



Plan Princeton

Summary of Community Workshop #3: Preferred Plan

June 2015



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Summary of the Community Open House on the Preferred Plan

June 2015

Introduction

San Mateo County is preparing an update of the General Plan, Zoning Regulations, and Local Coastal Program for the Princeton area. The purpose of the Plan Princeton project is to provide policy, plan, and zoning amendments to help realize the community's vision for the future, ensuring that development enhances the community character and identity, supports the working waterfront, provides benefits and amenities for community residents, enhances coastal access, protects coastal resources, and is compatible with the airport layout and land use plan. A strong collaborative effort between stakeholders, community members, and decision-makers is essential to this process. Results of earlier community outreach, as well as all Plan-related documents, can be found at www.planprinceton.com.

Overview of the Open House

On Saturday April 11, 2015, the San Mateo County Planning and Building Department and San Mateo County District 3 Supervisor Don Horsley hosted an open house event for Plan Princeton. The event took place at the Half Moon Bay Yacht Club between 1 and 3 pm. The event provided an overview of the Preferred Plan and Policy Framework that have been developed to guide plan and zoning updates. The planning team was on hand to answer questions and meet with members of the community. The agenda for the Open House is provided in Appendix A. An estimated 90 people from Princeton and the Midcoast showed up to learn about and comment on the Preferred Plan. Open house materials were put on the project website, and community members were encouraged to provide comments online during the month following the open house.

The Preferred Plan and Policy Framework presented at the community open house are based on the feedback received from the community and from regulatory guidelines. Defining characteristics include extension of the Coastside Commercial Recreation (CCR) designation along two segments of Princeton Avenue, minimal change to other land use designations, improved circulation designed to meet the needs of different users, pedestrian- and bike-oriented streetscape improvements focused along the waterfront, an area-wide shoreline management strategy integrated with coastal access, potential areas for parks and a visitor/interpretive/community center, and protection of resources. The Preferred Plan includes policy framework for each issue area: Land Use and Community Design, Circulation and

Streetscape, Coastal Access and Shoreline Management, Parks and Public Facilities, and Conservation.

The open house began with a welcome from Supervisor Don Horsley, and a brief orientation to Plan Princeton and the open house format. For the remainder of the session, County Staff and consultants were available to talk with community members at each of six “stations” devoted to topic areas covered by the Preferred Plan. Staff used large flip charts to keep notes on comments they heard during discussions. Participants were also encouraged to place comments on presentation boards using post-it notes. Photographs of post-it note comments are included in Appendix B. While the open house materials and questions were posted on the project website, www.planprinceton.com, no additional online comments were provided during the month following the open house. The materials from the open house, including the presentation boards, continue to be available on the project website for reference.

Summary of Key Themes

Key themes emerged from the community’s feedback at the open house and are summarized below, by “station”. A transcript of all comments received is provided in Appendix C.

LAND USE

Maintain Local Character and Mix of Uses. As has been the case throughout the Plan Princeton process, comments reflected a desire to maintain fishing-related uses and the character of the waterfront district today. Some comments stated that Princeton should be a light industrial and fishing area, and argued that “dual zoning” that allows more visitor-oriented uses will have the result of higher-profit uses crowding out lower-profit ones. Another point of view was that the existing diversity of land uses, a combination of industrial, fishing, and visitor-serving, is desirable and provides economic stability for the area. Others recommended letting Princeton “evolve to better serve the community,” and envisioned marine educational uses as a good complement to marine business uses. There were also comments in favor of the allowance for caretaker units in the Waterfront zoning district, and for providing more live-work opportunities.

Designations on Princeton Avenue. Some comments questioned the Preferred Plan’s designation of two segments of Princeton Avenue as Coastside Commercial Recreation, separated by a segment designated Marine Industrial. Comments suggested that all blocks along Princeton should allow a mix of commercial recreation and marine industrial uses.

Maintain Small Scale of Development. One comment promoted the need to enforce setbacks and limit the height of development along Princeton Avenue to allow more visibility to the harbor. Other comments pointed to Harbor Village and Big Wave as the type of projects that must be avoided in the future, because their scale is not compatible with the community.

Preserve Open Space. Several comments pointed to areas on the Existing Zoning map where residential development should not be allowed: on Pillar Point Bluff, northwest of the airport, and on the Big Wave parcels. People wanted to see this land preserved for open space and habitat. Another comment said “enough open space! Support community businesses.”

Clean Up and Code Enforcement. Some comments pointed to the need to clean up the Princeton area and enforce the County's regulations.

CIRCULATION

One-Way Streets. A number of comments expressed a preference for two-way streets in Princeton. One commenter who did prefer one-way streets suggested that they should include only streets with college names and none of the others.

Accommodating Freight Traffic. A number of commenters expressed approval for the proposed truck route. One commenter noted that the lanes are too small to accommodate trucks and sidewalks. Other commenters noted that freight traffic will still need to move along Princeton Avenue in order to serve existing businesses there. Another commenter preferred to keep freight traffic off Princeton Avenue, especially as pedestrian use increases.

Bicycle and Pedestrian Access. Comments regarding the Parallel Trail along Highway 1 requested that it have the minimum amount of impact to farmland and that any crossings be creative and low-impact, and suggested that an alignment on the east side would be a better connection between the communities and safer for youth.

Some commenters were interested in seeing improvements to designated bike paths and lanes, such as separating bike lanes from traffic.

Comments on pedestrian access included a suggestion for a wide coastal trail along the southern side of Princeton Avenue, a request that there not be any asphalt used in paving pedestrian trails, and a request for a sidewalk or an alternative to existing pedestrian access between the bluffs and Princeton, along West Point Avenue, as it is currently dangerous for runners, walkers, and cyclists.

Signage. One commenter suggested a signage program for businesses, while another requested that signage be more "tasteful" and "elegant" as opposed to the large "institutional" highway signs.

Parking. One commenter suggested that there should be parking closer to the boardwalk area, while another felt it was important to remove the illegal no-parking signs. Another suggested that parking was needed for other vehicles, including kayaks and small boats requiring access to the shore from the water, and bicycles. Some commenters wondered whether there would be sufficient parking to accommodate any potential increase in visitors to the area.

Public Transportation and Shuttles. Some commenters wanted to see a public transit component to the circulation network, including a depiction of existing bus and shuttle services and any proposed services, and to see how transit would combine with the other circulation components.

Traffic Improvements. Commenters wanted to see either a traffic light or a roundabout at the north intersection of Capistrano Road and Highway 1. One comment suggested replacing the signal at the southern intersection of Capistrano Road and Highway 1 with a roundabout as well. Other comments included a request for a stop sign on Capistrano at Prospect Way, a note that

there is a choke point for congestion at Cypress Avenue and Highway 1, and a request to keep Big Wave construction traffic off of Cypress.

COASTAL ACCESS & SHORELINE MANAGEMENT

Vehicular Access. Some commenters noted that Vassar and West Point Avenues are popular for visitors bringing equipment for water sports, and that a circulation route that could accommodate shoreline drop-offs and walkable parking would be desirable. One comment wondered whether there would be enough parking for additional visitors drawn by the boardwalk and improved coastal access. One person stated that people living in the boats need vehicular parking and storage or parking for smaller craft like kayaks.

Pedestrian Access. Some commenters were positive about the proposed boardwalk along Capistrano Road. There was concern that shoreline access could affect the privacy of rooms at the Inn at Mavericks. It was suggested that the alignment could work if it were below the level of rooms and windows. There was also a question about whether access to the shoreline would be practical given the tides and the narrow beach. Other comments suggested a trail along Princeton Avenue, and street improvements along Princeton Avenue to attract visitors. Commenters were also interested in whether a beach access route would connect to the trail at Pillar Point.

Bike Access. One comment noted that although Capistrano Road is dangerous for cyclists, it is narrow and may not have room for a bike lane.

Shoreline Management. Many commenters were curious about what “shoreline stabilization” would mean in Princeton. Some wanted to know how beachfront properties would be protected from eventual sea level rise. There was also some opposition to any form of coastal armoring such as riprap and seawalls, and commenters stated that armoring leads to beach loss and increased erosion. Alternative suggestions included a sand pump and graceful retreat of development.

PARKS AND PUBLIC FACILITIES

Visitor Center. Comments related to the siting of a potential visitor center wondered whether the West Point Avenue location would be too far from the activity center near Capistrano, and suggested that Harbor Village could be an alternative site. One commenter asked if there would be enough parking to serve a visitor center.

Public Facilities. Commenters suggested a variety of public facilities to meet the needs of the Princeton community, including a maritime museum, a library or satellite library, a boatyard with a boatlift to support marine jobs, community garden plots, a bike share station with free bicycles, and restrooms. One comment emphasized that any community center should prioritize service for Midcoast residents, not visitors.

CONSERVATION

Only a few comments were provided at the Conservation station, and they had to do with cultural resources, sustainability, and agriculture. There was a suggestion to capture and recycle stormwater runoff for agricultural use, and employ composting public toilets to conserve water.

Appendix A: Open House Agenda



Community Workshop #3: Preferred Plan

APRIL 11TH, 2015
1 PM – 3 PM

HALF MOON BAY YACHT CLUB
214 PRINCETON AVENUE, HALF MOON BAY, CA

Program

- 1:00 **Workshop Begins**
- 1:30 **Welcome and Overview**
- 1:45 **Open House Continues.** Community members may visit any or all stations. Stations cover the following topic areas:
- Preferred Plan Overview
 - Land Use and Community Design
 - Circulation and Streetscape
 - Coastal Access and Shoreline Management
 - Parks and Public Facilities
 - Conservation
- 2:55 **Wrap-up:** Thank you for attending!
- CONTACT:** Summer Burlison
(650) 363-1815
sburlison@smcgov.org
www.PlanPrinceton.com

Por favor, mira al revés para español



Taller Comunitario N° 3: Plan Preferido

11 abril, 2015
1:00 PM – 3:00 PM

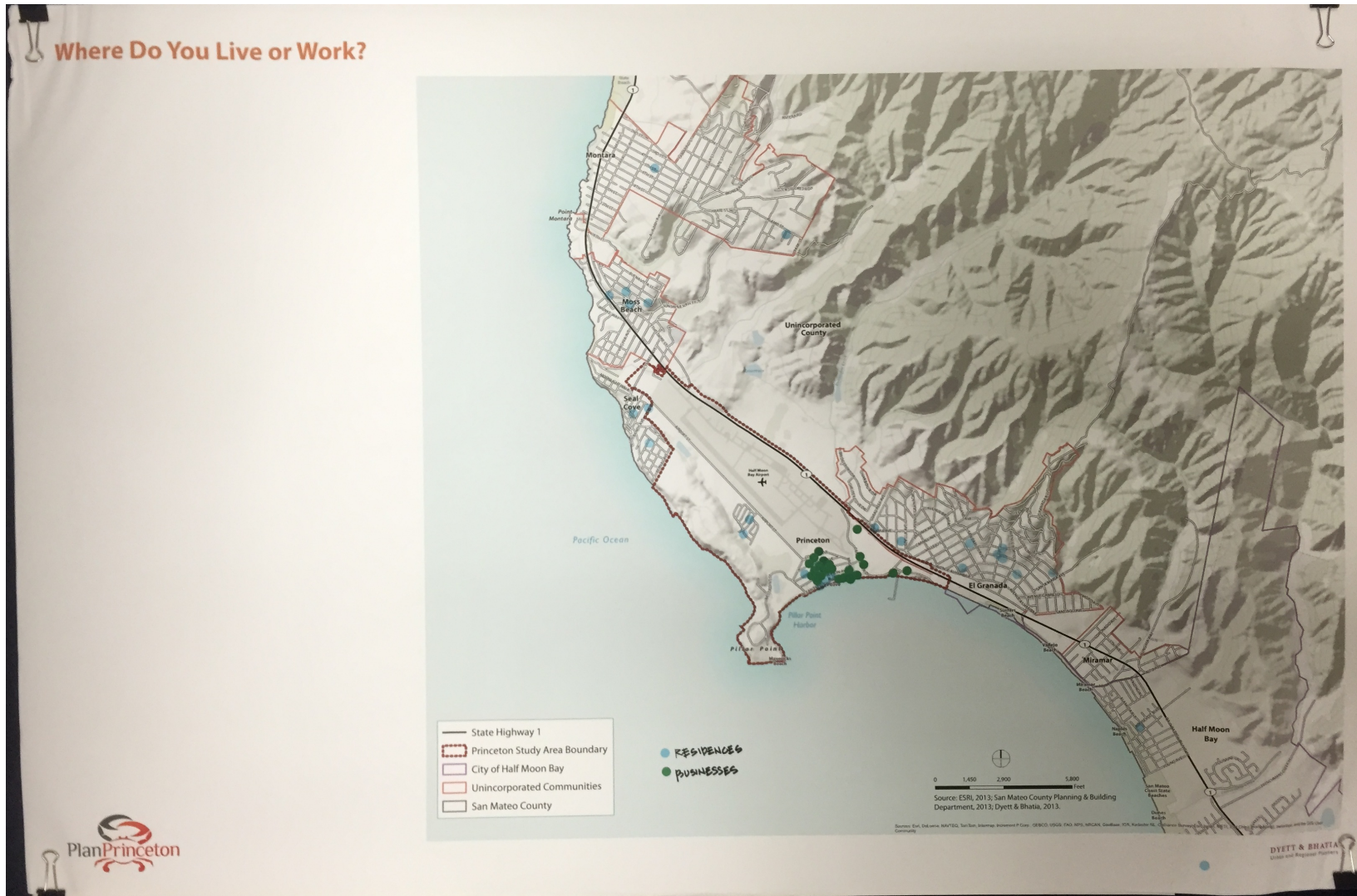
HALF MOON BAY YACHT CLUB
214 PRINCETON AVENUE, HALF MOON BAY, CA

Formato

- 1:00 El Taller Empieza
- 1:30 Bienvenida y Visión de Conjunto
- 1:45 **Continuación del Taller.** Miembros de la comunidad pueden visitar cualquiera o todas las estaciones. Estaciones incluyen los temas siguientes:
- Visión de Conjunto del Plan Preferido
 - Uso del Suelo y Diseño de la Comunidad
 - Circulación y Diseño de las Calles
 - Acceso a la Costa y Manejo de la Ribera
 - Parques y Facilidades Públicos
 - Conservación Ambiental
- 2:55 **Conclusión.** ¡Gracias por su presencia!
- CONTACTAR
CON:** Summer Burlison
(650) 363-1815
sburlison@smcgov.org
www.PlanPrinceton.com

Appendix B: Post-It Note Comments

Plan Princeton Community Workshop #3 Summary

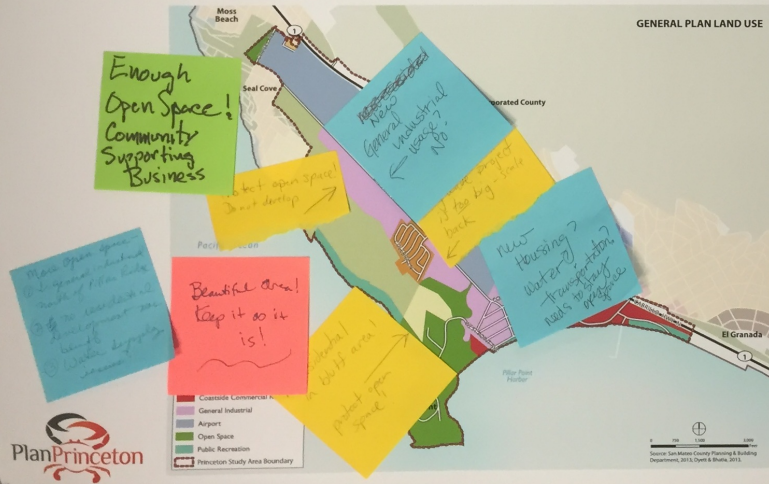


What is Plan Princeton?

Plan Princeton is an effort to update the land use plans, development polices and zoning regulations applicable to Princeton and its environs. The Plan will incorporate a set of policies, programs, and standards that form a blueprint for physical development and resource protection throughout the community.

Plan Princeton will:

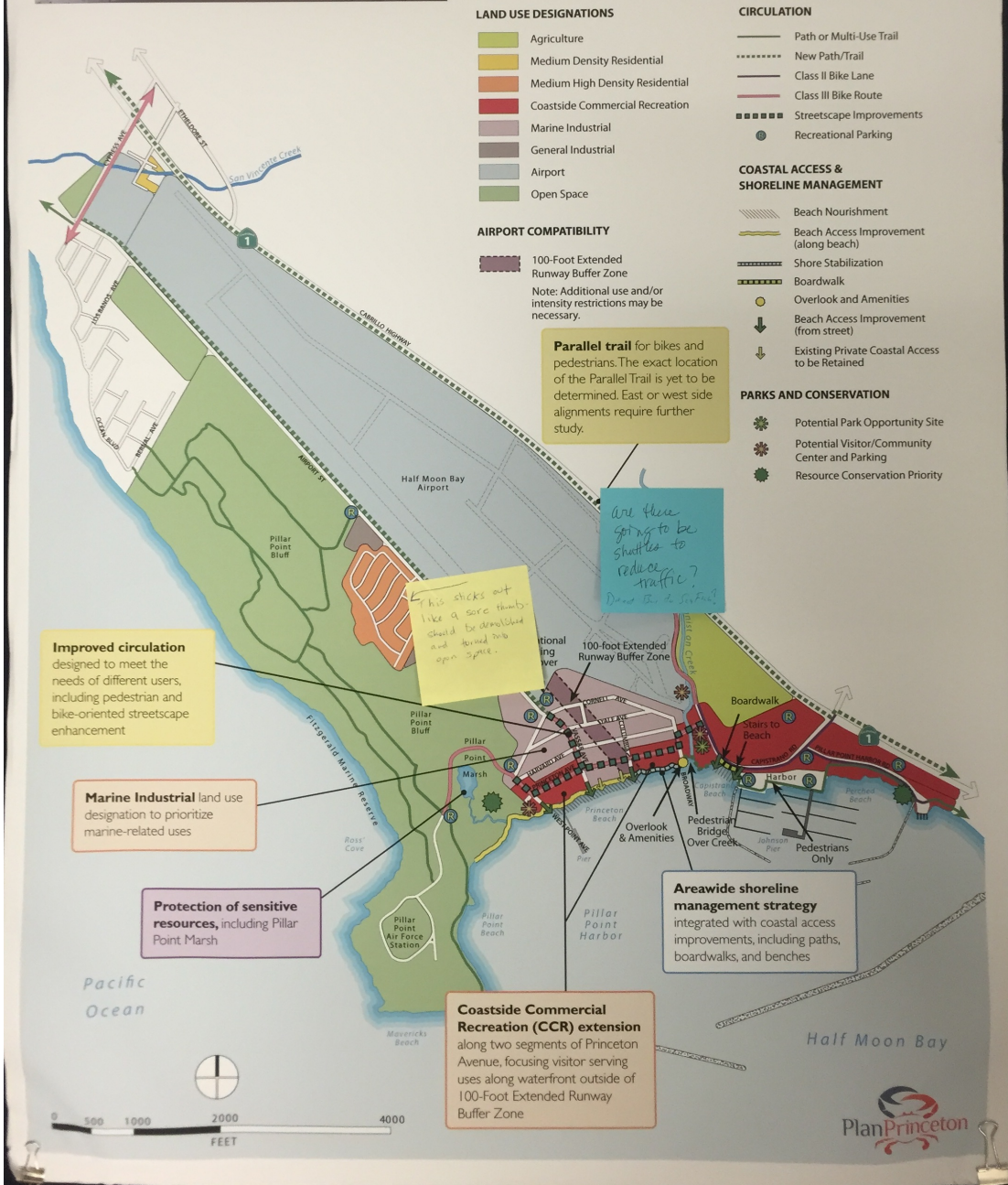
- Establish a long-range vision for the Princeton area and outline steps to achieve this vision
- Establish policies that guide Planning Commission and Board of Supervisors decision-making
- Provide a basis for judging whether new development projects align with Plan policies
- Encourage project designs that enhance the character of the community



Preferred Plan Overview



The unincorporated area of Princeton is undergoing a planning update prepared by San Mateo County, which includes updates to the General Plan, Zoning Regulations, and Local Coastal Program. The purpose is to provide policy, plan, and zoning amendments to help realize the community's vision for the future, re-evaluate land use policy, and provide clear direction to property owners and residents related to development and planning guidelines. Defining characteristics of the Preferred Plan are identified on the Preferred Plan map.



Preferred Plan Land Use Diagram



The Preferred Plan land use direction for Princeton includes:

- Refine the mix of allowed uses to increase flexibility and better align with Coastal Act priorities and market demand.
- Update development and design standards to ensure that future development maintains a small-scale character, through appropriate height and massing controls, including side setback to ensure views to the water.
- Design the land use map and regulations to ensure compliance with Airport Land Use Compatibility Zones' density and intensity criteria.
- Extend the Coastside Commercial Recreation designation to facilitate the development of coastal-related uses and visitor-oriented activities along the waterfront and in close proximity to visitor destinations such as the open space and beaches at Pillar Point Bluff.
- Create a new General Plan land use designation called Marine Industrial to correspond with the Waterfront (W) zoning district, and indicate a clear priority for marine-related uses.



Land Use Designations

COASTSIDE COMMERCIAL RECREATION

- Retail, recreational services, restaurants, visitor lodging, mixed use residential, coastal-related and coastal-dependent uses are a priority.
- Development standards ensure active use, pedestrian-oriented design, maintenance of neighborhood scale.
- Design guidelines apply.



Restaurants



Lodging



Commercial recreation

MARINE INDUSTRIAL

- Uses in shoreline area are limited to marine-related trades and services and other coastal-related uses including recreational uses.
- Light industrial and storage uses allowed on inland sites
- Caretakers' units allowed as accessory use, up to 25 percent of developed parcels in the district



Marine-related trades



Marine-related clubs and institutions



Marine-related outdoor storage

GENERAL INDUSTRIAL

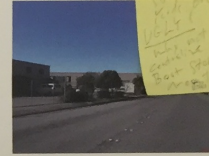
- General Industrial classification includes industrial, manufacturing and research and development



Light industrial



Manufacturing and assembly



Research and development

RESIDENTIAL

- Medium Density Residential: 6 to 9 units per acre; minimum parcel size of 5,000 square feet.
- Medium High Density Residential: 9 to 17 units per acre; no minimum parcel size.



Manufactured housing community



Single-family



Single-family

AIRPORT

- Airport and other uses that may be compatible with airport operations and safety and noise criteria



Half Moon Bay Airport



Airport-compatible uses

AGRICULTURE

- Lands used for or suitable for agriculture, and ancillary lands for protection of agriculture



Agriculture



Agriculture

OPEN SPACE

- Protected natural resources, outdoor recreation areas, agriculture, and areas where hazards may pose a risk to public.
- May include public land managed by park and recreation agency.



Pillar Point Marsh



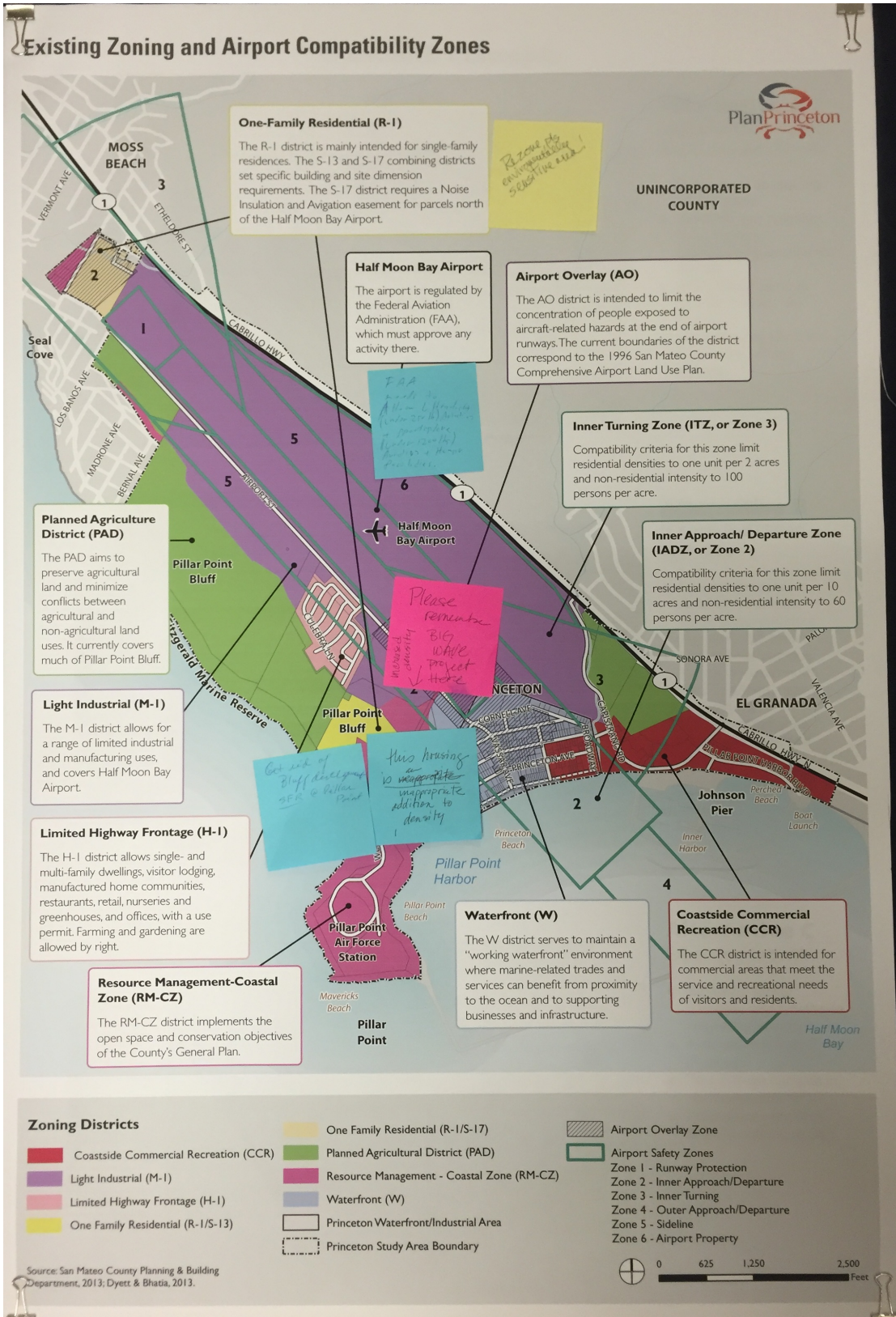
Outdoor recreation



Pillar Point Bluff

Note: Some photos are from outside the Planning Area.

Plan Princeton Community Workshop #3 Summary



Circulation Components

PEDESTRIAN CIRCULATION

Pedestrian-oriented street improvements would create an inviting route for Harbor area visitors to explore the Princeton waterfront area.



BIKE CIRCULATION

The Preferred Plan incorporates a parallel trail along Highway 1 and multiple connections into the Princeton area.



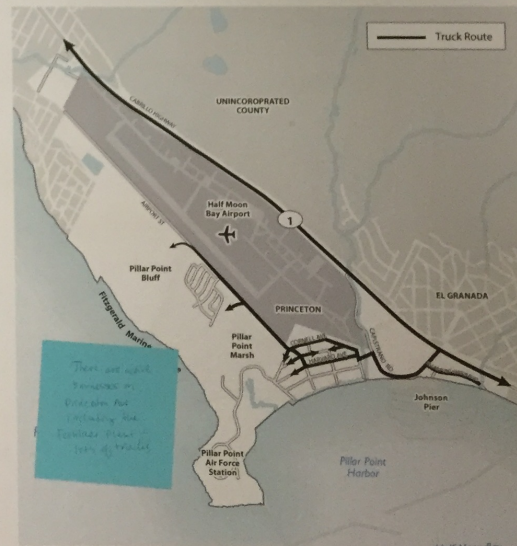
AUTO CIRCULATION

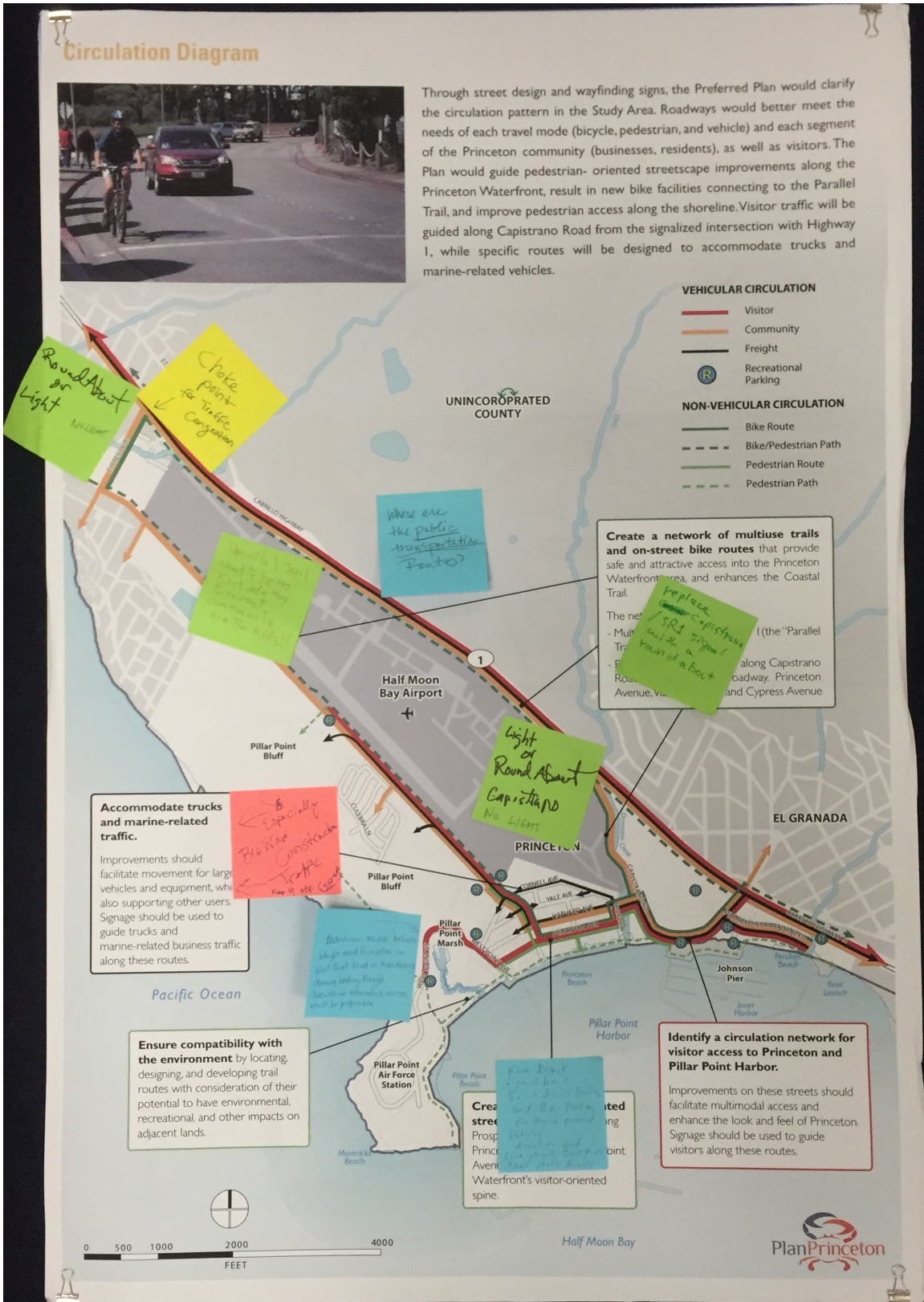
In the Princeton waterfront, driving visitors would be guided with street design and signage along Princeton Avenue.



TRUCK CIRCULATION

Marine-related industrial traffic should have priority in the Princeton waterfront from Harvard Avenue north.





Coastal Access and Shoreline Management



The Preferred Plan proposes a managed shoreline strategy for the Princeton Waterfront that includes treatments that address erosion, as well as public access improvements. The strategy will incorporate natural processes and limit the use of engineered structures where feasible.

Enhance access along the Princeton shoreline:

Lateral Access

Improvements may include:

- A boardwalk adjacent to Capistrano Road
- A new footbridge over Denniston Creek
- A walkway along the low bluff between Broadway and Columbia and along or parallel to the beach west of Columbia
- Pedestrian-oriented street enhancements along Princeton Avenue

Vertical Access

Improvements may include:

- Stairways to the beach below Capistrano Road
- Improved access to the beach from the end of Columbia, Vassar, and West Point avenues

Present a managed shoreline strategy that protects the shoreline from erosion and provides improved public access to and along the coast.

- Incorporate appropriate techniques for shoreline stabilization based on the characteristics of the site and the long-term effectiveness to protect against coastal hazards.

- Any shoreline protection must be applied uniformly and must minimize any impacts to visual and biological/marine resources, as well as reduce any potential to negatively affect public access.

Develop a wayfinding signage program to help direct drivers to available coastal access, parking, and signal whether there are restrictions on parking.

Undertake a signage program for the coastal trail to improve its visibility and clarify connections.



LAND USE DESIGNATIONS

- Agriculture
- Medium Density Residential
- Medium High Density Residential
- Coastside Commercial Recreation
- Marine Industrial
- General Industrial
- Airport
- Open Space

AIRPORT COMPATIBILITY

- 100-Foot Extended Runway Buffer Zone
- Note: Additional use and/or intensity restrictions may be necessary.

CIRCULATION

- Path or Multi-Use Trail
- New Path/Trail
- Class II Bike Lane
- Class III Bike Route
- Streetscape Improvements
- Recreational Parking

COASTAL ACCESS & SHORELINE MANAGEMENT

- Beach Nourishment
- Beach Access Improvement (along beach)
- Shore Stabilization
- Boardwalk
- Overlook and Amenities
- Beach Access Improvement (from street)
- Existing Private Coastal Access to be Retained

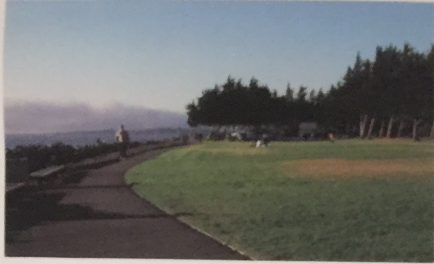
PARKS AND CONSERVATION

- Park Opportunity Site
- Potential Visitor/Community Center and Parking
- Resource Conservation Priority

Note: Certain map elements are lightened to better show coastal access and shoreline management.



Parks and Public Facilities



The Preferred Plan recognizes the shortage of active use parks on the Midcoast, the desire for a community center, and the potential for a visitor center and interpretive center to enrich people's experience of the Princeton waterfront. The Preferred Plan sets a policy direction for the potential future pursuit of park and public facility opportunities at priority locations. Park opportunities may be pursued as part of private development and/or public actions.

Active Use Park

Support acquisition and/or development of a small active-use park. The park could incorporate the Coastal Trail and could be designed with an accompanying community or visitor center.

Visitor Center

Pursue provision of a visitor center that enriches the visitor experience with interpretive resources and other features.

Potential Locations:

- In tandem with a proposed park
- On Airport property along Capistrano Road
- At the west end of Princeton Avenue adjacent to Pillar Point Marsh

Community Center

Pursue opportunities for a community center that offers recreational programs. The community center could be developed in tandem with a park or in a separate location.

A community center and a visitor center may be provided in a joint facility or separately.



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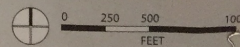
COASTAL ACCESS & SHORELINE MANAGEMENT

- Beach Nourishment
- Beach Access Improvement (along beach)
- Shore Stabilization
- Boardwalk
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PARKS AND CONSERVATION

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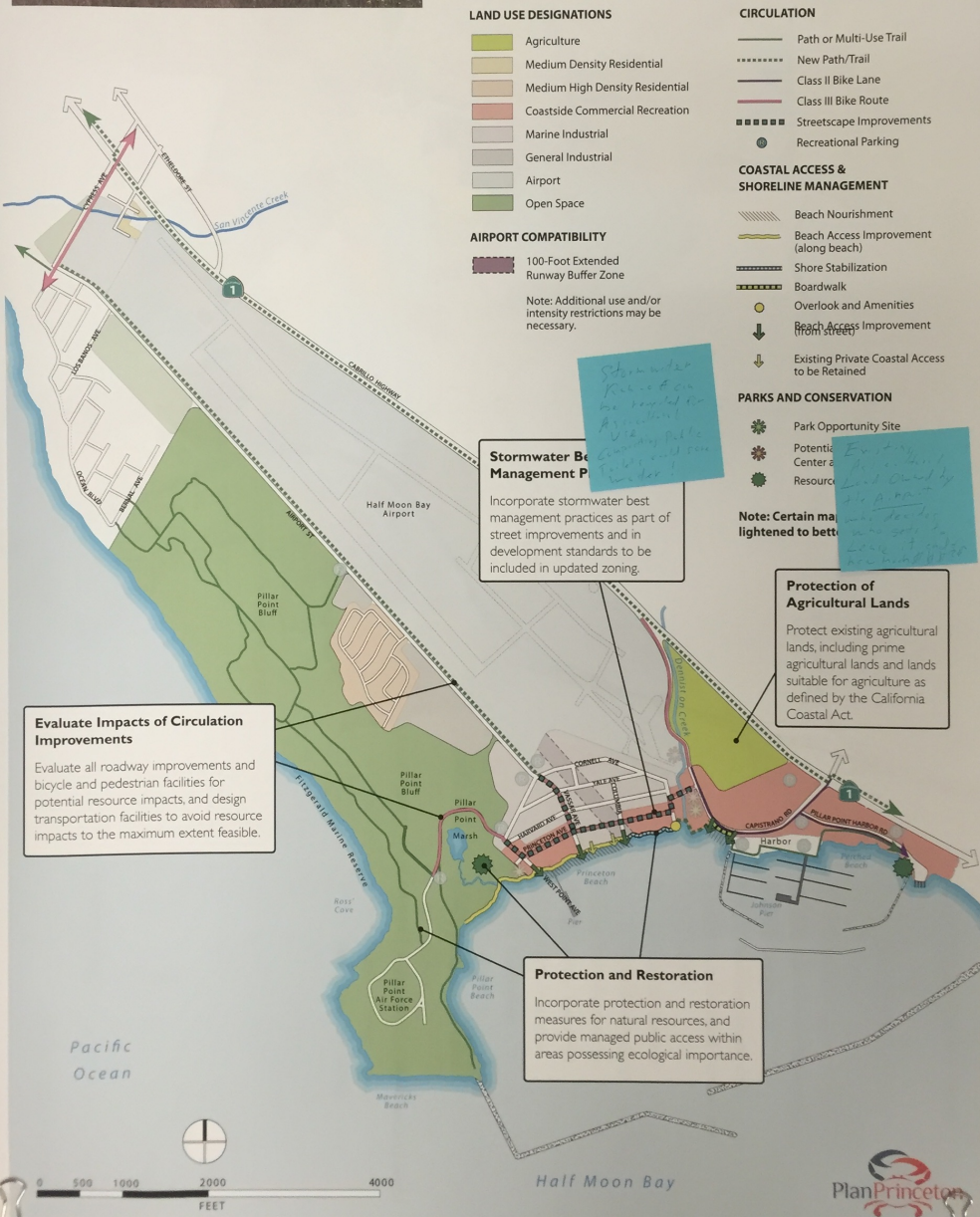
Note: Certain map elements are lightened to better show parks and public facilities.



Conservation



The Princeton area includes a variety of natural habitat resources, as well as land used for agriculture. The Preferred Plan conserves and preserves environmentally sensitive and agricultural lands, and does not expand developable areas. Pillar Point Marsh is identified as a resource conservation priority, and all of Pillar Point Bluff is designated Open Space. The Preferred Plan incorporates protection and restoration measures for natural resources, manages public access, and includes policies to preserve agriculture.



Appendix C: Transcript of Comments

OVERVIEW

Flip Chart Notes

- Keep Princeton light industrial/fishing
- Commercial needed along Hwy 1
- Enforce use permits—residential not permitted
- Don't allow Harbor Village mistake to be repeated
- Let Princeton evolve to be better, serve the community with marine education, small craft businesses that provide opportunities for local business and the public to learn about environment, oceans, etc.!

Sticky Notes

Preferred Plan Overview

- Are there going to be shuttles to reduce traffic? Direct bus to San Francisco?
- This sticks out like a sore thumb – should be demolished and turned into open space [Pillar Ridge]

What is Plan Princeton?

- Enough open space! Community supporting business
- Protect open space! Do not develop
- More open space
 1. General industrial north of Pillar Point
 2. No residential development near bluff
 3. Water supply issues?
- New general industrial usage? No
- Big Wave project is too big – scale back
- New housing? Water? Transportation? Needs to stay open space
- Residential in bluff

LAND USE

Flip Chart Notes

- Middle block of Princeton Ave should have both Marine industrial and commercial (C-1) as permitted uses
- No change to displace thresholds under any conditions
- Do not change the diversity of land uses in Princeton
- Support caretaker units
- Dual zoning for middle block along Princeton Ave – CCR + W uses allowed
- Clarify reasoning for middle block of Princeton Ave to be W = “maintain boat access” is misleading
- Dual zoning = high profit uses will always crowd out low profit uses
- Need to enforce and limit setbacks and height of development along Princeton Ave to allow more visibility to the harbor

Sticky Notes

Land Use Designations

- Awesome shop!
- Caretaker can live in the marine – use structure if less than 25% space!
- There storage yards are UGLY why not centralize all boat storage near the boat ramp?

Preferred Plan Land Use Diagram

- Is it good land usage to add housing on marshland? [Big Wave site]

Existing Zoning and Airport Compatibility Zones

- Rezone please, environmentally sensitive area!
- FAA needs to allow ultra-light (under 250 lbs) aviation and sports plane (1200 lbs) aviation and hanger facilities
- Please remember Big Wave project here. Increased density
- This housing is an inappropriate addition to density
- Get rid of bluff development SFR at Pillar Point

CIRCULATION

Flip Chart Notes

- Not prefer one-ways (three tallies)
- Freight traffic will still be necessary along Princeton Ave (Romeo’s, etc)
- Hwy 1 parallel bike path – minimum impact to farmland

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- Creative, low-impact crossings for bike/pedestrian across Hwy 1 path
- Prefer no freight traffic along Princeton Ave, especially with more pedestrian use
- Likes proposed truck route (five tallies)
- Signage program for businesses
- Designated bike path improvements!
- Need public facilities, restrooms
- Need closer parking for boardwalk area, access (who will pay for/maintain the boardwalk?)
- Dislike one-ways
- More live-work opportunities (two tallies)
- Legalize existing live-work spaces (up to code)
- Need to show where Big Wave will be as it will impact circulation, infrastructure, water, density
- Show public transportation additions (coast side shuttle) – help address parking for visitors, etc.
- Need to clean up areas/code enforcement
- Preference for one-way streets (all with college names, not others)
- Lanes are too small for trucks, sidewalks
- Princeton Ave should be shifted to North side of ROW to allow wide coastal trail along South side
- Remove illegal no parking signs put in place by property owners (known issue that should be enforced, pass ord?)
- For bike lanes, separate from traffic (buffer, median) – likes the picture of bike separated
- No asphalt pedestrian trail (bad for environment, especially in coastal zone)
- Parallel trail should be on east side of Hwy 1 to connect communities. The idea was to have a safe route without highway crossings
- Need more traffic signals on Hwy 1
- If one-way streets allowed – should only be for Princeton and Harvard

Sticky Notes

Circulation Diagram

- Roundabout or light [at Cypress and Highway 1]
- Choke point for traffic congestion[at Cypress and Highway 1]
- Parallel trail need to be on east side of highway to connect community for the kids!!
- Where are the public transportation routes?

- Especially Big Wave construction traffic [Accommodate trucks and marine-related traffic]
- Traffic keep it off Cypress
- Light or roundabout Capistrano [Capistrano and Highway 1, north intersection]
- No light [Capistrano and Highway 1, north intersection]
- Replace Capistrano/SR1 signal with a roundabout
- Kayak and small boat Beach Access Parking and Bike Parking for human powered vehicles. Kayaking and live-aboard boat people need shore access!
- Pedestrian access between bluffs and Princeton on West Point Blvd is treacherous (running, walking, biking) Sidewalk or alternative access would be preferable

Circulation Components

- Big Wave project?
- More tasteful “elegant” signs
- NOT big “Institutional” Hwy signs
- No one-way streets
- There are active businesses on Princeton Ave including the Fertilizer plant – lots of trucks

COASTAL ACCESS & SHORELINE MANAGEMENT

Flip Chart Notes

- Are Vassar/Airport road going to be taken over by the County, paved, and marked for parking?
 - People are curious about access from Vassar/West Point especially because it’s popular access for water sports
- Circulation route for folks with equipment (boats, paddle boards) to drop off near Vassar then continue to parking
- Would beach access connect to trail at Pillar Point?
- Inn at Mavericks located between Broadway and Columbia
 - Increased foot traffic may detract from privacy and character of business – could work if below level of rooms/windows
- How will beach front areas be protected from future sea level rise? (ex. West Point to Vassar is inundated in OCOF modeling for 50cm/100 yr storm)
- Boardwalk and improved coastal access will draw more people – where will they park?
- Who will pay for coastal improvements? Who will maintain them?
- What are the potential shore stabilization improvements between Broadway and Columbia?

- Capistrano Road across from harbor particularly dangerous for cyclists, but where is there room for a bike lane?
- People who live on their boats in the Harbor need bike parking, scooter parking, and water-taxi to and from their boats anchored or moored in Pillar Point Harbor (and kayak parking and safe storage)
- Would be nice to have more foot traffic along Princeton Ave in the CCR area
- No coastal armoring (riprap/seawalls/etc.)
 - It leads to beach loss (rip rap always fails)
 - Rip rap leads to increased erosion at the ends
 - Graceful retreat
- Sand pump
- Surprising that parking is proposed for vacant lot by Denniston Creek
- Community Center should serve residents – in El Granada/Montara or Moss Beach, not visitors in Princeton
- Good place for boardwalk—people use that narrow path anyway

PARKS AND PUBLIC FACILITIES

Board Notes

- West Point location – too far from activity center closer to Capistrano?
- What does “shore stabilization” entail?
- What sort of street improvement will go along Princeton? Support for improving street to attract visitors
- Could visitor center be located in underutilized Harbor Village space?
 - Is there enough parking?
- Small boutique hotel on Capistrano on parcel identified for Park site?
 - Is that a possibility?
- Trail along Princeton Ave?
- Shoreline access—is it practical due to tides? Not much beach even at low tide
- Community garden plots

Sticky Notes

Parks and Public Facilities

- Airport needs to allow ultra-lights – motorized hang gliders and sailplanes for soaring!
- Like in San Francisco – would open bike stations with free bike usage!
- There would be more marine jobs here if someone operated a boatyard with a boatlift

- Where is parking for all these visitors and beach goers?

CONSERVATION

Board Notes

- Maritime museum: Hyannis MA (historical museum in area)

Sticky Notes

- Storm water run off can be recycled for agricultural use. Composting public toilets could save water!
- Existing agricultural land owned by the Airport: who decides who gets to lease it and for how much money??

ADDITIONAL COMMENTS RECEIVED

- Library facility or satellite library from HMB Library is needed in the northern midcoast area to serve Princeton, as well as Montara, Moss Beach, El Granada communities.
- Stop sign on Capistrano @ Prospect; people making left turn from Capistrano onto Prospect have to stop/yield anyways for oncoming traffic and to make the turn
- Please do not change the diversity of land uses that have existed in the Princeton area for many years. The many different businesses in Princeton support the Coastside population as well as the fishing, farming, and tourist industries. These businesses provide jobs and economic stability to the entire Coastside [signed letter submitted at workshop].

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