

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

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Chair Vice-Chair Secretary Treasurer

Date: October 8, 2014
To: Summer Burlison, Project Planner
Cc: Supervisor Don Horsley
Subject: **Plan Princeton Alternatives**

The Midcoast Community Council has the following recommendations and comments on the proposed land use alternatives for Princeton.

Land Use

Do not expand the CCR District further into Princeton. This small pocket of light industrial zoning is crucial to support the fishermen and recreational boaters as well as local trades that provide service to the Coastsides.

Shoreline: A very different outcome is desired for the middle shoreline block than that which has resulted from the County's implementation of the existing marine industrial zoning along the western shoreline block. Only uses that require and support shoreline access should be allowed along the very limited remaining undeveloped shoreline. Most marine-related industrial uses do not require shoreline access. The proximity of Princeton to the harbor is sufficient. The existing development in the middle shoreline block serves as a positive example - very low lot coverage, ample space for boat storage and public views, and a ramp connection with the beach.

Airport Street: Do not create a Business Park district on Airport Street, which would thwart the community desire to preserve small-scale eclectic character. Comply with LCP Policy 5.2 and designate as Agriculture the prime agricultural land actively being farmed on Airport Street since 2005 with high value, organic, hand-harvested, locally sold vegetables.

Circulation

The Parallel Trail should be on the east side of Highway 1. More information would have been useful before the public was asked to weigh in on this choice. Many were not familiar with proposed trail networks, with the Coastal Trail west of the highway, and the Parallel Trail serving as an east-of-highway active transportation route connecting the residential communities from Montara to Half Moon Bay. Once people realized that shifting this segment to the west side along the airport would require Parallel Trail users to cross the highway twice, many changed their preference.

A Class 1 bike path along the east side of Airport Street would have the advantage of no intersections or driveway interruptions for the entire length, while the west side has significant cross traffic in the developed area and all space is taken up by existing sidewalk, curb and parking.

It would be helpful to clarify the rationale for paired one-way streets with more detail about pedestrian and bicycle improvements and safety. Some people were concerned that one-way streets would encourage auto traffic and increase vehicle speed. These concerns might be addressed by keeping the one-way streets to a standard width vehicle lane, with the other lane striped for pedestrian and bicycle traffic, as was considered in the 2010 Coastal Trail Report for the Princeton area.

To aid through traffic between Prospect and Airport Street, a one-way pairing of Cornell (going west) and Harvard (going east) might be considered, which would also leave much needed room for bikes/pedestrians on Cornell.

The proposed "new street" behind Oceano Hotel is the existing Harbor Village parking lot access road. Adding through traffic turning movements (particularly eastbound) at those access points on Capistrano seems counterproductive for traffic flow and safety.

Coastal Access and Shoreline Management

The best use of the Princeton shoreline, with its direct access to the calm waters of the outer harbor, is as a sandy beach. We support beach nourishment/replenishment with dredged material to preserve the beach and protect the shoreline from accelerated erosion to the degree feasible. This small section of shoreline is a prime area for public beach launching of small watercraft from public street ends, or private mid-block facilities, directly into the outer harbor area best suited for these uses. The focus for the shoreline should be restoring and preserving the sandy beach (particularly between Columbia and West Point) with improved beach access at street ends and nearby parking which would provide the most overall coastal access for this unique harbor beach area.

Parks and Conservation

There is near universal community support for a public park at the Capistrano/Prospect corner lot. If it proves infeasible to acquire this private property for public use, at minimum it would be desirable to obtain an easement along the shoreline edge of the parcel so that the Coastal Trail could be routed there. There is an existing trail easement along the creek.

Thank you for the opportunity to comment, and for a planning process that has been very well received in the community.

MIDCOAST COMMUNITY COUNCIL
s/Lisa Ketcham, Chair