STANDARDS**

Category	Land Use Designation	Label	Res. Density (DUs/Net Acre)	Max. FAR	Corresponding City Zoning	Corresponding County GP Designation
Residential	Single Family (2-6)	SF 2-6	2.1 to 6.0	--	R-1 ,R1-B	UR
Commercial	Visitor Serving Commercial	VSC	--	0.50	C-2, HS, CW	VSC
	General Commercial	GC	--	0.50	C-2	GC
Public	Public Facilities	PF	--	0.50	C-2. O	PF
Harbor	Harbor-Related	HR	--	0.55	HR	HR
	Harbor Dependent	HD	--	0.50	HD	HD
Conservation and Open Space	Open Space	OS	--	--	O	G
	Natural Resources	NR	--	--	NR	RCA

**Residential Uses**

Standards of development density for residential uses are stated in terms of the allowable range of dwelling units per net acre. For purposes of determining maximum development potential, the total area of a particular parcel or lot is calculated. Where public roadways are involved, the total area is determined by subtracting the area dedicated as a public right-of-way; where private roads are involved, the right-of-way is not subtracted, so the total area is synonymous with the gross area. Where multiple designations are found on a property, the density of each designation is calculated individually.

The policies of this Coastal Land Use Plan require that project design reflect and consider natural features, suitability of soils, availability of water, hazards, circulation, and the relationship of the project to surrounding uses. The actual density of residential development and intensity of commercial development, as well as lot patterns, will be determined by these and other factors. As a result, the maximum density specified by land use designations or zoning for a given parcel of land may not be realized. This Coastal Land Use Plan also has provisions for clustering gross density on a project-wide basis, thus permitting overall density to be clustered into pockets of higher density development within the project that are balanced by areas of lower density, while

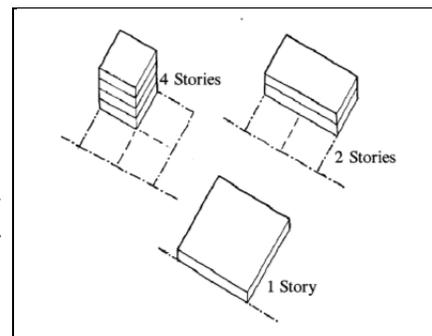
not changing the overall designated density. This program provides for easier mitigation of environmental factors with minimal loss of development density.

In accordance with the California housing law, local governments are required to encourage the provision of low and/or moderate income housing as a part of residential development projects within the Coastal Zone. Projects that include residential development must be reviewed for consistency with the requirements of the Act for low- and moderate-income housing. Also, the provision of bonus densities and/or other incentives as outlined in the Act as defined by the State housing regulations for low- and moderate-income housing shall be permitted, subject to review on a case-by-case basis. Where bonus densities are provided, environmental impacts shall either be determined to be insignificant or mitigated to less-than-significant level, and a program verifying that the bonus units will be occupied by low- and/or moderate-income households shall be approved.

Departing from the City's past practices, this Coastal Land Use Plan specifies residential development standards in terms of a range of dwelling units per acre. In the past, the City's standards specified a range of densities, from zero to the maximum potential number of units permitted per acre. The difference is that the updated standards also specify a minimum density for residential designations. The new approach responds to the City's Housing Element (adopted in 1992), which includes a policy and a program calling for establishment of minimum residential densities to "limit underutilization of land and maximize development potential." The specification of minimum densities also allows for more certainty with respect to the nature of future development and the overall development pattern. This certainty is critical to effective infrastructure planning and financing in urban areas (e.g., sizing of service lines and treatment facilities and establishing financing mechanisms and fee structures). The specification of minimum residential densities is also valuable to private property interests since it allows for a more definitive determination of the type of development likely to occur or be permitted in a particular area.

### **Non-Residential Uses**

This Coastal Land Use Plan presents standards of building intensity for non-residential uses such as commercial and industrial development in terms of maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel). For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross square feet of building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram to the right shows graphically how various building configurations representing an FAR of 1.00 could cover a lot.



The FAR standards presented in this report were developed based on consideration of factors such as sewage disposal methods, parking requirements, and building height needs or limitations. FAR standards can, in turn, assist in assessing such planning questions as potential traffic generation, or sewer and water line needs in areas not yet fully developed.

Some land use designations of development may not be entirely compatible with the typical density or FAR approaches. These include commercial mobilehome parks and campgrounds, and resource land use designations such as timberland and agriculture. In the former case, special development conditions can be utilized setting a density ratio of spaces to acreage, rather than residential units per acre. Resource lands are generally focused upon resource production with minimum parcel sizes set for management purposes. Residential development can be viewed as accessory activity or as not necessary to the primary use and can be limited or prohibited. Structures associated with resource production activities, such as barns, storage, or milling buildings, are also typically secondary. Moreover, in areas with significant visual or other coastal resources, and/or special community character, FAR standards may need to be adjusted downward to ensure consistency with Coastal Act and LCP policies and standards the protection of views to and along the ocean and scenic areas, compatibility with the character of surrounding areas, and the protection of other coastal resources.

## **LAND USE DESIGNATIONS**

The Land Use Diagram of this Coastal Land Use Plan, which follows page 1-26, uses 21 residential, commercial, industrial, and other land use designations to depict the types of land uses that will be allowed in the different geographic areas of Crescent City's Planning Area.

The following sections set forth the purpose of each designation appearing on the Land Use Diagram.

### **RESIDENTIAL**

#### **Residential 2-6 (SF 2-6)**

This designation provides for low- to moderate-density residential development within the urban boundary. The principal permitted uses under this designation are single family dwellings with accessory buildings and home occupations. Residential densities range from two to six dwelling units per acre to a maximum of six dwellings per acre. Residential development may be undertaken at less than the specified minimum density however, these uses shall be designed so as to not preclude future development at higher, otherwise permissible densities. The City may grant conditional use permits for churches, second units, guest lodging, parking lots, small public facilities, large care homes as defined by the California Health and Safety Code, and small neighborhood commercial uses that are compatible with surrounding neighborhoods, such as owner/resident grocery shops.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **COMMERCIAL**

### **General Commercial (GC)**

This designation provides for general commercial uses which provide the Crescent City Planning Area with goods, services, and jobs. The maximum floor area ratio (FAR) in this designation is 0.50. The principal permitted uses under this designation include, but are not limited to, commercial activities such as small retail stores and personal service shops; regional shopping and service centers; offices; food services; travel and transportation services such as motels and gas stations; entertainment centers; recreation facilities; and medical centers and services including convalescent homes. The City may grant conditional use permits for regional public facilities, assisted care facilities, secondhand stores, and nonprofit organizations. Residential uses as a secondary/mixed use at a density of 12 units per acre may also be considered. All heavy commercial uses shall be prohibited in the General Commercial designation.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

### **Visitor Serving Commercial (VSC)**

Within the non-coastal zone portions of the City's commercial corridors, the Visitor Local Commercial designation provides for a combination of commercial uses including visitor-serving commercial uses, local-serving commercial uses, and regional-serving commercial uses. However, within the coastal zone, the full range of permissible uses which may be developed at more inland locales has been limited to ensure that visitor-serving uses will have priority. Therefore, the focus of the Visitor Serving Commercial designation is on concentrating uses oriented toward tourism and, to the degree possible without conflicting with this primary goal, facilitating visitation to the coastal areas of the Del Norte County area. The maximum FAR for buildings in this designation is 0.50. The principal permitted uses under the (VSC) designation include, but are not limited to, commercial activities such as retail uses including apparel stores; specialty shops; and travel and transportation services, such as motels/hotels and gas stations; restaurants; entertainment centers; and recreation facilities. Multiple-unit residential uses on upper floors as a secondary/mixed use at a density of 6 to 15 units per acre may be considered with a conditional use permit. Residential development may be undertaken at less than the specified minimum density however, these uses shall be designed so as to not preclude future development at higher, otherwise permissible densities. Other uses requiring a conditional use permit include, but are not limited to, new timeshare resort hotels, recreational vehicle parks, and public facilities. Refer to Visitor Serving Commercial (VSC) Area policy sub-section 1.B. and coastal zoning regulations, for additional policies and standards regarding conversion of existing visitor-serving facilities and fractional ownership units within hotel resort facilities.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **PUBLIC**

### **Public Facilities (PF)**

This designation provides for facilities owned by City, County, State, or Federal agencies. This includes, but is not limited to, government offices and courts, public safety facilities (i.e., fire and police stations), hospitals, libraries, forest and recreation areas, parks, airports, solid waste facilities, correctional facilities, water tanks, wastewater treatment facilities, electrical substations, cemeteries, and schools. The maximum floor area ratio (FAR) in this designation development is 0.50.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **HARBOR**

### **Harbor Related (HR)**

The Harbor Related (HR) designation is intended primarily for public and private lands in which commercial and light industrial uses are not dependent upon immediate access to the harbor but are dependent upon a harbor dependent use and/or are intended to serve and support such coastal-dependent uses for which, for proximate location or functionality, require such a harbor waterfront location. The maximum floor area ratio (FAR) is 0.55. Permitted uses in this designations include fishing support services such as net manufacturing and sales, welding and machine shops, boat brokerage offices and equipment storage yards. Consideration may be given for a conditional use permit for restaurants, cafes, small convenience stores, and other similar retail establishments designed to serve the need of harbor support area workers and occupants, public uses, bulk fuel storage facilities, energy facilities, and maintenance dredging and dredge spoils placement at approved sites.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **Harbor Dependent (HD)**

This designation is intended to provide for harbor dependent uses, which include harbor dependent commercial and harbor dependent recreational activities that must be dependent upon the activities or products generated by Crescent City Harbor. These activities include any function connected with the fishing process or handling and/or storing of equipment necessary to secure fish. Provisions of scenic views for public enjoyment are also harbor dependent activities. These lands may be held by the harbor district or privately owned. These areas should be served by public water and sewer and public or harbor district roadways. The maximum floor area ratio (FAR) is 0.50. The principal permitted uses include boat basins, harbor district offices, Coast Guard stations and quarters, marine terminals and docking facilities, ice facilities, fisheries supplies and storage, net repair areas, maintenance dredging and dredge spoils at approved sites, seafood processing, fuel sales, parking areas and publicly owned support facilities. Consideration may be given for a conditional use permit for dredging and filling for Coastal Act-consistent new development, oil and fuel storage facilities, marine electronic shops, restaurants, cafes, small convenience stores, and other similar retail establishments designed to serve the need of harbor workers and occupants.

(See coastal zoning regulations for further information regarding permit exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **OPEN SPACE**

### **Open Space (OS)**

This designation is intended to set aside areas to be used for permanent open space to protect the health, safety, and welfare of the people and visitors of the Crescent City area and to provide spaces for the location and preservation of unusual natural features, historical and cultural sites, and areas that provide energy, water, and opportunities for passive, non-consumptive recreational activities. This designation is also intended to set aside areas to be used for wind or weather screens and for visual effect. Public property uses include, but are not limited to, parks and playgrounds, vista areas, general open spaces, beaches, wooded areas, drainage canals and channels, aviation flight path zones, and marinas. Private property uses include commercial recreation, farming, energy production, transmission corridors, water conservation, cemeteries, and marinas.

(See coastal zoning regulations for further information regarding permit exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **Natural Resource (NR)**

The Natural Resource (NR) designation provides for the protection, enhancement, and restoration of environmentally-sensitive habitat areas and for resource dependent uses consistent with the continuance of such uses. This designation applies to sensitive habitat areas including coastal sand dunes, coastal wetlands, and riparian corridors (i.e., Elk Creek). Due to the nature of the designation, its residential development density is zero.

The allowable uses within designated NR shall be limited to:

1. Fish and wildlife management;
2. Nature study;
3. Wetland restoration;
4. Hunting and fishing including development of duck blinds and similar minor facilities;
5. Those recreational facilities included in a State Park and Recreation/Department of Fish and Game Master Plan submitted and approved as an amendment to the Local Coastal Program;
6. In all areas, the maintenance of flood drainage control and drainage channels;
7. In all areas, removal of windblown trees which threaten existing structures;
8. In riparian habitat areas the following uses are allowed:
  - a. Recreational trails;
  - b. Hunting and fishing;
  - c. Maintenance of existing flood control and drainage channels;
  - d. Wells within rural areas;
  - e. Road maintenance and repair of existing roads. New stream crossings shall be limited when feasible to right angle crossings of streams and stream corridors.

No single-family residences or other structures shall be permitted within an NR area.

(See coastal zoning regulations for further information regarding permit-exempt development, application and review procedures, public hearing requirements and appeal provisions for principal and conditionally permissible uses.)

## **DEVELOPMENT GOALS, POLICIES, AND PROGRAMS**

The goals, policies, and programs of this section are organized according to the following categories, each of which relates to a key set of related issues pertaining to land use and development in Crescent City.

- 1.A. Planned Growth and New Development
- 1.B. Visitor and Local Commercial (VSC) Area
- 1.C. Economic Development
- 1.D. Community Design and Appearance
- 1.E. Harbor Development

## **1.A. PLANNED GROWTH AND NEW DEVELOPMENT**

**Goal 1.A.1.** To encourage the overall economic and social growth of the City while maintaining its position of importance in the county, improving its overall aesthetic appeal, while protecting its invaluable coastal resources and community character.

### **Policies**

**1.A.1.** New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

**1.A.2.** The location and amount of new development shall maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings; and (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

**1.A.3.** Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland or other Environmentally Sensitive Habitat Area. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

**1.A.4.** Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this coastal land use plan, they may nonetheless be permitted in accordance with this section if: (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

- 1.A.5.** Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.
- 1.A.6.** Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.
- 1.A.7.** The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.
- 1.A.8.** Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 1.A.9.** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- 1.A.10.** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
- 1.A.11.** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.
- 1.A.12.** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
- 1.A.13.** Infill development that makes efficient use of existing public infrastructure and is compatible with existing development shall be encouraged.
- 1.A.14.** To avoid jeopardizing its own viability or ability to manage growth in and around the city, the capacity of the City's water and wastewater systems shall be closely monitored and no intend-to-serve commitments shall be made to development

projects located outside of the city limits unless adequate reserve capacities exist to ensure that development of priority coastal uses would not be adversely impacted.

**1.A.15.** The existing single- and multi-family residential development along A Street between Third Street and Battery Street, constructed under the preceding certified LCP’s Coastal Zone Residential Professional zoning district development standards certified prior to October 2010, are recognized as legal nonconforming uses for which the structures and uses may be maintained in perpetuity at their current forms and densities, irrespective of their redesignation to Visitor Serving Commercial and Commercial Waterfront plan and zoning designations.

**Other Initiatives**

- The City and County should cooperate closely in the development of the unincorporated area surrounding the city and should allow for appropriate uses contiguous to the city.
- The City supports annexation as a positive means of city expansions but shall evaluate annexation proposals on a case-by-case basis. In reviewing these proposals, the City shall consider the questions listed in Table 1-3. The City shall support only those annexations that:
  - Promote orderly development and redevelopment of land within the Urban Boundary;
  - Promote efficiency in service delivery;
  - Are broadly supported by affected residents and property owners; and
  - Are beneficial to the City.

TABLE 1-3 ANNEXATION CONSIDERATIONS		
1.	Resident Support	What is the likelihood of gaining community support from property owners in the annexation area?
2.	Development and/or Redevelopment Potential	Will the annexation add vacant developable land to the city or is there potential for significant redevelopment?
3.	Strategic Importance	Will the annexation further city goals?
4.	Preemptive Action	Would the annexation help prevent unwanted or incompatible development on the city's periphery?
5.	Revenue Potential	What amount of revenue can be anticipated from property, sales, and other taxes; will the annexation result in a net revenue gain or a net loss to the city?

6.	Cost of Providing Ongoing Municipal Services	What will it cost to provide police services, fire services, road maintenance, parks and recreation, sewer service, and water service; can the city bear the cost of providing these ongoing services in the annexed area?
7.	Need for Upgrading Existing Infrastructure	To what degree do existing drainage systems, water delivery systems, sewer collection systems, streets and roads, and other infrastructure need to be brought up to city standards; can the city bear this cost?
8.	Potential for Improved Service Delivery	Is there potential for improved service delivery in the annexed area and/or the city as a whole or will some services be reduced?

- The City further encourages the private development of visitor-serving facilities and supports private/public partnerships that build such facilities or that facilitate visitor activities.

## **1.B. VISITOR SERVING COMMERCIAL (VSC) AREA**

### **Goals**

**Goal 1.B.1:** To create a compact, pedestrian-oriented, economically-robust VSC area (see Figure 6) that provides a clear geographic focus for attracting visitors and residents and for increasing private sector investment.

**Goal 1.B.2:** To expand and enhance the VSC area as a tourist destination.

### **Policies**

**1.B.1.** The areas designated as Visitor Serving Commercial VSC shall be maintained as the City's main visitor commercial activity center.

**1.B.2.** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

**1.B.3.** The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. 1.B.3.

**1.B.4.** If and when average annual occupancy rates at Del Norte County visitor accommodations exceed 70%, removal or conversion of existing lower cost visitor serving accommodations shall be prohibited unless: (1) the converted facility will be replaced with another facility offering the same or a greater number of lower cost visitor serving units, or (2) an in lieu fee in an amount necessary to off-set the cost to replace the lower cost visitor serving units in Del Norte County shall be imposed. Lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate,

and higher cost facilities shall be defined as any facility with room rates that are 125% above the State wide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website ([www.visitcalifornia.com](http://www.visitcalifornia.com)) or other analogous method used to arrive at an average statewide room rate value.

#### **1.B.5**

The development of new timeshare/resort hotel facilities in Visitor Serving Commercial (VSC) Areas may be authorized subject to the following standards:

- More than 50 percent of the units shall be open and available to the general public on a daily, year-round basis.
- The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.
- Up to 50% of the total number of units within the timeshare/resort hotel facility may be owned by separate individual entities, or by multiple entities on a fractional time basis.
- Fractional interests sold shall not exceed three month ( $\frac{1}{4}$ ) intervals within any one-year period.
- Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)
- No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.
- When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.
- When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.
- The facility shall have an on-site hotel operator to manage rental of all guestroom units.
- The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, “back of house” and other non-guest facilities.
- The timeshare/resort hotel facility shall be operated as a hotel, managing all guestroom/units as part of the hotel inventory, including requirements for a centralized reservations booking system, mandatory front desk check-in and check-out services, advertising, security, maintenance, cleaning services, daily housecleaning, and preparing units for use by guests and owners.
- Management of the timeshare/resort hotel facility shall ensure that at least 50% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season

(beginning the day before the Memorial Day weekend and ending the day after Labor Day).

- The hotel operator shall maintain records of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.
- No portion of the timeshare/resort hotel (neither fractional units nor traditional hotel units) may be converted to full-time occupancy condominium, another type of limited use overnight visitor accommodations, or other project that differs from the approved hotel units.
- The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Planning Director, a Declaration of Restrictions or CC&Rs (Covenants, Conditions & Restrictions), either of which shall include: (a) all the specific restrictions listed above; (b) acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit; (c) a statement that provisions of the Declaration/CC&Rs that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment, provided however, that minor changes that do not conflict with above restrictions may be processed as an amendment to the coastal development permit, unless it is determined by the Planning Director that an amendment is not legally required. If there is a section of the Declaration/CC&Rs related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&Rs on amendments; and (d) the CC&Rs or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.
- The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.
- All documents related to the marketing and sale of the fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following: (a) the owners of

a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit; and (b) the occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.

- The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC&Rs or Declaration of Restrictions.
- The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner-operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Planning Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.
- Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner/operator shall retain an independent auditing company, approved by the Planning Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, recordkeeping, and monitoring of the timeshare/resort hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the

evidence relied upon, and such report shall be submitted to the Planning Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Planning Director. The Planning Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

- 1.B.6.** Visitor-serving development, particularly hotels and bed and breakfast inns, shall be actively encouraged and supported, including the provision of incentives, where feasible, to be located in the area designated as Visitor Commercial (VSC).
- 1.B.7.** Residential development in the VSC areas at compatible densities and forms (e.g., on upper floors), may be authorized to provide a further source of support for commercial activity and to reduce local dependency upon the automobile if consistent with all other applicable policies of the certified LCP.
- 1.B.8.** Improved pedestrian, bicycle, and transit facilities in the VSC area shall be provided in new development projects located therein to facilitate greater access and mobility for visitors/tourists.
- 1.B.9.** Streetscape improvements, such as public art, landscaping, and street enhancement, shall be encouraged in the VSC area.
- 1.B.10.** If and when average annual occupancy rates at Del Norte County visitor accommodations exceed 70%, the percentage of allowable timeshare units in new report hotel developments shall be reduced from not greater than 50% to not greater than 25%.

### **Other Initiatives**

- The City shall actively encourage, support, and provide incentives, Encouragement, support and incentives shall actively be provided, where feasible, for the types of development it prefers in the VSC area, including the following:
  - 1. Mixed-use projects;
  - 2. Regional anchor stores;
  - 3. Tourism-related uses;
  - 4. Projects that reinforce viable existing uses; and
  - 5. Projects that reinforce the identity of the VSC area.
- The City shall work jointly with the Redevelopment Agency to promote the VSC area as the city's primary pedestrian, commercial, entertainment center, and gathering place for residents and tourists.

- The City shall establish a better relationship of Beachfront Park to Downtown Third Street through improved signage and enhanced pedestrian access.
- The City shall place uniquely-styled (i.e., consistent with the Redwood theme) directional signs along Highway 101 at both the South and North entrances to the downtown area.
- The City shall improve signage so as to direct more Highway 101 tourist traffic to turn west on Front Street at the Ess Curve.
- The City shall work jointly with the Redevelopment Agency to provide public parking facilities in the VSC area to accommodate tourist traffic.
- The City shall place signs at key points in the city, especially along Highway 101, that clearly identify local amenities such as Battery Point Lighthouse, the pier, and Beachfront Park.
- The City shall provide easily identified RV parking within sight of both Beachfront Park and the downtown area.
- The City shall provide leadership and support for creating a performing arts complex and youth/community center within the VSC area.
- The City shall encourage and assist in the development of murals to enliven blank walls in the areas designated Visitor Serving Commercial (VSC). The murals shall be consistent with the city's three central themes.

## **1.C. ECONOMIC DEVELOPMENT**

**Goal 1.C.1.** To maintain a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety, and service needs of Crescent City residents and to expand the economic base to better serve the needs of residents.

### **Policies**

**1.C.1.** Municipal services shall be provided to commercial/industrial areas to encourage the retention, expansion, and development of new businesses that act as employment generators, provided, in cases of limited service capacity, the provision of such services does not adversely impact service to coastal-dependent, coastal-related development, or other priority coastal uses.

**1.C.2.** Opportunities shall be provided for development of home businesses, such as home occupations (non-intensive, resident only businesses), residential and

community care facilities (as defined in the California Health and Safety Code for residential use), and guest lodging (small bed-and-breakfasts accessory to residential use).

### **Other Initiatives**

- The City should encourage development of a motel/hotel near southern side of the Cultural and Convention Center.

## **1.D. COMMUNITY DESIGN AND APPEARANCE**

**Goal 1.D.1.** To maintain and enhance the quality of Crescent City’s built environment (i.e., historical buildings, major corridors, city entrances, landscape, and streetscape).

### **Policies**

**1.D.1.** The City’s major highway entrances shall be developed as scenic corridors through the use of an architectural design theme, removal of overhead utilities, landscaping, and similar measures to improve the appearance of the approaches to the City.

**1.D.2.** The pedestrian environment shall be enhanced through streetscape elements such as attractive planter boxes, comfortable seating, attractive and functional lighting and street signs, and attractive trash receptacles.

**1.D.3.** “Freeway style” streetlights shall be replaced with more attractive “human scale” lights.

**1.D.4.** Existing residential uses on the west side of Pebble Beach Drive shall be allowed to continue. Publically-owned parcels west of Pebble Beach Drive shall be reserved for use as open space, public access, and road maintenance and slope protection of Pebble Beach Drive.

### **Other Initiatives**

- The City shall work jointly with the Redevelopment Agency to aggressively support facade improvements for buildings in the VLC area, including provision of incentives. Buildings along the Highway 101 couplet, Front Street, and 3rd Street should have the highest priority.
- The City shall work jointly with the Redevelopment Agency to develop community gateway entry facilities.

## **1.E. HARBOR DEVELOPMENT**

### **Goals**

- Goal 1.E.1.** To ensure optimum utilization of the Harbor's commercial tourism and recreational potential, while allowing for appropriate public and private uses, developing access as a Harbor, conserving the Harbor's open water, improving the Harbor's aesthetic appeal, and increasing its economic viability. 🌊
- Goal 1.E.2** To expand and enhance the Crescent City Harbor as a tourist destination.
- Goal 1.E.3.** To establish policies for safe and appropriate development of compatible water-oriented mixed uses at harbor side and oceanfront sites.

### **Harbor Development Policies**

- 1.E.1.** Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use.
- 1.E.2.** Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided by the Coastal Act, coastal-dependent development shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.
- 1.E.3.** Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 1.E.4.** Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.
- 1.E.5.** Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be

permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

- 1.E.6.** Coastal-dependent, harbor based industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this Coastal Land Use Plan. However, where new or expanded tanker facilities and/or oil and gas development cannot feasibly be accommodated consistent with other policies of this land use plan, they may nonetheless be permitted in accordance with this section and Public Resources Code Sections 30261 and 30262 if: (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.
- 1.E.7.** The remaining available Harbor frontage in the area between the boat basin and Shoreline Campground shall be reserved for harbor related development. Temporary, readily removed, uses may be authorized as interim uses, if in conformity with all applicable LCP policies and standards, prior to development of harbor related uses. 🌀

### **Harbor Safety and Design Policies**

- 1.E.8.** Energy facilities, oil and gas development, tanker facilities, refineries, electric generating plants, and electric cogenerating projects shall be located within those areas designated as Harbor Related. Development of such facilities shall be predicated upon the inclusion and approval of proper protection devices to prevent crude oil, gas, petroleum, or other hazardous substances from being spilled, from contaminating areas beyond the project site, and measures to respond to, contain, and clean up any accidental spills or releases.

### **Other Initiatives**

- The City, County and Harbor District should continue to effectively plan and coordinate for the overall development of the Harbor and its adjacent land. 🌀
- The City, County, and Harbor District should continue to petition appropriate Federal and State agencies to accelerate the study of littoral sand movement and its relationship to harbor sanding, beach sand replenishment, coastal bluff erosion (north of Battery Point), and suitable locations for ocean disposal.

- The City, County and Harbor District should apply for assistance in evaluation of the cost-benefit ratio of an extension of the breakwater system in relationship not only to tonnage shipped from the harbor, but also in protecting the substantial investment in local, State, and Federal agencies. 🌀
- The City should build a Coast Guard Helicopter pad facility in the Harbor area for emergency use. In that this use would be infrequent and not water dependent, the City shall consider the Harbor area east of Highway 101. 🌀
- The City shall be supportive of any permitted Harbor dredging which will encourage harbor development.
- The City shall, in conjunction with the Harbor District, County of Del Norte, Coastal Commission staff, the Department of Fish and Game, and the U.S. Army Corps of Engineers, develop a sand management program for any dispersal of sand on existing fine-grained sand beaches only. The plan shall include, but not be limited to, the amount of sand to be placed yearly, months of the year when placement is possible, hours of operation, and the need for an annual sand budget. Any such program shall require a Local Coastal Plan amendment approved by the California Coast Commission. 🌀

# SECTION 3

## TRANSPORTATION AND CIRCULATION

This section outlines the City's goals, policies, and programs for the continued development and enhancement of Crescent City's transportation and circulation system. The section includes goals, policies, and programs addressing the following subjects:

- 3.A. Street and Highway System;
- 3.B. Public Transportation;
- 3.C. Bicycle Transportation;
- 3.D. Pedestrian Transportation;
- 3.E. Air Transportation;
- 3.F. Maritime Transportation; and
- 3.G. Tele-transportation.

### ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve two necessary but conflicting, functions: mobility and property access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; freeways and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Crescent City by insuring safe, efficient, and convenient mobility.

### ROADWAY NETWORK

#### Freeways

Freeways are facilities that exclusively have a traffic-carrying role. No access is provided to freeways except at designated interchanges. Freeways are designed to be high speed; high capacity facilities intended to move as many as 20,000 cars per lane per day. Currently, the only freeway in Crescent City is the portion of U.S. 101 north of Parkway Drive.

#### Arterials

Arterial streets are intended to serve moderate levels of through traffic, but they tend to provide some access to adjacent land uses as well. Particularly in the central portion of Crescent City on U.S. 101, the provision of access to the adjacent land is quite important. Arterial streets will typically have four to six lanes (total) for through traffic, and if the right-of-way permits, a separate median lane for left turn movements. Usually, median lanes are landscaped so that turns can only be made at intersections. However, the median may be striped to allow turns into and from driveways to be made from the median. Ideally, arterial streets will be designed to concentrate access points through the provision of common driveways or possibly by locating driveways on a cross-street where the opportunity exists. Arterial streets are usually designed so that the only interruption to through-traffic flow is due to the presence of traffic signals at key crossing locations.

<b>TABLE 3-1</b>	
<b>ROADWAY DESIGNATIONS</b>	
<b>City of Crescent City</b>	
<b>ROADWAY CLASS</b>	<b>ROADWAY</b>
<b>Freeway</b>	Highway 101 (north of Parkway Drive outside Coastal Zone portions of the City)
<b>Arterials</b>	Elk Valley Road* (Highway 101 - Howland Hill Road) Front Street Highway 101 (south of Parkway Drive)
<b>Collectors</b>	2 <sup>nd</sup> Street (A Street to B Street) 5 <sup>th</sup> Street 9 <sup>th</sup> Street Howe Drive A Street (2 <sup>nd</sup> Street to Washington Blvd.) Pacific Avenue Pebble Beach Drive
*Upgrade of FHWA classification due to development	
Source: City of Crescent City, Department of Public Works, 1999; Del Norte County Community Development Department, 1999.	

Within the Crescent City municipal limits, U.S. 101 and Northcrest Drive function as arterial streets. Front Street is designed as an arterial street with four lanes plus a left-turn median lane; however, it does not carry the traffic volume typically associated with an arterial; it is shown as an arterial on Figure 3-1.

U.S. 101 has several cross-sections as it passes through the city. South of Anchor Way, it is a two-lane State Highway. From Anchor Way to just south of Elk Valley Road, a central two-way left turn median was added. Between a point south of Elk Valley Road and Front Street, U.S. 101 has two lanes in each direction plus the left-turn median. The highway becomes a one-way couplet between Front Street and 9th Street, with three lanes northbound on M Street and two lanes southbound on L Street. From there, the highway reverts to two through lanes in each direction plus the left turn median to Parkway Drive, where it becomes a freeway. Part of U.S. 101 between Northcrest Drive and 9th Street contains a third southbound lane; this converts to a right-turn lane at 9th Street.

Northcrest Drive includes two lanes in each direction plus a left-turn median lane throughout its length within the city limits. North of Old Mill Road in the unincorporated area, it reverts to a two-lane facility with a left-turn median in some locations.

## Collector Streets

Collector streets connect the local street network with the arterial network, and they also provide access to adjoining properties. There is generally little driveway control imposed or needed on collectors. They are differentiated from arterials also in that there may be periodic four-way stop controls along their length. They differ from local streets in that most local streets are controlled by two-way stop signs at their intersection with collectors. Collector streets typically have one lane in each direction. In some isolated cases, left turn lanes may be created at key intersections with arterial streets.

Within the Crescent City limits, the following streets function as collectors: Pebble Beach Drive, A Street, H Street, Battery Street, Howe Drive, a short section of Elk Valley Road, 5th Street, and 9th Street

## Local Streets

Local streets have the principal function to provide access to adjoining property. They are intended to be low volume and low speed facilities. Typically, they have one lane in each direction. In urban areas, the streets are generally wide enough to allow parking on both sides of the street. Local streets are usually controlled by stop signs at their intersections with arterials and collectors. Stop and/or yield control may also be present at the intersection of two local streets if conditions warrant. All streets in the area not designated as freeway, arterial or collectors are defined as local streets.

## BICYCLE ROUTE NETWORK

The City of Crescent City established a bike route system that utilizes lightly used residential streets, other street sections with separate bike lanes, and sections of bike paths. The Del Norte County and Crescent City Bicycle Facilities Plan identifies a system of bikeway routes in the city and county. The Plan, which was originally adopted in 1987 and periodically updated, designates bikeway routes in the greater Crescent City area. Table 3-2 identifies routes in the Coastal Zone.

<b>TABLE 3-2</b>	
<b>EXISTING AND PROPOSED BICYCLE ROUTES</b>	
<b>City of Crescent City Coastal Zone</b>	
<b>Bikeway</b>	<b>Class</b>
California Coastal Trail Harbor Trail Segment (Howe Drive Path across Elk Creek to Citizen's Dock via Sunset Circle, Walton St. ROW)	Class I and II
Front Street (A to N St)	Class I and III
A Street (Front Street to Lighthouse)	Class I and III
Pebble Beach Drive (Washington Blvd. to 9 <sup>th</sup> St)	Class I, II and III
California Coastal Trail Howe Drive/Lighthouse	Class I

Path Segment (Lighthouse to Elk Creek through Beach Front Park via Battery St and Howe Dr.)	
California Coastal Trail Roadside Segment (Pebble Beach Dr. / Taylor St. / Fifth St. / Wendell St. / Third St. / A St. / Second St. / B St. / Front St. / A St. to Lighthouse)	Class I, II and III
Elk Valley Road	Class II and III
Source: Del Norte County and City of Crescent City Bike Plan, 1999; and City of Crescent City Planning Department, 1999.	

INSERT FIGURE 3-4

## **TRANSPORTATION SYSTEM IMPROVEMENT PROPOSALS**

### **FRONT STREET**

The Visitor and Local Commercial (VLC) designation also applies to Front Street. Similar to the improvements to Highway 101, the City has considered circulation modifications and enhancements to Front Street to support regional retail and visitor-serving uses.

#### **Objectives and Description of the Proposed Concept for Front Street**

Front Street in Crescent City between D and L Streets is 78-feet wide, and is currently striped to provide two lanes for through traffic in each direction as well as a median for left-turning traffic. This existing configuration provides significantly more capacity than is needed on this street, and significantly more than will be needed in the foreseeable future. The intent of the proposed concept is to make better use of the street for other functions.

There are periodic events in the Beachfront Park area and in the adjoining cultural institutions which require more parking than is available in the immediate vicinity. There is no general parking shortage most of the time, except for larger events where people must walk several blocks from available parking. One possible treatment for Front Street is to simply narrow the street, moving the south-side curb in, and turning the land into more park area. However, that is an expensive proposal, and there is no shortage of parkland in the vicinity.

The proposed concept is to increase the parking supply for Beachfront Park and the cultural institutions by creating angle parking on the south side of the street. The design provides for an island separating the angle parking from the single remaining eastbound through lane, so that potential safety problems inherent in angle parking are minimized. The concept provides for one lane in each direction for through traffic, retention of the median (in a different location) to serve left-turning traffic, as well as the provision of the angle parking. In addition, the north curb could be modified to incorporate the bulbing treatment proposed for L and M Streets; this portion of the concept would provide for enhanced streetscaping and would also reduce the width of the street for crossing pedestrians (see Figure 3-4).

Other than the bulbing option, this concept could be achieved by simply restriping the street with traditional striping materials. Alternatively, at additional cost, the left-turn median could be made permanent with concrete curbing, and landscaping could be added. The bulbing concept should be done by reconstructing the curblines and sidewalks.

## **GOALS, POLICIES, AND PROGRAMS**

The goals, policies, and programs of this section are organized according to the following categories, each of which relates to a key set of related issues pertaining to transportation and circulation in Crescent City.

- 3.A. Street and Highway System
- 3.B. Public Transportation
- 3.C. Bicycle Transportation
- 3.D. Pedestrian Transportation
- 3.E. Air Transportation
- 3.F. Maritime Transportation
- 3.G. Tele-transportation

### **3.A. STREET AND HIGHWAY SYSTEM**

**Goal 3.A.1.** To plan for the long-range planning and development of Highway 101 to ensure the safe and efficient movement of people and goods.

#### **State Highways Policies**

#### **City Streets Policies**

**3.A.1.** The City road system shall be expanded according to the classifications and designations shown in Tables 3-3, 3-4, and 3-5. Exactions for dedication of right-of-way or construction of roadway improvements may be required in the permitting of new development, where appropriate, based on a fair-share, pro rata basis.

<b>TABLE 3-3</b>		
<b>CITY ROADWAY CLASSIFICATIONS</b>		
<b>CLASSIFICATION</b>	<b>DESCRIPTION</b>	<b>COMMENTS</b>
<b>Arterial Road</b>	A road in any area of the city that serves as part of the principal system for through traffic flow by connecting areas of traffic generation and providing for the distribution and collection of through traffic to and from state highway, collector, and local road systems. It may also serve abutting property.	Public road Typically 80' to 100' right-of-way
<b>Collector Road</b>	A road in any area that, because of its location in relation to other roads or other sources of traffic, carries or will carry traffic from local roads to the system of arterial roads or highways. Collector roads may include the principal entrance roads of residential developments, roads for circulation of traffic within such developments, or provide access to abutting commercial, industrial, or multi-family areas.	Public road Typically 60' right-of-way
<b>Local Road</b>	A road that, because of its location in relation to other roads or other sources of traffic, carries or will carry traffic from areas of low traffic generation to collector or arterial roads. Local roads primarily serve as access to adjacent residential land.	Public road Typically 50-60' right-of-way

<b>TABLE 3-4</b>		
<b>LEVEL OF SERVICE DEFINITIONS FOR ROADWAY SEGMENTS</b>		
<b>Level</b>	<b>Extent of Delay</b>	<b>Operating Characteristics</b>
<b>A</b>	Insignificant Delays	Free flow. Drivers are virtually unaffected by other vehicles.
<b>B</b>	Minimal Delays	Stable flow. Drivers begin to feel restricted.
<b>C</b>	Acceptable Delays	Stable flow. Most drivers feel somewhat restricted.
<b>D</b>	Tolerable Delays	High-density, but stable, flow. Queues may develop but dissipate rapidly, without excessive delays.
<b>E</b>	Significant	Volumes at or near capacity. Low speeds

	Delays	and difficult maneuvering. Queues of vehicles may form upstream.
<b>F</b>	Excessive Delay	Conditions at capacity, with extremely long delays. Queues and unstable stop-and-go operation.
Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, 1985.		

<b>TABLE 3-5</b>			
<b>LEVEL OF SERVICE DEFINITIONS FOR FOR SIGNALIZED INTERSECTIONS</b>			
<b>LOS</b>	<b>SIGNALIZED INTERSECTIONS</b>	<b>Unsignalized Intersections</b>	
	<b>Average Delay per Vehicle (Seconds)</b>	<b>Reserve Capacity (pcph)*</b>	<b>Expected Delay to Minor Street Traffic</b>
<b>A</b>	□5.0	□400	Little or no delay
<b>B</b>	5.1 to 15.0	300 to 399	Short traffic delays
<b>C</b>	15.1 to 25.0	200 to 299	Average traffic delays
<b>D</b>	25.1 to 40.0	100 to 199	Long traffic delays
<b>E</b>	40.1 to 60.0	0 to 99	Very Long traffic delays
<b>F</b>	>60.0**	--	Severe congestion/Intersection blocked
<p>*pcph = passenger cars per hour  **60 seconds of stopped delay is considered to be unacceptable to the majority of drivers.</p> <p>Source: Transportation Research Board, <i>Highway Capacity Manual</i>, Special Report 209, 1985.</p>			

### Other Initiatives

- The City opposes the Caltran’s bypass freeway/expressway concept for Highway 101. As an alternative, the City shall encourage Caltrans to improve Highway 101 through Crescent City by improving the existing roadway in its present alignment.

- The City shall continue its program of maintenance and minor improvements to the existing public roadway system in order to maintain its capacity.
- The City and County should cooperate in improving the approaches to the City area by Highway 101.
- The City shall investigate the possibility of making improvements to Front Street (between A and L Street) such as providing additional parking and constructing landscaped and concrete median strips (see Figure 3-4).

### **3.B. PUBLIC TRANSPORTATION**

**Goal 3.B.1** To develop and maintain a safe and efficient public transportation system that reduces congestion and provides viable alternative transportation in and through the Crescent City Planning Area.

#### **Policies**

**3.B.1.** Where new development would result in significant demand for increased public transit services, easements for, and provisions for development of, sheltered public stops for transit patrons shall be made a condition of the approval of such development.

### **3.C. BICYCLE TRANSPORTATION**

**Goal 3.C.1** To encourage the use of the bicycle as an alternate, energy efficient mode of transportation within the city and to develop a system of bikeways and bicycle parking facilities which will safely and effectively serve those wishing to utilize bicycles for commute and recreational trips.

#### **Policies**

**3.C.1.** The linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas, shall be integrated into new development.

**3.C.2.** The Harbor-City bicycle route, one of segments of the California Coastal Trail network within the municipal bounds of Crescent City, represents one of the City's major coastal public amenities, providing access to numerous scenic ocean and harbor views, and recreational opportunities situated along the route. This bicycle route starts at Pebble Beach Drive in the City and follows Pebble Beach Drive and Taylor Street before merging onto Fifth Street. The route continues down Fifth Street then turns onto A Street. The bicycle route continues along A Street to Battery Drive. At Battery Drive the route enters Beachfront Park, paralleling Howe Drive east along a multiple-use pathway. The route then

follows the northern bank of lower Elk Creek to a bridge crossing over the watercourse adjacent to Highway 101 South. The route then reverts to a streetside trail from the northwestern end of Sunset Circle, to the southerly city limits at King Street. The route continues through the unincorporated Harbor area to South Beach. Any relocation of the City portions of the route in conjunction with new development may only be authorized if relocation would be consistent with all relevant coastal policies.

- 3.C.3.** No development at the former Seaside Hospital site (APN 118-020-35), including any recreational or visitor-serving commercial development, shall obstruct the routing of the Harbor-City Bicycle Path to cross over Fifth Street to A Street and continue on A Street to Battery Drive. New development may result in a detour of the route of the Harbor-City Bicycle Path from A Street between Second and Front Streets only if the City, or the Commission on appeal, finds that it is infeasible to direct the bicycle route through the proposed development, consistent with all LCP standards and policies. 🌀

[See also Policy 5.B.4.]

### **Other Initiatives**

- The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the city's major recreation, employment, and housing areas and between its existing and planned bikeways.
- The City shall work with State and local agencies to accommodate and promote the development of recreation/tour travel bicycle routes on Highway 101.
- The City should coordinate with the Harbor District and Coastal Commission to investigate the feasibility of extending a pedestrian/bicycle trail from Howe Drive to Citizen Dock Road. 🌀

### **3.D. PEDESTRIAN TRANSPORTATION**

**Goal 3.D.1** To encourage and facilitate walking throughout the city.

#### **Policies**

- 3.D.1.** The extension of sidewalks, trails, and walking facilities shall be provided throughout the city limits to allow for convenient and safe pedestrian movement. Exactions for dedication of rights-of-way, easements, and/or construction of pedestrian improvements may be required in the permitting of new development, where appropriate, based on a fair-share pro rata basis.

[See also Policy 5.B.4.]

### **Other Initiatives**

- The City shall work with Federal, State, and other local agencies to coordinate planning and development of interconnected multi-purpose trails.
- The City shall support the development of parking areas near access to hiking and equestrian trails.

### **3.E. AIR TRANSPORTATION**

**Goal 3.E.1** To promote the improvement and maintenance of general and commercial aviation facilities within the parameters of compatible surrounding land uses.

### **Other Initiatives**

- The City shall encourage the County to provide areas for commercial and recreational hangars for the storage of aircraft based at McNamara Field. ☞
- The City shall encourage the County to maintain navigational aids at McNamara Field to improve the reliability and safety of service. ☞
- The City shall encourage the County to reserve land around McNamara Field for airfield-dependent development. ☞
- The City shall encourage the County to ensure that land uses in the vicinity of McNamara Field's approach and takeoff zones is held to the lowest densities and development intensities possible. Height zoning shall be vigorously enforced. Encroachment into the horizontal or vertical zones is prohibited. ☞
- The City shall encourage the County to continue to maintain a list of improvements and construction projects to be accomplished at McNamara Field. ☞

### **MARITIME TRANSPORTATION**

**Goal 3.F.** To promote the maintenance and improvement of the Crescent City Harbor facilities.

### **Other Initiatives**

- The City shall work with Del Norte County and the Harbor District to continue to support the maintenance and dredging at approved locations of the harbor to provide boat access for commercial and recreational boating. ☞

- The City, Harbor District, and County should continue to press the Army Corps of Engineers to fulfill their maintenance obligations for the proper harbor depth for passage of commercial vessels into the Harbor. ☞
- The City, County, and Harbor District should continue to strongly petition the Army Corps of Engineers to maintain the appropriate depths for barge shipment. The City harbor should not allow any development that would preclude resumption of barge shipping. ☞
- The City and County should improve access to the Harbor by cooperating with the Harbor District in exploring additional roadway connections and route configurations, and other alternatives as the need arises. ☞
- If there is Harbor expansion east of Highway 101, which will increase cross-traffic at Citizens' Dock Road and Highway 101, the City and Harbor District shall work with Caltrans to improve traffic control on Highway 101. ☞

### **3.G. TELETRANSPORTATION**

**Goal 3.G.1** To promote development of multimedia communications as a viable mode of transportation and commerce.

#### **Other Initiatives**

- The City shall develop guidelines for the review and permitting of telecommunication facilities to address potential impacts to coastal resources, especially designated visual resources. The guidelines shall encourage tower co-location, and require visual simulations (e.g., photo simulations) as part of the permitting process. ☞

## SECTION 4

### PUBLIC FACILITIES AND SERVICES

This section contains goals, policies, and implementation programs that establish the framework for the provision of public facilities and services to meet the demand created by existing and future development in the Crescent City Planning Area. The goals and policies in this section are organized according to the following categories, each of which relates to a particular facility or service. They include:

- **4.A.** General Public Facilities and Services;
- **4.B.** Water Supply and Delivery;
- **4.C.** Wastewater Treatment, Collection, and Disposal; **and**
- **4.D.** Stormwater Drainage.

#### **4.A. GENERAL PUBLIC FACILITIES AND SERVICES**

**Goal 4.A.1** To ensure the effective and efficient provision of public facilities and services for existing and new development.

#### **Policies**

**4.A.1.** New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this coastal land use plan. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this coastal land use plan. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

**4.A.2.** The availability of adequate public facilities and services to serve new development when required shall be verified as part of the review process for coastal development permits. No new development shall be authorized where existing facilities are inadequate unless the applicant can demonstrate that all necessary public facilities will be installed or adequately financed and maintained (through fees or other means).

**4.A.3.** Within the city limits, where existing or planned public works facilities can accommodate only a limited amount of new development within the Coastal Zone, the priority for public services within the Coastal Zone shall be:

- a. essential public services;

- b. Basic industries vital to the economic health of the region, state, or nation, such as agriculture;
- c. coastal dependent land uses;
- d. public recreation;
- e. commercial recreation;
- f. visitor-serving land uses; and
- g. other uses. 

#### **4.B. WATER SUPPLY AND DELIVERY**

**Goal 4.B.1** To ensure the availability of an adequate and safe water supply and the maintenance of high quality water for residents of and visitors to the Crescent City urban area.

##### **Policies**

**4.B.1.** New or expanded domestic water supply facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this coastal land use plan. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this coastal land use plan. Where existing or planned public water supply facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

**4.B.2.** New development shall be approved only if an adequate water supply to serve such development and meeting State water quality standards is demonstrated.

[Also see Policy 1.A.1.]

#### **4.C. WASTEWATER TREATMENT, COLLECTION, AND DISPOSAL**

**Goal 4.C.** To ensure adequate wastewater collection, treatment, and disposal within the Urban Boundary.

##### **Policies**

**4.C.1.** New or expanded wastewater treatment facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this coastal land use plan. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this coastal land use plan. Where

existing or planned public wastewater treatment works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

- 4.C.2.** Notwithstanding any other provision of law, no term or condition shall be imposed on the development of any sewage treatment plant which is applicable to any future development if that development can be accommodated by that plant consistent with this coastal land use plan division. Nothing in this section modifies the provisions and requirements of Sections 30254.5 and 30412 of the Coastal Act.

[Also see Policy 1.A.1.]

### **Other Initiatives**

- The City shall work with the County to develop a Crescent City wastewater master plan based on the recommendations of the Community Wastewater Conveyance and Treatment Feasibility Study to reduce hydraulic and nutrient loading on the Crescent City Wastewater Treatment Plant. The master plan shall recommend either establishment of a regional wastewater treatment facility for the Crescent City urban area, establishing satellite wastewater treatment facilities, expanding the existing wastewater treatment plant, or a combination of two or more improvements.
- The City shall work with the County to establish a regional wastewater treatment facility for the Crescent City urban area. If the establishment of a regional plant is found to be infeasible, the City shall consider alternatives such as establishing satellite wastewater treatment facilities and expanding the existing wastewater treatment plant.
- In order to assure that the City is preserving adequate capacity for Coastal Zone development, the City shall meet bi-annually with representatives of the County of Del Norte and the Harbor District to discuss future development plans and sewer services demands. 

### **4.D. STORMWATER DRAINAGE**

- Goal 4.D.1.** To preemptively infiltrate, detain, and retain onsite, and/or centrally collect, convey, and treat, as necessary, stormwater in a manner that least inconveniences the public, reduces or prevents stormwater pollution and potential water-related damage, and protects the environment.

### **Policies**

- 4.D.1.** The use of existing watercourses and detention basins may be authorized to convey stormwater if significant impacts to biological resources, water quality, channel stability or flooding of surrounding properties can be avoided.
- 4.D.2.** Potential recreational co-use and aesthetics shall be considered in the design of stormwater detention/retention and conveyance facilities.
- 4.D.3.** The joint use of City parks as drainage detention basins may be allowed in the authorization of new development consistent with all other Coastal Land Use Plan policies, and provided coastal recreational opportunities and public access are not significantly adversely impacted.
- 4.D.4.** Best management practices (BMPs) for controlling stormwater runoff and maintaining water quality shall be incorporated into the design and operation of new development. All post-construction structural BMPs (or suites of BMPs) for new residential, commercial, industrial, and public facilities development within the Coastal Zone shall be designed to treat, infiltrate or filter stormwater runoff from each storm event, up to and including the 85<sup>th</sup> percentile, 24-hour storm event for volume-based BMPs, and/or the 85<sup>th</sup> percentile 1-hour storm event, with the incorporation of an appropriate safety factor for flow-based BMPs.

(See Also Section 6.C Water Resources - Policies)

#### **Other Initiatives**

- Future drainage system requirements shall comply with applicable State and Federal pollutant discharge requirements.
- The City shall develop a water quality checklist to be used in the permit review process to evaluate a proposed development's potential impacts to water quality and coastal waters, and proposed mitigation measures.
- The City shall require markers or stenciling for all new storm drain inlets constructed or modified by development, to discourage dumping and other illicit discharges into the storm drain system.
- The City shall develop a comprehensive implementing stormwater quality management ordinance which sets as minimum requirements in the approval of new development the following water quality best management practices:
  1. Reducing erosion to the greatest extent practicable through onsite retention of sediment during and after construction by: (a) minimizing the potential sources of sediment from the outset; (b) controlling the amount of runoff onto and from the site, and its ability to carry sediment, by diverting incoming flows and impeding internally generated flows; and (c)

retaining sediment on the project site through the use of sediment-capturing devices.

2. Minimizing runoff of entrained non-sediment pollution from construction sites (e.g., solvents, adhesives, preservatives, soluble building materials, vehicle lubricant and hydraulic fluids, concrete truck wash-out slurry, and litter) to the extent feasible.
3. Minimizing land disturbance during development construction phases to the extent feasible, including soil compaction associated with construction activities to retain the natural stormwater infiltration capacity of the soil.
4. Minimizing the disturbance of natural vegetation including significant trees, native vegetation, and root structures, important for preventing erosion and sedimentation.
5. Prohibiting grading during the rainy season (i.e., November 1 to March 30), except in response to emergencies, and unless the review authority determines that soil conditions at the project site are suitable, adequate erosion and sedimentation control measures will be in place, and there is a low probability of significant precipitation occurring during the requested extended period for grading operations.
6. Stabilizing site soils promptly through the use of soil stabilization BMPs, including, but not limited to, re-vegetation on graded or disturbed areas as soon as feasible.
7. Limiting the application, generation, and migration of toxic substances, and ensuring their proper storage and disposal.
8. Applying nutrients and fertilizers at rates necessary to establish and maintain vegetation and landscaping without causing significant nutrient runoff to surface waters.

# SECTION 5 RECREATIONAL AND CULTURAL RESOURCES

This section outlines the City’s goals, policies, and programs for the continued development and enhancement of Crescent City’s rich recreational opportunities and cultural assets. The section includes goals, policies, and programs addressing the following subjects:

- **5.A.** City Parks and Recreation;
- **5.B.** Recreation Trails;
- **5.C.** Coastal Zone Recreation;
- **5.D.** Coastal Zone Access;
- **5.E.** Coastal Visual Resources;
- **5.F.** Private Recreational Facilities and Opportunities; and
- **5.G.** Cultural Resources.

## **5.A. CITY PARKS AND RECREATION**

**Goal 5.A.1.** To encourage the development and maintenance of existing and new parks and recreational facilities to serve the needs of present and future residents, employees, and visitors.

### **Policies**

**5.A.1.** The recreation areas identified in Table 5-1 and illustrated in Figure 5-1 shall be maintained and remain open for public use.

<b>TABLE 5-1</b>			
<b>RECREATIONAL AREAS</b>			
<b>City of Crescent City</b>			
<b>Site #</b>	<b>Area Name</b>	<b>Responsible Agency/Owner</b>	<b>Features/Type of Use</b>
<i>Recreation Areas within City Limits (Coastal Zone)</i>			
1	Shoreline Campground	City of Crescent City	Public access to coast, sandy beach area
2	Cultural Center	City of Crescent City	meeting center and museum
3	Swimming Pool	City of Crescent City	heated swimming pool, slide
4	Beachfront Park	City of Crescent City	small playground, picnic facilities, sporting fields
5	Howe Drive Bike Path	City of Crescent City	panoramic views of the ocean, lateral access along coastline
7	Brother Jonathan Park	City of Crescent City	Playground, baseball diamond with bleachers, restroom facilities, and parking
8	Battery Point Lighthouse	Del Norte County	Panoramic vistas, beach access, parking facilities

[Insert Figure 5-1]

### **Other Initiatives**

- The City shall cooperate with other public agencies to ensure flexibility in the development of park areas and recreational services to respond to changing trends in recreation activities.
- The City shall ensure that park design is appropriate to the recreational needs and, where feasible, access capabilities of all residents of and visitors to Crescent City.
- The City shall encourage public recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.
- The City shall encourage public and private park and recreation agencies to acknowledge the natural resource values present at park sites during the design of new facilities.
- The City shall encourage compatible recreational use of riparian areas along streams and creeks where public access can be balanced with environmental values and private property rights.
- The City shall work with the County to continue to support the protection and use of Battery Point and Point St. George Lighthouses as County parks.
- The City shall work with the County in seeking funding to restore facilities at Pebble Beach in disrepair and to revegetate the damaged promontory for recreation use.
- The City shall work jointly with the Redevelopment Agency to rehabilitate and improve existing athletic fields.
- The City shall continue to maintain and enhance Beachfront Park so that it remains a focal point for community events and waterfront recreation.

### **5.B. RECREATIONAL TRAILS**

**Goal 5.B. 1.** To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

### **Other Initiatives**

- The City shall work with the County, State, and Federal government to develop a countywide trail system designed to achieve the following objectives:
  - a. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle;
  - b. Link residential areas, schools, community buildings, parks, and other community facilities. Whenever possible, trails should connect to a countywide trail system and regional trails;
  - c. Provide access to recreation areas, major waterways, and vista points; and
  - d. Provide for multiple uses (i.e., pedestrian, equestrian, and bicycle).
  
- The City shall work with the County to promote the development of a continuous, multi-use California Coastal Trail system (i.e., an equestrian, pedestrian, and bicycle trail) linking Point St. George to South Beach. 🌀
  
- The City shall continue to coordinate connecting trails with Del Norte County, particularly in the Elk Creek, Harbor, and coastline areas through the development of a joint trails plan. 🌀

## **5.C. COASTAL ZONE RECREATION**

**Goal 5.C. 1.** To maximize coastal recreation opportunities for the public while assuring the protection of important coastal resources and the rights of private property owners. 🌀

### **Policies**

- 5.C.1.** In carrying out the requirement of this coastal land use plan, recreational opportunities shall be provided for all the people, to the maximum extent feasible, consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
  
- 5.C.2.** Lower cost recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
  
- 5.C.3.** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
  
- 5.C.4.** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
  
- 5.C.5.** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

- 5.C.6.** Increased recreational boating use of coastal waters shall be encouraged by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 5.C.7.** New recreational development shall be located and distributed throughout the Coastal Zone in a manner to prevent undue coastal resource impacts, overuse, or overcrowding. ☞
- 5.C.8.** Priority shall be granted to visitor-serving facilities that provide recreational opportunities to persons of low- and moderate-income over higher-cost visitor facilities. ☞
- 5.C.9.** The rights of private property owners shall be protected in all provisions for public and private recreation facilities. ☞
- 5.C.10.** Visitor-serving and commercial-recreational facilities on ocean-front parcels shall be permitted only when such development provides an increased opportunity for shoreline access and coastal recreation and enhances scenic and environmental values of the area. ☞
- 5.C.11.** Fragile coastal resources shall be considered and protected to the maximum extent feasible in the authorization of all new coastal recreational development. ☞
- 5.C.12.** Recreational use conflicts on coastal beaches shall be minimized through provisions separating incompatible activities by time and/or space. Outdoor recreation projects should preserve and enhance scenic and environmental values. ☞
- 5.C.13.** Any future development of the Battery Point Recreation Area project shall be consistent with all policies relating to permissible dredging, diking, and filling of open coastal waters and wetlands, and the construction of shoreline structures, including the provisions of the sand management program and conditions as prescribed in Policy 6.D.5. of this Coastal Land Use Plan. ☞

[Also see Policies 3.C.1., 3.C.11., 4.A.3., 6.A.2., 6.B.1., 6.B.12., 6.B.14., 6.D.1., 6.D.6., 7.A.2., and 7.B.7.]

## Other Initiatives

- The City shall recommend the improvement and maintenance of the Battery Point Lighthouse as a museum available to the public. 🌀
- The City shall encourage the continued maintenance of coastal recreation areas by both the private sector and public agencies. 🌀
- The City shall encourage the continued maintenance of existing recreational boating facilities by private operators and public agencies. 🌀
- The City supports the continued development of day use, trail, recreational boating, and related visitor-serving uses at the Crescent City Harbor and encourages the Harbor District to coordinate and participate with local and State agencies for the provision of connecting access trails and facilities. 🌀

## 5.D. COASTAL ZONE ACCESS

- Goal 5.D. 1.** To provide the maximum benefits of access to coastal recreation resources to all residents of and visitors to Crescent City. 🌀

### Policies

- 5.D.1.** For development located within the first public road and the sea, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
- 5.D.2.** Development located within the first public road and the sea shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.
- 5.D.3** Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects as defined herein except where:
- It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or
  - Adequate access exists nearby.
  - Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

**5.D.4.** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

**5.D.5.** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

**5.D.6.** The public access policies of this plan shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- Topographic and geologic site characteristics.
- The capacity of the site to sustain use and at what level of intensity.
- The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
- The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

The public access policies of this plan be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this plan or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

In carrying out the public access policies of this article, the City shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

**5.D.7.** A continuous trail system shall be developed throughout the City which will become a segment of the California Coastal Trail system.

**5.D.8.** All City owned beachfront property, including its dry sand beaches, shall be maintained in a manner to protect all existing accessways. If, in the future, the City finds that existing public accessways and other access support facilities are inadequate to meet coastal access and recreational needs, provision of additional accessways and other access support facilities may be required of new development projects provided the development would increase the demand for such facilities. 

**5.D.9.** The City shall assure that the public can easily locate existing access points. These access points shall be visibly marked. This recommendation is particularly applicable to public access south of Elk Creek. 🌀

**5.D.10.** The design and construction by any public or private entity of shoreline access facilities (e.g., parking, trails, stairways, etc.) shall consider public safety potentials for vandalism and the protection of fragile coastal resources. 🌀

<b>TABLE 5-2</b>			
<b>ACCESS POINTS</b>			
<b>City of Crescent City</b>			
<b>Site #</b>	<b>Area Name</b>	<b>Responsible Agency/Owner</b>	<b>Features/Type of Use</b>
1	Access at 3 <sup>rd</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking
2	Access at 4 <sup>th</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
3	Access at 5 <sup>th</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
4	Access at 6 <sup>th</sup> Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
5	Brother Jonathon Vista	City of Crescent City	scenic viewing, picnicking, and whale watching
6	Preston Island	City of Crescent City	beachcombing, fishing, picnicking; off-street parking available
7	Access at Battery Point Lighthouse	Del Norte County	restrooms, picnic facilities, low- tide access to lighthouse, fishing, beachcombing
8	Howe Drive / Beachfront Park	City of Crescent City	improved access points, beachcombing, scenic viewing, lateral access at Harbor
9	Mouth of Elk Creek / Inner Harbor	City of Crescent City	Improved access from Beach Front Park to Crescent City Harbor on bridge across lower Elk Creek and along path around perimeter of Shoreline RV Park to inner harbor beach strand
10	B Street Pier	City of Crescent City	public recreation, scenic viewing

Source: Del Norte County General Plan Background Report, May 1998; Crescent City Local Coastal Plan, 1986.

- 5.D.11.** New development along the immediate shoreline shall maximize public access to the shoreline except where:
- a. The development would not significantly impact existing access facilities or generate demand for additional facilities;
  - b. Findings are made consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety or that agriculture would be adversely affected;
  - c. Access would have unavoidable adverse impacts on environmentally-sensitive habitat areas; or
  - d. An existing vertical accessway, adequate to meet anticipated access needs, is located a quarter of a mile or less from the development. ☞
- 5.D.12.** Access ways to rocky beaches in areas where public safety is of concern or where increased visitor pressure on biological areas or areas of unique character, sensitive to visitor pressure would be degraded, shall be discouraged. ☞
- 5.D.13.** Existing lateral access shall be maintained by requiring lateral access easements (inland of the mean high tide line to the first line of vegetation or to the crest of the paralleling bluff in areas of coastal bluffs) across the width of the project site. ☞
- 5.D.14.** No permit shall be issued for a project that obstructs lateral access on the immediate shoreline, inland of the mean tide line to the first line of vegetation, or the crest of the paralleling bluff. However, exceptions may be granted for the placement of navigational aids or shoreline protective devices to protect existing structures (i.e., main residence, commercial or industrial buildings, roadways, and public parking areas) in immediate danger of erosion and where no other feasible options (such as relocation or removal of the development) exist. If shoreline protection devices are approved, they shall be the minimum size necessary to protect the development and appropriate mitigation measures shall be required. ☞
- 5.D.15.** Any access way required to be dedicated for public use shall not be opened for public use until a public agency, including the State, or a private association, agrees to accept responsibility for maintenance and liability of the accessway. ☞
- 5.D.16.** Priority shall be granted to developments that provide access for the general public over a wide range of income levels, ages, and social groups over other private development. ☞
- 5.D.17.** The operation of motor vehicles on beaches within the city limits shall be restricted, except (*sic*) for emergency operations of the Crescent City Police Department or other public authority. ☞

## Other Initiatives

- The City shall maintain the coastal access points which the City owns as identified in Table 5-2 and illustrated in Figure 5-2. 🌀
- The City shall work actively towards the attainment of maximum coastal access for the public, where it is consistent with public safety, property owner rights, and the protection of fragile coastal resources. 🌀
- The City shall strive to protect the rights of private property owners in all considerations of public access. 🌀
- The City shall require funding assistance to improve and maintain existing access and to acquire and develop any new access and facility. 🌀
- The City will continue implementing its zoning ordinance to develop and maintain shoreline access facilities.
- The City shall seek funding for suitable, improved access points for use by the physically limited. 🌀
- The City should place signs on Highway 101 indicating shoreline access. 🌀
- The City shall strive to complete the links in the California Coastal Trail (CCT) by participating and consulting with the National Park Service, the State Department of Parks & Recreation, the State Coastal Conservancy, the County of Del Norte, the Elk Valley Rancheria, other tribal governments, and other appropriate public and private entities and interested parties in **designing**, locating, funding, acquiring, and implementing the City of Crescent City California Coastal Trail (CCT) segment, including opening trails for vertical access as identified within the City's coastal access inventory. The CCT shall be identified and defined as a continuous, interconnected trail system traversing the length of the state's coastline and designed and sited as a continuous lateral trail traversing the length of the City's Coastal Zone and connecting with contiguous trail links in adjacent unincorporated Coastal jurisdictions (Del Norte County). The CCT segment through the City's portion of the coastal zone shall be designed to foster appreciation and stewardship of the scenic and natural resources of the coast. The trail system is to be located on a variety of terrains, including the beach, footpaths, paved bicycle paths, and sometimes along the shoulder of the road. While primarily for pedestrians, the CCT also accommodates a variety of additional user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow.

Development parameters are as follows:

- The City shall take the lead responsibility and will consult with the National Park Service, the California Department of Parks and Recreation, the State Coastal Conservancy, the California Coastal Commission, and County of Del Norte, tribal governments, and other appropriate public and private entities and interested parties regarding designing, locating, finding, acquiring, and implementing the CCT.
- The CCT shall be a continuous lateral trail network traversing the length of the City's coastal zone and connecting with contiguous trail links in adjacent County jurisdictional areas.
- Existing segments of the CCT within the City's jurisdictional area include at least the following:
  - ❖ The *Preston Island Coastal Access Facility*.
  - ❖ The *Harbor-City Bike Path's* Class III roadside bikeway along Pebble Beach Drive from West Ninth Street on the north end to West Sixth Street, thence along Taylor, West Fifth, "A," Second, and "B" Streets to Front Street, thence westerly along Front Street to A Street, thence southerly along A Street to Battery Street, thence easterly along Battery and "C" Streets to the southern end at the *Harbor Trail – North Segment* at the western end of Howe Drive.
  - ❖ The vertical and lateral access trails around the perimeter of the *Redwood Oceanfront Resort* (Hampton Inn)
  - ❖ The ramped trail from the parking lot at the foot of "A" Street to the Battery Point Lighthouse.
  - ❖ The *Harbor Trail North Segment* multi-use path / Class I separated bikeway from the western end of Howe Drive along the harbor side of Beach Front Park, and crossing lower Elk Creek to its terminus as the intersection of Sunset Circle and RV Park Road.
  - ❖ The *Harbor Trail North Segment* multi-use path / Class III roadside bikeway along Sunset Circle from RV Park Road to its intersection with Highway 101, Elk Valley Road, and Huston Street.
  - ❖ The pedestrian trail around the creek and harbor sides of the City-owned Shoreline Campground and RV Park.
  - ❖ The harbor beach strand areas between the B Street Pier and the mouth of Elk Creek, and from the Shoreline Campground and RV Park perimeter trail to the foot of King Street.
- The CCT shall consist of one or more parallel alignments, at least one strand shall be designated and implemented to achieve one or all of the following objectives:

- ❖ Provide a continuous walking and hiking trail as close to the ocean as possible.
- ❖ Provide maximum access for a variety of non-motorized users by utilizing alternative trail segments where feasible.
- ❖ Maximize connections to existing and proposed local trail systems.
- ❖ Ensure that all segments of the trail have vertical access connections at reasonable intervals.
- ❖ Maximize ocean views and scenic coastal vistas.
- ❖ Provide an educational experience through interpretative facilities where feasible.

Specific siting and design standards shall include:

- The trail shall be sited and designed to be located along or as close to the shoreline where physically and aesthetically feasible. Where it is not feasible to locate the trail along the shoreline due to natural landforms or legally authorized development that prevents passage at all times, inland bypass trail segments located as close to the shoreline as possible should be utilized. Shoreline trail segments that may not be passable at all times shall provide inland alternative routes. Special attention shall be given to identifying any segments that may need to be incorporated into water-crossing structures and that necessarily must be placed within Caltrans right-of way.
- Where gaps are identified in the trail, interim segments shall be identified to ensure a continuous coastal trail. Interim segments shall be noted as such, with provisions that as opportunities arise, the trail shall be realigned for ideal siting. Interim trail segments shall meet as many of the CCT objectives and standards as possible.
- The CCT shall be designed and located to minimize impacts to environmentally sensitive habitat areas and prime agriculture lands to the maximum extent feasible. Where appropriate, trail access shall be limited to pass and repass. Where necessary to prevent disturbance to sensitive species, sections of the trail may be closed on a seasonal basis. Alternative trail segments shall be provided where feasible. For situations where impact avoidance is not feasible, appropriate mitigation measures shall be identified, including but not limited to use of boardwalks, reducing width of trails, converting edges of agricultural land to public trail use when the minimal amount of conversion is used, etc.
- The CCT shall be located to incorporate existing oceanfront trails and paths and support facilities of public shoreline parks and beaches to the maximum extent feasible.

- The CCT shall be designed to avoid being located on roads with motorized vehicle traffic where feasible. In locations where it is not possible to avoid siting the trail along a roadway, the trail shall be located off of the pavement and within the public right-of-way, and separated from traffic by a safe distance or by physical barriers that do not obstruct, or detract from, the visual scenic character of their surroundings. In locations where the trail must cross a roadway, safe under- or over-crossings or other alternative at-grade crossings shall be considered in connection with appropriate directional and traffic warning signage.
- Trail easements shall be obtained by encouraging private donation of land, by public purchase, or by dedication of trail easements required pursuant to a development permit.
- The CCT alignment Study shall identify the appropriate management agency(s) to take responsibility for trail operation and maintenance.
- The trail shall provide adequate signage at all access points, trailheads, parking lots, road crossings, and linkages or intersections with other trails or roads and shall incorporate the State adopted CCT logo.
- The trail shall provide adequate safety signage, including but not limited to, road crossing signs and yield/warning signs on multi-use trail segments. Where appropriate signs shall be developed in coordination with Caltrans, Del Norte County Community Development Department – Roads Division, tribal entities, and/or any other applicable public agencies or nonprofit organizations.
- To maximize access to the CCT, adequate parking and trailhead facilities shall be provided.
- The final CCT map shall identify all finally planned or secured segments, including existing segments, all access linkages and planned staging areas, public and private lands, existing easements, deed-restricted sections and sections subject to an offer-to-dedicate (OTD). Where property ownerships or other constrictions make final alignment selection unfeasible, a preferred corridor for the alignment shall be identified. The map shall be updated on a regular basis.
- The CCT preferred alignment corridor shall be identified on all applicable City trail maps contained in the LCP, including updated public access, recreational and public facilities inventories.
- Within one year of the completion of the CCT alignment Study, the LCP shall be amended to incorporate all plans and designs for locating and

implementing the CCT within the City, including the final maps of the trails and corridor alignments.

## COASTAL VISUAL RESOURCES

**Goal 5.E:** To encourage the maintenance of the visual and scenic beauty of Crescent City.

### Policies

**5.E.1.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to: (a) protect views to and along the ocean and scenic coastal areas, including, but not limited to, the scenic resources identified in Table 5-3 and depicted on Figure 5-3; (b) to minimize the alteration of natural land forms; (c) to be visually compatible with the character of surrounding areas; and (d) where feasible, to restore and enhance visual quality in visually degraded areas. New development in designated highly scenic areas shall be subordinate to the character of its setting.

**Table 5-3: Scenic Resources Crescent City Urban Area**

SITE	SITE NAME	VIEW LOCATION	EXISTING/COMPATIBLE SITE USES	KEY VIEWSHED CHARACTERISTICS
<b>COASTAL VISTA POINTS</b>				
CV1	Brother Jonathan Vista	West side of Pebble Beach Drive	Public parking, picnicking, slope protection, recreational trail, safety rails and signs	ocean views, off-shore rock views, Battery Point Lighthouse view
CV2	Battery Point	South of public parking lot	Public parking, public access, recreational trail, visitor facilities, breakwater, picnicking, safety rails and signs	ocean views; off-shore rock views; Harbor activities view; Battery Point Lighthouse, B St Pier, and breakwater views
CV3	B St Pier	All directions	Public parking, pier uses, visitor facilities, safety rails and signs	ocean views, off-shore rock views Harbor activities view, Park/downtown views, Battery Pt Lighthouse views, breakwater views
CV4	Elk Creek Bridge	Southwest of Highway 101	Highway and drainage uses, recreational trails and trail crossings, bank protection, visitor facilities, park uses, safety rails and signs	creek view, Harbor development/park uses views
<b>COASTAL SCENIC VIEW CORRIDORS</b>				
CSC1	Pebble Beach	West side of Pebble Beach Drive/Marhoffer Creek to 6 <sup>th</sup> Street	Public road, public parking, recreational trail, private residential development, public access improvements,	ocean views, off-shore rock views

SITE	SITE NAME	VIEW LOCATION	EXISTING/COMPATIBLE SITE USES	KEY VIEWSHED CHARACTERISTICS
			beach and tide pool activities, slope protection, safety rails and signs	
CSC2	Howe Drive / Beachfront Park	South Side of Howe Dr/ B St to Play St	Public road, public parking, recreational trail, picnicking, beach access, beach and harbor activities, slope protection, safety rails and signs	Harbor activities views, Redwood Parks views, Battery Point Lighthouse, B St Pier, breakwater views
CSC3	Anchor Way	South side of Anchor Way/ Hwy 101 to Whaler Rock	Public road, public parking, recreation trail, beach access, dredge spoils disposal, beach activities, breakwater protection, boat launching, visitor facilities, harbor activities	ocean views, Redwood Park views, visitor facilities/beach views, breakwater views
COASTAL HISTORIC SCENIC RESOURCES				
CH1	Battery Point Lighthouse	South end of A Street	Public parking, public access, visitor facilities, lighthouse activities, museum, residence	ocean views, off-shore rock views, harbor activities view, B St. Pier, breakwater views

Source: City of City Crescent Planning Department; Del Norte County Local Coastal Plan, 1986.

**5.E.2.** The City's major entrances at Highway 101 north, Highway 101 south, and Front Street shall be developed as scenic gateways through the use of architectural review, removal of overhead utilities, landscaping, and sign regulations. ☞

**5.E.3.** As provided for in the coastal zone zoning regulations' coastal zone signs and nonconforming use chapters, the City shall limit legal nonconforming signs and abate unpermitted signs as well as signs advertising commercial or privately-owned businesses in Open Space zoning districts.

INSERT FIGURE 5-3

**5.E.4.** Those structures that are identified as historically and architecturally significant shall be preserved unless proven that a) the structure is over 50% un-repairable or, b) adequate funding, either public or private, is unavailable to restore the structure. ☞

**5.E.6.** New or relocated utility lines shall be placed underground whenever feasible. When it is not feasible to place utility lines underground, the lines should be aligned and consolidated so that they do not interfere with scenic resources. ☞

**5.E.7.** All public facilities and new development shall be required, whenever feasible, to use low-energy shielded lights with a downward directed cast for better efficiency and to minimize nighttime glare. ☞

- 5.E.8.** Exterior lighting in the Pebble Beach area shall be required to be shielded utilizing full cut-off fixtures and directed down and away from the ocean to minimize impact on off-reef and island habitats. 🌀
- 5.E.9.** Any future development at the former Seaside Hospital site (APN 118-020-35), including any recreational or visitor-serving commercial development, shall provide for a substantial view corridor oriented from the vantage point of the vicinity of the intersection of Front and A Streets and directed toward the offshore rocky areas northwest of the site.
- 5.E.10.** All land divisions, including, lot splits, lot line adjustments, merger and resubdivisions, shall demonstrate, prior to their authorization, that development siting and design standards for subsequent improvements have been included to ensure that visual resources will not be significantly adversely impacted with respect to: (a) views to and along the coast and scenic areas, (b) natural landform alterations, (c) visual compatibility with the character of the surrounding area, (d) restoration and enhancement, where feasible, of visually degraded areas, and (e) in highly scenic areas, the subordinality of subsequent site development with the character of its setting.

#### **Other Initiatives**

- The City shall continue to provide for protection of designated scenic resources through such means as land use designation, zoning, design review, and sign control. 🌀
- The City shall encourage the continuation and infill of existing urban land use areas, where appropriate, in order to maintain views in those designated coastal scenic areas shown in Table 5-3 and shown on Figure 5-3. 🌀
- The City shall encourage proposed development within designated coastal scenic areas to be visually compatible with its key view shed characteristics by reflecting the character of the existing and compatible land uses while conforming to the land use development standards, as set forth in the Land Use and Community Development section and the Zoning Ordinance. 🌀
- The City shall continue its sign amortization program and support participation in centralized logo signage programs.
- The City shall develop a roadway sign program which provides for specially marked scenic driving routes, which visitors can follow to visit coastal scenic areas in the Crescent City urban area, including the Harbor and Lighthouse-to-Lighthouse routes. Where feasible, these routes should link with any county scenic drive routes. 🌀

- The City has identified the Battery Point Lighthouse as having historical significance. The City shall participate with other public and private agencies to preserve this structure provided that adequate public or private funding is available. 🌀
- The City shall coordinate with the County in developing an underground utilities priority list, utilizing identified scenic or commercial areas, for use when funding for undergrounding is available.
- The City shall develop guidelines for the review and permitting of telecommunication facilities to address potential impacts to coastal resources, especially designated visual resources. The guidelines shall encourage tower co-location and visual simulations (e.g., photo simulations) as part of the permitting process.

## **5.F. PRIVATE RECREATIONAL FACILITIES AND OPPORTUNITIES**

**Goal 5.F.1.:** To encourage development of private recreational facilities for public use to supplement public facilities and to provide for economic development opportunities.

### **Policies**

**5.F.1.** The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

### **Other Initiatives**

- The City shall encourage development of private recreation facilities for public use to reduce demands on public agencies.
- The City shall encourage private landowners to develop areas for fee-based recreational use.
- The City shall encourage private recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.
- The City encourages the maintenance of existing facilities and the development of commercial and public visitor activities and services. The commercial area along

Highway 101 (near Crescent City Harbor/South Beach) is recognized for its historic visitor use and potential visitor use.

## **5.G. CULTURAL RESOURCES**

**Goal 5.G.1.:** To encourage identification, protection, and enhancement of Crescent City's important historical, archaeological, paleontological, and cultural sites and activities, and their contributing environment.

### **Policies**

5.G.1. Appropriate surveys and site investigations shall be required as part of the application review of development projects when it has been determined that the development site or design has the potential to adversely impact archeological or paleontological resources, and/or as may be required in accordance with the California Environmental Quality Act (CEQA). Surveys and investigations shall be performed under the supervision of a professional archaeologist or other person qualified in the appropriate field approved by the City.

5.G.2. Discretionary development projects shall be required to be designed to mitigate potential impacts to significant paleontological or cultural resources whenever possible. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical, or paleontological consultants, depending on the type of resource in question.

5.G.3. Where it is determined development would adversely affect archaeological or paleontological resources as identified by the State Historical Preservation Officer, reasonable mitigation measures shall be required.

### **Other Initiatives**

- The City should work toward building a performing arts center in the central Crescent City area (i.e., the VLC area) in proximity other similar facilities and to visitor services such as motels and restaurants.

## SECTION 6 NATURAL RESOURCES/CONSERVATION

This section contains goals, policies, and programs that set the basic framework for maintenance and enhancement of Crescent City’s natural assets. These provisions are not categorically mutually exclusive of one another and should be read as a suite of policies (i.e., “marine resources” may also comprise “environmentally sensitive habitat area” and be subject to standards for “water resources.”) The section includes goals, policies, and programs addressing the following subjects:

- 6.A. Biological Resources generally and specifically;
- 6.B. Environmentally Sensitive Habitat Areas (ESHAs); and
- 6.C. Water Resources and
- 6.D. Permissible Diking, Dredging, and Filling of Open Coastal Waters and Wetlands, and Construction of Shoreline Structures

### A. BIOLOGICAL RESOURCES

**Goal 6.A.** To maintain and where possible enhance marine resources, coastal waters, and sensitive coastal habitats, thereby recognizing the economic and biologic significance of these resources.

#### General Policies

**6.A.1.** The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health are maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. ☞

#### Marine Resources Policies

**6.A.2.** Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. ☞

### Offshore Rocks and Islands Policies

- 6.A.5** Exterior lighting fixtures in the Pebble Beach area shall be shielded so they are directed down and away from the ocean to minimize impact on off-reef and island habitats. ☞

### Other Initiatives

- The City shall encourage community programs (e.g., fish hatcheries, habitat rehabilitation) designed to improve the quality of coastal fisheries and other marine resources.
- The City shall support the preservation or reestablishment of fisheries in the streams within the City, whenever possible.

### Alternative Energy Systems Bird and Bat Strike Avoidance Policies

- 6.A.6.** Enabling ordinances for small wind energy generating systems shall include the site assessment, mitigation measures selection, monitoring, and reporting provisions set forth in California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development - Commission Final Report, California Energy Commission and California Department of Fish and Game. 2007, California Energy Commission, Renewables Committee, and Energy Facilities Siting Division, and California Department of Fish and Game, Resources Management and Policy Division, CEC-700-2007-008-CMF.

## **B. ENVIRONMENTALLY SENSITIVE HABITAT AREAS (ESHAs)**

### Goals

- Goal 6.B.** To protect, restore, and enhance environmentally sensitive habitat areas that support fish and wildlife species throughout the Crescent City Planning Area.

### Policies

#### General Policies

- 6.B.1.** Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. ☞

- 6.B.2.** The following are designated as specific environmentally-sensitive habitat areas. This list of habitats is not inclusive of all environmentally sensitive habitat areas.

as defined by Section 30107.5 of the Coastal Act, either as may be currently present within the City, or as might be identified as environmentally sensitive habitat areas at some future time. Any areas not specifically designated in the LCP as environmentally sensitive habitat areas that meet the definition of environmentally sensitive habitat areas in Section 30107.5 of the Coastal Act shall be accorded all the protection provided for environmentally sensitive habitat areas in the LCP.

**Offshore Rocks and Islands** – All of the generally exposed, solid land surfaces and rocks, of any size, seaward of the mean high tide line.

**Intertidal Zone** – That region of the coastline lying below the high tide mark and above the low tide mark. Specialized biologic communities occupying this zone include tidepools and tidal flats, defined further as follows:

**Tidepool:** A tidepool is a depression in the substrate of the intertidal zone where an accumulation of seawater occurs after the tide recedes. Typically a tidepool contains a wide variety of specially adapted plant and animal species.

**Tidal Flat:** A tidal flat is a sandy or muddy flatland within the intertidal zone subject to an alternating exposure to the tide's ebb and flow.

**Coastal Estuary** – A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted with fresh water runoff from the land.

**Coastal Wetland** - Lands within the coastal zone which may be covered periodically or permanently with shallow water such as saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, bogs, and fens. Maintained roadside ditches of five feet or less in width and excavated in historic upland areas that have not been reclaimed or otherwise diked, drained, or altered from a preceding wetland condition, shall not be deemed to be a coastal wetland unless within an area directly subject to tidal influence; existing roadside ditches may be maintained and have improvements made which address safety concerns. Refer to the full definition of wetlands in the glossary for criteria for determining the type and extent of wetlands.

**Riparian Vegetation** - The plant cover normally found along water courses including rivers, streams, creeks and sloughs, usually characterized by dense growths of trees and shrubs.

**Rare or Especially Valuable Animal Habitat** – Any animal habitat area that is rare or especially valuable because of their special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments, including, but not limited to:

- Any habitat area of an animal species designated as rare, threatened, or endangered under State or Federal law; and
- Any habitat area of an animal species designated as Fully Protected or Species of Special Concern under State law or regulations

Rare or Especially Valuable Plant Habitat – Any plant habitat area that is rare or especially valuable because of their special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments, including, but not limited to:

- Any habitat area of a plant species designated as rare, threatened, or endangered under State or Federal law;
- Any habitat area of a plant species designated as Fully Protected or Species of Special Concern under State law or regulations; and
- Any habitat area of plant species for which there is compelling evidence of rarity, for example, those designated 1b (Rare or endangered in California and elsewhere) or 2 (rare, threatened or endangered in California but more common elsewhere) by the California Native Plant Society.

The City emphasizes that this list of habitats is not inclusive of all environmentally sensitive habitat areas as defined by Section 30107.5 of the Coastal Act, either as may be currently present within the City, or as might be recognized as ESHA at some future time. Any areas not designated, either categorically or on resource maps maintained by the City that meets the definition of ESHA shall be accorded all the protection provided for ESHA in the LCP.



**6.B.3.** Those wildlife habitats other than wetlands that also meet the definition of environmentally sensitive habitat areas (ESHAs) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas, consistent with the requirements of Section 6, Subsection B, Environmentally Sensitive Habitat Areas (ESHAs). Diking, dredging, and filling of wetlands shall be consistent with Policy 6.D.1. and Section 30233 of the Coastal Act. Development entailing channelization, damming, or other substantial alterations of rivers and streams shall be consistent with Policy 6.D.4. and Section 30236 of the Coastal Act.

**6.B.4.** To the maximum extent feasible, the existing set of Land Use Constraints maps that identify the locations of specific environmentally-sensitive coastal wetlands and riparian habitat areas within the incorporated portion of the Crescent City Planning Area should be maintained and updated upon the receipt of new biological data. The Land Use Constraints Maps are not inclusive of all environmentally sensitive habitat areas as defined by Section 30107.5 of the Coastal Act, either as may be currently present within the City, or as might be identified as environmentally sensitive habitat areas at some future time. Any area not specifically mapped as environmentally sensitive habitat areas that meets

the definition of environmentally sensitive habitat areas in Section 30107.5 of the Coastal Act shall be accorded all the protection provided for environmentally sensitive habitat areas in the LCP.

**6.B.5.** Due to the scale of maps, and the likelihood that other unmapped environmentally sensitive areas may be present in the area, questions may arise as to the specific boundary limits of an identified environmentally sensitive habitat area. Where there is uncertainty over the boundary or location of an environmentally sensitive habitats area, the applicant shall provide the following information as determined to be necessary to establish the boundary or location of the ESHA:

- a. A base map delineating topographic lines, adjacent roads, location of dikes, levees, flood control channels, and tide gates;
- b. Vegetation map;
- c. Soils map; and
- d. A biologist's report, where necessary.

In addition, with respect to the appeal status of development within 100 feet of wetlands, determinations concerning the precise location of the boundary of the wetland area and appeal area shall be consistent with Title 14, Sections 13569 and 13577(b) of the California Code of Regulations.

**6.B.6.** Development in areas adjacent to environmentally-sensitive wetland habitat areas shall be sited and designed to prevent impacts which could significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. The primary tool to reduce impacts to all types of ESHAs shall be the establishment of a spatial buffer between proposed development and the ESHA. The buffer shall be a minimum 100 feet in width. A buffer of less than 100 feet may be utilized where it can be determined that there is no adverse impact on the ESHA, based on biological habitat and geophysical assessments taking into account: (a) the extent type, and sensitivity to disturbance of the subject environmentally sensitive area and/or other inter-connected sensitive resource areas; (b) the intensity of the development and its potential direct and cumulative impacts on the adjacent ESHA; and (c) mitigation measures necessary to reduce any significant impacts to less than significant levels, such as the incorporation of vegetative screening, runoff interceptor berming, and other protective features into the reduced buffer. A determination that a reduced buffer meets the criteria and is appropriate will generally only be made in rare instances, and such exceptions to the 100-foot width requirement shall be based upon compelling evidence, including but not limited to: (1) the biological significance of adjacent lands; (2) the sensitivity of affected species to disturbance; (3) the susceptibility of the development site parcel(s) to erosion; (4) whether natural topographic features can be used to locate the development relative to the environmentally sensitive area(s); (5) whether there are existing cultural features to co-terminally locate buffer zones; (6) the lot configuration and location of existing development; and (7) the type and scale of development proposed. A

determination to utilize a buffer area of less than 100 feet shall be made in cooperation with the California Department of Fish and Game and the City's determination shall be based upon specific findings as to the adequacy of the proposed buffer to protect the identified resource. 

**6.B.7.** The City shall require that proposals to create new parcels have a minimum of a 100-foot setback from the edge of all environmentally sensitive habitat areas. All site improvements (e.g., buildings, sewage disposal where applicable, and appurtenant structures) shall be constructed outside the required protected environmentally sensitive area and buffer setback.

**6.B.8.** Developments proposing landscaping, or required to incorporate landscaping into their site plans for purposes of mitigating adverse environmental impacts and/or conformance with planning and zoning provisions, which are located in proximity to ESHAs where such landscaping could affect the biological integrity of the adjacent ESHA, shall, to the greatest extent feasible utilize native species plantings derived for local stocks. The use of plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, as may be identified from time to time by the State of California, or listed as a “noxious weed” by the governments of the State of California or the United States, are prohibited and shall not be allowed to naturalize or persist in landscaped areas.

**6.B.9.** Exterior lighting fixtures of new development in the Elk Creek and Pebble Beach areas shall be shielded so they are directed down and away from coastal waters to minimize impact on aquatic habitats.

### **Offshore Rocks and Islands Policies**

**6.B.10.** Offshore rocks and islands, except for permitted navigational aides, shall be maintained in their existing state to insure the viability of the wildlife inhabiting or utilizing these sites.

### **Intertidal and Tidepools Policies**

**6.B.11.** All tidepools and tidal flats shall be managed to maintain their present characteristics and shall encourage the application of all feasible measures to mitigate uses that might prove harmful to the biota inhabiting these areas.

**6.B.12.** In order to discourage all but light recreational use of tidepool regions, shoreline access and recreational facilities shall be located so as to direct use towards the open, sandy beaches of the City.

### Coastal Wetlands Policies

- 6.B.13.** If it is determined that a designated sensitive habitat area on or in proximity to a development site is a wetland, a study shall be conducted of the area to define the precise boundary of the wetland. Authorization of any development in this area shall await the completion of a site-specific study of the presence and location of wetlands. The study shall utilize the field identification criteria contained in the 1987 edition of the U.S. Army Corps of Engineers Wetlands Delineation Manual, and resulting delineated wetlands shall be categorized utilizing the U.S. Fish and Wildlife Service's "Classification of Wetlands and Deepwater Habitats of the United States" system of characterization. On the basis of this study and, after consulting with the California Department of Fish and Game, the California Coastal Commission, and U.S. Army Corps of Engineers, a determination shall be made as to which portions of the site and its surroundings constitute wetlands to which the policies and standards of the LCP shall be applied accordingly. ☞
- 6.B.14.** A minimum 100-foot buffer zone shall be required around designated coastal wetlands. Buffer zones for wetlands shall be measured landward from the outer upland edge of the wetlands. The only allowable uses within this buffer zone shall include the following:
1. Fish and wildlife management;
  2. Wetland restoration;
  3. Nature study, including minor facilities constructed by hand such as blinds, lookouts, and unimproved trails;
  4. Hunting and fishing, including minor facilities constructed by hand such as blinds and unimproved trails;
  5. Those recreational facilities included in a State Park and Recreation Department or Department of Fish and Game master plan submitted and approved by Coastal Commission certification of an amendment to the Local Coastal Plan;
  6. The maintenance of flood drainage control and drainage channels;
  7. Removal of windblown trees which threaten existing structures; and
  8. Diking or dredging in accordance with other land use plan policies and the Coastal Act, for the uses listed in Policy 6.D.10 below, where there is no feasible less environmentally-damaging alternative, and where feasible mitigation measures are provided. ☞
- 6.B.15.** Direct, untreated runoff of pollutants and siltation into wetland areas from development shall be prohibited. Development shall be designed in such a manner that pollutants and siltation will not significantly adversely affect the value or function of wetlands. ☞

- 6.B.16.** Otherwise permissible wetland development shall be required to avoid and/or mitigate wetland loss through any combination of the following, in descending order of desirability:
1. Avoidance of dredging, diking, filling, or other direct, indirect or cumulative impacts to wetland habitat; or
  2. Where avoidance is not feasibly possible, minimization of impacts on the resource to levels of insignificance through the inclusion of all feasible mitigation measures; and
  3. Compensatory replacement of the affected wetland at appropriate replacement ratios pursuant to an approved restoration and monitoring plan. ☞
- 6.B.17.** Compensatory replacement for a wetland loss shall achieve a level of replacement functionally and spatially equal to or greater to that of the wetland lost. Any replacement mitigation project shall be evaluated according to the following criteria:
1. On-site mitigation shall be preferred to off-site, in-kind mitigation shall be preferred to out-of-kind, and mitigation that provides for the same function and values as that of the lost wetlands is favored over replacement wetlands with dissimilar functions and values; and
  2. Replacement ratios may vary to the extent necessary to incorporate a margin of safety reflecting the expected degree of success associated with the mitigation plan to compensate for functional temporal losses associated with the lag time for establishing the replacement wetland, and depending on the relative functions and values of those wetlands being lost and those being supplied pursuant to an approved mitigation and monitoring plan. ☞

### **Riparian Vegetation Policies**

- 6.B.18.** Development within riparian vegetation ESHA shall be limited to the following uses:
- Resource Dependent Uses. Uses which by their inherent nature require location within an ESHA;
  - Restoration projects where the primary purpose is restoration of the habitat;
  - Invasive plant eradication projects if they are designed to protect and enhance habitat values; and
  - Pipelines and utility lines installed beneath the ESHA using directional drilling techniques designed to avoid significant disruption of habitat values. ☞

- 6.B.19.** Development in Riparian Vegetation ESHA Buffers shall be limited to the following uses:
- Uses allowed in the adjacent Riparian Vegetation ESHA pursuant to Policy 6.B.20;
  - Uses allowed in the adjacent Coastal Wetlands ESHA pursuant to Policy 6.D.1;
  - Buried pipelines and utility lines;
  - Bridges; and
  - Drainage and flood control facilities.
- 6.B.20.** Unavoidable impacts associated with modifications of stream habitat for otherwise permissible channelization, damming, or other substantial alterations, shall be mitigated on-site with in-kind habitat replacement or elsewhere in the stream system through stream or riparian habitat restoration work pursuant to an approved restoration and monitoring plan. ☞

### **Rare Plant Habitat Policies**

- 6.B.21.** As an initial screening tool, the California Natural Diversity Database, “RareFind” utility and other similar tabulated and mapping resources shall be used in the review of development proposals to assess the need for detailed biological assessments at proposed project sites.
- 6.B.22.** Upon a finding that a resource dependent use at a project site containing rare plant ESHA cannot be feasibly sited or designed to avoid the plants or their habitat, approval of the development shall be conditioned upon the permittee participating in a rare plant mitigation, management, and monitoring program with the California Department of Fish and Game and/or the U.S. Fish and Wildlife Service, as applicable to the affected species habitat.

### **Other Initiatives**

- The City shall encourage the California Department of Fish and Game to carefully monitor recreational activities at or near tidepools and tidal flats to insure the continued viability of these habitats. ☞
- The City shall cooperate with the State to prohibit the collecting of all tidepool organisms with exceptions for scientific purposes on a permit basis. ☞
- In order to ensure the continued productivity of intertidal areas, the City shall continue to work with the State to regulate vehicle access in the intertidal zone. ☞

- The City shall support preservation, restoration, and enhancement of the habitats of State or Federally listed rare, threatened, endangered, and/or other special status species.
- The City should recognize and encourage the various uses of wildlife and their habitat, including such activities as passive watching, scientific studies, educational purposes, and hunting and fishing.
- The City shall continue to consult with the California Department of Fish and Game for identification and protection of rare, threatened, and endangered plant species that may be adversely affected by public or private development projects.
- The City should provide for diversified recreational use of fish and wildlife while providing preservation of their habitat.
- The City should seek funding to reestablish riparian vegetation in selected stream corridors.

## **6.C. WATER RESOURCES**

**Goal 6.C.1.** To protect and enhance the natural qualities of Crescent City's streams, creeks, and groundwater, and the aquatic resources therein, and to ensure sufficient water supplies of good quality for all beneficial uses.

### **Policies**

- 6.C.1** The City shall ensure that the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health are maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.
- 6.C.2.** All subsurface water shall be maintained at a high level of quality to ensure the safety of public health.
- 6.C.3.** Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes), to the maximum extent practicable as defined herein.
- 6.C.4.** Development shall be designed and managed to minimize increases in stormwater runoff volume and rate, to the maximum extent practicable, to avoid adverse impacts to coastal waters.

- 6.C.5.** Implementation of approved management measures specified for urban areas approved by the State Water Resource Control Board and California Coastal Commission's Nonpoint Source Pollution Control Program to minimize polluted runoff from construction activities and land use activities shall be required of all new development to ensure the safety of public health and the biological productivity of coastal waters.
- 6.C.6.** Use of feasible and practical best management practices (BMPs) to protect streams and other coastal waters from the adverse effects of construction activities, urban runoff, and agricultural activities shall be required as part of the authorization of new development.
- 6.C.7.** Long-term post-construction Best Management Practices (BMPs) that protect water quality and minimize increases in runoff volume and rate shall be incorporated in the project design of developments in the following order of priority:
- i. Site Design BMPs: Project design features that reduce the creation or severity of potential pollutant sources, or reduce the alteration of the project site's natural stormwater flow regime. Examples are minimizing impervious surfaces, preserving native vegetation, and minimizing grading.
  - ii. Source Control BMPs: Methods that reduce potential pollutants at their sources and/or avoid entrainment of pollutants in runoff, including schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices. Examples are covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.
  - iii. Treatment Control BMPs: Systems designed to remove pollutants from stormwater, by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples are vegetated swales, detention basins, and storm drain inlet filters.

Site Design BMPs may reduce a development's need for Source and/or Treatment Control BMPs, and Source Control BMPs may reduce the need for Treatment Control BMPs. Therefore, all development shall incorporate effective post-construction Site Design and Source Control BMPs, to minimize adverse impacts to water quality and coastal waters resulting from the development to the maximum extent practicable.

If the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters consistent with Policies 6.C.1, through 6.C.4., development shall also incorporate post-construction Treatment Control BMPs. Developments of Water Quality Concern (see Policy 6.C.10.) are presumed to require Treatment Control BMPs. Treatment Control BMPs may

include, but are not limited to, biofilters (e.g., vegetated swales or grass filter strips), bioretention, infiltration trenches or basins, retention ponds or constructed wetlands, detention basins, filtration systems, storm drain inlet filters, wet vaults, or hydrodynamic separator systems.

**6.C.8.** Development projects shall incorporate Low Impact Development (LID) techniques in order to minimize development impacts of stormwater to coastal waters, qualitatively and quantitatively, unless a credible and compelling explanation is provided as to why such features are not feasible and/or appropriate. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices, including minimizing impervious surfaces, infiltrating stormwater close to its source, and preservation of permeable soils and native vegetation. LID techniques include, but are not limited to, the following:

a. Development shall be sited and designed to preserve the infiltration, purification, detention, and retention functions of natural drainage systems that exist on the site, to the maximum extent practicable. Drainage shall be conveyed from the developed area of the site in a non-erosive manner.

b. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, to the maximum extent practicable. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).

c. Development shall maintain or enhance, where appropriate and feasible, on-site infiltration of stormwater runoff, in order to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff flow, and minimize transport of pollutants. Alternative management practices shall be substituted where the review authority has determined that infiltration BMPs may result in adverse impacts, including but not limited to where saturated soils may lead to geologic instability, where infiltration may contribute to flooding, or where regulations to protect groundwater may be violated.

d. Development that creates new impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas in order to maintain or enhance, where appropriate and feasible, on-site stormwater infiltration capacity.

e. To enhance stormwater infiltration capacity, development applicants shall use permeable pavement materials and techniques (e.g., paving blocks, porous asphalt, permeable concrete, and reinforced grass or gravel), where appropriate

and feasible. Permeable pavements shall be designed so that stormwater infiltrates into the underlying soil, to enhance groundwater recharge and provide filtration of pollutants.

**6.C.9.** All development that requires a coastal grading/development permit shall submit a plan to control post-construction stormwater runoff flows, and maintain or improve water quality (“Post-Construction Stormwater Plan”). This plan shall specify Site Design, Source Control, and if necessary, Treatment Control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction.

**6.C.10.** Developments of Water Quality Concern, defined as those types and classes of development that have the potential for adverse coastal water quality impacts due to the development size, type of land use, impervious site coverage, or proximity to coastal waters, shall be subject to additional requirements for design and implementation of post-construction treatment control BMPs in order to minimize stormwater pollution and protect coastal waters.

Developments of Water Quality Concern include the following:

- a. Development of housing consisting of ten or more dwelling units.
- b. Any development where 75% or more of the parcel will be impervious surface area.
- c. Any development that results in the creation, addition, or replacement of 10,000 square feet or more of impervious surface area.
- d. Development of parking lots with 5,000 square feet or more of impervious surface area that may contribute to stormwater runoff.
- e. New street, road, and highway facilities having 5,000 square feet or more of impervious surface area.
- f. Industrial park, commercial strip mall, or restaurant development with 5,000 square feet or more of impervious surface area.
- g. Development of commercial or industrial outdoor storage areas of 5,000 or more square feet, or as determined by the review authority based on the use of the storage area, where used for storage of materials that may contribute pollutants to the storm drain system or coastal waters.
- h. Development of vehicle service facilities (including retail gasoline outlets, commercial car washes, and vehicle repair facilities).
- i. All hillside development that will occur on slopes greater than 12 percent, located in areas with erodible soils.
- j. Development of heavy industrial sites.
- k. All development that will occur within 125 feet of the ocean or coastal

waters (including estuaries, wetlands, rivers, streams, and lakes), or that will discharge runoff directly to the ocean or coastal waters, if such development results in the creation, addition, or replacement of 2,500 square feet or more of impervious surface area. “Discharge directly” is defined as runoff that flows from the development to the ocean or to coastal waters that is not first combined with flows from any other adjacent areas.

1. Any other development determined by the Review Authority to be a Development of Water Quality Concern.

**6.C.11.** Land divisions, including subdivisions, lot splits, and lot line adjustments involving lots containing or within proximity to ESHA for which protective buffers are required, may only be approved if the resulting parcels contain adequate space to place all improvements (e.g., buildings, sewage disposal where applicable, and appurtenant structures) outside of areas required for watercourse and/or other ESHA buffer protection.

**6.C.12.** Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

(See Also Section 4.E Stormwater Drainage policies)

### **Other Initiatives**

- The City shall follow all existing and future Federal and State water quality standards.
- The City shall encourage community programs (e.g., fish hatcheries, habitat rehabilitation) designed to improve the quality of fisheries and other water resources.
- The City shall promote both the protection and restoration of water quality and coastal waters. Water quality degradation can result from a variety of factors, including but not limited to the introduction of pollutants, increases in runoff volume and rate, generation of non-stormwater runoff, and alteration of physical, chemical, or biological features of the landscape.
- The City shall encourage public outreach and education about the water quality impacts of development. The City shall coordinate with other agencies in the watershed area, as feasible, to develop public education programs on urban runoff issues and the appropriate roles of individuals, businesses, and government in the implementation of BMPs for pollution prevention.

- The City shall ensure that municipal maintenance activities and other public projects not requiring a Coastal Development Permit also integrate appropriate BMPs to protect water quality and coastal waters.
- The City reserves the right to inspect and evaluate the effectiveness of installed construction-phase BMPs, and to require that additional BMPs be implemented if the installed BMPs are not effective in minimizing impacts to water quality and coastal waters.

#### **6.D PERMISSIBLE DIKING, DREDGING, AND FILLING OF OPEN COASTAL WATERS AND WETLANDS, AND CONSTRUCTION OF SHORELINE STRUCTURES**

##### **Goals**

- 6.D.1.** To establish provisions for limited, Coastal Act-consistent development within certain specified types of Environmentally Sensitive Habitat Areas.

##### **Policies**

- 6.D.1.** The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this coastal land use plan, only where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
- New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
  - Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
  - In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded 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 purposes.
  - Nature study, aquaculture, or similar resource dependent activities.

The more specific permissible use provisions of this policy shall control over the more general use provisions for other types of ESHA identified in Policies 6.B.1. through 6.B.24.

**6.D.2.** Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment (as determined by appropriate bio-chemical contaminant and physical material properties screening assessments) shall be used for such purposes to appropriate beaches or into suitable long shore current systems.

**6.D.3.** Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. “Existing structure” means a structure in existence on March 14, 2001. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

**6.D.4.** Channelizations, dams, or other substantial alterations of rivers and streams, including those within Elk Creek and the McNamara annexation, shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects, (2) flood control projects 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, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

The more specific permissible use provisions of this policy shall control over the more general use provisions for other types of ESHA identified in Policies 6.B.1. through 6.B.24.

**6.D.5.** The reuse of any dredged sand shall conform with any sand management program certified and approved by the California Coastal Commission and subject to the following considerations:

1. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.
2. To facilitate the continued delivery of sediments of appropriate physical (greater than 80 percent sand content) and chemical (not containing elevated levels of hazardous substances) composition to the littoral zone, whenever feasible, the material removed from erosion and flood control facilities may be placed at appropriate points on the shoreline in

accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects.

3. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

**6.D.6.** Any new recreational boating marina development proposed in the vicinity of the B Street Pier shall provide for a single-wide roadway on top of the jetty.

**6.D.7.** The extraction of sand and gravel may only be permitted if located outside of environmentally sensitive areas, if all feasible mitigation measures are provided, and where there is no less environmentally damaging feasible alternative.

## **SECTION 7 HEALTH & SAFETY**

This section contains the goals, policies, and programs that set the basic framework for the protection of public health and safety related to natural and man-made safety hazards. This section includes goals, policies, and programs addressing the following subjects:

- **7.A.** Hazards in General;
- **7.B.** Geologic Hazards; and
- **7.C.** Flooding Hazards

### **7.A. GENERAL**

#### **Goals**

**Goal 7.A.1.** To establish provisions for the investigation of the potential for new development to expose persons and property to injuries and damages associated with geologic, flood, and wildfire hazards.

#### **Policies**

**7.A.1.** New development shall minimize risks to life and property in areas of high geologic, flood and fire hazard, assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction

of protective devices that would substantially alter natural landforms along bluffs and cliffs.

- 7.A.2.** Proposed development shall be evaluated based on site-specific hazard information and the environmental hazards identified in this element and in other current information sources, including but not limited to, FEMA Flood Insurance Rate Maps, California Geological Survey Geohazard Maps, U.S. Geological Survey (USGS) Assessment of Sandy Beaches, USGS Assessment of Rocky Shorelines, California Department of Forestry and Fire Protection Fire Hazard Severity Zone Maps, and U.S. Army Corps of Engineers, California Emergency Management Agency Tsunami Run-up maps, and the Pacific Institute's Coastal Erosion and Flooding Maps. Low intensity/occupancy uses (such as open space, easy to evacuate recreational facilities including campgrounds and recreational vehicle parks) shall be preferred in hazard areas when feasible.
- 7.A.3.** The best available and most recent scientific information with respect to the effects of long-range sea level rise shall be considered in the preparation of findings and recommendations for all requisite geologic, geo-technical, hydrologic, and engineering investigations. Residential and commercial development at nearshore sites shall analyze potential coastal hazards from erosion, flooding, wave attack, scour and other conditions, for a range of potential sea level rise scenarios, from three to six feet per century. The analysis shall also consider localized uplift or subsidence, local topography, bathymetry, and geologic conditions. A similar sensitivity analysis shall be performed for critical facilities, energy production and distribution infrastructure, and other development projects of major community significance using a minimum rise rate of 4.5 feet per century. These hazards analyses shall be used to identify current and future site hazards, to help guide site design and hazard mitigation and identify sea level rise thresholds after which limitations in the development's design and siting would cause the improvements to become significantly less stable. For design purposes, projects shall assume a minimum sea level rise rate of 3 feet per century and critical infrastructure shall assume 4.5 feet per century; greater sea level rise rates shall be used if development is expected to have an economic life greater than 100 years, if development has few options for adaptation to sea level higher than the design minimum, or if the best available and most recent scientific information supports a higher design level.
- 7.A.4.** Any construction contemplated on filled areas shall be preceded by an analysis of the fill and its capabilities and limitations.

## **7.B. GEOLOGIC HAZARDS**

### **Goals**

**Goal 7.B.1.** To minimize the loss of life, injury, and property damage due to seismic hazards.

### **Policies**

- 7.B.1.** All ocean front and blufftop development shall be sized, sited and designed to minimize risk from wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.
- 7.B.2.** Applications for development located in or near an area subject to geologic hazards, shall be required to submit a geologic/soils/geotechnical study that identifies all potential geologic hazards affecting the proposed project site, all necessary mitigation measures and demonstrates that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. Such study shall be prepared consistent with the requirements of Coastal Zoning Code.
- 7.B.3.** Blufftop Setback. All development located on a blufftop shall be setback from the bluff edge a sufficient distance to ensure that it will be stable for a projected 100-year economic life. Stability shall be defined as maintaining a minimum factor of safety against sliding of 1.5 (static) or 1.1 (pseudostatic). This requirement shall apply to the principal structure and accessory or ancillary structures. Slope stability analyses and erosion rate estimates shall be performed by a qualified Certified Engineering Geologist (CEG), Registered Civil Engineers (RCE), Geotechnical Engineer (GE) or a group of the aforementioned specialists approved by the City, with expertise appropriate to the site and anticipated hazard conditions.
- 7.B.4.** Siting and design of new blufftop development and shoreline protective devices shall take into account anticipated future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered. Development shall be set back a sufficient distance landward and elevated to a sufficient foundation height to eliminate or minimize to the maximum extent feasible hazards associated with anticipated sea level rise over the expected 100-year economic life of the structure, taking into consideration the 100-year storm event and storm surge.
- 7.B.5.** New development on ocean fronting parcels shall only be approved with conditions requiring that no shoreline protective structure be allowed to be constructed in the future to protect the development from bluff erosion. Prior to the issuance of a coastal development permit for the development, a deed

restriction acceptable to the Planning Director shall be recorded memorializing the prohibition on future shoreline protective structures.

**7.B.6.** Land divisions, including subdivisions, lot splits, lot line adjustments, and conditional certificates of compliance that create new shoreline or blufftop lots, shall not be permitted unless the land division can be shown to create lots which can be developed safe from geologic hazard and without requiring a current or future bluff or shoreline protection structure. No new lots shall be created that could require shoreline protection or bluff stabilization structures at any time.

**7.B.7.** Where feasible, lands subject to severe geologic hazards shall be utilized for low intensity park and recreational activities or open space.

### **Other Initiatives**

- The City should require all public and private schools within the City to undergo periodic inspections and upgrading, when necessary, to ensure conformity to current Field Act Standards.
- The City shall petition appropriate Federal and State agencies to aid in a study of coastal bluff erosion and its impact on the Crescent City Harbor. The study should include:
  - the source of harbor deposition material, specifically the impact of beach erosion north of Battery Point;
  - the impact harbor deposition has on beach sand replenishment south of Crescent City Harbor;
  - the impact of harbor dredging practices on the former hospital site west of Front and A St.;
  - the impact of harbor dredging on potential tsunamis hazard;
  - the direct and indirect costs of harbor dredging to the City; and
  - the economic benefit of harbor dredging to the City.

Additionally, the City should request of the U.S. Army Corps of Engineers a more detailed study of the critical coastline erosion areas in and adjacent to Crescent City, to ascertain the feasibility of installing seawalls, as recommended by the Corps.

### **7.C. FLOODING HAZARDS**

**Goal 7.C.** To minimize the loss of life, injury, and property damage due to flooding hazards.

## Policies

- 7.C.1.** New development proposed for construction in low-lying coastal areas, those in the zone of possible run-up, be designed in accordance with recommendations developed from the investigations conducted pursuant to Policies 7.A.2. and 7.A.3.
- 7.C.2.** New residential subdivisions situated within historic and modeled tsunami inundation hazard areas, such as depicted on the tsunami hazard maps described in 7.C.1. above, shall be designed and sited such that the finished floor elevation of all new permanent residential units are constructed with one foot of freeboard above the maximum credible runup elevation as depicted on the most recent government prepared tsunami hazards maps, or as developed by local agency modeling, whichever elevation is greater, taking into account sea level rise rates of 3 to 6 feet per century. For tsunami resilient design purposes, a minimum sea level rise rate of 3 feet per century shall be used when combined with a maximum credible tsunami condition. Additionally, all such structures containing permanent residential units shall be designed to withstand the hydrostatic and hydrodynamic loads and effects of buoyancy associated with inundation by storm surge and tsunami waves up to and including the tsunami runup depicted on the tsunami hazard maps, without experiencing a catastrophic structural failure. For purposes of administering this policy, “permanent residential units” comprise residential units intended for occupancy as the principal domicile of their owners, and do not include timeshare condominiums, visitor-serving overnight facilities, or other transient accommodations.
- 7.C.3.** All new development entailing the construction of structures intended for human occupancy, situated within historic, modeled, or mapped tsunami inundation hazard areas, shall be required to prepare and secure approval of a tsunami safety plan. The safety plan shall be prepared in coordination with the Del Norte County Department of Emergency Services, Sheriff’s Office, and City or Tribal public safety agencies, and shall contain information relaying the existence of the threat of tsunamis from both distant- and local-source seismic events, the need for prompt evacuation upon the receipt of a tsunami warning or upon experience seismic shaking for a local earthquake, and the evacuation route to take from the development site to areas beyond potential inundation. The safety plan information shall be conspicuously posted or copies of the information provided to all occupants. No new residential land divisions shall be approved unless it be demonstrated that either: (a) timely evacuation to safe higher ground, as depicted on adopted tsunami hazard maps, can feasibly be achieved before the predicted time of arrival of tsunami inundation at the project site; or (b) the development is designed to incorporate structural resiliency and modeled inundation freeboard features to allow for occupants to vertically evacuate and “shelter-in-place” on upper floors or roof areas.

## APPENDIX A

### POLICY DOCUMENT GLOSSARY

**Annex, v.** - To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

**Aquaculture** - That form of agriculture devoted to the propagation, cultivation, maintenance, and harvesting of aquatic organisms in marine, brackish, and fresh water, including, but not limited to: fish, shellfish, mollusks, crustaceans, kelp, and algae. Aquaculture does not include species of ornamental marine or freshwater plants and animals not utilized for human consumption or bait purposes that are maintained in closed systems for personal, pet industry, or hobby purposes. Neither does aquaculture mean the culture and husbandry of commercially utilized inland crops, including, but not limited to: rice, watercress, and bean sprouts.

**Archaeological** - Relating to the material remains of past human life, culture, or activities.

**Biological Productivity** - Biological productivity generally refers to the amount of organic material produced per unit time.

**Building** - Any structure used or intended for supporting or sheltering any use or occupancy.

**California Environmental Quality Act (CEQA)** - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

**Caltrans** - California Department of Transportation.

**City** - City with a capital "C" generally refers to the City of Crescent City government or administration. City with a lower case "c" generally refers to the geographical area of the city, both incorporated and unincorporated territory (*e.g.*, the city bikeway system).

**Coastal-Dependent Development** – Any development or use which requires a site on, or adjacent to, the sea to be able to function at all.

**Coastal Highly Scenic Areas** - Coastal highly scenic areas are those coastal areas designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation or similar settings consisting of both natural habitat and ocean vistas.

**Coastal-Related Development** - Any use that is dependent on a coastal-dependent development or use.

**Coastal Scenic Areas** - Coastal scenic areas are these locally designated coastal vista points, coastal scenic view corridors, and coastal historic scenic resources described in Table 5-3. The specific key viewshed characteristics of which are identified therein and consist of one or more of the following criteria:

1. Broad views of special natural interest to the general public (e.g., Pacific Ocean, off-shore rocks, seacliffs, territorial views of State or National parks);
1. Broad views of distinctive scenes resulting from unique contrasts or diversity between land use and/or landscape patterns (e.g., harbor activities and ocean, urban development and landscape); and
2. Views of special cultural features (e.g., historical structures, significant public works structures, unique maritime settings).

**Coastal View Corridor** - A coastal view corridor is an extended coastal area along which a pedestrian or vehicle traveler may view scenic resources as described in Table 5-3 and shown in Figure 5-3.

**Coastal Vista Point** - A coastal vista point is a specific coastal location where scenic resources may be viewed from a stationary setting, as described in Table 5-3 and shown on Figure 5-3.

**Coastal Zone, California** - That area of the county under the jurisdiction of the California Coastal Act as set forth by Public Resources Code Section 30103 and as delineated by the Local Coastal Program prepared pursuant to the Act.

**Collector** - Relatively-low-speed, street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

**Compatible** - Capable of existing together without conflict or ill effects.

**Conservation** - The management of natural resources to prevent waste, destruction, or neglect.

**Consistent** - Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

**County** - County with a capital "C" generally refers to the government or administration of a county, in the case of the Crescent City General Plan, Del Norte County. County with a lower case "c" generally refers to the geographical area of the county (e.g., the unincorporated county).

**Density, Residential** - The number of permanent residential dwelling units per “net” acre of land.

**Developable Acres, Net** - The portion of a site that can be used for density calculations. For instance, public or private road rights-of-way are not included in the net developable acreage of a site.

**Developable Land** - Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

**Developed** - Developed with a structure that is a principal or conditional use permitted under a parcel’s land use designation.

**Development** - On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act, and any other division of land, including lot splits; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’berg-Nejedly Forest Practices Act of 1973.

**Dredge Spoils** - Solid material, such as sand, silt, clay, or rock deposited municipal discharges, that is removed from the bottom of a water body to improve navigation.

**Dredge, v** - To remove mud or silt from the bottom of a water body using a large machine or implement.

**Duplex** - A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

**Dwelling Unit** - A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Encourage, v.** - To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

**Endangered Species** - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Energy Facility** - Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

**Enhance, v.** - To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

**Environmental Impact Report (EIR)** - A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

**Environmentally Sensitive Habitat Area (ESHA)** – Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities or developments.

**Estuary** - A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by fresh water runoff from the land.

**Expressway** - A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

**Feasible** - Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

**Fill** - Earth or other substance of material, including piling, placed for the purpose of erecting structures thereon.

**Floor Area Ratio (FAR)** - The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.00 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.50 would allow 15,000 sq. ft. of floor area; an FAR of 2.00 would allow 20,000 sq. ft.; and an FAR of 0.50 would allow only 5,000 sq. ft.

**Freeway** - A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators.

**Geological** - Pertaining to rock or solid matter.

**Geologic Hazards** - Include the following:

1. Seismic hazard areas delineated on fault maps as subject to potential surface rupture, on soil maps indicating materials particularly prone to shaking or liquefaction, and in local and regional seismic safety plans;
2. Tsunami runup areas identified on U.S. Army Corps

- of Engineers 100-year recurrence maps, by other scientific or historic studies, and other known areas of tsunami risk;
3. Landslide hazard areas delineated on slope stability maps and in local and regional geologic or safety plans;
  4. Beach areas subject to erosion; and,
  5. Other geologic hazards such as expansive soils and subsidence areas.

**Goal** -The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

**Harbor District** - A special district, governed by the Harbor commission , with jurisdiction over the Crescent City Harbor.

**Home Occupation** - The conduct of business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property.

**Household** - All those persons--related or unrelated--who occupy a single housing unit.

**Housing Unit** - The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a manufactured home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

**Implementation Program** - An action, procedures, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

**Infill Development** - Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

**Infrastructure** - Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

**Lateral Access** - A recorded dedication or easement granting to the public the right to pass and repass over dedicator's real property generally along the shoreline from the mean high tide line or the crest of the parallel bluff. Lateral accessways should be used for public pass and repass and passive recreational use, unless specified otherwise.

**Levee** - A bank constructed to control or confine flood waters.

**Level of Service (LOS)** - A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service.

**Local Agency Formation Commission (LAFCo)** - The countywide commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

**Local Transportation Commission** - The Del Norte County Local Transportation Commission is designated as the Regional Transportation Agency and is responsible for producing major transportation documents such as the Regional Transportation Plan, Bicycle Facilities Plan, and Comprehensive Transit Service Plan.

**Maximum Extent Practicable (MEP)** – MEP is the standard for implementation of storm water management programs to reduce pollutants in storm water based on Clean Water Act § 402(p)(3)(B)(iii), to wit, "...controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques and system, design and engineering methods, and such other provisions as the Administrator or the State determines appropriate for the control of such pollutants." Also, see California Water Resources Control Board Order WQ 2000-11, page 20 and *Defenders of Wildlife v. Browner*, 191 F.3d 1159 (9<sup>th</sup> Cir. 1999).

**Minimize, v.** - To reduce or lessen, but not necessarily to eliminate.

**Mitigate, v.** - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

**Mixed-use** - Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

**Multiple Family Building** - A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

**Neighborhood Park** - City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

**Parcel** - A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

**Peak Hour/Peak Period** - For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

**Person** - Any individual, organization, partnership, or other business association or corporation, including any utility, and any federal, state, local government, or special district or an agency thereof.

**Planning Area** - The Planning Area is the land area addressed by the General Plan.

**Policy** -A specific statement in text or diagram guiding action and implying clear commitment.

**Public and Quasi-Public Facilities** - Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

**Public Works** -

1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
3. All publicly financed recreational facilities and any development by a special district.
4. All community college facilities.

**Rare or Endangered Species** - A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

**Reclamation** - The reuse of resources, usually those present in solid wastes or sewage.

**Residential, Multiple Family** - Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

**Residential, Single-family** - A single dwelling unit on a building site.

**Right-of-way** - A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

**Riparian Vegetation** - Vegetation commonly occurring adjacent to stream and river banks characterized by dense growth of trees and shrubs such as willows, alders, cottonwood, wax myrtle, big leaf maple, California laurel, red elderberry, etc.

**River or Stream** - A natural watercourse as designated by a solid line or dash and three dots symbol shown on the United States Geological Survey map most recently published, or any well-defined channel with distinguishable bed and bank that shows evidence of having contained flowing water as indicated by scourer deposit of rock, sand gravel, soil, or debris.

**Sea** - The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean,

excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

**Second Unit** - A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

**Seismic** - Caused by or subject to earthquakes or earth vibrations.

**Streetscape** - Streetscape refers to the built and natural elements along a road or street. These elements generally include street furniture (i.e., benches), landscaping, water features (i.e., drinking fountains), bus shelters/canopies, kiosks, lighting features, railing/fencing, walls, and litter bins.

**On-site Sewage Treatment/Disposal Systems** - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. On-site (septic) systems are often used for individual-home waste disposal where an urban sewer system is not available.

**Shall** - That which is obligatory or necessary.

**Should** - Signifies a directive to be honored if at all feasible.

**Single-family Dwelling, Attached** - A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

**Single-family Dwelling, Detached** - A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

**Site** - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

**Slope** - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

**Soil** - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

**Solid Waste** - Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.

**Special District** - Any public agency other than a local government formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. "Special District" includes, but is not limited to, a county

service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefitting that area.

**Sphere of Influence** - The probable ultimate physical boundaries and service area of a local agency (City or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

**Standard** -A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

**Stream Transition Line** - That line closest to a stream where riparian vegetation is permanently established.

**Streets, Local** - Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

**Structure** - Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

**Subdivision** - The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

**Subsidence** - The gradual settling or sinking of an area with little or no horizontal motion.

**Support Facilities** - Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs, lighting, benches, trash receptacles, public telephones, restrooms, showers, bike security racks, public transit loading and unloading areas, parking areas, trail improvements, and fencing.

**Tsunami** - A large ocean wave generated by an earthquake in or near the ocean.

**Undevelopable** - Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

**Urban Boundary** - The urban boundary serves as the limit for which urban services such as sewer and water hookups may be extended.

**Use** - The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Zoning Ordinance and General Plan land use designations.

**Vacant** - Lands or buildings that are not actively used for any purpose.

**Vertical Access** - A recorded dedication or easement granting to the public the privilege and right to pass and repass over dedicator's real property from a public road to the mean high tide line. Vertical accessways should be used for pass and repass and passive recreational use, unless specified otherwise.

**VSC, the** - The VSC, which is an abbreviation for the land use designation Visitor Serving Commercial, refers to the geographic area that starts at the intersection of Front Street with L Street (southbound couplet of Highway 101, and runs south along Highway 101 between the highway and Sunset Circle to King Street, the five block portion of the Walton Docks Subdivision abutting on either the east side of the highway or Thompson Street, together with a separate area along the western and southern sides of Front and A Streets, respectively, between Third Street on the north, Battery Point Lighthouse Park on the south and C Street on the east. This area serves as the focus for visitor-serving commercial activities for the Crescent City area.

**Visitor-Serving Facilities** - Public or private developments that provide accommodations, food and services, including hotels, motels, campgrounds, restaurants, and commercial-recreation developments such as shopping, eating, and amusement areas for tourists.

**Watercourse** - Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

**Watersheds** - Regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

**Wetland** - Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. Wetlands shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats. For purposes of this definition, the upland limit of a wetland shall be defined as co-terminus with either: (1) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; (2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or (3) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not. For the purposes of this definition, the term "wetlands"

shall not include wetland habitat created by the presence of and associated with agricultural ponds and reservoirs where: (1) the pond or reservoir was in fact constructed by a farmer or rancher for agricultural purposes; and (2) there is no evidence (e.g., aerial photographs, historical survey, etc.) showing that wetland habitat pre-dated the existence of the pond or reservoir. Areas with drained hydric soils that are no longer capable of supporting hydrophytes shall not be considered wetlands.

**Zoning** - The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.