

**COUNTY OF SAN MATEO  
PLANNING AND BUILDING DEPARTMENT**

**DATE:** December 12, 2012

**TO:** Planning Commission

**FROM:** Planning Staff

**SUBJECT:** EXECUTIVE SUMMARY: Consideration of a Coastal Development Permit, a Use Permit, a Design Review, a Building Site Exception, a Certificate of Compliance (Type B), and a Certification of a Negative Declaration, to allow the construction of six new industrial buildings on six parcels (four parcels are non-conforming) and to authorize conditional land uses in the Waterfront Zoning District Shoreline area, located between Princeton Avenue and Ocean Boulevard (a paper street) in the unincorporated Princeton area of San Mateo County. (Appeal of the Zoning Hearing Officer's decision to approve the project). This project is appealable to the California Coastal Commission.

**PROPOSAL**

The applicant proposes to develop eight contiguous, non-conforming parcels, with six three-story industrial buildings. Two of these parcels will provide on-site parking to serve the industrial buildings. "Buildings A and B" are proposed to be used as a fish processing plant, a permitted use in the designated shoreline area. The applicant intends to sell the remaining industrial warehouse units, "Buildings C, D, E and F," therefore, the proposed uses are not identified at this time.

The eight parcels will be combined to form six parcels. Of these six parcels, two are conforming 6,000 sq. ft. parcels and four will remain non-conforming 2,500 sq. ft. parcels. The two conforming parcels involve the merging of parcels APN 047-037-060 and APN 047-037-160, together, and APN 047-037-070 and 047-037-150, together, to create the two new 6,000 sq. ft. conforming parcels.

Six of the parcels are legal and qualify for a Certificate of Compliance (Type A) and will be recorded separately. Two of the parcels require the processing of Certificates of Compliance (Type B) and are included in this project proposal.

The proposed project requires approval of a Coastal Development Permit, a Use Permit, a Design Review, a Building Site Exception, Certificates of Compliance (Type B), and a Certification of a Negative Declaration Environmental Document.

**RECOMMENDATION**

That the Planning Commission deny the appeal and uphold the Zoning Hearing Officer's final decision to approve the project by certifying the Negative Declaration, approve the

Coastal Development Permit, the Certificates of Compliance (Type B), the Non-Conforming Use permit, the Building Site Exception and the Design Review by making the required findings and adopting the recommended conditions of approval as shown on Attachment A.

## **SUMMARY**

In 2008, the applicant was granted the permit approvals required to construct a group of four three-story commercial buildings, totaling 17,127 sq. ft., with on-site required parking on eight existing substandard parcels totaling 22,000 sq. ft. The largest unit was proposed to be 8,698 sq. ft. and built on 7,500 sq. ft. of land (three 2,500 sq. ft. contiguous, stand alone, substandard parcels). The three smaller units were proposed to range between 2,600 - 3,100 sq. ft. in size and to be constructed on three stand-alone 2,500 sq. ft. substandard parcels. The cumulative width of the four units was 150-ft. wide with a total height of 36 ft.

The project was subsequently appealed to the Planning Commission. The project was appealed on several issues, some of the major issues are as follows: (a) the parcels are substandard in size and the buildings exceed the 30-ft. height limit; (b) the project does not comply with the General plan Visual Quality Policies 4.14 and 4.15, but matches the style of adjacent buildings; (c) the project does not ensure adequate space for light and air to adjacent properties, and there is no buffer; and (d) public views to and along the shoreline from the public roads and other public lands are not protected. Additional appeal items are addressed in the report.

The applicant has redesigned the project in an effort to address the appeal items while still fulfilling the project goals. Regarding the parcel sizes, four of the substandard parcels will be merged to create two conforming 6,000 sq. ft. parcels. The remainder four substandard parcels will remain 2,500 sq. ft. The height for the three-story industrial buildings will be 30 ft. The buildings have been designed with varied proposed front setbacks, ranging from 11 ft. to 130 ft. These front setbacks will provide light and air space to the adjacent properties. The proposal is to construct six industrial units where four were originally approved by the Zoning Hearing Officer. The redesign will have the same overall width but proposes six units, a reduced height and a contemporary architectural design. According to the applicant, reducing the industrial buildings to one- or two-story structures is not financially feasible nor would it provide adequate useable space for future businesses.

Staff has determined that the project complies with the General Plan, Local Coastal Program, Waterfront Zoning District, Building Site Exceptions, Non-Conforming Use Permit and Design Review requirements. The reduced height of 30 ft. decreases the visual impact of the project and complies with Building Site Exceptions requirements. Staff is therefore recommending approval of the project with the attached conditions of approval.

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**COUNTY OF SAN MATEO  
PLANNING AND BUILDING DEPARTMENT**

**DATE:** December 12, 2012

**TO:** Planning Commission

**FROM:** Planning Staff

**SUBJECT:** Consideration of a Coastal Development Permit, a Use Permit, a Design Review, and a Building Site Exception, pursuant to Zoning Regulations 6328.4, 6133.3b, 6565.3, and 6287.0. Certificate of Compliance (Type B), pursuant to Subdivision Regulations 7134.2, and a Certification of a Negative Declaration, pursuant to CEQA, to allow the construction of six new industrial buildings on six parcels (four are non-conforming) and to authorize conditional land uses in the Waterfront Zoning District Shoreline area, located between Princeton Avenue and Ocean Boulevard (a paper street) in the unincorporated Princeton area of San Mateo County. (Appeal of the Zoning Hearing Officer's decision to approve the project). This project is appealable to the California Coastal Commission.

County File Number: PLN 2005-00349 (Herring/Foss)

**PROPOSAL**

The applicant proposes to develop eight contiguous, non-conforming parcels, with six three-story industrial buildings. Two of these parcels will provide on-site parking to serve the industrial buildings. "Buildings A and B" are proposed to be used as a fish processing plant, a permitted use in the designated shoreline area. The applicant intends to sell the remaining industrial warehouse units "Buildings C, D, E and F" so proposed uses are not identified at this time.

The eight parcels will be combined into six parcels. Of these six parcels, two will conform to 6,000 sq. ft. parcels and four will remain non-conforming 2,500 sq. ft. parcels. The two conforming parcels involve the merging of parcels APN 047-037-060 and APN 047-037-160, together, and APN 047-037-070 and APN 047-037-150, together, to create the two new 6,000 sq. ft. conforming parcels.

Six of the parcels are legal and qualify for a Certificate of Compliance (Type A) and will be recorded separately. Two of the parcels require processing of Certificates of Compliance (Type B) and are included in this project proposal.

The proposed project requires approval of a Coastal Development Permit, a Use Permit, a Design Review, a Building Site Exception, Certificates of Compliance (Type B), and Certification of a Negative Declaration Environmental Document.

### **RECOMMENDATION**

That the Planning Commission deny the appeal and uphold the Zoning Hearing Officer's decision to approve the project by certifying the Negative Declaration Environmental Document, approving the Coastal Development Permit, the Certificates of Compliance (Type B), the Use permit, the Building Site Exception, and the Design Review by making the required findings and adopting the recommended conditions of approval as shown on Attachment A.

### **BACKGROUND**

Report Prepared By: Olivia Boo, Telephone 650/363-1818

Report Reviewed By: Lisa Aozasa, Senior Planner, Telephone 650/363-4852

Applicant: Frederick Herring

Property Owner: Eventide Charters, LLC Property and Princeton Boatyard, LLC Property

Location: The 200 block of Princeton Avenue located between Columbia Avenue and Vassar Avenue to the east and west, respectively, and Princeton Avenue and Ocean Boulevard (a paper street), and the ocean, to the north and south, respectively.

APNs: 047-037-140, 047-037-150, 047-037-160, 047-037-170, 047-037-060, 047-037-070, 047-037-420, and 047-037-430

Lot Size: 22,000 square feet (composed of eight non-conforming parcels)

Existing Zoning: W/DR/CD (Waterfront/Design Review/Coastal Development)

General Plan Designation: General Industrial (Midcoast Urban)

Existing Land Use: Vacant with sparse vegetation, three trees, and a concrete foundation remaining from a former boat launch, and a small sea wall.

Water Supply: Coastside County Water District

Sewage Disposal: Granada Sanitary District

Flood Zone: Zone V (Area of 100-Year Flooding) Coastal Flood Zone with velocity hazard (wave action); base flood elevations determined and flood hazard factors not determined.

Environmental Evaluation: Mitigated Negative Declaration; circulation period August 15, 2008 through September 3, 2008.

Staff reviewed the published negative declaration. The project scope has changed from four industrial units to six industrial units, with a reduced height and modified front setbacks. The total change in footprint of all buildings is an increase of approximately 1,200 sq. ft. As a result, the most significant area that would be impacted is vehicle traffic. Based on the Institute of Transportation Engineers (ITE) Trip Generation (8<sup>th</sup> Edition, Volume 2 of 3), the additional 1,200 sq. ft. is not expected to cause a significant increase to traffic. None of these changes are considered significant to require a recirculation of the Negative Declaration Environmental Document.

Setting: The subject property is located mid-block between Vassar Avenue and Columbia Avenue and extends through the entire block from Princeton Avenue to Ocean Boulevard (a paper street), within the unincorporated Princeton-by-the-Sea area. There are existing concrete pads/landings on the site, which are the foundation remnants of a former boat launch. Existing vegetation consists of three trees and sparse low-growing weeds and grass.

The subject property consists of eight non-conforming size parcels. Two parcels front on Princeton Avenue and the remaining six contiguous parcels face the ocean, extending to Ocean Boulevard and the Pillar Point Harbor.

Land use in the surrounding area consists primarily of industrial uses in the Princeton-by-the-Sea area mixed with some non-conforming commercial and residential uses. The Half Moon Bay Airport is within 1,000 ft. of the subject property. Immediately adjacent, north of APNs 047-037-1710, 047-037-420, and 047-037-430, is a one-story legal non-conforming single-family residence. The Half Moon Bay Yacht Club is located over 200 ft. west of the site. The ocean abuts the property on the south side. There are multiple boat storage yards surrounding the site, located east of the site and also across Princeton Avenue. Moss Beach and Montara lie to the northwest while El Granada and the City of Half Moon Bay lie to the southeast.

Background History: In 2005, planning application PLN 2005-00349 was submitted for a Coastal Development Permit, a Use Permit, a Design Review, and a Certification of a Negative Declaration for the proposed construction of a grouping of four, three story, new commercial buildings with on-site parking. The proposed three-story commercial buildings were designed with a height of 36 ft. The largest unit was 8,698 sq. ft. and built on 7,500 sq. ft. of land (three contiguous 2,500 sq. ft. substandard parcels). The three smaller units were each proposed to range between 2,600 - 3,100 sq. ft. in size. The two parcels fronting on Princeton Avenue were designated as an on-site parking lot for the commercial buildings.

Upon review by other agencies, the applicant was requested to submit a geotechnical report and remove the caretakers unit. Upon review of the geotechnical report, the project was given preliminary approval on June 12, 2006. Plans were received showing removal of the caretaker unit on August 2, 2006. The project was deemed complete on August 7, 2006.

The Negative Declaration was drafted and published for review from August 28, 2008 to September 9, 2008.

On September 18, 2008, the project was approved by the Zoning Hearing Officer. The project was appealed on October 2, 2008.

During staff's preparation of the staff report for the appeal, staff confirmed that the Zoning Hearing Officer approved plans were over height and requested that the applicant reduce the height or merge parcels to create conforming parcels in order to comply with the Waterfront District Zoning Regulations.

In May 2009, the applicant and staff met on several different occasions to discuss and consider various alternatives to the project's parcel configuration, which included lot mergers, variances to minimum lot size, and lot line adjustments in regard to the parcel size and configurations for the project.

On May 2, 2010, staff determined that the project requires approval of Certificates of Compliance (Type A) for parcels 047-037-060, 047-037-070, 047-037-420, 047-037-430, 047-037-140, and 047-037-150, and Certificates of Compliance (Type B) for parcels 047-037-160 and 047-037-170. The Certificates of Compliance (Type B) are included in the project proposal.

In 2010, the applicant placed the project on hold due to the economy and was also considering alternative designs for the warehouse buildings.

Staff received revised plans on August 21, 2012. The plans show the industrial buildings with a new architectural modern design, a maximum height of 30 ft., and six units in lieu of the four units that were approved by the Zoning Hearing Officer.

## **DISCUSSION**

Following are the appellants' points of appeal, followed by staff's analysis:

### **A. KEY ISSUES OF THE SUBMITTED APPEAL**

The appellant is objecting to the Zoning Hearing Officer's approval of the industrial buildings. Listed below is each of the main points of the appeal, followed by staff's response. A copy of the appeal application is included as Attachment B.

**1. Ocean Boulevard is not only a paper street but is also submerged below water level.**

Staff's Response: Ocean Boulevard is a paper street that only appears on the map and is submerged below water level at high tide. For this reason, access to the project must be taken from Princeton Avenue. Ocean Boulevard's status does not affect the viability of the project, since it is not needed for access. Ocean Boulevard will provide lateral shoreline access along the beach when the tide is out.

**2. Three of the lots are substandard and, therefore, should be restricted to a 30-ft. maximum height limit.**

Staff's Response: In the Waterfront District Zoning, a substandard parcel with less than 5,000 sq. ft. or less than 50 ft. in width shall have a maximum height limitation of 30 ft. upon approval of a Building Site Exception request. Staff has included Tables A and B below to illustrate the development standards applicable to the project.

Table A, below, indicates development standards for conforming parcels in regards to building site area, building height, and lot coverage. No floor area ratio or setbacks are required for this district. Upon a lot merger of parcels 047-037-060 and 047-037-160, together, and parcels 047-037-070 and 047-037-015, together, construction of proposed "Buildings D and E" will comply with the minimum required 5,000 sq. ft. parcel size and corresponding development restrictions:

<b>TABLE A</b>		
	<b>Waterfront District Development Standards</b>	<b>Merged Parcels: 047-037-060 and 047-037-160 047-037-070 and 047-037-150 Buildings D and E Proposed</b>
Building Site Area	5,000 Sq. Ft. Min.	6,000 Sq. Ft.
Maximum Height	36 Ft.	30 Ft.
Building Lot Coverage	60%	60%
Building Site Width	50 Ft.	30 Ft. *
Front Setback	N/A	100 Ft.
Rear Setback	N/A	15 Ft. 8 In.
Right Side Setback	N/A	0 Ft.
Left Side Setback	N/A	0 Ft.
* Use Permit Required per Section 6133.3.b(1)		

Table B, below, indicates the development standards for substandard parcels 047-037-420, 047-037-430, 047-037-170, and 047-037-140 (proposed Buildings “A, B, C, and F” respectively) which will remain substandard 2,500 sq. ft. parcels and development shall comply with Building Site Exception development standards, Section 6288.0(5)(a) through (c), in regards to building height and lot coverage. There are no floor area ratio or minimum setback limitations for this district:

<b>TABLE B</b>		
	<b>Building Site Exception Development Standards</b>	<b>Parcels: 047-037-420, 047-037-430, 047-037-170, and 047-037-140 Buildings A, B, C, and F, Respectively</b>
Building Site Area	< 5,000 Sq. Ft.	2,500 Sq. Ft. Each *
Maximum Height	30 Ft.	30 Ft.
Building Lot Coverage	50%	46%
Building Site Width	< 50 Ft.	25 Ft. *
* Use Permit Required per Section 6133.b(1)		

Building Site Exception Findings

The four substandard parcels noted above are 2,500 sq. ft., and the applicant is proposing to put separate buildings on them. The parcels are subject to the Waterfront District Regulations. Parcels with an area less than 5,000 sq. ft. or width less than 50 ft. may be developed, subject to the following findings and standards:

- a. The parcel for which development is proposed was lawfully created in accordance with the applicable laws in effect when the land was divided.**

The parcels were originally subdivided in September 8, 1908. In May 2010, upon staff’s review of a complete chain of title for the eight parcels, APNs 047-037-160 and 047-037-170 required approval of a Certificate of Compliance (Type B) and APNs 047-037-060, 047-037-070, 047-037-140, 047-037-150, 047-037-420, and 047-037-430 qualified for a Conditional Certificate of Compliance (Type A). Thus, the substandard parcels on which the development is proposed were lawfully created.

- b. The maximum building height shall be 30 ft., measured from finished grade to the highest point of the roof.**



All of the units have been redesigned to comply with the 30-ft. height limit and, the project, therefore, complies with this requirement.

**c. Not more than 50% of the building site shall be covered by buildings.**

The proposed building site coverage is 46% for each of the parcels and, therefore, complies with this requirement.

**3. We feel that the proposed project does not comply with General Plan Visual Quality Policies 4.14 and 4.15, in that it only matches the style of the adjacent building. Visual Quality Policies 4.14 and 4.15 read as follows:**

Visual Quality Policy 4.14, (*Appearance of New Development*) specifically addresses the requirement to regulate development to promote and enhance good design, site relationships, and other aesthetic considerations.

Visual Quality Policy 4.15 (*Supplemental Design Guidelines for Communities*) encourages the preparation of supplemental site and architectural design guidelines for communities that include, but are not limited to, criteria that reflect local conditions, characteristics and design objectives, and are flexible enough to allow individual creativity.

Staff's Response: The applicant's design is modern with industrial exterior materials. The buildings will be an improvement to the site. The modern design is not new to the Princeton area. There are two existing groups of buildings with, a similar use and modern design, existing along the shoreline area, the group of four units located at 171,175, 177, and 179 Ocean Boulevard and the group of three units located at 123, 127, and 131 Ocean Boulevard, between West Point Avenue and Airport Street. These existing developments are three stories and clustered together in the same fashion as the proposed project. Three units at 123-131 Ocean Boulevard are 75 ft. wide and built on three individual 25-ft. wide substandard parcels. Four units at 171-177 Ocean Boulevard are 100 ft. wide and also built on four individual 25-ft. wide substandard parcels. The architecture allows for individual creativity with a modern style.

The Princeton area includes a wide range of development that differs with regard to quality, building materials, colors, and architectural styles. Although the proposed industrial buildings' architecture differs from nearby non-conforming residences, the proposed buildings blend well with other industrial buildings in the area.

The shoreline area to the east and west of the project site is sparsely developed with smaller commercial structures, residential development and

outdoor boat storage so there is still a large availability of ocean view from Princeton Avenue. Nearby, the two largest structures to the west are the two-story Half Moon Bay Yacht Club located at 214 Princeton Avenue and a grouping of four industrial buildings located at 171-179 Ocean Boulevard. The four industrial buildings include upper-level caretakers units. The largest building to the east is a two-story warehouse located at 100 Columbia Avenue. Since this warehouse is built perpendicular to the shoreline area, there is less visual obstruction to the ocean shoreline. The industrial buildings located at 171-179 Ocean Boulevard are built parallel to the shoreline with a total width of 100 feet.

**4. If the main structure is actually used for fish processing, the pollution produced will increase the pollution of an already-polluted bay.**

Staff's Response: The Waterfront Zoning District's shoreline area (which includes the southern parcels) does allow for fish processing along with other marine-related activities, industrial and manufacturing uses, and other compatible uses. Fish processing is regulated by the State of California, Supervising Food and Drug Investigator and the Department of Health Services Food and Drug Branch. The State of California monitors proper disposal of waste/by-products of fish and seafood processing. Any retail sales of the processed fish will also need a permit from the County Environmental Health Division.

**5. We feel that it does not comply by not ensuring adequate space for light and air to adjacent properties. There is no buffer. Also, the project abuts the ocean, not a stream.**

Staff's Response: The appellant is referencing two Coastal Design Review Standards, under Section 6565.7, 1(a) and 1(c):

Coastal Design Review Standard, Section 6565.7, 1(a), is as follows:

*“Proposed structures are designed and situated so as to retain and blend with the natural vegetation and landforms of the site and to ensure adequate space for light and air to itself and adjacent properties.”*

Four of the six proposed industrial buildings will be set back a minimum 11 ft. from the shared property line between the subject site and the nearby legal non-conforming residence, which is the nearest structure to parcels 047-037-170, -420, and -430. This 11-ft. setback combined with the 18-ft. (approximate) rear setback of the existing single-family residence will provide an adequate amount of space for light and air between both properties. Staff has further determined that there is adequate light and air existing between adjacent properties to the east and west, which are open boat storage areas with no structures. Upon proposed development or

redevelopment of adjacent parcels, new development shall comply with LCP Policy 8.15 (*Coastal Views*), and design development with pockets of views, either between structures or limiting the proposed height, so that development does not substantially block views to or along the shoreline from coastal roads, roadside rests and vista points, recreation areas, trails, coastal access ways, and beaches.

The parcels are considered flat, the three existing trees will remain, and only low-growing wild grasses and the existing boat launch foundation will be removed. The project includes 50 cubic yards of grading. Staff has determined that the proposed structures have been designed to blend with the natural vegetation and landforms of the site.

Coastal Design Review Standard, Section 6565.7, 1(c), is as follows:

*“Streams and other natural drainage systems are not altered so as to affect their character and, thereby, causing problems of drainage, erosion, or flooding.”*

There are no streams or other natural drainage systems nearby. To prevent stormwater pollution run-off to the ocean, the project is required to implement erosion-control measures during and post-construction (permanent) storm water controls. (see Mitigation Measures 6 and 7 in Attachment A).

6. **Local Coastal Plan Policy 8.12 (c), “Public views to and along the shoreline from public roads and other public lands are protected,” relates more to Princeton Avenue since Ocean Boulevard is underwater.**

Staff’s Response: This policy relates to shoreline views from Princeton Avenue and other public roads and viewing points further inland. The proposed design is a cluster of six industrial units constructed in a continuous row with shoreline view available only on the east and west ends of the units. The total width of the industrial buildings is 300 ft. with a maximum height of 30 ft. To comply with LCP Policy 8.12.b, staff has requested that the applicant provide an additional view corridor, 10 ft. wide, between Buildings D and E. This corridor will provide additional public view of the shoreline from Princeton Avenue and will also break up the visual appearance of the proposed six industrial units. This requirement is included as a condition of approval requiring the applicant to submit revised plans reflecting this change at the building permit application stage. The plans are subject to review and approval by the Planning Department. With this design change, staff has determined that the project does comply with this policy. Though the shoreline view will not be continuous along

Princeton Avenue, it will exist at street ends of Columbia Avenue and Vassar Avenue as well as between Buildings D and E.

- 7. Under the Zoning Hearing Officer staff report, “Conformance with Use Permit Requirements and Findings 5.d.,” this project appears to be designed to accommodate residential use, which is restricted.**

The Appellant is referring to discussion section, “Conformance with Use Permit Requirements and Findings 5.d,” (page 11 of the September 18, 2008 Zoning Hearing Officer staff report) which reads as follows:

*“5.d. - Other compatible uses are allowed subject to the submission of a detailed written description of the use to the Community Development Director and the Community Development Director’s determination that the use is consistent with the purpose of the district and compatible with other permitted land uses in the district.”*

Staff’s Response: The only residential uses allowed in the “W” district are a limited number of caretaker’s units, or pre-existing residences that qualify as legal non-conforming homes.

The proposed project does not include a residential unit. The original plans for the project included a kitchen on the top floor, which was proposed as part of the fish processing business. Although the revised project continues to include the fish processing business, a kitchen is no longer proposed.

Any future owner and/or tenant who wish to propose conversion to a caretakers unit shall apply for a separate building permit, coastal development permit, pay associated fees and be subject to discretionary approval by the Planning Department and receive building permit issuance by the Building Inspection Section. This requirement shall be recorded as a deed restriction of each parcel prior to issuance of the building permit.

- 8. Reviewing Agencies: The Department of Public Works review should be based on Ocean Boulevard actually being under water.**

Staff’s Response: Staff verified with the Department of Public Works that the project was reviewed based on access from Princeton Avenue since access is not possible from Ocean Boulevard, a paper street. The Department of Public Works conditions remain unchanged.

- 9. We feel that the project does not comply with the Coastal Development Permit, Finding Number 5.**

Coastal Development Permit, Finding Number 5, reads as follows:

*“That the project, as described in the application and accompanying materials required by the Zoning Regulations, Section 6328, and as conditioned in accordance with Section 6328, conforms with the plans, policies, requirements, and standards of the San Mateo County Local Coastal Program (LCP).”*

Staff’s Response: Staff has reviewed the project based on the appeal items and determined that, as proposed and conditioned, the project does comply with the Zoning Regulations and the Local Coastal Program as discussed in Sections C and E.

**10. We feel that the project does not conform to the Design Review, Finding Number 7.**

Staff’s Response: The Design Review, Finding Number 7, states the following:

*“That the project is not located at the edge of bluffs or cliffs; thus, views from the beach are not adversely affected by looming structures.”*

The project will change the view from both the beach and Princeton Avenue since the site is currently undeveloped and six industrial buildings are proposed. However, this change is not inconsistent with the LCP, since the primary purpose of the Waterfront District is to provide a “working waterfront” area intended for the location of marine-related trades and services and manufacturing land uses. Natural or scenic views across these industrial parcels are not of primary importance and will remain available at street ends.

**11. “There is no transition and the buildings are designed as one solid block.”**

Staff’s Response: Although the industrial building may have the impact of a solid continuous building, the industrial buildings have been redesigned with varied front setbacks ranging from 11 ft. to 130 ft. to provide space, air, and light, where no setbacks are required. The staggered front setbacks provide some transition, add articulation, and help reduce bulk.

All of the warehouses have a proposed maximum height of 30 ft. and comply with the height limitation per the Building Site Exception development standards. The height of the roofs varies in height from 27.5 ft. to 30 ft. due to the curvilinear design. The reduced height will further reduce the mass/bulk of the buildings. Also, see staff’s response to item #6 of this section.

- 12. The project groups four lots with three of the lots being substandard. The lots should either be merged or restricted to a maximum height of 30 ft.**

Staff's Response: The applicant has redesigned the proposed height of all the buildings to a maximum 30 ft., thus, complying with the Building Site Exception standards. The applicant also proposes to further comply with the zoning district standards by merging two sets of parcels together in order to meet the minimum 5,000 sq. ft. parcel size.

The remaining four substandard parcels 047-370-140, 047-370-170, 047-037-430, and 047-037-420 (designated parcels for proposed buildings "A, B, C and F," respectively) are designed to comply with the Waterfront District Building Site Exceptions Standards, with respect to the building height limit and lot coverage.

- 13. The project does not comply with the Design Review, Section 6565.7 (1) (j). Ocean Boulevard is not only unpaved but is also submerged.**

Design Review, Section 6565.7(i) (j), is as follows:

That public views to and along the shoreline from public roads (designated but unpaved Ocean Boulevard) and other public lands are protected through the design of the project within the Development Regulations of the Zoning Ordinance.

Staff's Response: See staff's response to appeal item numbers 1, 6, and 10 above. Ocean Boulevard is a paper street and public views are considered to be from Princeton Avenue rather than from Ocean Boulevard. Although construction of the new industrial building will limit the existing public view, views will still be protected from Columbia Avenue and Vassar Avenue, existing public roads.

- 14. We feel that the project, as designed, is only compatible with the adjacent building and not with the other existing buildings in the area. The building is only in harmony with the adjacent structures.**

Staff's Response: See staff's response to appeal item number 3 above.

- 15. We agree with the feelings and conclusions of the letter, dated April 24, 2006, by the Mid Coast Community Council that basically summarizes the reasons why we oppose the approval of this project as presently designed.**

The Mid Coast Community Council expressed the following concerns:

- a. That residential/caretakers quarters are being proposed.

Staff's Response: See staff's response to appeal item number 7 above.

- b. There is concern about future proposed uses of the buildings.

Staff's Response: See staff's response to appeal item numbers 4 and 7 above and the discussion in Use Permit, Section G.

- c. Whether the existing sea wall is sufficiently stable to last 50 years.

Staff's Response: A portion of the project borders on the beach, and a protective sea wall and riprap will remain on site. Staff has determined that these structures are unpermitted and, though they were put in place long before the current owners acquired the property, these structures are potentially in violation of the Coastal Act, as indicated in the 2005 letters from the Coastal Commission to the property owners along the Princeton shoreline. However, enforcement action against property owners along the shoreline in Princeton has been temporarily suspended, subject to the adoption of an area-wide solution to shoreline protection. Since it is uncertain at this time whether or not the sea wall and riprap will be allowed to remain, staff required that the site stability analysis take into consideration the site's suitability for development in the absence of the existing shoreline structures. The Erosion Study prepared by Sigma Prime Geosciences, Inc., dated January 2008, indicates that, if the existing sea wall and riprap were removed, the projected erosion would be 22 ft. in the upcoming 50 years. "Buildings A, B, and F" are located on the portion of the project site that is not protected by the existing sea wall and are set back 20 ft. from the top of the bank. However, the applicant also proposes to use self-supporting foundations for the portions of the buildings that will be within the area of the projected erosion in the upcoming 50 years. The County's Geotechnical Section indicates that this is technically possible. As such, given the siting of the buildings and the proposed use of self-supporting foundations within the portion of the site that is subject to potential (but not probable) erosion within the next 50 years, the site can support the proposed development. Staff confirmed during drafting of this report that a more detailed geotechnical analysis may be required at the building permit stage.

The applicant will also be required to participate in the adoption of an area-wide solution for shoreline protection which would involve removal of the existing non-permitted sea wall that was constructed on the Ocean Boulevard side of the property. The shoreline protection

will involve property owners to create a lateral public access in the vicinity of the existing sea wall. This public access will allow aesthetic improvements to the subject properties' sea wall area and with these improvements, public enjoyment of the shoreline. Each future owner of the buildings will be required to comply and participate with the area wide solution for shoreline protection program. This condition shall be recorded as a deed restriction on each property prior to issuance of the building permit.

- d. That public parking on the right-of-way is restricted and limited due to numerous "no parking" signs.

Staff's Response: Staff completed a site inspection and did not observe any "no parking" signs on Princeton Avenue. Staff also consulted with the Department of Public Works that confirmed all public rights-of-way permit public parking and any parking restrictions on a public right-of-way must be approved by the Board of Supervisors. To resolve any future public concerns regarding this item, staff has included condition of approval number 13 that prohibits any posting of signs that restrict public parking within the Princeton Avenue public right-of-way.

The project proposal includes designated on-site parking that accommodates 23 spaces, which more than adequately meets the parking requirements for the proposed industrial buildings. The parking for industrial buildings requires one space for each 2,000 sq. ft. of floor area. The proposed total square footage of the industrial building is approximately 20,736 sq. ft. and requires 10 spaces.

Additionally, due to the configuration of the parcels with the designated shared parking fronting on Princeton Avenue, prior to issuance of a building permit, the applicant must record a shared reciprocal parking and shared agreements that permit all current and future owners and customers vehicle access from the parking lot to proposed "Buildings "A, B, C, and F."

- e. That the structures' design does not comply with LCP Policy 8.13 (a) (3) or Policy 8.13 (b) (1). Policy 8.13 (a) (3) states that structures should use pitched, rather than flat roofs, which are surfaced with non-reflective materials except for the employment of solar energy.

Policy 8.13(b)(1) (*Commercial Development*): Design buildings, to reflect the nautical character of the harbor setting, are of wood or shingle siding, employ natural or sea colors, and use pitched roofs.



Staff's Response: Regarding policy 8.13(a) (3), this Local Coastal Program policy applies to development in Montara - Moss Beach – El Granada areas and does not apply to the Princeton area. Policy 8.13(b) (1) applies to commercial development in the Princeton area, not industrial development. See also staff's response on appeal item number 3 and discussion of compliance with the Design Review Standards, Section D.2.

## B. CONFORMANCE WITH GENERAL PLAN

Upon review of the applicable provisions of the General Plan, staff has determined that the project complies with the General Plan policies, including the following:

Visual Quality Policy 4.14 (*Appearance of New Development*) specifically addresses the requirement to regulate development to promote and enhance good design, site relationships and other aesthetic considerations.

See staff's response to Section A.3. Visual Quality Policy 4.14.

Visual Quality Policy 4.15 (*Supplement Design Guidelines for Communities*) encourages the preparation of supplemental site and architectural design guidelines for communities that include, but are not limited to, criteria that reflect local conditions, characteristics and design objectives, and are flexible enough to allow individual creativity.

See staff's response to Section A.3. Visual Quality Policy 4.15.

Industrial Land Use Policy 8.23 (*Land Use Compatibility*) ensures that industrial development is compatible with adjacent land uses.

The Waterfront District promotes industrial uses which exist in the vicinity, a use that is encouraged and fulfills the goals of the zoning district. There are existing industrial buildings in Princeton. More specifically, there is an existing industrial building across the street from the subject project and also further west, between West Point Avenue and Vassar Avenue. Regarding the existing residence immediately adjacent to the project site, the proposed project is not compatible with this single-family residence, however, the residence is a legal non-conforming use, a use that is no longer in compliance with the Waterfront District goals.

Industrial Land Use Policy 8.37 (*Parcel Sizes*) regulates minimum parcel sizes in zoning districts in an attempt to: 1) ensure that parcels are usable and developable, 2) establish orderly and compatible development patterns, 3) protect public health and safety, and 4) minimize significant losses of property value.

See staff's response to Section A.12.

## General Development Standards

Height, Bulk, and Setbacks Policy 8.38 regulates height, bulk, and setback requirements in zoning districts in order to: 1) ensure that the size and scale of development is compatible with the parcel size, 2) provide sufficient light and air in and around structures, 3) ensure that development of permitted densities is feasible, and 4) ensure public health and safety.

The project has been designed, both in size and scale, with each of the parcels. Although the parcels for Buildings “A, B, C, and F” are substandard in parcel size and Buildings “E and F” propose a substandard lot width, all units comply with the required zoning regulations in terms of height and lot coverage. Although there are no minimum setback requirements for industrial buildings, the project further reduces its bulk with the proposed front setbacks, which vary in distance from 11 ft. to 125 ft., and rear setbacks ranging from 15 ft. 8 in. to 39 ft. The curvilinear designed roof provides a softer roof design than a traditional pitched or square roof that is frequently designed for industrial buildings, and the softer roof design provides a soft visual overall design. The proposed setbacks, which are not required in the Waterfront District, provide light and air around the industrial units, between the existing non-conforming one-story residence, as well as air space from Princeton Avenue.

See staff’s response to Section A.2, which discusses the projects compliance with the Waterfront District regulations.

Policy 8.39 (*Parking Requirements*) regulates minimum on-site parking requirements and parking development standards in order to: 1) accommodate the parking needs of the development, 2) provide convenient and safe access, 3) prevent congestion of public streets, and 4) establish orderly development patterns.

See staff’s response to Section A.15 (d).

## C. CONFORMANCE WITH THE LOCAL COASTAL PROGRAM

### 1. Locating and Planning New Development Component

LCP Policy 1.28 (*Legalizing Parcels*) requires a Coastal Development Permit when issuing a Certificate of Compliance to legalize parcels. The applicant has submitted an application, along with the appropriate fees, for said permit.

LCP Policy 1.29 (*Coastal Development Permit Standards for Review when Legalizing Parcels*). On undeveloped, illegal parcels, created before Proposition 20 (effective date January 1, 1973), it must be determined that the parcel configuration will not have any substantial adverse impacts on

coastal resources, in conformance with the standards of review of the Coastal Development District Regulations. Permits to legalize this type of parcel shall be conditioned to maximize consistency with LCP resource protection policies. The Pacific Ocean borders along the south parcel boundary. However, the current parcel configuration is appropriate for a working waterfront industrial area. The proposed development will be situated such that it minimizes impact on visual resources along the shoreline area. The ocean is still visible from Columbia Avenue and Vassar Avenue (existing public roads, east and west of the subject parcels) and in pockets between existing buildings.

2. Visual Resources Component

LCP Policy 8.12(a) (*General Regulations*) requires that the Design Review Zoning District be applied to areas of the Coastal Zone. As indicated in the subsequent discussion, the project complies with the design review standards per Section 6565.7 of the San Mateo Zoning Regulations.

LCP Policy 8.12(b) (*General Regulations*) requires that new development and landscaping be located and designated so that ocean views are not blocked from public viewing points such as public roads and publicly-owned lands.

The proposed design is a cluster of six industrial units constructed in a continuous row with shoreline views available only on the east and west ends of the units. The total width of the industrial buildings is 300 ft. with a maximum height of 30 ft. To comply with LCP Policy 8.12.b, staff has requested that the applicant provide an additional view corridor, 10 ft. wide, between Buildings D and E. This corridor will provide additional public views of the shoreline from Princeton Avenue and will also break up the visual appearance of the proposed six industrial units. This requirement is included as a condition of approval requiring the applicant to submit revised plans reflecting this change at the building permit application stage. The plans are subject to review and approval by the Planning Department.

3. Hazards Component

LCP Policy 9.3 (*Regulation of Geologic Hazards Areas*) requires that the regulations of the Resource Management (RM) Zone, specifically Section 6326.2, be applied to the designated Tsunami Inundation Areas. The project, as conditioned, complies with this section since the land uses proposed for this project are not prohibited under this section. In addition, based on the FEMA "Flood Insurance Rate Maps," the subject site is located in Flood Zone C, areas of minimal flooding.

LCP Policy 9.7 (*Definition of Coastal Bluff or Cliff*) defines coastal bluff or cliff as a scarp or steep face of rock, decomposed rock, sediment or soil resulting from erosion, faulting, folding or excavation of the land mass and exceeding 10 ft. in height. As described in the 50-Year Erosion Study, Attachment F, there is a 5-ft. high concrete sea wall and riprap along the beach frontage of the subject parcels. Therefore, the beach frontage does not qualify as a “coastal bluff.” As such, it is technically not subject to Policy 9.8 (*Regulation of Development on Coastal Bluff Tops*), which requires the submittal of a site stability evaluation report to determine if design and setback provisions are adequate to assure stability and structural integrity for at least 50 years and if the development will contribute to erosion or geologic instability of the site. However, this evaluation has, nevertheless, been completed for the subject site, as indicated and as discussed further below:

LCP Policy 9.11 (*Shoreline Development*) requires location of new development where beach erosion hazards are minimal and where no additional shoreline protection is needed. Compliance with this policy requires that the site not be subject to wave action that will create adverse erosion conditions to require installation of protective barriers. As mentioned, a portion of the project’s frontage along the beach already has a protective sea wall and riprap which will remain on the property. Staff has determined that these structures are unpermitted and, though they were put in place long before the current owners acquired the property, these structures are potentially in violation of the Coastal Act, as indicated in the 2005 letters from the Coastal Commission to the property owners along the Princeton shoreline. However, enforcement action against property owners along the shoreline in Princeton has been temporarily suspended, subject to the adoption of an area-wide solution to shoreline protection. Since it is uncertain at this time whether or not the sea wall and riprap will be allowed to remain, staff required that the site stability analysis take into consideration the site’s suitability for development in the absence of the existing shoreline structures. The Erosion Study prepared by Sigma Prime Geosciences, Inc., dated January 2008, indicates that if the existing sea wall and riprap were removed, the projected erosion would be 22 ft. in the upcoming 50 years. “Building B” is located closest to the ocean with a rear setback of 20 ft. and is not protected by the existing sea wall. The proposed foundation shall be designed and constructed as recommended by the geotechnical consultant. Per the recommendation by the geotechnical consultant, the site can support the proposed development.

#### 4. Shoreline Access Component

Policy 10.1 (*Permit Conditions for Shoreline Access*) requires some provision for shoreline access as a condition for granting development permits for any private or public development between the sea and the

nearest road. The project complies with this policy, based on the existing vertical access already provided by Columbia Avenue and Vassar Avenue, located east and west of the project site, respectively, both of which originate from Princeton Avenue and end at the harbor's beach and shoreline. The proposed development does not negatively impact vertical access to the beach area, which is defined by Policy 10.3(a) as a reasonably direct connection between the nearest public roadway and the shoreline, or in this case, the beach.

LCP Policy 10.18, Lateral Access (*Shoreline Destinations*) without Coastal Bluffs requires providing access to and along the beach during normal tides, with a right-of-way of at least 25 ft. in width, between the mean high tide line and the first line of terrestrial vegetation. Measure the width of access either from a fixed inland point seaward or from the mean high tide line landward. Staff has included a condition that requires the applicant to submit revised plans that include a shoreline lateral access. The shoreline access shall be setback a minimum 25 ft. from the mean high tide or a minimum of 10 ft. from the top of the existing bank, whichever is greater. The applicant shall submit revised plans that reflect, in detail, this requirement for each parcel and the proposed design is subject to review and approval by the Planning Department. This requirement shall be recorded as a deed restriction on the title for each parcel.

#### D. CONFORMANCE WITH SUBDIVISION REGULATIONS

Assessor's parcel numbers 047-037-060, 047-037-070, 047-037-140, 047-037-150, 047-037-420, and 047-037-430 qualify for a Certificate of Compliance (Type A), as they were all created and recorded by deed before August 1945. Assessor's parcel numbers 047-037-160 and 047-037-170 require a Certificate of Compliance (Type B).

#### Rationale for Conditional Certificate of Compliance (Type-B)

A Conditional Certificate of Compliance (Type-B) is a process required to legalize parcels that were created in violation of provisions of the County and State subdivision laws in effect at the time of creation. This process is required for any illegally created parcel before new development can take place. Two of the project parcels, assessor's parcel numbers 047-037-160 (original lot 12) and 047-037-170 (original lot 13), were both created in their current configuration through a recorded deed on November 16, 2009. At that time, subdivisions required approval by the County Planning Division to create legal parcels. No such application or map was submitted to the County for review and approval. Compliance with the applicable regulations governing legalization of parcels is discussed in the sections below:

The subject parcels, assessor's parcel numbers 047-037-160 and 047-037-170, are illegal because they were created by a grant deed in 2009, without benefit of the County's review and approval. Any land division occurring on or after August 15, 1946, the effective date of the San Mateo County Subdivision Ordinance, must have been processed in accordance with the County Subdivision Ordinance and the State Subdivision Map Act. Therefore, the creation of these parcels violated the approval procedures of the County Subdivision Ordinance and the State Subdivision Map Act. However, Section 7134.2.c of the County Subdivision Ordinance does allow for the approval and recordation of a Certificate of Compliance subject to a public hearing and the imposition of conditions of approval to ensure that future development on the parcel will comply with public health and safety standards. Once the Conditional Certificate of Compliance is recorded, the parcel will be considered legal.

Prior to recordation of the Certificate of Compliance, the applicant must show that there is a potable water supply and sewer service available. A condition has been added to this effect. Access to potential building sites will not be a problem. The parcel has sufficient frontage onto Princeton Avenue, a publicly maintained road, and there are no physical impediments which would preclude the construction of a driveway at some point in the future.

#### E. CONFORMANCE WITH THE ZONING ORDINANCE

##### Zoning Development Standards

The applicant has submitted revised plans that include the merger of four substandard into two 6,000 sq. ft. conforming parcels. The Waterfront Zoning District allows development of substandard parcels with less than 5,000 sq. ft. and less than 50 ft. lot width per the Building Site Exceptions Section, 6288.0.5. See Section A.2. for discussion.

##### Conformance with Design Review Standards

The project is located in the design review district (DR) and is, therefore, subject to Section 6565.7 of the Zoning Regulations. The following are the applicable Design Standards followed by staff's response:

1. Proposed structures are designed and situated so as to retain and blend with the natural vegetation and landforms of the site and to ensure adequate space for light and air to itself and adjacent properties.

The subject site is generally level with minimal on-site vegetation, and there are three trees on the site that will be retained. The adjacent landform south of the parcels is the beach access. There is an existing retaining wall along the southerly portion of three of the parcels. The proposed buildings will not encroach onto or otherwise negatively impact the beach.

The structures are so configured as to maintain adequate open space on the properties and to provide access to light and air for the adjacent lots. The adjacent property to the east is a fenced lot used for boat storage. The nearest structure is an existing one-story single-family home located north of "Buildings A, B and C." The residence has an approximate 20-ft. rear setback from the shared property boundary and the bulk of "Building A" will be constructed approximately 11 ft. from the common boundary line with the front entry door located 6 ft. from the shared property line. The proposed height will be 30 ft. Staff believes the combined setback will leave adequate space for light and air between the properties and the adjacent property.

2. Where grading is necessary for the construction of structures and paved areas, it blends with adjacent landforms through the use of contour grading rather than harsh cutting or terracing of the site and does not create problems of drainage or terracing of the site and does not create problems of drainage or erosion on its site or adjacent property.

Minimal grading, approximately 50 cubic yards, is proposed for this project. This grading is for foundations and utility trenches, and to ensure proper site grades for drainage. There will be no change in the overall topography of the parcel. As part of the conditions of approval, the applicant will submit for review and approval drainage and erosion control plans to the Planning and Building Department.

3. Streams or other natural drainage systems are not altered so as to affect their character and, thereby, causing problems of drainage, erosion, or flooding.

There are no stream courses through the project site.

4. Structures are located outside flood zones, drainage channels, and other areas subject to inundation.

The project site is not within a standard 100-Year Floodplain but is within a designated 100-Year Flood Hazard Zone (Wave Action). No residential uses are proposed for the site and the County has a tsunami warning system to mitigate the hazard of constructing industrial/commercial buildings within this zone.

5. Trees and other vegetation land cover are removed only where necessary for the construction of structures or paved areas in order to reduce erosion and impacts on natural drainage channels, and maintain surface runoff at acceptable levels.

The minimal amount of existing vegetation on the site appears to have grown since the abandonment of the former boat launch use. The three

trees on site will remain. Landscaping proposed for the site will meet County requirements for new construction.

6. A smooth transition is maintained between development and adjacent open areas through the use of natural landscaping and plant materials that are native or appropriate to the area.

The subject property is adjacent to unimproved property to the east and west that is being used as outdoor boat storage. The adjacent property to the north is improved with a single-story residence and to the south is the ocean. The applicant will maintain the existing trees on the property as well as propose new landscaping along the perimeters of the shared property lines. The applicant shall plant vegetation that is native to the area. The new landscaping will be a complement to the property and neighborhood.

7. Views are protected by the height and location of structures and through the selective pruning or removal of trees and vegetative matter at the end of view corridors.

Although the proposed buildings would be developed to a height of 30 ft., the project site is located mid-block and not at the end of a view corridor. There are no trees proposed for removal. Also, as discussed per LCP Policy 8.12.b, the applicant is required to submit revised drawings that will show a 10 ft. view corridor between Buildings D and E. This view corridor will provide added shoreline views from Princeton Avenue and also break up the solid continuous wall of the industrial buildings and soften the visual impact of the project.

8. Construction on ridgelines blends with the existing silhouette by maintaining natural vegetative masses and landforms and does not extend above the height of the forest or tree canopy.

The project does not involve development on a ridgeline.

9. Structures are set back from the edge of bluffs and cliffs to protect views from scenic areas below.

The project is sited adjacent to a beach without bluffs and cliffs. The beach is along the gently sloped Pillar Point Harbor.

10. Public views to and along the shoreline from public roads and other public lands are protected.

Ocean Boulevard is a paper street and designated a public right-of-way and would remain accessible to the public with an open view. The existing single-family residence's view will be impacted by the height of the industrial



buildings, however, zoning regulations do not protect private views. See also staff's response to item number 7 above.

11. Varying architectural styles are made compatible through the use of similar materials and colors that blend with the natural setting and surrounding neighborhoods.

The architect proposes neutral concrete and muted tones of metal cladding that are compatible with other structures in the area as well as the natural environment. All new paint colors will require review and approval by the Planning Department. Staff believes the design will enhance the appearance of the building and it will also be compatible with the surrounding structures.

12. The design of the structure is appropriate to the use of the property and is in harmony with the shape, size, and scale of adjacent buildings in the community.

The style of the structures is unique, with a curvilinear roof design, which appears intended to mimic waveforms. As a waterfront structure, this is an appropriate form of designing with nature. Furthermore, the building materials, metal, concrete, and glass, are contextually appropriate for an area dominated by industrial uses and an airport.

13. Overhead utility lines are placed underground where appropriate to reduce the visual impact in open and scenic areas.

The County will require undergrounding utilities as a condition of project approval.

14. The number, location, size, design, lighting, materials, and use of colors in signs are compatible with the architectural style of the structure. They identify and harmonize with their surroundings.

No signs are proposed in conjunction with this application. Any signs for the site would be required to go through the appropriate sign review process with the County.

15. Paved areas are integrated into the site, relate to their structure, and are landscaped to reduce visual impact from residential areas and from roadways.

Paved areas associated with the project are limited to the amount required to provide parking for the buildings and maneuverability on the site. The project provides the required 4-ft. minimum landscaping, retains three young existing trees on-site, and shall utilize climate-appropriate new landscaping.

The project proposes landscaping for the full perimeter of the parking area and around the vehicle access areas of “Buildings A, B, C and F.”

F. USE PERMIT FOR NON-CONFORMING PARCELS

Per Chapter 4, Section 6133.3.b. (1)(a) of the Zoning Regulations, a use permit is required to develop parcels less than 3,500 square feet and less than 50 ft. in width. Staff believes that the project complies with the following required findings:

1. The proposed development is proportioned to the size of the parcel on which it is being built.

Staff Response: As proposed and conditioned, the industrial buildings on the 2,500 sq. ft. parcels (APNs 047-037-140, 047-037-170, 047-037-420 and 047-037-430) will comply with the Waterfront District Zoning Regulations Building Site Exceptions height restrictions of 30 ft. and a maximum 46% lot coverage. As previously discussed, the Waterfront district does not regulate floor area ratio or setbacks, so the buildings will be proportioned to the size of the parcel.

2. All opportunities to acquire additional contiguous land have been investigated.

Staff Response: APNs 047-037-060, -070, -140, -170, -420, and -430 are parcels located along shared property lines with other owners and would be the only parcels to acquire contiguous land. Proposed parcels 047-037-060 and 047-037-160 will be merged to become one 6,000 sq. ft. parcel, for “Building D,” and parcels 047-037-070 and 047-037-150 will be merged to become one 6,000 sq. ft. parcel for “Building E.” Once merged, both new parcels will meet the required minimum lot size and, thereby, do not need to acquire additional contiguous lands. The applicant has made an effort to contact the adjacent owners to acquire adjacent parcels. To date, one adjacent land owner has responded that sale of his property is possible but no offer has been made or accepted. The applicant has not received a response from any other adjacent property owners to date.

3. The proposed development is as nearly in conformance with the Zoning Regulations currently in effect as is reasonably possible.

Staff Response: Upon the merger of the two pairs of parcels, 047-037-060 and 047-037-160, together, and 047-037-070 and 047-037-150, together, “Buildings D and E,” as conditioned and with an approved use permit, will conform with the applicable Zoning Regulations in regards to height and lot coverage. Parcels 047-037-140, 047-037-420, and 047-037-430, as proposed, will comply with the Building Site Exceptions.

4. The establishment, maintenance, and/or conducting of the proposed use will not, under the circumstances of this particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in the said neighborhood.

Staff Response: The proposed development fulfills the intent of the "W" District Regulations which is designated for a "working waterfront" by providing industrial buildings for marine-related trades and services and manufacturing land uses that support commercial fishing and recreational boat activities. Any future proposed uses for Buildings C, D, E, and F shall be subject to review and approval by the Community Development Director. Review of these uses will require all owners and/or tenants to submit a detailed set of plans, a detailed explanation of the proposed use, payment of an administrative review fee, and review of all required submitted documents. Approval shall establish that all proposed uses will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. The applicant's proposal will be providing well-designed industrial building warehouse space that will encourage new marine-related business and services to move into the Princeton Area, thereby, fulfilling the intent of the "W" District.

5. A use permit approval does not constitute a granting of special privileges.

Staff Response: The proposal conforms to the lot coverage and height limit set by the Waterfront Zoning Regulations and Building Site Exceptions requirements, therefore, staff has determined that the development is in proportion to the size of the parcel. There is no evidence to suggest that the industrial buildings, as proposed, will have a detrimental effect upon the public or improvements in the neighborhood. There are existing industrial buildings on 2, 500 sq. ft. parcels in the Princeton area. Some of the buildings are located between Ocean Boulevard and Princeton Avenue, between West Point Avenue and Vassar Avenue, thus, development on 2,500 sq. ft. parcels is not unusual for this area.

#### G. CONFORMANCE WITH USE PERMIT REQUIREMENTS AND FINDINGS

The proposed use of "Buildings A and B" is the processing and sale of freshly caught fish. This use is permitted in the Waterfront District. The uses of the other four buildings have not been determined. In order to facilitate the leasing or sale of these buildings, the applicant has requested use permit approval for all the uses in the "W" District Shoreline area which require a use permit. Any future proposed uses for Buildings C, D, E, and F shall be subject to review and approval by the Community Development Director. Review of these uses will require all owners and/or tenants to submit a detailed set of plans, a detailed explanation of the proposed use, payment of an administrative review fee, and review of all required submitted documents. All of these required documents are

subject to review and approval by Planning staff and the Community Development Director prior to authorization to any future proposed uses for Buildings C, D, E, and F and prior to authorization to operate and occupancy. Additionally, all approved use permits are valid for 5 years and subject to administrative renewal every 2 years.

If the applicant's use is in violation of any of the conditions of approval, the County Code Compliance Section shall direct the owner/tenant, in writing, to come into compliance in order to receive use permit renewal for continued operation. The owner/tenant shall be required to apply for this renewal within thirty days of the date of said use permit renewal letter. The application shall be subject to all applicable use permit renewal fees at that time.

#### H. REVIEW BY MIDCOAST COMMUNITY COUNCIL

The Midcoast Community Council reviewed the revised project on August 24, 2012 and made the following comments:

Comment A: "Revised parcel ownership now is divided between two entities (Princeton Boatyard, LLC and Eventide Charters, LLC) with adjacent parcels arbitrarily having alternating ownership, preventing merging of any of these."

Staff's Response: Although the six shore parcels are under alternating ownership, the applicant is merging two pairs of parcels into two 6,000 sq. ft. Additionally, the applicant did attempt to contact the immediate adjacent neighbors (assessor parcel numbers 047-037-050, 047-037-450, 047-037-080, and 047-037-130) as an effort to purchase and merge existing lots with adjacent parcels, however, the applicant received either no response, or no successful purchase of property occurred.

Comment B: "The site plan depicts the seawall as extending in front of three parcels, when in fact, it is only 50 ft. long. Parcel "E" is actually the location of the boat ramp with significantly lower elevation and no seawall. The plan shows Building "E" about 2 ft. from the seawall that is not actually there."

Staff's Response: The site plan has been revised to show the correct location of the sea wall.

Comment C: The project's 50-year erosion study notes that up to 15 ft. of land was added at the time the seawall was built. This project proposes allowing buildings on top of the added land, right up to the edge with no room for any coastal retreat. The study estimates that without well-maintained armoring the bank would retreat 22 ft. over the next 50 years. Note this does not include projected sea level rise. The project needs to be moved further away from the shore in order to allow shoreline retreat. The deteriorated, unpermitted seawall should be removed.

Staff's Response: Upon implementation of an "area-wide shoreline protection program and access solution" removal of the seawall and installation of a shoreline retreat shall be designed and implemented. The current project does not propose any new armoring. Upon removal of the non-permitted sea wall, more than 14 ft. of lateral depth would remain useable for the shoreline retreat.

Comment D: The revised project does not address the 2006 Midcoast Community Council (MCC) concerns regarding the 150-ft. solid wall of adjoined buildings, which in one stroke would block off from view about one third of the waterfront between Vassar Avenue and Columbia Avenue. Development needs to provide for views to the shore from Princeton Avenue, route of the California Coastal Trail.

Staff's Response: Per staff's discussion under LCP Policy 8.12(b), staff has requested that the applicant provide an additional view corridor, 10 ft. wide, between Buildings D and E. This corridor will provide additional public views of the shoreline from Princeton Avenue and will also break up the visual appearance of the proposed six industrial units. This requirement is included as a condition of approval requiring the applicant to submit revised plans reflecting this change at the building permit application stage. The plans are subject to review and approval by the Planning Department

Comment E: The exterior style of the buildings has not changed and does not comply with the Visual Resources Component and the Design Review Standards of the LCP. Considering these buildings are on the shoreline, we feel it is imperative that they reflect the nautical character of the harbor setting. We have seen the results of this type of development in the western-most block of Princeton Avenue (or as they are addressed, Ocean Boulevard), the industrial "airplane hangar" look, tall and looming over the beach, and built so close to the shore that emergency armoring is immediately required, greatly diminishing the experience of walking along the shore.

Staff's Response: In response to reflecting the nautical character of the harbor setting, the project is an industrial development, not a commercial development. Nautical design is required for commercial development. As a result, the project is not required to incorporate nautical character of a harbor setting. Policy 8.13.b (2) (*Industrial Development*) requires the design to employ architectural detailing, subdued colors, textured building materials, and landscaping to add visual interest and soften the harsh lines of standard or stock building forms normally used in the industrial district. The redesigned buildings are well designed, incorporating some modern style, and uses subdued dark color and materials that complement the typical monotone industrial design. The architecture adds visual interest to the area.

Regarding "emergency armoring," no armoring or extension of the existing sea wall is proposed.

Comment E: Of the recent waterfront buildings of this style, not one is currently being used for marine-related commercial use, and the only access is from the street. Waterfront shoreline zoning is for marine-related commercial uses that actually require shoreline access. It is meant to enhance and protect coastal resources. How does taking out a boat ramp, armoring the shoreline, and walling it off behind a 30-ft. tall wall of buildings accomplish that?

Staff's Response: The existing waterfront buildings, located at 171,175, 177, and 179 Ocean Boulevard and 123, 127, and 131 Ocean Boulevard, are all zoned Waterfront/Design Review (W/DR) and all uses shall comply with the Waterfront Zoning District. As discussed under Section G, above, all proposed uses shall be formally submitted to the Planning and Building Department for thorough review and approval by the Community Development Director. If these property uses are not in compliance, San Mateo County's Code Compliance Section would need to receive a formal complaint in order to inspect the property and verify the complaint.

The project is in compliance with the development regulation of the parcels. To substantially redesign the project or propose a different use, such as a boat launch or lower height structure, would require an individual to purchase the parcels and propose such use. The applicant does intend to fulfill the marine-related use with a fish processing operation, and the remainder units are also required to house marine-related businesses. Otherwise, a zoning amendment of the Waterfront District is the only mechanism to restrict construction of the industrial building.

Regarding coastal access, upon coordination and implementation of the "area-wide shoreline protection program and access solution," a lateral access trail is anticipated in the future.

LCP Policy 10.13 (*Commercial and Industrial Areas*) requires the establishment and improvement of vertical (trails) and lateral (shoreline destinations) public access, except where the establishment of access would disrupt activities which are essential to public safety.

See Staff's Response to Comment E. There is no existing shoreline access to the east or west adjacent properties of the subject site. The project has been conditioned to submit revised plans that reflect a shoreline lateral access for each parcel. Details of the requirements are discussed in Section 4, Shoreline Access Component, of this report and also noted as conditions of approval. The trail access will be limited to the width of the property, 150 ft., since there are no other existing trails east or west of the project site. The lateral access condition shall also be recorded on the title of each parcel requiring each future owner to comply.

I. ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration were prepared and circulated for this project, with the comment period beginning on August 15, 2008 and ending on September 3, 2008. Based on the Initial Study, the proposed development could result in potentially significant impacts in the areas of land suitability and geology, vegetation and wildlife, air/water/sonic quality, and aesthetic/cultural/historic resources. Staff has prepared a Mitigated Negative Declaration for the project which includes mitigation measures that will reduce these potential impacts to a less-than-significant level.

Staff reviewed the published negative declaration. The project scope has changed from four industrial units to six industrial units, with a reduced height and modified front setbacks. The total change in footprint of all buildings is an increase of approximately 1,200 sq. ft. As a result, the most significant area that would be impacted is vehicle traffic. Based on the Institute of Transportation Engineers (ITE) Trip Generation (8<sup>th</sup> Edition, Volume 2 of 3), the additional 1,200 sq. ft. is not expected to cause a significant increase to traffic. None of these changes are considered significant to require a recirculation of the Negative Declaration Environmental Documents.

J. OTHER REVIEWING AGENCIES

County Department of Public Works - Roads  
County Geotechnical Section  
County Environmental Health Division  
County Building Inspection Section  
Coastside County Fire Protection District  
California Coastal Commission  
Coastside County Water District  
Granada Sanitary District  
Midcoast Community Council  
Homeowners Association (Princeton)

ATTACHMENTS

- A. Recommended Findings and Conditions of Approval
- B. Vicinity Map
- C. Appeal
- D. Site Plan
- E. Elevations
- F. Floor Plans
- G. Elevation and Cross Section
- H. Drainage Plan
- I. Landscape Plan
- J. Roof Plan/Building Section

- K.1 Photo: View of Princeton Avenue
- K.2 Photo: View Looking South from Princeton Avenue
- K.3 Photo: View Looking West from Project Site
- K.4 Photo: View Looking South at Ocean Boulevard
- K.5 Photo: View Looking North at Project Site, from Oceanside
- K.6 Photo: View East and View Northwest
- L. Mitigated Negative Declaration
- M. 50-Year Erosion Study (dated June 2005)
- N. 50-Year Erosion Study of Bank for the Property (dated January 28, 2008)
- O. Midcoast Community Letter (Review of Six-Unit Proposal, dated August 24, 2012)
- P. Midcoast Community Letter (Review of Four-Unit Proposal, dated April 24, 2006)

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County of San Mateo  
Planning and Building Department

**RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL**

Permit or Project File Number: PLN 2005-00349      Hearing Date: December 12, 2012

Prepared By: Olivia Boo, Project Planner      For Adoption By: Planning Commission

**RECOMMENDED FINDINGS**

Regarding the Environmental Review, Find:

1. That the Mitigated Negative Declaration is complete, correct, adequate, and prepared in accordance with the California Environmental Quality Act (CEQA) and applicable State and County guidelines. An Initial Study and a Mitigated Negative Declaration was prepared and issued with a public review period from August 16, 2008 to September 8, 2008 per CEQA. Although the project scope has changed, from four industrial units to six industrial units, with a reduced height and modified front setbacks. The total change in footprint of all buildings is an increase of approximately 1,200 sq. ft. As a result, the most significant area that would be impacted is vehicle traffic. Based on the Institute of Transportation Engineers (ITE) Trip Generation (8<sup>th</sup> Edition, Volume 2 of 3), the additional 1,200 sq. ft. is not expected to cause a significant increase to traffic. None of these changes are considered significant to require a recirculation of the Negative Declaration.
2. That, on the basis of the Initial Study and the comments received, thereto, no evidence exists that the project, with the incorporation of the mitigation measures in the Mitigated Negative Declaration, will have a significant effect on the environment. The mitigation measures contained in the Mitigated Negative Declaration and the conditions of approval in this document adequately mitigate any potential significant effect on the environment.
3. That the mitigation measures identified in the Mitigated Negative Declaration, agreed to by the applicant, placed as conditions on the project and identified as part of this public hearing, have been incorporated into the Mitigation, Monitoring, and Reporting Plan (MMRP) in conformance with the California Public Resources Code, Section 21081.6. The applicant has agreed to comply with the mitigation measures contained in the Mitigated Negative Declaration. In addition, applicable mitigation measures have been incorporated as conditions of approval for this project.

4. That the Mitigated Negative Declaration reflects the independent judgment of the San Mateo County Zoning Hearing Officer.

Regarding the Conditional Certificates of Compliance (Type-B), Find:

5. That the processing of the Conditional Certificates of Compliance (Type-B) is in full conformance with the Illegal Parcel Policies approved by the County Board of Supervisors on May 14, 1985. As proposed and conditioned, the project complies with the provisions of the County and State subdivision laws in effect at the time of parcel creation.
6. That the processing of the Conditional Certificate of Compliance (Type-B) is in full conformance with Government Code, Section 66499, et seq.

Regarding the Coastal Development Permit, Find:

7. That the project, as described in the application and accompanying materials required by the Zoning Regulations, Section 6328, and as conditioned in accordance with Section 6328, conforms with the plans, policies, requirements and standards of the San Mateo County Local Coastal Program (LCP), as discussed in the staff report under Section C. The policies discussed include Visual Resources, Hazards Component, and Shoreline Access Component.
8. That the project is located between the nearest public road and the sea, or the shoreline of the Pescadero Marsh, and the project is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code). The project complies since there are existing shoreline access locations at Vassar Avenue, Columbia Avenue, and the strip of beach south of the subject site.
9. That the project conforms to specific findings required by policies of the San Mateo County Local Coastal Program. The project complies with applicable policies of the Visual Resources, Hazards, and Shoreline Access Components of the LCP, and conforms to the required findings listed above.

Regarding the Use Permit, Find:

10. That the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, result in significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood, based on the following: Any future proposed uses for Buildings C, D, E, and F shall be subject to review and approval by the Community Development Director. Review of these uses will require all owners and/or tenants to submit a detailed set of plans, a detailed explanation of the proposed use, payment of an administrative review fee and review of all required submitted documents. All of these required documents are

subject to review and approval by Planning staff and the Community Development Director prior to authorization to operate and occupancy. Additionally, all approved use permits are valid for 5 years and subject to administrative renewal every 2 years.

If the applicant's use is in violation of any of the conditions of approval, the County Code Compliance Section shall direct the owner/tenant, in writing, to come into compliance in order to receive use permit renewal for continued operation. The owner/tenant shall be required to apply for this renewal within thirty days of the date of said use permit renewal letter. The application shall be subject to all applicable use permit renewal fees at that time.

11. All submitted documentation demonstrates that the proposed project is necessary for the public health, safety, convenience or welfare of the community. The project, as conditioned, will provide industrial building space for both permitted and approved uses that fulfill the goals of the Waterfront District and enhance the community by bringing in marine-related businesses.

Regarding the Use Permit for Non-Conforming Parcels, Find:

12. That the proposed development is proportioned to the size of the parcel on which it is being built. As proposed and conditioned, the industrial buildings will comply with the Waterfront District Zoning Regulations Building Site Exceptions height restrictions of 30 ft. and a maximum 46% lot coverage and, therefore, are proposed in proportion to the size of each parcel.
13. That all opportunities to acquire additional contiguous land in order to achieve conformity with the zoning regulations currently in effect have been investigated and proven to be infeasible. The applicant has made an effort to contact the adjacent owners to acquire adjacent parcels.
14. That the proposed development is as nearly in conformance with the zoning regulations currently in effect as is reasonably possible. The two pairs of merged parcels, as conditioned and with an approved use permit, will conform with the applicable zoning regulations in regards to height and lot coverage, and the remainder four 2,500 sq. ft. parcels, as proposed, will comply with the Building Site Exceptions.
15. That the establishment, maintenance, and/or conducting of the proposed use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in the said neighborhood. The proposed development fulfills the intent of the "W" District Regulations which is designated for a "working waterfront" by providing industrial buildings for marine-related trades and services and manufacturing land uses that support commercial fishing and recreational boat activities. The applicant's proposal will be providing well-designed industrial

building warehouse space that will encourage new marine-related businesses and services to move into the Princeton area, thereby, fulfilling the intent of the "W" District.

16. That the Use permit approval does not constitute a granting of special privileges. The proposal conforms to the lot coverage and height limit set by the Waterfront Zoning Regulations and Building Site Exceptions requirements and is in proportion to the size of the parcel. There is no evidence to suggest that the industrial buildings, as proposed, will have a detrimental effect upon the public or improvements in the neighborhood. There are existing developed properties on 2,500 sq. ft. parcels in Princeton, thus, development on 2,500 sq. ft. parcels is not unusual for the area.

Regarding the Design Review, Find:

17. That the project, as proposed and conditioned, is found to be in compliance with the standards applicable to Princeton and the Coastal Zone, as contained in the Community Design Manual and the Visual Resources Component of the LCP. The proposed building design is unified and relates in size, scale, and design to buildings in the neighborhood. The project is found to be in compliance with the applicable design review standards.

**RECOMMENDED CONDITIONS OF APPROVAL**

Current Planning Section

1. This approval applies only to the proposal, documents, and plans described in this staff report and approved by the Planning Commission on December 12, 2012. Minor revisions or modifications to the project may be made if they are consistent with the intent of and in substantial conformance with this approval, subject to the review and approval of the Community Development Director.
2. The Coastside Development Permit shall expire five years from the date of final approval if all other permits required for all the buildings have not been obtained and construction begun. Upon written request of the property owner, and for good cause, the Community Development Director may extend the expiration period for the Coastal Development Permit and all other approvals one year at a time.
3. Any future proposed uses for Buildings C, D, E, and F shall be subject to review and approval by the Community Development Director. Review of these uses will require all owners and/or tenants to submit a detailed set of plans, a detailed explanation of the proposed use, payment of an administrative review fee and review of all required submitted documents. All of these required documents are subject to review and approval by Planning staff and the Community Development Director prior to authorization to operate and occupancy. Additionally, all approved use permits are valid for 5 years and subject to administrative renewal

every 2 years. The discretionary approval of any future uses shall be recorded on the title of each parcel.

4. The use permit shall expire in 5 years with the payment of applicable use permit fees, and be subject to administrative review every two years. If the applicant's use is in violation of any of the conditions of approval, the County Code Compliance Section shall direct the applicant, in writing, to come into compliance in order to receive use permit renewal for continued operation. The applicant shall be required to apply for this renewal within thirty days of the date of said use permit renewal letter. The application shall be subject to all applicable use permit renewal fees at that time.
5. The Planning Commission's action on the use specified and contained within this staff report and for the parcels listed in no way authorizes approval of any other uses. In addition, this approval does not authorize these same uses on any other parcels.
6. Any change in the proposed use will require a use permit amendment and will need to comply with the current County Parking Regulations.
7. The applicant/tenant of the project shall apply for and be issued a sign permit for any signs proposed for the site.
8. The applicant shall apply for and be issued a building permit prior to the start of construction.
9. Prior to the issuance of a building permit, the applicant shall submit to the Planning Department a detailed landscape plan for review and approval.
10. Color samples shall be submitted to the Planning Department at the time of application for a building permit. Approved colors and materials shall be confirmed prior to a final inspection for the building permit.
11. The applicant shall keep the parking lot as clean as practicable by using appropriate methods including, but not limited to, sweeping and litter control.
12. The applicant, owners, and future occupants of the project shall not indicate through signs or, otherwise, that the parking within the Princeton Avenue public right-of-way is restricted to tenants of the project.
13. All utility lines serving the subject properties shall be installed underground from the nearest existing utility pole.
14. During project construction, the applicant shall, pursuant to Section 5022 of the San Mateo County Ordinance Code, where applicable, minimize the transport and

discharge of stormwater runoff from the construction site into storm drain systems and water bodies by:

- a. Using filtration materials on storm drain covers to remove sediment from dewatering effluent.
  - b. Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.
  - c. Removing spoils promptly and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material.
  - d. Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to the storm drain system or water body.
  - e. Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.
  - f. Limiting and timing applications of pesticides and fertilizers to avoid polluting runoff.
15. Construction hours shall be limited to Monday through Friday, 8:00 a.m. to 6:00 p.m., Saturday, 9:00 a.m. to 5:00 p.m., and no construction will be allowed on Sundays, Thanksgiving Day, or Christmas. Noise levels produced by the proposed construction activity shall not exceed 80-dBA level at any one moment.
  16. Prior to the issuance of a building permit, a deed restriction shall be recorded by the applicant for each parcel indicating that commercial fishing is a preferred use in the Waterfront District and has potential to create impacts related to noise, sight, and smell.
  17. The property owner(s) for each parcel shall agree in writing to participate in an "area-wide shoreline protection and access solution" including removal of riprap if required. This agreement shall be submitted for Planning Department/County Counsel review prior to the issuance of a building permit and shall commit the current and future property owners to contributing their fair share of the cost of designing, permitting, constructing and maintaining the solution, and to allow for lateral access across the property in conjunction with implantation of the solution. This agreement shall be recorded on each deed restriction for each parcel.
  18. The portions of the buildings within 22 ft. of the top of the bank shall have a self-supporting foundation.

19. The applicant shall pay an environmental filing fee of \$2,010.25 as required under Fish and Game Code, Section 711.4(d), to the San Mateo County Clerk within four working days of the final approval date of this permit.
20. The applicant shall comply with all mitigations as listed in the mitigation measures included in the Certified Mitigated Negative Declaration, as follows:

**Mitigation Measure 1:** The site is located within Seismic Zone 4. Therefore, a Seismic Zone Factor,  $Z$ , of 0.40, applies to the site. Soil Profile Type SD (stiff soil) shall be used for the site.

**Mitigation Measure 2:** The project shall be designed and constructed in accordance with current earthquake-resistance standards.

**Mitigation Measure 3:** The project shall install drain trenches and/or a pump to minimize groundwater disturbance from below-grade foundation walls, if such foundations are used for structures on the site.

**Mitigation Measure 4:** Construction activity (including tree removal, pruning, or grading) adjacent to trees should be conducted outside of the nesting season, which generally occurs between February 1 and August 15. If such activity must occur during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird survey of the trees within the vicinity of the proposed construction activity. If no nesting birds are observed, no further action is required and construction activity shall commence within one week of the survey to prevent taking of individual birds that may have begun nesting after the survey. If birds are observed nesting, construction activity shall be delayed until after the young have fledged, as determined by bird surveys by a qualified biologist, or until after the nesting season described above, in coordination with the California Department of Fish and Game.

**Mitigation Measure 5:** The following construction noise control measures are recommended to limit noise generated during the construction period.

- a. Limit construction to daytime hours (7:00 a.m. to 6:00 p.m.), Monday through Friday, with no construction activities on Sundays, Thanksgiving or Christmas, in accordance with the San Mateo County Code, Section 4.88.360.
- b. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- c. Prohibit unnecessary idling of internal combustion engine.

- d. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- e. Locate stationary noise-generating equipment as far as possible from noise-sensitive receptors.
- f. Designate a noise-disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

**Mitigation Measure 6:** The applicant shall, pursuant to Section 5023 of the San Mateo County Code, submit a Construction Site Stormwater Management Plan to the Planning and Building Department for the review and approval by the Community Development Director prior to the issuance of building permits. The plan shall illustrate and describe appropriate methods, chosen by the applicant, from the California Stormwater Best Management Practices Handbook, to control stormwater runoff from the project site during construction.

As part of the stormwater management plan required by the building permit, the applicant shall submit an erosion and sediment control plan designed by an erosion-control professional, landscape architect, or civil engineer (hereafter referred to as the applicant's erosion-control consultant) specializing in erosion-control. The plan shall be submitted to the Planning and Building Department and the Department of Public Works for review and approval prior to the issuance of building permits. The erosion and sediment control plan shall stipulate all such measures to be implemented in the event of a storm during construction throughout the winter season (effective October 15 through April 15). The Planning and Building Department shall confirm that the approved plan is in place and ready to be implemented (in case of an impending or actual storm) prior to the start of any grading or construction activities at the site. Implementation of the plan shall occur as follows:

- a. The erosion and sediment control plan shall be submitted, reviewed and approved prior to the issuance of building permits. It shall be implemented and inspected as part of the inspection process for the project. The approved plan shall be activated during the period of grading activity if any rainstorms occur. Any revisions to the plan shall be prepared and signed by the applicant's erosion-control consultant and reviewed by the Department of Public Works.
- b. The plan shall be based on the specific erosion and sediment transport-control needs in which grading and construction are to occur.



The plan shall specifically address how the adjacent shoreline will be protected during construction activity. The possible methods are not necessarily limited to the following items:

- (1) Confine grading and activities related to grading (construction, preparation and use of equipment, material storage/staging areas, and preparation of access roads) to the dry season, whenever possible.
- (2) If grading or activities related to grading need to be scheduled for the wet season, ensure that structural erosion and sediment transport-control measures are ready for implementation prior to the onset of the first major storm of the season.
- (3) Locate staging areas outside major drainage ways.
- (4) Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.
- (5) Prevent runoff from flowing over unprotected slopes.
- (6) Keep disturbed areas (areas of grading and related activities) to the minimum necessary for demolition or construction.
- (7) Keep runoff away from disturbed areas during grading and related activities.
- (8) Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods. Seed mixes used for erosion-control shall contain only native, non-invasive species.
- (9) Direct runoff over vegetated areas prior to discharge into public storm drainage systems, whenever possible.
- (10) Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences.
- (11) Make the contractor responsible for the removal and disposal of all sedimentation on-site or off-site that is generated by grading and related activities of the project.
- (12) Use landscaping and grading methods that lower the potential for downstream sedimentation. Modified drainage patterns, longer flow paths, encouraging infiltration into the ground, and slower stormwater conveyance velocities are examples of effective methods.

- (13) Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides, or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.
- c. During the installation of the erosion and sediment-control structures, the applicant's erosion-control consultant shall be on the site to supervise the implementation of the designs and the maintenance of the facilities throughout the grading and construction period. It shall be the responsibility of the consultant to regularly inspect the erosion-control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

**Mitigation Measure 7:** The applicant shall submit an on-site drainage plan, as prepared by their civil engineer, showing all permanent post-construction stormwater controls and drainage mechanisms prior to the issuance of building permits. The required drainage plan shall show, in all respective cases, the necessary mechanisms to contain all water runoff generated by on-site impervious surfaces and shall include facilities to minimize the amount and pollutants of stormwater runoff through on-site percolation and filtering facilities. The drainage plan shall be submitted to the Planning and Building Department for review and approval by the Community Development Director prior to the issuance of building permits. The plan shall be included as part of the project's final building permit application and construction plans. The County Building Inspection Section and the Department of Public Works shall ensure that the approved plan is implemented prior to the project's final building and/or grading inspection approval.

**Mitigation Measure 8:** Prior to excavation and construction on the project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, and other cultural materials from the project site.

The project applicant shall select a qualified archaeologist prior to any demolition, excavation, or construction for the County's review and approval prior to issuance of the grading permit. The archaeologist shall have the authority to perform spot check monitoring of subsurface construction and watch for and evaluate artifacts or resources that may be uncovered. The archaeologist shall also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (within a 50-ft. radius or greater area, if necessary) of a find if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.

Reasonable time shall be allowed for the qualified archaeologist to notify the proper authorities for a more detailed inspection and examination of the exposed cultural resources. During this time, excavation and construction would not be allowed in the immediate vicinity of the find; however, those activities could continue in other areas of the project site.

If any find were determined to be significant by the qualified archaeologist, representatives of the project applicant or construction contractor and the County, and the qualified archaeologist will meet to determine the appropriate course of action.

All cultural materials recovered as part of the monitoring program will be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the San Mateo County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

21. Prior to the issuance of any building permit, pursuant to this approval, the following shall be completed to the satisfaction of the Community Development Director:
  - a. Assessor's Parcel Nos. 047-037-060 and 047-037-160 shall be merged to become one parcel.
  - b. Assessor's Parcel Nos. 047-037-070 and 047-037-150 shall be merged to become one parcel.
  - c. Reciprocal parking and access easements to the satisfaction of the Community Development Director shall be recorded to provide access to the six buildings and the entitlement to parking within the Assessor's Parcel Numbers of future merged parcels 047-037-060 and 047-037-160, as one parcel, and 047-037-070 and 047-037-150, as one parcel.
  - d. The owners of each of the buildings shall have an undivided interest in Assessor's Parcel Numbers, merged parcels 047-037-060 and 047-037-160, as one parcel, and 047-037-070 and 047-037-150, which provide the parking for all the buildings. These parcels may not be conveyed separately from the six building sites. The applicant shall prepare and record appropriate legal documents implementing these provisions to the satisfaction of the Community Development Director.

- e. Covenants, Conditions and Restrictions (CC&R's) shall be prepared and recorded establishing maintenance responsibilities among all property owners for all shared site improvements, including drainage, to the satisfaction of the Community Development Director.
- 22. The applicant shall record deeds on all parcels for the proposed merged parcels 047-037-060 and 047-037-160; 047-037-070 and 047-037-150; 047-037-140, 047-037-170, 047-037 420, and 047-037-430 that permit shared access for all future owners and customers to and from the parking lot.
- 23. Prior to issuance of a building permit, a recorded document confirming easement rights over adjacent parcels shall be submitted to the Planning Department for review and approval. This grant of access easement shall be recorded on the deed prior to issuance of any building permits.
- 24. Per Section 6121(a) (4), planter or landscaped areas of at least 4 ft. wide shall be provided adjacent to all street rights-of-way. Where a parking area has a capacity of 10 or more parking spaces, landscaped areas, including the above 4-ft. street buffer strip, shall not be less than five percent of the total parking lot area.
- 25. Prior to issuance of a building permit, all Certificates of Compliance must be recorded, and water and sewer service availability verified.
- 26. The applicant shall submit revised plans to show the following: a) a 10 ft. vertical separation between Buildings D and E, with the purpose to provide additional shoreline views, between the two buildings, from Princeton Avenue; and b) relocate the industrial buildings to provide lateral shoreline access, on the south side of the property, for public use. The shoreline access shall be setback a minimum of 25 ft. from the mean high tide line or a minimum of 10 ft. from the top of the existing bank, whichever is greater. The applicant shall submit revised plans that reflect this condition for each parcel and subject to review and approval by the Planning Department. This requirement shall also be recorded on the title for each parcel.
- 27. Any future owner and/or tenant who wish to propose a conversion to a caretakers units shall apply for a separate building permit and coastal development permit and associated fees. The residential conversion is subject to discretionary approval by the Planning Department and shall receive building permit issuance from the Building Inspections Section. This requirement shall be recorded on the title of each parcel prior to issuance of the building permit.

#### Building Inspection Section

- 28. Prior to pouring any concrete for foundations, written verification from a licensed surveyor will be required confirming that the setbacks, as shown on the approved plans, have been maintained.

29. An automatic fire sprinkler system will be required. This permit must be issued prior to, or in conjunction with, the building permit.
30. If a water main extension or upgrade of hydrant is required, this work must be completed prior to the issuance of the building permit, or the applicant must submit a copy of an agreement and contract with the water purveyor that will ensure that the work will be completed prior to finalizing the permit.
31. A site drainage plan will be required that will demonstrate how roof drainage and site runoff will be directed to an approved location. This plan must demonstrate that post-development flows and velocities to adjoining private property and the public right-of-way shall not exceed those that existed in the pre-developed state.
32. Sediment and erosion control measures must be installed prior to beginning any site work and maintained throughout the term of the permit. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and fees paid for staff enforcement time.
33. The proposed buildings will be built to the property lines. The proposed construction of the walls on the property line will be carefully reviewed to ensure that no utilities, such as plumbing or mechanical vents, penetrate the property boundaries.
34. The project shall be in compliance with the Green Building Ordinance.

#### Geotechnical Section

35. The applicant shall submit a current geotechnical report that addresses stability of the bluff with data demonstrating that structures will last five years.
36. An updated geotechnical report will also be needed to provide recommendations for any future proposed structures to be built.

#### Department of Public Works

37. The applicant shall submit a stormwater C3 plan and drainage plan for review and approval by the Department of Public Works.
38. Prior to the issuance of building permits, the applicant shall provide payment of "roadway mitigation fees" based on the square footage (assessable space) of the proposed building, per Ordinance No. 3277.
39. No proposed construction work within the County right-of-way shall begin until County requirements for the issuance of an encroachment permit, including review of the plans, have been met and an encroachment permit issued.

40. Prior to the issuance of building permits, the applicant shall submit a permanent stormwater management plan in compliance with the County's Drainage Policy and NPDES requirements for review and approval by the Department of Public Works.
41. The applicant shall submit a driveway "Plan and Profile" for review and approval by the Department of Public Works. The driveway access to the parcel (garage slab) shall comply with County standards for driveway slopes (not to exceed 20%) and to County standards for driveways (at the property line) being the same elevation as the center of the access roadway. When appropriate, this "Plan and Profile" shall be prepared from elevations and alignments shown on the roadway improvement plans. The driveway plan shall also include and show specific provisions and detail for both the existing and proposed drainage patterns and drainage facilities.
42. Should the access shown go through neighboring properties, the applicant shall provide documentation that "ingress/egress" easements exist providing for this access.
43. The applicant shall have prepared, by a registered civil engineer, a drainage analysis of the proposed project and submit it to the Director of the Department of Public Works or his designee for review and approval. The drainage analysis shall consist of a written narrative and a plan. The flow of the stormwater onto, over, and off of the property shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Post-development flows and velocities shall not exceed those that existed in the pre-developed state. Recommended measures shall be designed and included in the improvement plans and submitted to the Department of Public Works for review and approval.
44. The applicant shall submit plans for the appropriate utilities to the Department of Public Works and the Planning Department showing the locations of various utility hookups, utility easements, etc. for review and approval.
45. Prior to "Final Approval" of the Building Permit, the applicant must prepare an Operation & Maintenance (O&M) Agreement with the Maintenance Plan. The Agreement is subject to review and approval by the Department of Public Works Development Review staff, County Counsel, and the Community Development Director.

#### Coastside County Water Department

46. There is no water service presently associated with these parcels. The applicant shall apply for and propose water connections to the existing public water main.
47. The applicant must obtain water service with the appropriate backflow device.

### Granada Sanitary District

48. The applicant shall apply for a sewer permit variance required for sewer service needed for non-conforming parcels. A variance must be granted by the District Board of Directors before a sewer permit can be issued. The applicant should contact Granada Sanitary District as soon as possible to obtain information to apply for a variance.
49. There is no sewer main to serve the parcels on Ocean Boulevard (a paper street). The applicant would need to apply and receive approval for a Class 3 Mainline Extension Permit to construct an extension from the Princeton Avenue sewer main, and secure all applicable easements.

### Coastside Fire District

50. Building Classification: Please indicate on the plans the following information:
  - Occupancy Classification
  - Type of Construction
  - Site Plan indicating the location of the building in relationship to all property lines.
  - Occupant Load Calculations with an exit analysis.
51. Fire Hydrant: An approved fire hydrant (flow 960) must be located at a maximum of 250 ft. measured by way of drivable access from the proposed project. The hydrant must have a minimum flow of 1,500 gallons per minute at 20 pounds per square inch residual pressure for a minimum of two hours. If you have not already done so, please submit a site plan showing all underground piping to the San Mateo County Building Inspection Section for review and approval.
52. Automatic Fire Sprinkler System: The proposed project must be equipped with an approved NFPA 13 fire sprinkler system throughout. You will not be issued a building permit until fire sprinkler plans are received, reviewed, and approved by the Fire District. If you have not already done so, please submit the required plans to the San Mateo County Building Inspection Section. Please be advised that the sprinkler system design shall be based on an, at least, Ordinary-Group 2 classification or higher classification based on stored commodity. Please provide information as to the commodity. Please submit plans showing the location of all required fire sprinkler hardware to the San Mateo County Building Inspection Section.
53. Fire Sprinkler Hardware: Along with the automatic fire sprinkler system, this project is required to install all related fire sprinkler hardware (Post-Indicator

Valve, Fire Department Connection and Exterior Bell). You will not be issued a building permit until plans have been submitted, reviewed and approved by the Fire District. Please submit plans showing the location of all required fire sprinkler hardware to the San Mateo County Building Inspection Section.

54. Fire Access Roads: Fire suppression operations involve heavy pieces of apparatus that must be set up and operate close to buildings. California Fire Code and fire district ordinances require construction that allows fire apparatus to be placed directly outside the building. Additionally, it is the developer/owner's responsibility to assure that well-marked fire lanes are provided around the entire outside perimeter of the building. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required, such protection shall be installed and made serviceable prior to and during the time of construction and before combustibles are on the project site. Approved sign and painted curbs or lines shall be provided and maintained to identify fire apparatus access roads and state the prohibition of their obstruction. Fire lanes shall be in accordance with the Half Moon Bay District specifications. Contact the Fire Prevention Bureau for those specifications. Fire lanes shall be in accordance with Coastside County Fire District specifications. Contact the Fire Prevention Bureau for these specifications.
  
55. Emergency Building Access: The proposed project will require the installation of "Knox Boxes." These emergency Key Boxes are required when access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes. The Chief will determine the location for the key box and provide an authorized order form. All security gate systems controlling vehicular access shall be equipped with a "Knox" key-operated emergency entry device. The applicant shall contact the Fire Prevention Bureau for specifications and approvals prior to installation.
  
56. Address Numbers: Building identification shall be conspicuously posted and visible from the street. (TEMPORARY ADDRESS NUMBERS SHALL BE POSTED PRIOR TO COMBUSTIBLES BEING PLACED ON SITE.) The letters/numerals for permanent address numbers shall be of 6-inch height with a minimum 3/4-inch stroke and of a color, which is contrasting with the background. Such letter/numerals shall be illuminated and facing the direction of access.

**Exit Doors:** Exit doors shall be of the pivoted type or side-hinged swinging type. Exit doors shall swing in the direction of exit when serving an occupant load of 50 or more.

**Special Doors:** Revolving, sliding and overhead doors shall not be used as required exists. Power-operated doors complying with CBC Standards No. 10-1 may be used for exit purposes.



Additional Doors: When additional doors are provided for egress purposes, they shall conform to all provisions of CBC Chapter 10.

57. Exit Door Hardware: Exit door(s) shall be operable from the inside without the use of a key, special knowledge or effort. Exception: Main exit doors may be equipped with a keyed-locking device if there is a readily visible sign on or adjacent to the door stating, "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED." The letters in the sign shall not be less than 1-inch in height.

58. Fire Extinguishers: There must be a fire extinguisher for each 3,000 sq. ft., travel distance not to exceed 75 ft. per Title 19, California Code or Regulations, with at least one required per floor or occupancy.

59. Exit Illumination:

Illumination: Signs shall be internally or externally illuminated by two electric lamps or shall be of an approved self-luminous type.

Power Supply: Current supply to one of the lamps for exit signs shall be provided by the premises wiring system. Power to the other lamp shall be from storage of batteries or an on-site generator set. Include exit illumination with electrical plans and submit to the San Mateo County Building Inspection Section for review and approval.

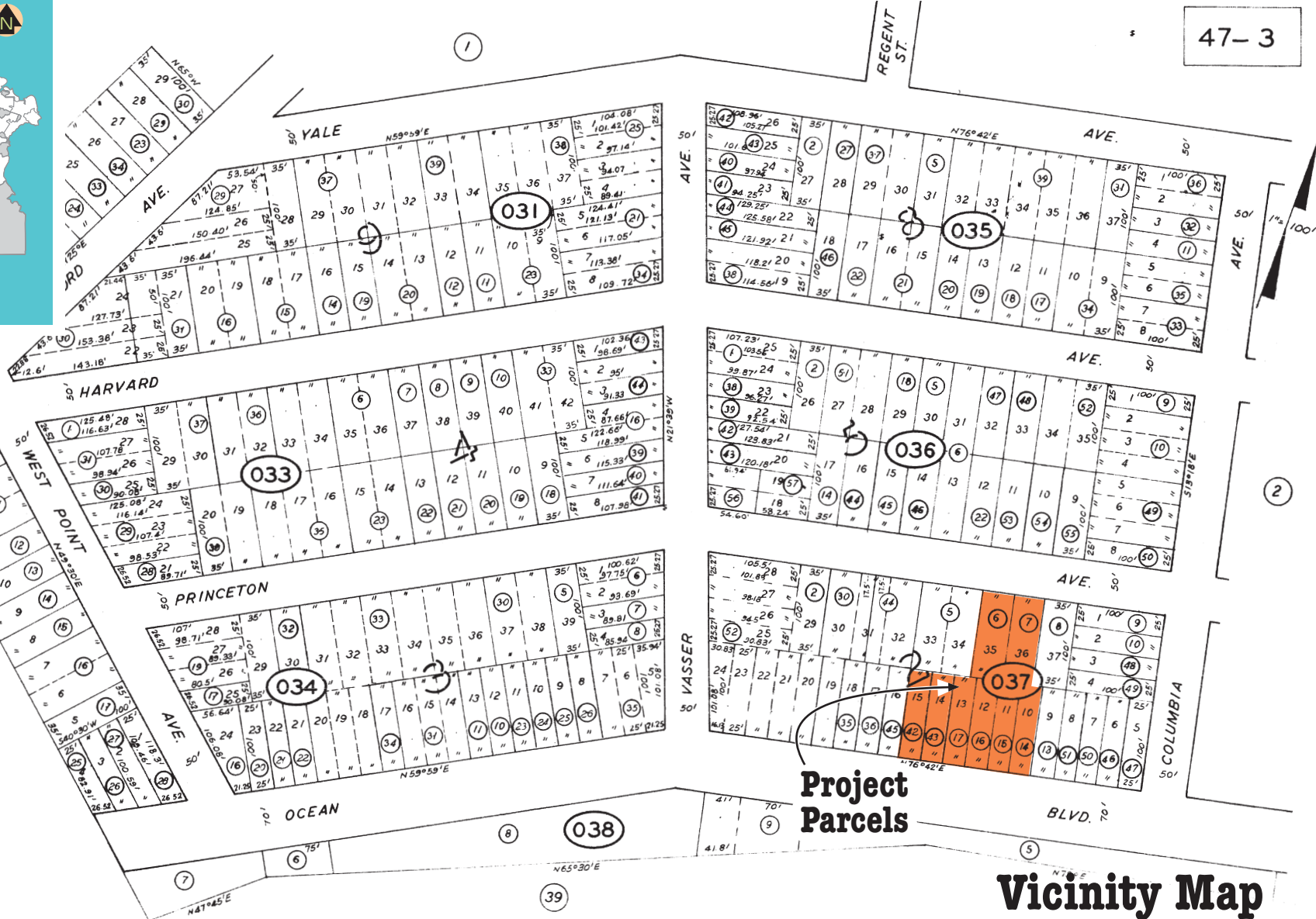
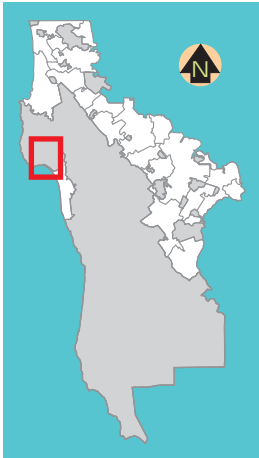
60. Exit Signage: Where required: When more exits from a story are required by Section 1003 of the CBC, exit signs shall be installed at stair enclosures, horizontal exits, and other required exits from the story. When two or more exits are required from a room or an area, exit signs shall be installed at the required exits from the room or area and where otherwise necessary to clearly indicate the direction of egress. Exception: Main exit doors, which obviously are clearly identifiable as exits (glass door). Show exit plans on plans submitted to the San Mateo County Building Inspection Section for review and approval.

When exit signs are required by Section 1013.1 of the CBC, additional approved low-level exit signs, which are internally or externally illuminated, photo-luminescent or self-luminous, shall be provided in all interior-rated exit corridors serving guest rooms of hotels in Group R, Division 1 Occupancies, and other occupancies as determined by the code.

61. Occupancy Load Sign: Any room having an occupant load of 50 or more, where fixed seats are not installed, and which is used for a classroom, an assembly, or similar purpose, shall have the capacity of the room posted in a conspicuous place.

62. Fire Alarm System: This project is required to have installed an approved NFPA 72-fire alarm system throughout. The system is to monitor any flow through the required automatic fire sprinkler system, any fire sprinkler valve tamper and all heat and smoke detectors. The system will also include an exterior bell and interior horn/strobes, which are required to be wired to the alarm system and the flow switch for the fire sprinkler system. The FACP shall be protected with a smoke detector as per NFPA 72, Section 1-5.6, and a manual pull station. A wiring inspection is required to be conducted by the Fire District prior to covering walls and ceiling areas. All systems and components must be tested per manufacturer's specifications and NFPA 72. Battery backup shall meet or exceed requirements for amp-hour rating and must be tested as per manufacturer's specification and NFPA 72.
63. Vegetation Management: The Half Moon Bay Fire District Ordinance 2002-01, the 2001 California Fire Code and the Public Resources Code 4291 require a minimum clearance of 100 ft., or to the property line of all flammable vegetation, to be maintained around all structures by the property owner. This does not include individual species of ornamental shrubs and landscaping.
64. Fire Extinguisher: There must be at least one 2A10BC fire extinguisher for each 3,000 sq. ft., travel distance not to exceed 75 ft., with at least one extinguisher per floor per Title 19, the California Code of Regulations.
65. Community Facilities District: The proposed project will be required to form a Communities Facilities District. Please be aware that it takes a minimum of 3 months to go through the CDF process. An occupancy permit will not be issued until all project conditions of the district are completed. Please contact the fire district administration office with questions or to receive detailed information.

OSB:jlh – OSBW0558\_WJU.DOCX



47-3

D.M. ASSESSOR'S MAP COUNTY OF SAN MATEO, CALIF.

PRINCETON, BY THE SEA RSM 632

## San Mateo County Planning Commission Meeting

Owner/Applicant: \_\_\_\_\_

Attachment: \_\_\_\_\_

File Numbers: \_\_\_\_\_

**Application for Appeal**

**Planning and Building Division**

County Government Center • 455 County Center, 2nd Floor  
 Redwood City • CA • 94063 • Mail Drop PLN 122  
 Phone: 650 • 363 • 4161 Fax: 650 • 363 • 4849

To the Planning Commission

To the Board of Supervisors

**Appellant Information**

Name: Yuri Daher  
 Phone, W: (650) 728-3055 H: (650) 728-5463

Address: 246 Princeton Ave.  
Half Moon Bay  
 Zip: 94019

**Appeal Information**

Permit Numbers involved:  
PLN 2005 - 00349


I have read and understood the attached information regarding appeal process and alternatives.

yes           no

I hereby appeal the decision of the:

- Staff or Planning Director
- Zoning Hearing Officer
- Design Review Committee
- Planning Commission

Appellant's Signature:

  
 Date: 10-2-08

made on SEPT 2008 to approve/deny the above-listed permit applications.

**Reason for Appeal**

Planning staff will prepare a report based on your appeal. In order to facilitate this, your precise objections are needed. For example: Do you wish the decision reversed? If so, why? Do you object to certain conditions of approval? If so, then which conditions and why?

Please see attached sheet, A, 3 PAGES

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## ATTACHMENT A

PRINCETON IS MADE UP OF A RATHER ECLECTIC MIX OF RESIDENTIAL AND COMMERCIAL/INDUSTRIAL BUILDINGS. EVEN THOUGH THERE IS A MIXTURE OF STYLES, THE GENERAL CHARACTER OF THE ARCHITECTURE IS THAT OF OLDER AND TRADITIONAL FORMS. ALTHOUGH IT IS ACCEPTABLE TO HAVE AN INTRODUCTION OF AN OCCASIONAL MORE CONTEMPORARY DESIGN, IT IS A CONCERN IF THAT STYLE OF ARCHITECTURE STARTS TO "TAKE OVER" THE NEIGHBORHOOD.

THAT IS OUR CONCERN REGARDING THE PROPOSED PROJECTS ON PRINCETON AVENUE (APN'S 047-037-060 THROUGH 670, 047-037-140 THROUGH 170, AND 047-037-420 THROUGH 430). WHEN THIS PROJECT IS COMBINED WITH THE ADJACENT EXISTING DEVELOPMENT, THIS CONTEMPORARY STYLE OF BUILDING WILL BECOME A MAJOR PORTION OF THE DEVELOPMENT ALONG THE WATERFRONT.

ALTHOUGH, WE DO NOT OPPOSE DEVELOPMENT OF THESE SITES, WE ARE CONCERNED ABOUT AND OBJECT TO THE APPROVAL OF BUILDINGS THAT WILL CREATE A "WALL" ALONG THE WATERFRONT. IT WOULD BE MUCH MORE APPROPRIATE TO HAVE BUILDINGS THAT WOULD PROVIDE OPENINGS IN THE FAÇADE OR SPACE BETWEEN THE UNITS/BUILDINGS THAT WOULD PRESERVE SOME OF THE OCEAN VIEW.

THERE ARE SEVERAL PORTIONS OF THE PLANNING DEPARTMENT'S STAFF REPORT WHERE WE DO NOT AGREE OR FEEL FURTHER CLARIFICATION SHOULD BE MADE.

THE FOLLOWING ARE THOSE SPECIFIC REFERENCES.

### PAGE ONE

1. SUBJECT — OCEAN AVE IS NOT ONLY A PAPER ROAD BUT IS SUBMERGED BELOW WATER LEVEL.
2. PROPOSAL — THREE OF THE LOTS ARE SUBSTANDARD AND THEREFORE SHOULD BE RESTRICTED TO A 30' MAXIMUM HEIGHT.

### PAGE TWO

1. KEY ISSUES 1 — WE FEEL THAT THE PROPOSED PROJECT DOES NOT COMPLY WITH V.O.P. 4.14 AND 4.15 IN THAT IT ONLY MATCHES THE STYLE OF THE ADJACENT BUILDING.
2. KEY ISSUES 2 — IF THE MAIN STRUCTURE IS ACTUALLY USED FOR FISH PROCESSING, THE POLLUTION PRODUCED WILL INCREASE THE POLLUTION OF AN ALREADY POLLUTED BAY.

### PAGE FIVE

1. KEY ISSUES 4 — WE FEEL THAT IT DOES NOT COMPLY BY NOT ENSURING ADEQUATE SPACE FOR LIGHT AND AIR TO ADJACENT

PROPERTIES. THERE IS NO BUFFER. ALSO THE PROJECT ABUTS THE OCEAN, NOT A STREAM.

**PAGE SEVEN**

1. **KEY ISSUES 10 – THIS COMMENT RELATES MORE TO PRINCETON AVENUE SINCE OCEAN AVENUE IS UNDER WATER.**

**PAGE ELEVEN**

1. **CONFORMANCE WITH USE PERMIT REQUIREMENTS AND FINDINGS 5D – THIS PROJECT APPEARS TO BE DESIGNED TO ACCOMMODATE RESIDENTIAL USE WHICH IS RESTRICTED.**

**PAGE TWELVE**

1. **REVIEWING AGENCIES D1- PUBLIC WORKS REVIEW SHOULD BE BASED ON OCEAN AVENUE ACTUALLY BEING UNDER WATER.**

**PAGE THIRTEEN**

1. **CDP FINDINGS 5 – WE FEEL IT DOES NOT COMPLY.**

**PAGE FOURTEEN**

1. **DESIGN REVIEW FINDINGS 7 - WE FEEL IT DOES NOT CONFORM.**
2. **DESIGN REVIEW FINDINGS 13 – THERE IS NO TRANSITION AND IS DESIGNED AS ONE SOLID BLOCK.**
3. **DESIGN REVIEW FINDINGS 14 – THE PROJECT GROUPS FOUR LOTS WITH THREE OF THE LOTS BEING SUB STANDARD AND THE LOTS SHOULD EITHER BE MERGED OR RESTRICTED TO A MAXIMUM HEIGHT OF 30 FEET.**

**PAGE FIFTEEN**

1. **DESIGN REVIEW FINDINGS 16 – OCEAN AVENUE IS NOT ONLY UNPAVED BUT SUBMERGED.**
2. **DESIGN REVIEW FINDINGS 17 – WE FEEL THAT THE PROJECT AS DESIGNED IS ONLY COMPATIBLE WITH THE ADJACENT BUILDING AND NON OF THE OTHER EXISTING BUILDINGS IN THE AREA.**
3. **DESIGN REVIEW FINDINGS 18 – THE BUILDING IS ONLY IN HARMONY WITH THE ADJACENT STRUCTURE.**

**MID-COAST COMMUNITY COUNCIL LETTER OF APRIL 24, 2006:**

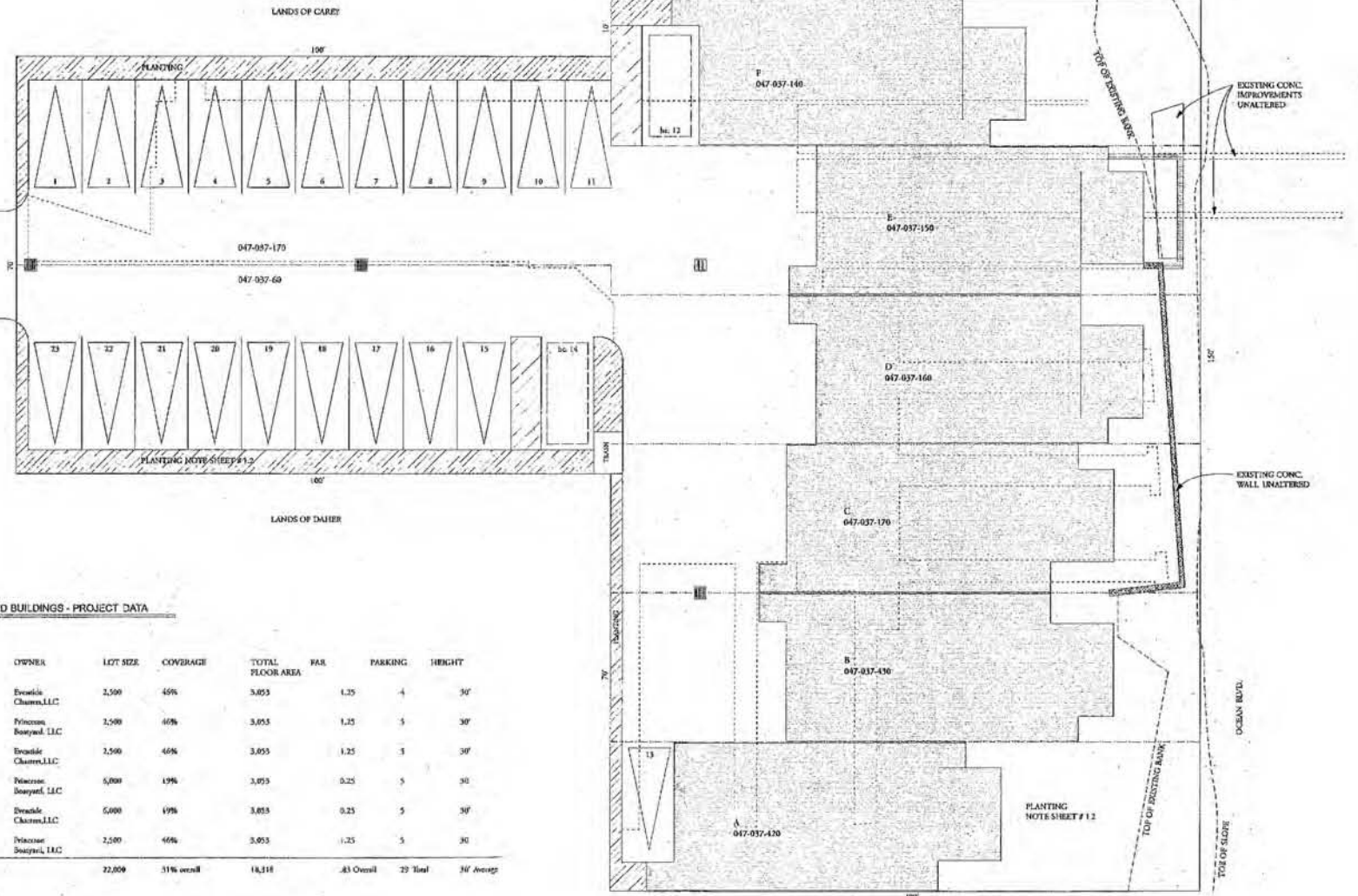
1. **CONCLUSIONS – WE AGREE WITH THE FEELINGS AND CONCLUSIONS STATED IN THIS LETTER AND FEEL THAT THIS LETTER BASICALLY SUMMARIZES THE REASONS WHY WE OPPOSE THE APPROVAL OF THIS PROJECT AS PRESENTLY DESIGNED.**

**WE REALIZE THAT DESIGN AND STYLE PREFERENCES ARE PERSONAL AND SUBJECTIVE, BUT WE FEEL THAT THE CONSTRUCTION OF THE**

**ADDITIONAL PROPOSED STRUCTURES AS DESIGNED WOULD BE  
DETRIMENTAL TO THE AREA.**

3

PRINCETON AVENUE



BOATYARD BUILDINGS - PROJECT DATA

PARCEL DESIGNATION:	A.P. #	OWNER	LOT SIZE	COVERAGE	TOTAL FLOOR AREA	FAR	PARKING	HEIGHT
Parcel "A"	047-037-420	Evanside Charters, LLC	2,500	46%	3,053	1.25	4	30'
Parcel "B"	047-037-430	Princeton Boatyard, LLC	2,500	46%	3,053	1.25	3	30'
Parcel "C"	047-037-170	Evanside Charters, LLC	2,500	46%	3,053	1.25	3	30'
Parcel "D"	047-037-160,060	Princeton Boatyard, LLC	5,000	19%	3,053	0.25	5	30'
Parcel "E"	047-037-150,070	Evanside Charters, LLC	5,000	19%	3,053	0.25	5	30'
Parcel "F"	047-037-140,060	Princeton Boatyard, LLC	2,500	46%	3,053	1.25	5	30'
Totals	4 Parcels		22,000	31% overall	18,318	.81 Overall	29' Total	30' Average

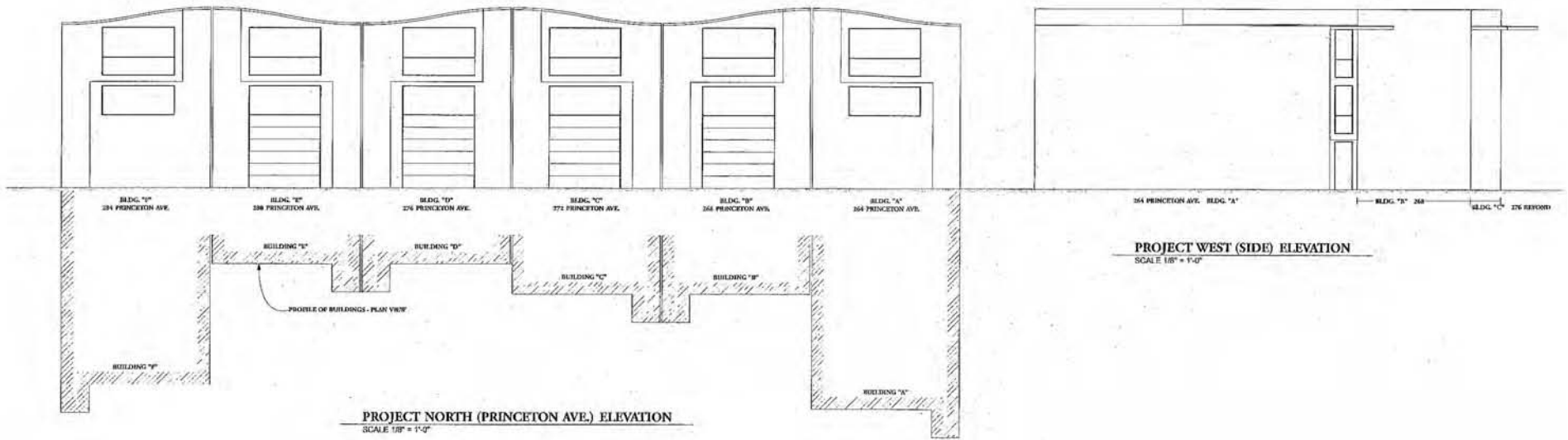
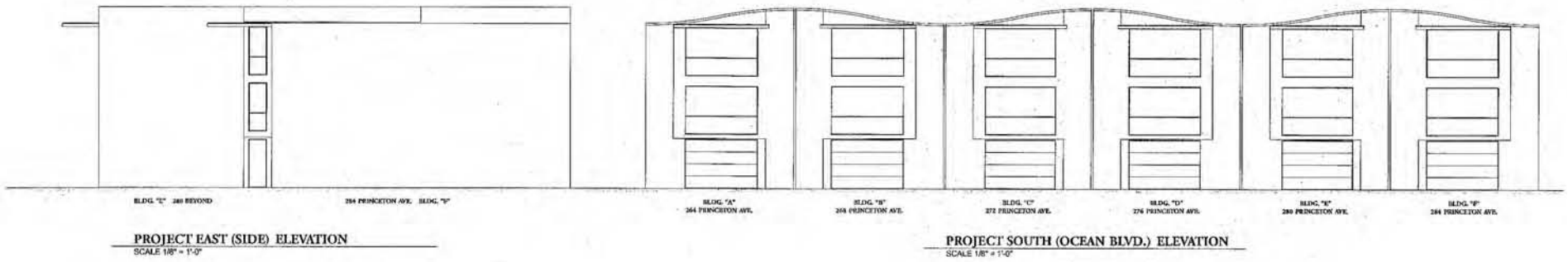
# San Mateo County Planning Commission Meeting

Owner/Applicant: \_\_\_\_\_

Attachment: \_\_\_\_\_

File Numbers: \_\_\_\_\_



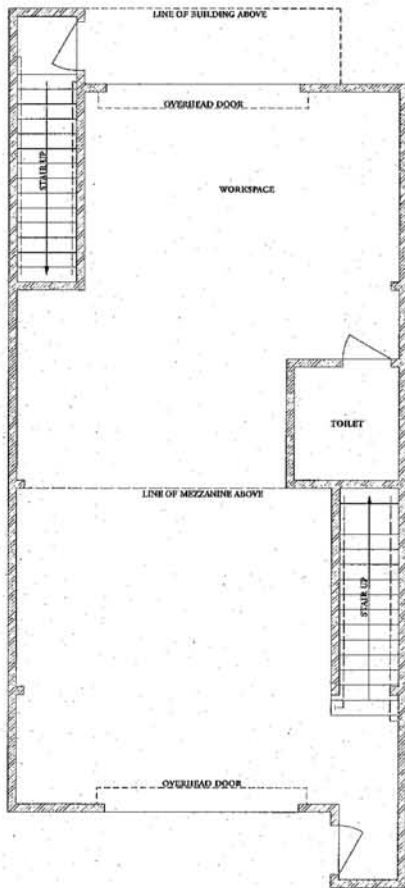


## San Mateo County Planning Commission Meeting

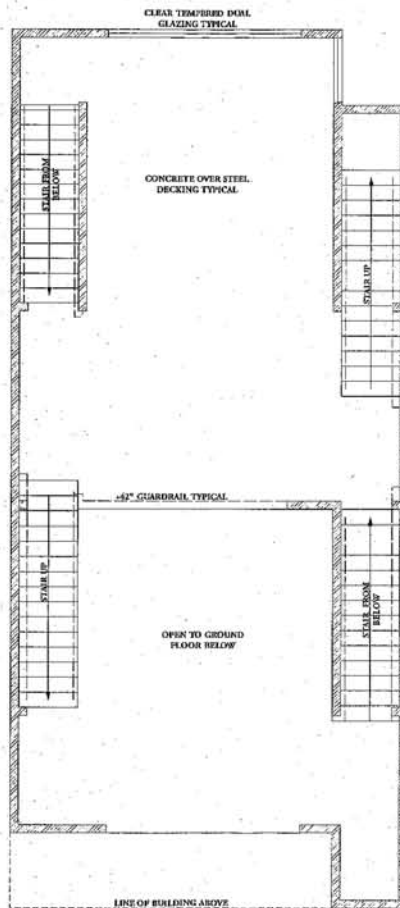
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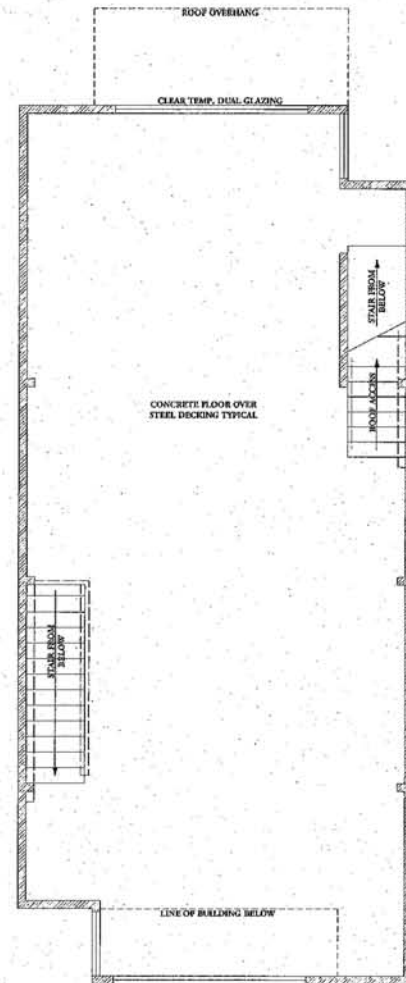
File Numbers:



**MAIN FLOOR**  
SCALE 1/4" = 1'-0"



**MEZZANINE FLOOR**  
SCALE 1/4" = 1'-0"



**TOP FLOOR**  
SCALE 1/4" = 1'-0"

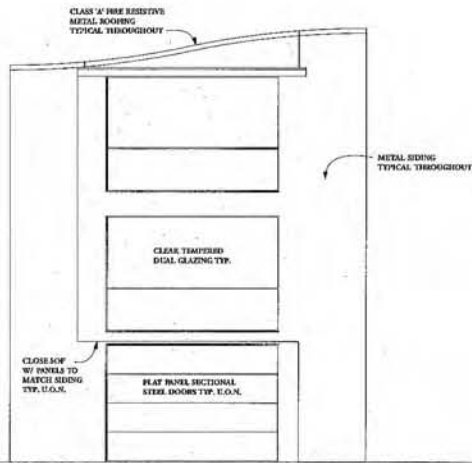


## San Mateo County Planning Commission Meeting

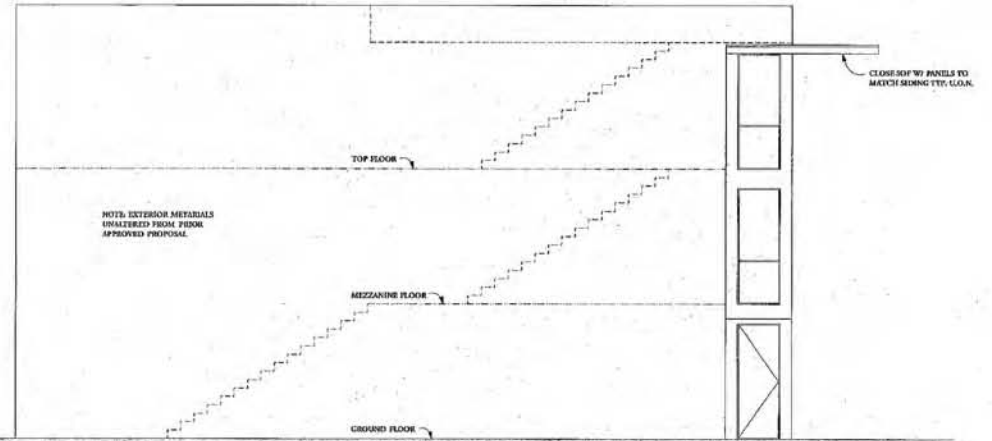
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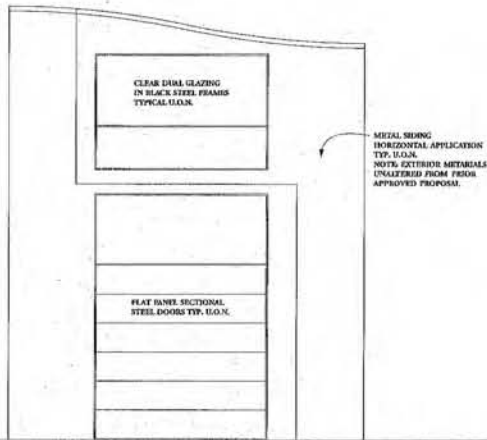
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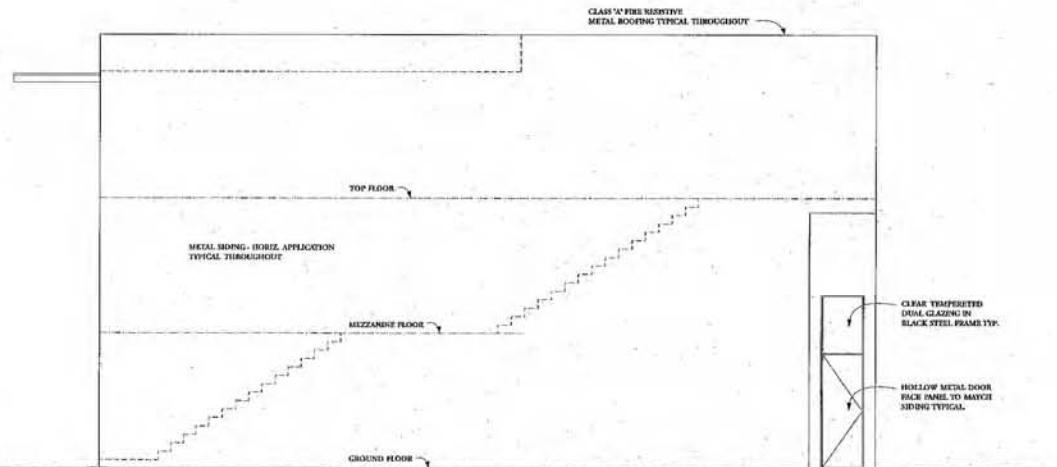
REAR (OCEAN BLVD.) ELEVATION  
SCALE 1/4" = 1'-0"



WEST (SIDE) ELEVATION  
SCALE 1/4" = 1'-0"



FRONT (PRINCETON) ELEVATION  
SCALE 1/4" = 1'-0"



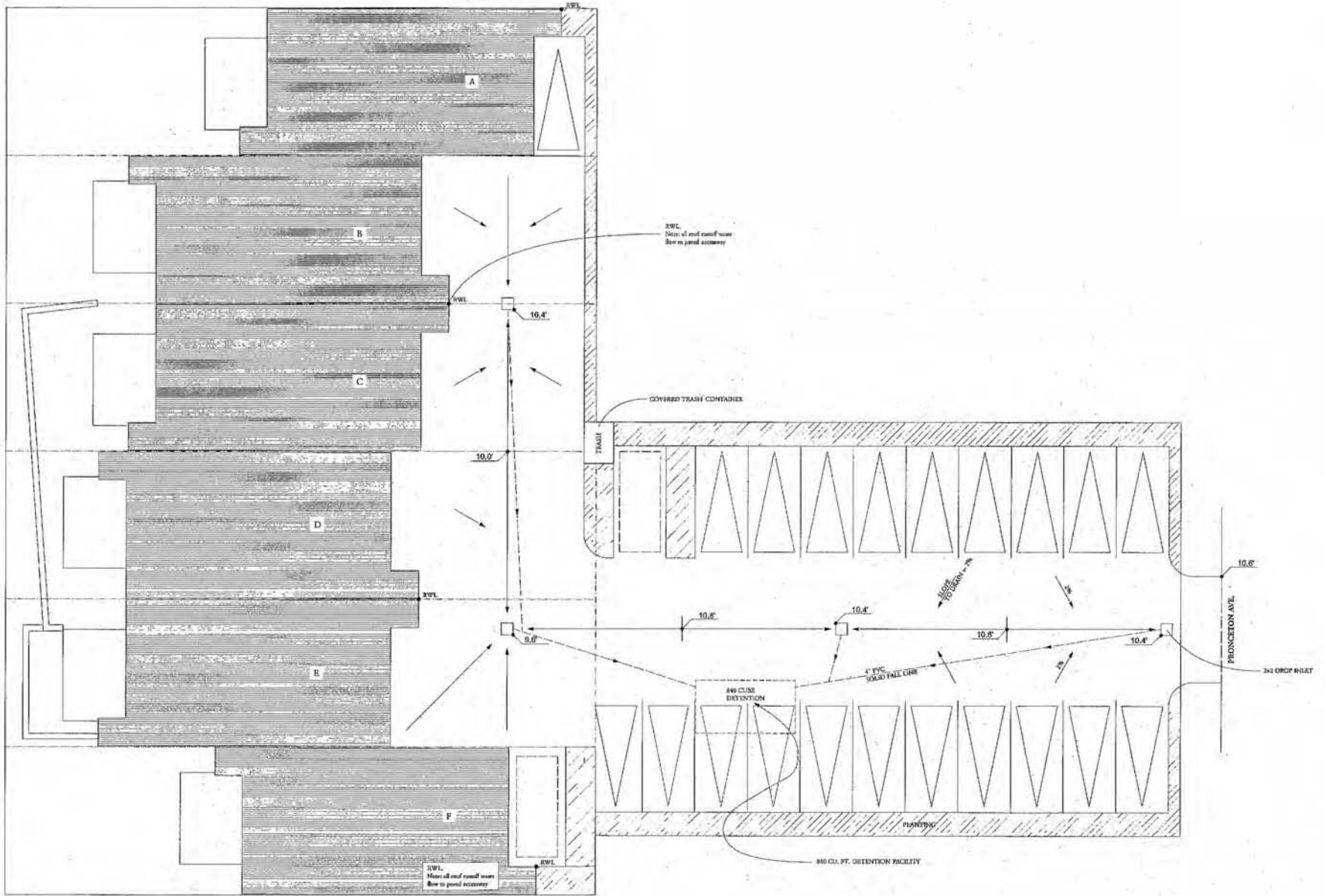
EAST (SIDE) ELEVATION  
SCALE 1/4" = 1'-0"

## San Mateo County Planning Commission Meeting

Owner/Applicant: \_\_\_\_\_

Attachment: \_\_\_\_\_

File Numbers: \_\_\_\_\_

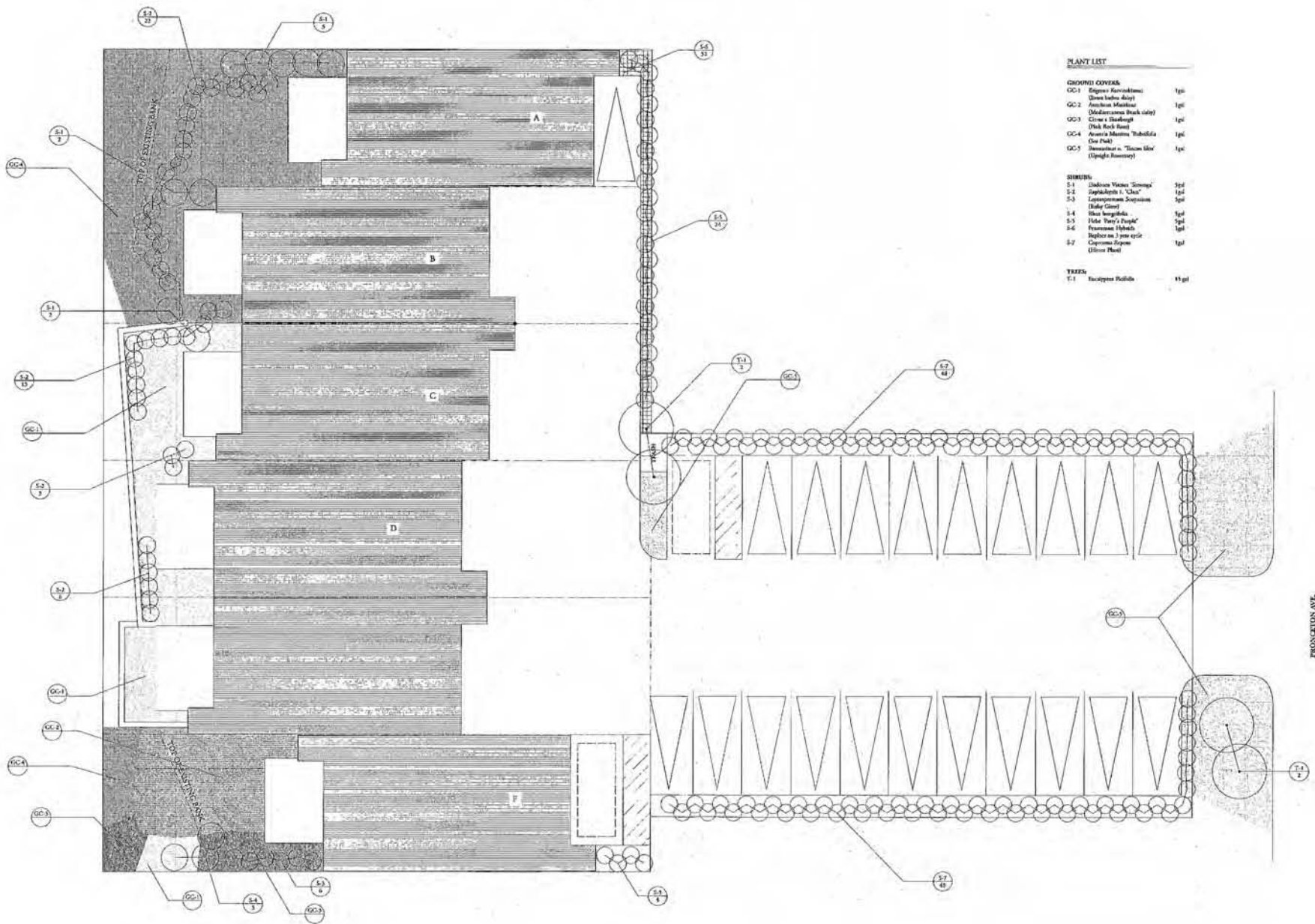


## San Mateo County Planning Commission Meeting

Owner/Applicant: \_\_\_\_\_

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File Numbers: \_\_\_\_\_



**PLANT LIST**

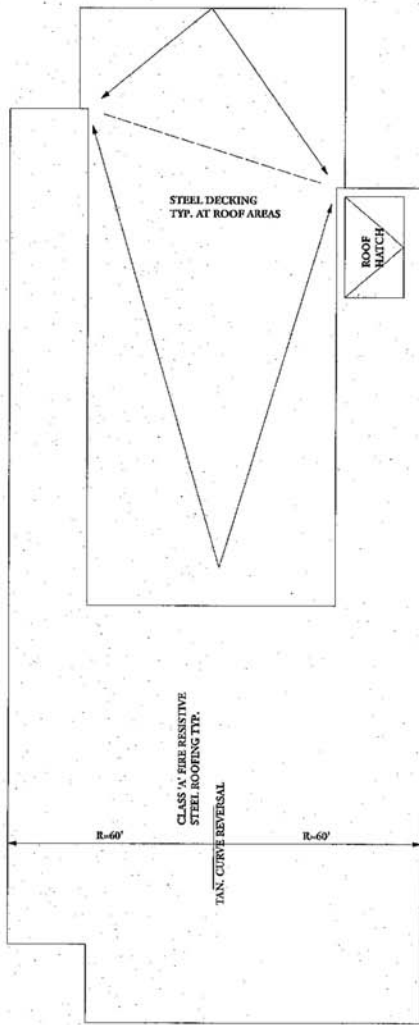
GROUND COVERS		
GC-1	Erigeron Karwinskianus (Silver Inula Daisy)	1 gal
GC-2	Artemisia Maritima (Medicinal Sea Beach Daisy)	1 gal
GC-3	Crown-of-Thorns (Tick Rock Bush)	1 gal
GC-4	Artemisia Maritima 'Rubicula' (Sea Bush)	1 gal
GC-5	Desmodium or "Lemon Linn" (Upright Rosemary)	1 gal
SHRUBS		
S-1	Shrub Violet 'Tommy'	5 gal
S-2	Spigelia or "Chin"	1 gal
S-3	Lapageria Californica (Red Flower)	5 gal
S-4	Black Angelica	1 gal
S-5	Ulex 'Pony's Purple'	5 gal
S-6	Fraxinus (White)	1 gal
S-7	Chrysanthemum (Glossy Leaf)	1 gal
TREES		
T-1	Escalonia Nobile	15 gal

**San Mateo County Planning Commission Meeting**

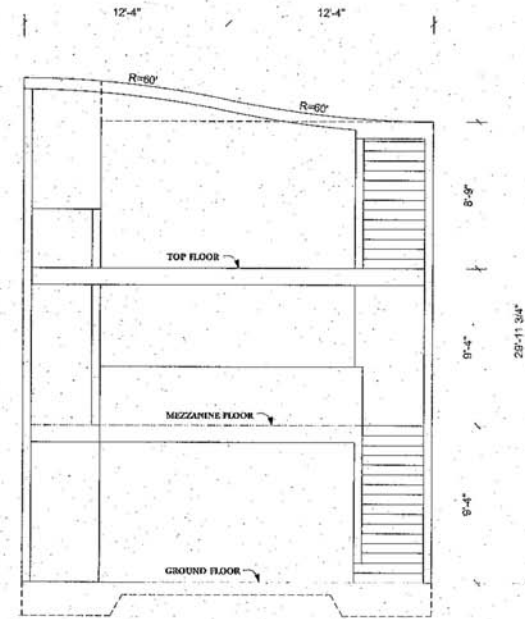
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**ROOF PLAN**  
SCALE 1/4" = 1'-0"



**BUILDING SECTION**  
SCALE 1/4" = 1'-0"

## San Mateo County Planning Commission Meeting

Owner/Applicant: \_\_\_\_\_

Attachment: \_\_\_\_\_

File Numbers: \_\_\_\_\_



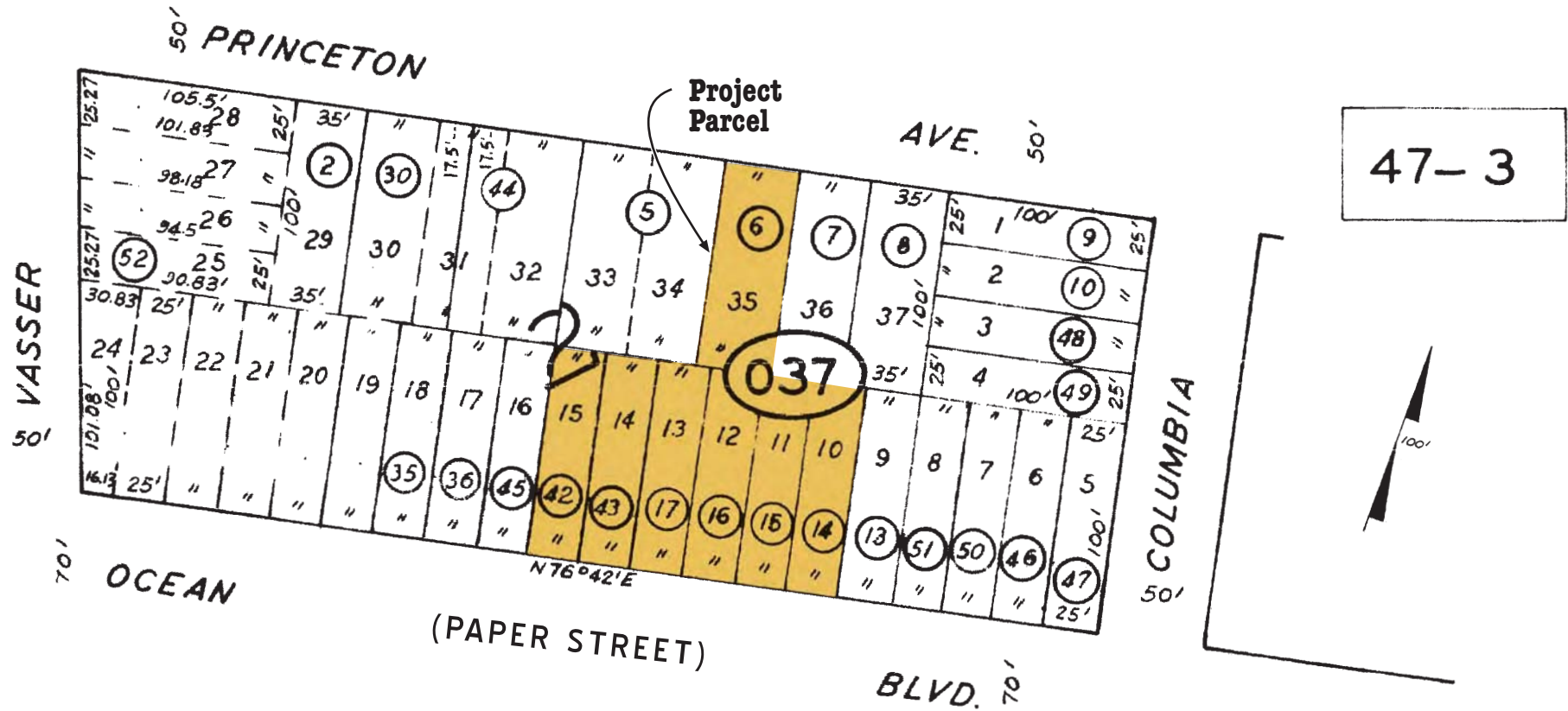
West View  
Princeton Avenue



North View



East View



**San Mateo County Planning Commission Meeting**

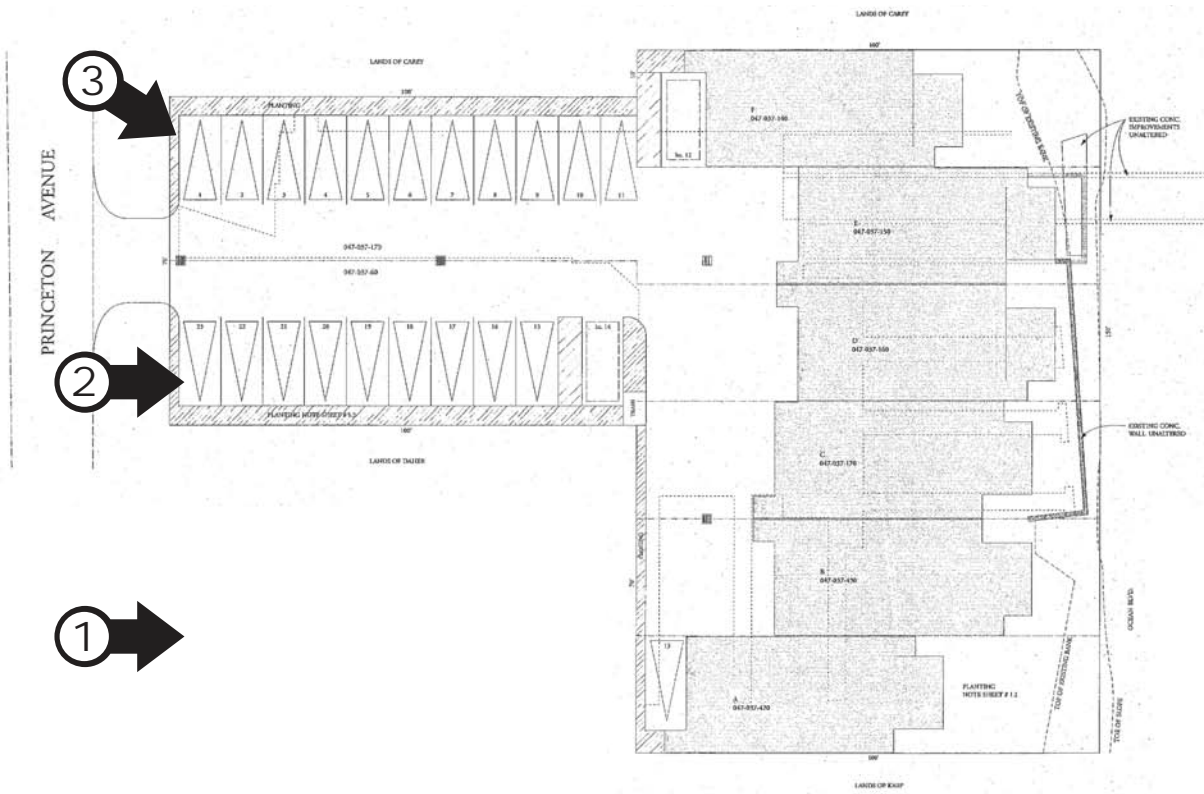
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**View Looking South  
from Princeton Ave.**



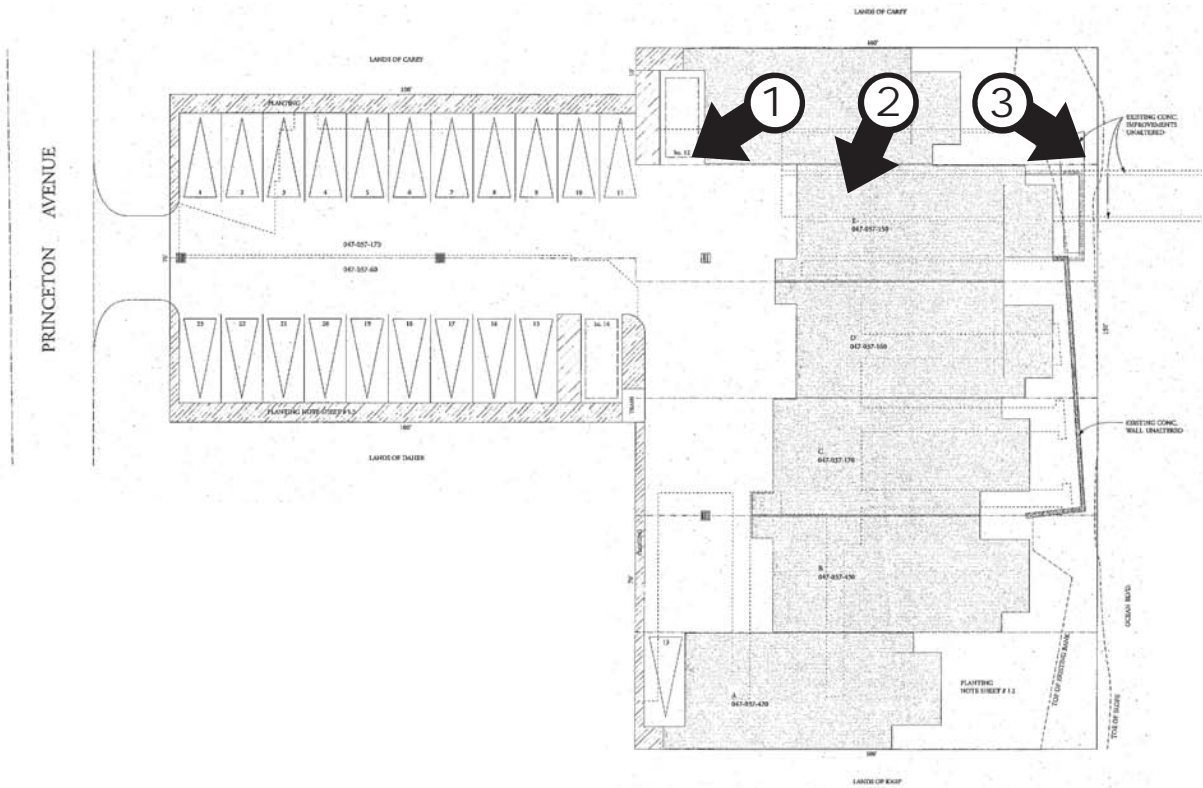
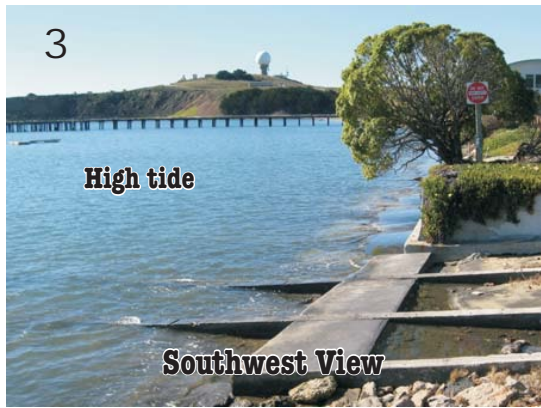
**San Mateo County Planning Commission Meeting**

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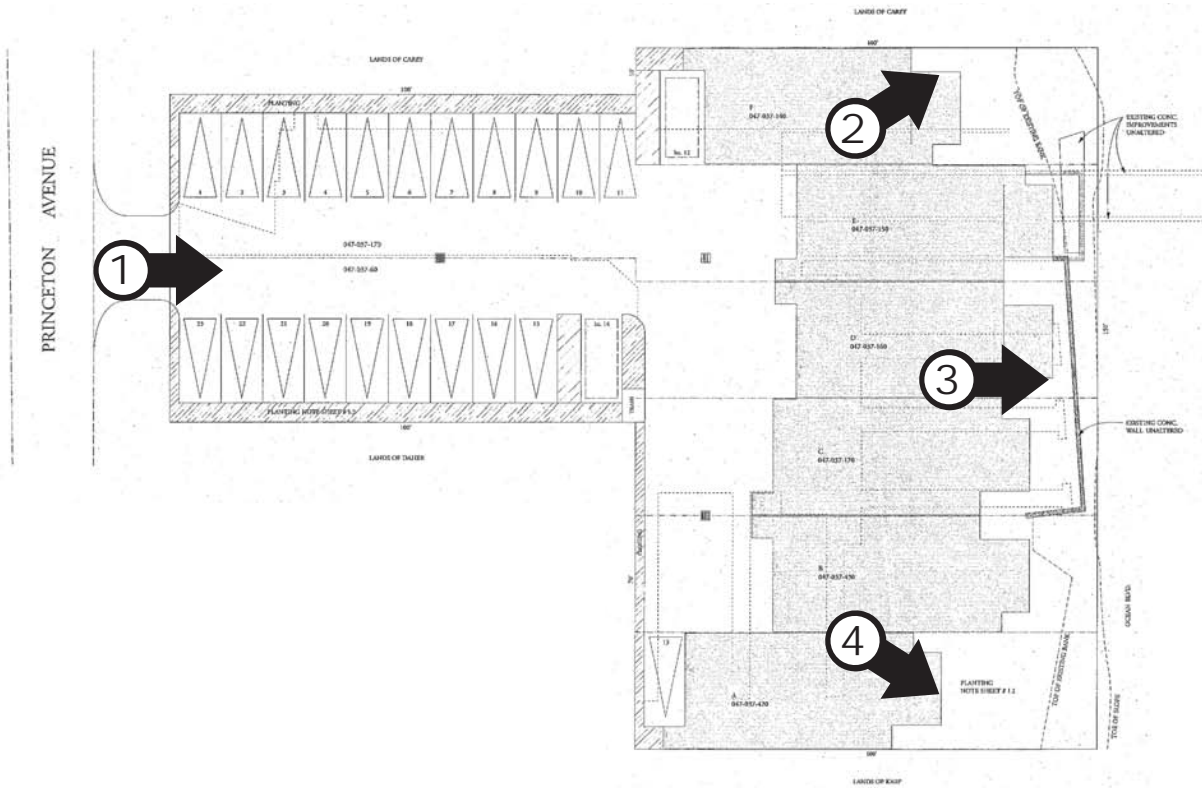


## San Mateo County Planning Commission Meeting

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**San Mateo County Planning Commission Meeting**

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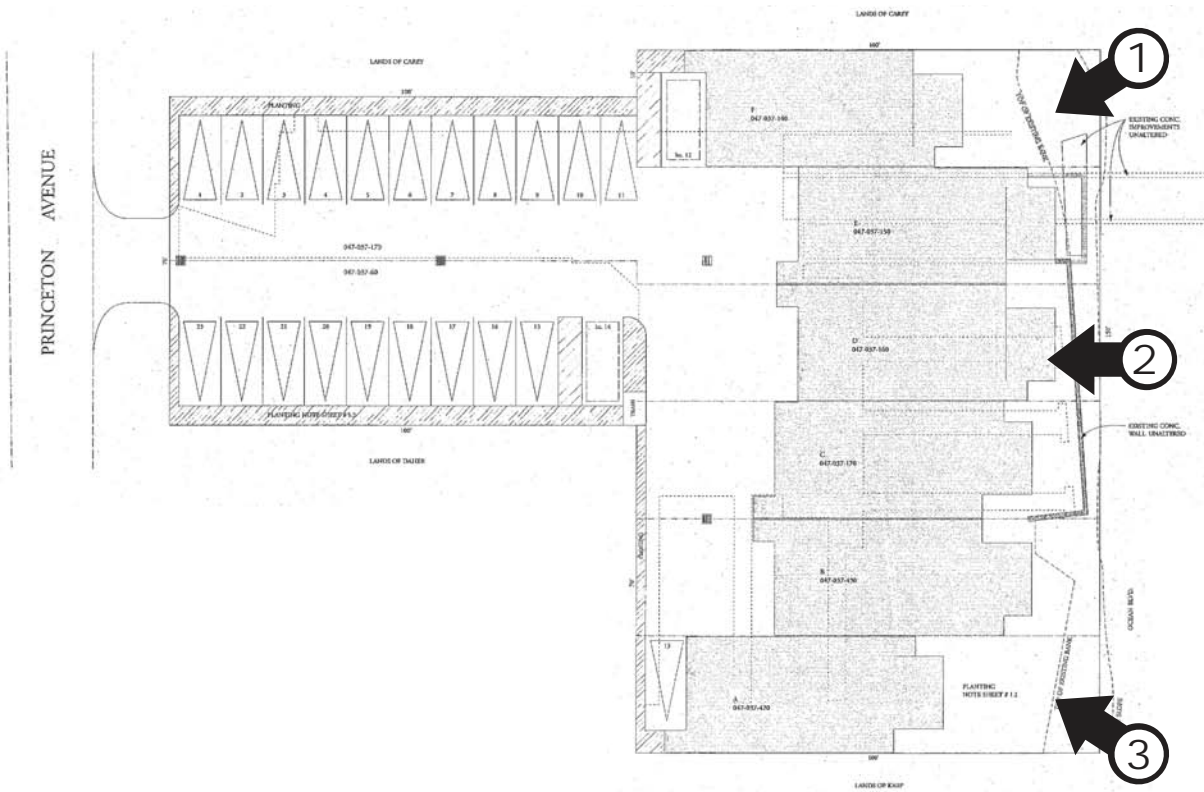
File Numbers:



**View from Ocean Blvd & Ocean  
at low tide**



**View from Ocean Blvd / Ocean  
at low tide**

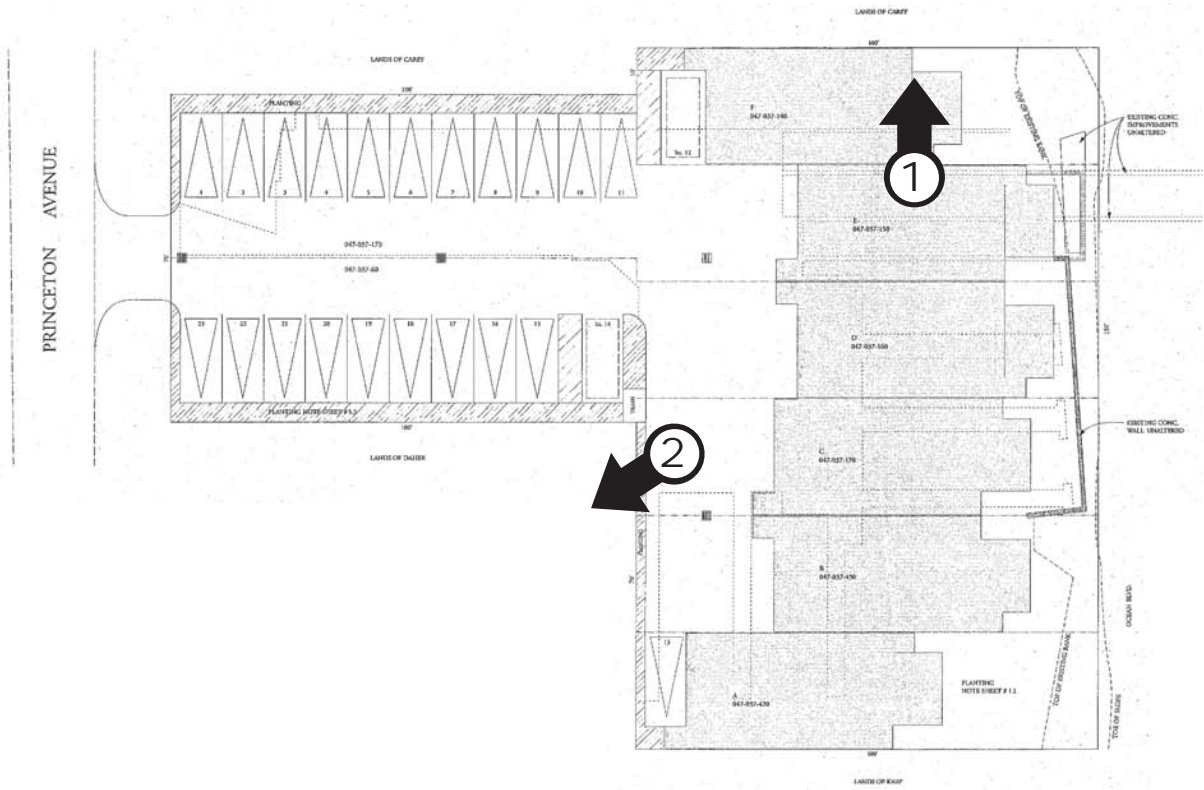
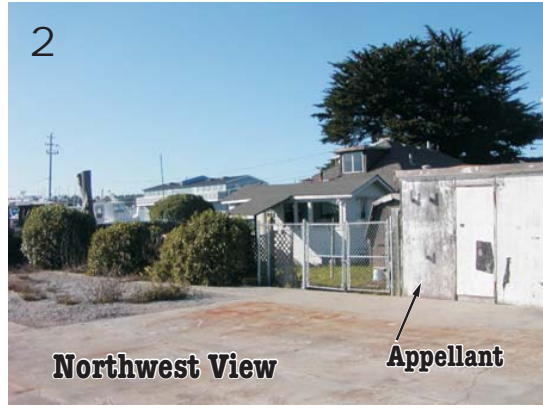


**San Mateo County Planning Commission Meeting**

Owner/Applicant:

Attachment:

File Numbers:



**San Mateo County Planning Commission Meeting**

Owner/Applicant:

Attachment:

File Numbers:

County of San Mateo  
Planning and Building Department

**INITIAL STUDY**  
**ENVIRONMENTAL EVALUATION CHECKLIST**  
(To Be Completed By Current Planning Section)

**I. BACKGROUND**

Project Title: Herring/Foss Boatyard Project

File No.: PLN 2005-00349

Project Location: 264, 268, 272, 276 and 280 Princeton Avenue

Assessor's Parcel Nos.: 047-037-060; 047-037-070, 047-037-140, 047-037-150, 047-037-160, 047-037-170, 047-037-420, and 047-037-430

Applicant/Owner: Frederick Herring/Princeton Boatyard, LLC

Date Environmental Information Form Submitted: July 26, 2005

**PROJECT DESCRIPTION**

**Introduction.** The applicant is proposing a new grouping of four (4) commercial/industrial buildings totaling 17,147 square feet on eight (8) existing parcels totaling 22,000 square feet, located between Princeton Avenue and Ocean Boulevard, a paper street, in the unincorporated Princeton area of San Mateo County. The new buildings will accommodate fish-related and similar compatible commercial/industrial activities. Proposed development also includes:

**Environmental Setting.** The subject property is located on Princeton Avenue in the Waterfront District of the unincorporated Princeton area, and approximately 1,000 feet south of the Half Moon Bay Airport. The property is accessed via a driveway from Princeton Avenue although the project extends through the block to Ocean Boulevard. However, Ocean Boulevard is a paper street that is not improved. There are currently no buildings on the property but there is concrete paving associated with the site's former use as a boat launch.

Industrial, Commercial, and non-conforming Residential uses are mixed in the vicinity of the project site. Pillar Point shelters the harbor adjacent to the project site and a marina is located to the east in the harbor. The topography is generally flat in the immediate vicinity.

**Project Description.** The applicant is proposing to construct four (4) two-story buildings totaling 17,147 square feet for commercial/industrial use. Proposed development also includes:

- Improvements to the existing driveway
- Landscaping
- Miscellaneous site improvements

## II. ENVIRONMENTAL ANALYSIS

Any controversial answers or answers needing clarification are explained on an attached sheet. For source, refer to pages 11 and 12.

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
<b>1. <u>LAND SUITABILITY AND GEOLOGY</u></b>						
Will (or could) this project:						
a. Involve a unique landform or biological area, such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay?		X				B,F,O
b. Involve construction on slope of 15% or greater?	X					E,I
c. Be located in an area of soil instability (subsidence, landslide or severe erosion)?		X				Bc,D
d. Be located on, or adjacent to a known earthquake fault?			X			Bc,D
e. Involve Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?	X					M
f. Cause erosion or siltation?			X			M,I
g. Result in damage to soil capability or loss of agricultural land?	X					A,M
h. Be located within a flood hazard area?		X				G
i. Be located in an area where a high water table may adversely affect land use?			X			D
j. Affect a natural drainage channel or streambed, or watercourse?	X					E

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
<b>2. <u>VEGETATION AND WILDLIFE</u></b>						
Will (or could) this project:						
a. Affect federal or state listed rare or endangered species of plant life in the project area?		X				F
b. Involve cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance?	X					I,A
c. Be adjacent to or include a habitat food source, water source, nesting place or breeding place for a federal or state listed rare or endangered wildlife species?			X			F
d. Significantly affect fish, wildlife, reptiles, or plant life?		X				I
e. Be located inside or within 200 feet of a marine or wildlife reserve?	X					E,F,O
f. Infringe on any sensitive habitats?		X				F
g. Involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor), that has slopes greater than 20% or that is in a sensitive habitat or buffer zone?		X				I,F,Bb
<b>3. <u>PHYSICAL RESOURCES</u></b>						
Will (or could) this project:						
a. Result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, oil, trees, minerals or topsoil)?	X					I



	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
b. Involve grading in excess of 150 cubic yards?	X					I
c. Involve lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement?	X					I
d. Affect any existing or potential agricultural uses?	X					A,K,M
<b>4. <u>AIR QUALITY, WATER QUALITY, SONIC</u></b>						
Will (or could) this project:						
a. Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?	X					I,N,R
b. Involve the burning of any material, including brush, trees and construction materials?	X					I
c. Be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?		X				Ba,I
d. Involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material?	X					I
e. Be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard?		X				A,Ba,Bc
f. Generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?			X			I

	IMPACT					SOURCE
	NO	YES			Cumulative	
		Not Significant	Significant Unless Mitigated	Significant		
g. Generate polluted or increased surface water runoff or affect groundwater resources?			X			I
h. Require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity?	X					S
<b>5. <u>TRANSPORTATION</u></b>						
Will (or could) this project:						
a. Affect access to commercial establishments, schools, parks, etc.?	X					A,I
b. Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?	X					A,I
c. Result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?		X				I
d. Involve the use of off-road vehicles of any kind (such as trail bikes)?	X					I
e. Result in or increase traffic hazards?		X				S
f. Provide for alternative transportation amenities such as bike racks?	X					I
g. Generate traffic which will adversely affect the traffic carrying capacity of any roadway?		X				S

	IMPACT					SOURCE
	NO	YES			Cumulative	
		Not Significant	Significant Unless Mitigated	Significant		
<b>6. <u>LAND USE AND GENERAL PLANS</u></b>						
Will (or could) this project:						
a. Result in the congregating of more than 50 people on a regular basis?	X					I
b. Result in the introduction of activities not currently found within the community?		X				I
c. Employ equipment which could interfere with existing communication and/or defense systems?	X					I
d. Result in any changes in land use, either on or off the project site?		X				I
e. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?		X				I,Q,S
f. Adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?	X					I,S
g. Generate any demands that will cause a public facility or utility to reach or exceed its capacity?	X					I,S
h. Be adjacent to or within 500 feet of an existing or planned public facility?	X					A

	IMPACT					SOURCE
	NO	YES			Cumulative	
		Not Significant	Significant Unless Mitigated	Significant		
i. Create significant amounts of solid waste or litter?	X					I
j. Substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.)?	X					I
k. Require an amendment to or exception from adopted general plans, specific plans, or community policies or goals?	X					B
l. Involve a change of zoning?	X					C
m. Require the relocation of people or businesses?	X					I
n. Reduce the supply of low-income housing?	X					I
o. Result in possible interference with an emergency response plan or emergency evacuation plan?	X					S
p. Result in creation of or exposure to a potential health hazard?	X					S
<b>7. <u>AESTHETIC, CULTURAL AND HISTORIC</u></b>						
Will (or could) this project:						
a. Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?		X				A,Bb
b. Obstruct scenic views from existing residential areas, public lands, public water body, or roads?		X				A,I
c. Involve the construction of buildings or structures in excess of three stories or 36 feet in height?	X					I

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
d. Directly or indirectly affect historical or archaeological resources on or near the site?			X			H
e. Visually intrude into an area having natural scenic qualities?		X				A,I

III. **RESPONSIBLE AGENCIES.** Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
U.S. Army Corps of Engineers (CE)		X	
State Water Resources Control Board		X	
Regional Water Quality Control Board		X	
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
U.S. Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
CalTrans		X	
Bay Area Air Quality Management District		X	
U.S. Fish and Wildlife Service		X	
Coastal Commission	X		Review if appealed.
City		X	
Sewer/Water District:	X		Service connection approval.
Other:		X	

**IV. MITIGATION MEASURES**

	<u>Yes</u>	<u>No</u>
Mitigation measures have been proposed in project application.	<u>X</u>	<u>          </u>
Other mitigation measures are needed.	<u>          </u>	<u>X</u>

The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:

**Mitigation Measure 1:** The site is located within Seismic Zone 4. Therefore, a Seismic Zone Factor, Z, of 0.40 applies to the site. Soil Profile Type SD (stiff soil) shall be used for the site.

**Mitigation Measure 2:** The project shall be designed and constructed in accordance with current earthquake resistance standards.

**Mitigation Measure 3:** The project shall install drain trenches and/or a pump to minimize groundwater disturbance from below-grade foundation walls if such foundations are used for structures on the site.

**Mitigation Measure 4:** Construction activity (including tree removal, pruning, or grading) adjacent to trees should be conducted outside of the nesting season, which generally occurs between February 1 and August 15. If such activity must occur during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird survey of the trees within the vicinity of proposed construction activity. If no nesting birds are observed, no further action is required and construction activity shall commence within one week of the survey to prevent take of individual birds that may have begun nesting after the survey. If birds are observed nesting, construction activity shall be delayed until after the young have fledged, as determined by bird surveys by a qualified biologist, or until after the nesting season described above, in coordination with the California Department of Fish and Game.

**Mitigation Measure 5:** The following construction noise control measures are recommended to limit noise generated during the construction period.

- Limit construction to daytime hours (7:00 a.m. to 6:00 p.m.) Monday through Friday, with no construction activities on Sundays, Thanksgiving or Christmas, in accordance with San Mateo County Code Section 4.88.360.
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Prohibit unnecessary idling of internal combustion engine.
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from noise sensitive receptors.
- Designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

**Mitigation Measure 6:** The applicant shall, pursuant to Section 5023 of the San Mateo County Code, submit a Construction Site Stormwater Management Plan to the Planning and Building Department, for the review and approval by the Community Development Director prior to the issuance of building permits. The plan shall illustrate and describe appropriate methods, chosen by the applicant from the California Stormwater Best Management Practices Handbook, to control stormwater runoff from the project site during construction.

As part of the stormwater management plan required by the building permit, the applicant shall submit an erosion and sediment control plan designed by an erosion control professional, landscape architect, or civil engineer (hereafter referred to as the applicant's erosion control consultant) specializing in erosion control. The plan shall be submitted to the Planning and Building Department and the Public Works Department for review and approval prior to the issuance of building permits. The erosion and sediment control plan shall stipulate all such measures to be implemented in the event of a storm during construction throughout the winter season (effective October 15 through April 15). The Planning and Building Department shall confirm that the approved plan is in place and ready to be implemented (in case of an impending or actual storm) prior to the start of any grading or construction activities at the site. Implementation of the plan shall occur as follows:

- a. The erosion and sediment control plan shall be submitted, reviewed and approved prior to the issuance of building permits. It shall be implemented and inspected as part of the inspection process for the project. The approved plan shall be activated during the period of grading activity if any rainstorms occur. Any revisions to the plan shall be prepared and signed by the applicant's erosion control consultant and reviewed by the Department of Public Works.
- b. The plan shall be based on the specific erosion and sediment transport control needs in which grading and construction are to occur. The plan shall specifically address how the adjacent shoreline will be protected during construction activity. The possible methods are not necessarily limited to the following items:
  - (1) Confine grading and activities related to grading (construction, preparation and use of equipment and material storage/staging areas, preparation of access roads) to the dry season, whenever possible.
  - (2) If grading or activities related to grading need to be scheduled for the wet season, ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season.
  - (3) Locate staging areas outside major drainage ways.
  - (4) Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.
  - (5) Prevent runoff from flowing over unprotected slopes.
  - (6) Keep disturbed areas (areas of grading and related activities) to the minimum necessary for demolition or construction.
  - (7) Keep runoff away from disturbed areas during grading and related activities.
  - (8) Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods. Seed mixes used for erosion control shall contain only native, non-invasive species.
  - (9) Direct runoff over vegetated areas prior to discharge into public storm drainage systems, whenever possible.

- (10) Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences.
  - (11) Make the contractor responsible for the removal and disposal of all sedimentation on-site or off-site that is generated by grading and related activities of the project.
  - (12) Use landscaping and grading methods that lower the potential for downstream sedimentation. Modified drainage patterns, longer flow paths, encouraging infiltration into the ground, and slower stormwater conveyance velocities are examples of effective methods.
  - (13) Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides, or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.
- c. During the installation of the erosion and sediment control structures, the applicant's erosion control consultant shall be on the site to supervise the implementation of the designs, and the maintenance of the facilities throughout the grading and construction period. It shall be the responsibility of the consultant to regularly inspect the erosion control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

**Mitigation Measure 7:** The applicant shall submit an on-site drainage plan, as prepared by their civil engineer, showing all permanent post-construction stormwater controls and drainage mechanisms prior to the issuance of building permits. The required drainage plan shall show, in all respective cases, the necessary mechanisms to contain all water runoff generated by on-site impervious surfaces and shall include facilities to minimize the amount and pollutants of stormwater runoff through on-site percolation and filtering facilities. The drainage plan shall be submitted to the Planning and Building Department for review and approval by the Community Development Director prior to the issuance of building permits. The plan shall be included as part of the project's final building permit application and construction plans. The County Building Inspection Section and Department of Public Works shall ensure that the approved plan is implemented prior to the project's final building and/or grading inspection approval.

**Mitigation Measure 8:** Prior to excavation and construction on the project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, and other cultural materials from the project site.

The project applicant shall select a qualified archaeologist prior to any demolition, excavation, or construction, for the County's review and approval prior to issuance of the grading permit. The archaeologist shall have the authority to perform spot check monitoring of subsurface construction and watch for and evaluate artifacts or resources that may be uncovered. The archaeologist shall also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (within a 50-foot radius or greater area if necessary) of a find if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.

Reasonable time shall be allowed for the qualified archaeologist to notify the proper authorities for a more detailed inspection and examination of the exposed cultural resources. During this time, excavation and construction would not be allowed in the immediate vicinity of the find; however, those activities could continue in other areas of the project site.

If any find were determined to be significant by the qualified archaeologist, representatives of the project applicant or construction contractor and the County, and the qualified archaeologist, will meet to determine the appropriate course of action.

All cultural materials recovered as part of the monitoring program will be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.



If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the San Mateo County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

V. **MANDATORY FINDINGS OF SIGNIFICANCE**

	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?		X
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?		X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X

On the basis of this initial evaluation:

\_\_\_\_\_ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Current Planning Section.

  X   I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

\_\_\_\_\_  
(Lisa Aozasa)

\_\_\_\_\_  
Senior Planner  
(Title)

\_\_\_\_\_  
Date

## VI. SOURCE LIST

- A. Field Inspection
- B. County General Plan 1986
  - a. General Plan Chapters 1-16
  - b. Local Coastal Program (LCP) (Area Plan)
  - c. Skyline Area General Plan Amendment
  - d. Montara-Moss Beach-El Granada Community Plan
  - e. Emerald Lake Hills Community Plan
- C. County Ordinance Code
- D. Geotechnical Maps
  - 1. USGS Basic Data Contributions
    - a. #43 Landslide Susceptibility
    - b. #44 Active Faults
    - c. #45 High Water Table
  - 2. Geotechnical Hazards Synthesis Maps
- E. USGS Quadrangle Maps, San Mateo County 1970 Series (See F. and H.)
- F. San Mateo County Rare and Endangered Species Maps, or Sensitive Habitats Maps
- G. Flood Insurance Rate Map – National Flood Insurance Program
- H. County Archaeologic Resource Inventory (Prepared by S. Dietz, A.C.R.S.) Procedures for Protection of Historic and Cultural Properties – 36 CFR 800 (See R.)
- I. Project Plans or EIF
- J. Airport Land Use Committee Plans, San Mateo County Airports Plan
- K. Aerial Photography or Real Estate Atlas – REDI
  - 1. Aerial Photographs, 1941, 1953, 1956, 1960, 1963, 1970
  - 2. Aerial Photographs, 1981
  - 3. Coast Aerial Photos/Slides, San Francisco County Line to Año Nuevo Point, 1971
  - 4. Historic Photos, 1928-1937

- L. Williamson Act Maps
- M. Soil Survey, San Mateo Area, U.S. Department of Agriculture, May 1961
- N. Air Pollution Isopleth Maps – Bay Area Air Pollution Control District
- O. California Natural Areas Coordinating Council Maps (See F. and H.)
- P. Forest Resources Study (1971)
- Q. Experience with Other Projects of this Size and Nature
- R. Environmental Regulations and Standards:
  - Federal
    - Review Procedures for CDBG Programs 24 CFR Part 58
    - NEPA 24 CFR 1500-1508
    - Protection of Historic and Cultural Properties 36 CFR Part 800
    - National Register of Historic Places
    - Floodplain Management Executive Order 11988
    - Protection of Wetlands Executive Order 11990
    - Endangered and Threatened Species
    - Noise Abatement and Control 24 CFR Part 51B
    - Explosive and Flammable Operations 24 CFR 51C
    - Toxic Chemicals/Radioactive Materials HUD 79-33
    - Airport Clear Zones and APZ 24 CFR 51D
  - State
    - Ambient Air Quality Standards Article 4, Section 1092
    - Noise Insulation Standards
- S. Consultation with Departments and Agencies:
  - a. County Health Department
  - b. City Fire Department
  - c. California Department of Forestry
  - d. Department of Public Works
  - e. Disaster Preparedness Office
  - f. Other

**COUNTY OF SAN MATEO**  
Planning and Building Department

**Initial Study Pursuant to CEQA**  
**Project Narrative and Answers to Questions for the Negative Declaration**  
**File Number: PLN 2005-00349**  
**Herring/Foss Boatyard Project**

**INTRODUCTION**

The applicant is proposing a new grouping of four (4) commercial/industrial buildings totaling 17,147 square feet on eight (8) existing parcels totaling 22,000 square feet, located between Princeton Avenue and Ocean Boulevard, a paper street, in the unincorporated Princeton area of San Mateo County. The new buildings will accommodate fish-related and similar compatible commercial/industrial activities. Proposed development also includes:

- Improvements to the existing driveway
- Landscaping
- Miscellaneous site improvements

**ENVIRONMENTAL SETTING**

The subject property is located on Princeton Avenue in the Waterfront District of the unincorporated Princeton area, and approximately 1,000 feet south of the Half Moon Bay Airport. The property is accessed via a driveway from Princeton Avenue although the project extends through the block to Ocean Boulevard. However, Ocean Boulevard is a paper street that is not improved. There are currently no buildings on the property but there is concrete paving associated with the site's former use as a boat launch.

Industrial, Commercial, and non-conforming Residential uses are mixed in the vicinity of the project site. Pillar Point shelters the harbor adjacent to the project site and a marina is located to the east in the harbor. The topography is generally flat in the immediate vicinity.

**ANSWERS TO QUESTIONS**

**1. LAND SUITABILITY AND GEOLOGY**

- a. Will (or could) this project involve a unique landform or biological area, such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay?**

**Yes, Not Significant.** The project is located directly adjacent to the shoreline of Pillar Point Harbor, but does not encroach onto the beach area. The proposed buildings are set back a minimum of 42 feet from mean high tide line. Therefore, no mitigation is required.

- c. **Will (or could) this project be located in an area of soil instability (subsidence, landslide, or severe erosion)?**

**Yes, Not Significant.** The project is located directly adjacent to the shoreline at Pillar Point Harbor. Waterfront locations are typically subject to erosion. A protective seawall and riprap already exist on the site and are not proposed for removal. Based on the updated Erosion Study prepared by Sigma Prime GeoSciences, dated January 2008, if the existing seawall and riprap were to be removed, the projected erosion in the upcoming 50 years would be 22 feet. The proposed building setbacks vary from 6 feet to 33 feet, which means that should the armoring be removed, the erosion could extend up to 16 feet inland from the proposed building line. In addition to retaining the seawall and riprap, the project sponsor also proposes to use self-supporting foundations for portions of the buildings that will be within the area of projected erosion in the upcoming 50 years. With the retention of the existing armoring, and the proposed self-supporting foundations, no mitigation is required.

- d. **Will (or could) this project be located on, or adjacent to a known earthquake fault?**

**Yes, Significant Unless Mitigated.** The San Gregorio fault, which is associated with the seismically active San Andreas fault system, is located 0.5 kilometers to the west of the project site. Because of the potential for ground shaking, measures are required to mitigate this potential impact to the project.

**Mitigation Measure 1:** The site is located within Seismic Zone 4. Therefore, a Seismic Zone Factor, Z, of 0.40 applies to the site. Soil Profile Type SD (stiff soil) shall be used for the site.

**Mitigation Measure 2:** The project shall be designed and constructed in accordance with current earthquake resistance standards.

- f. **Will (or could) this project cause erosion or siltation?**

**Yes, Significant Unless Mitigated.** Construction activities have the potential to cause erosion because the vegetative cover will be disturbed and soil may be eroded by wind and stormwater.

**Mitigation Measure:** Mitigation Measure No. 6 would reduce this potentially significant impact to a less-than-significant level.

- h. **Will (or could) this project be located within a flood hazard area?**

**Yes, Not Significant.** The project is not located within a designated 100-year flood zone per Federal Emergency Management Agency (FEMA) maps. However, the San Mateo County General Plan Flood Hazards map delineates the project site within the coastal area subject to flooding due to wave action. This hazard is addressed through the County's tsunami warning system; therefore, no mitigation is required.

- i. **Will (or could) this project be located in an area where a high water table may adversely affect land use?**

**Yes, Significant Unless Mitigated.** The project is located at the waterfront where the water table is essentially at sea level. The Geotechnical Study indicates that borings struck groundwater at depths of 7 to 9.5 feet below ground surface. Foundation systems that include continuous foundation walls below grade would block the movement of groundwater.

**Mitigation Measure 3:** The project shall install drain trenches and/or a pump to minimize groundwater disturbance from below-grade foundation walls if such foundations are used for structures on the site.

## 2. **VEGETATION AND WILDLIFE**

- a. **Will (or could) this project affect federal or state listed rare or endangered species of plant life in the project area?**

**Yes, Not Significant.** The San Mateo County General Plan and California Natural Diversity Database indicate the presence of state listed rare or endangered species in the project area. However, the project site is a developed site and the proposed project would have no new impacts on wildlife. Therefore, no new mitigation is required.

- c. **Will (or could) this project be adjacent to or include a habitat food source, water source, nesting place or breeding place for a federal or state listed rare or endangered wildlife species?**

**Yes, Significant Unless Mitigated.** The San Mateo County General Plan and California Natural Diversity Database indicate the presence of state listed rare or endangered species in the project area. Although a biological study was not conducted for the project, it could be inferred from the presence of listed rare or endangered species as noted in the San Mateo County General Plan and California Natural Diversity Database, and the project's location adjacent to the waterfront, that adjacent areas could include habitat food source, water source, nesting place or breeding places. Although the trees on the project site are relatively young and not tall, they could be used for nesting. Without proper mitigation, construction

activity could affect nesting birds in the existing trees on-site, an activity covered by the Migratory Bird Treaty.

**Mitigation Measure 4:** Construction activity (including tree removal, pruning, or grading) adjacent to trees should be conducted outside of the nesting season, which generally occurs between February 1 and August 15. If such activity must occur during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird survey of the trees within the vicinity of proposed construction activity. If no nesting birds are observed, no further action is required and construction activity shall commence within one week of the survey to prevent take of individual birds that may have begun nesting after the survey. If birds are observed nesting, construction activity shall be delayed until after the young have fledged, as determined by bird surveys by a qualified biologist, or until after the nesting season described above, in coordination with the California Department of Fish and Game.

- d. Will (or could) this project significantly affect fish, wildlife, reptiles, or plant life?**

**Yes, Not Significant.** The San Mateo County General Plan and California Natural Diversity Database indicate the presence of sensitive species in the project area. However, the project site is a developed site and the proposed project would have no new impacts on wildlife other than that noted in Item 2c. Therefore, no new mitigation is required.

- f. Will (or could) this project infringe on any sensitive habitats?**

**Yes, Not Significant.** The San Mateo County General Plan and California Natural Diversity Database indicate the presence of sensitive species in the project area. By extension, it can be inferred that these species' habitats would be impacted by new development. However, the project site is a developed site and the proposed project would have no new impacts on wildlife or habitat other than those noted in Item 2c. Therefore, no new mitigation is required.

- g. Will (or could) this project involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor), that has slopes greater than 20%, or that is in a sensitive habitat or buffer zone?**

**Yes, Not Significant.** The San Mateo County General Plan and California Natural Diversity Database indicate the presence of sensitive species in the project area. By extension, it can be inferred that these species' habitats would be impacted by new development. However, the project site is a developed site and the proposed project would have no new impacts on wildlife or habitat. Therefore, no new mitigation is required.



3. **PHYSICAL RESOURCES**

(none applicable)

4. **AIR QUALITY, WATER QUALITY, SONIC**

- c. **Will (or could) this project be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?**

**Yes, Not Significant.** The project site is a previously developed but currently vacant property. Therefore, any new development would generate noise levels in excess of those currently existing. However, the proposed project is a use that is allowed in the designated zoning district and compatible with other land uses in the project vicinity. Because the proposed project would be subject to the San Mateo County Noise Ordinance, no mitigation is required.

- e. **Will (or could) this project be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?**

**Yes, Not Significant.** The site is located approximately 1,000 feet south of the Half Moon Bay Airport. However, Building Codes requirements will ensure that interior noise levels will comply with the County Noise Ordinance standard. The project site is outside of the 55 Community Noise Equivalent Level (CNEL) contours as shown on Map HMB-7 in the San Mateo County Comprehensive Airport Land Use Plan. Therefore, no new mitigation is required.

- f. **Will (or could) this project generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?**

**Yes, Significant Unless Mitigated.** Construction activities would result in short-term noise impacts. Anticipated construction noise levels may include pile driving, depending on the foundation system used; however, pile driving would be for a relatively short amount of the overall construction period. Noise generated by construction activity for this site is expected to be typical construction noise levels for commercial/industrial construction and are considered temporary in nature. The following measure would mitigate the potential yet temporary impact of construction noise to a less-than-significant level by ensuring that there would be no exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies nor a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project during project construction.

**Mitigation Measure 5:** The following construction noise control measures are recommended to limit noise generated during the construction period.

- Limit construction to daytime hours (7:00 a.m. to 6:00 p.m.) Monday through Friday, with no construction activities on Sundays, Thanksgiving or Christmas, in accordance with San Mateo County Code Section 4.88.360.
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Prohibit unnecessary idling of internal combustion engine.
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from noise sensitive receptors.
- Designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

**g. Will (or could) this project generate polluted or increased surface water runoff or affect groundwater resources?**

**Yes, Significant Unless Mitigated.** Without proper mitigation, the proposed project could contribute to the degradation of existing surface water quality conditions due to potential erosion and sedimentation during grading and construction. Furthermore, surface water runoff could detrimentally affect adjacent properties without proper drainage from the project site.

**Mitigation Measure 6:** The applicant shall, pursuant to Section 5023 of the San Mateo County Code, submit a Construction Site Stormwater Management Plan to the Planning and Building Department, for the review and approval by the Community Development Director prior to the issuance of building permits. The plan shall illustrate and describe appropriate methods, chosen by the applicant from the California Stormwater Best Management Practices Handbook, to control stormwater runoff from the project site during construction.

As part of the stormwater management plan required by the building permit, the applicant shall submit an erosion and sediment control plan designed by an erosion control professional, landscape architect, or civil engineer (hereafter referred to as the applicant’s erosion control consultant) specializing in erosion control. The plan shall be submitted to the Planning and Building Department and the Public Works Department for review and approval prior to the issuance

of building permits. The erosion and sediment control plan shall stipulate all such measures to be implemented in the event of a storm during construction throughout the winter season (effective October 15 through April 15). The Planning and Building Department shall confirm that the approved plan is in place and ready to be implemented (in case of an impending or actual storm) prior to the start of any grading or construction activities at the site. Implementation of the plan shall occur as follows:

- a. The erosion and sediment control plan shall be submitted, reviewed and approved prior to the issuance of building permits. It shall be implemented and inspected as part of the inspection process for the project. The approved plan shall be activated during the period of grading activity if any rainstorms occur. Any revisions to the plan shall be prepared and signed by the applicant's erosion control consultant and reviewed by the Department of Public Works.
- b. The plan shall be based on the specific erosion and sediment transport control needs in which grading and construction are to occur. The plan shall specifically address how the adjacent shoreline will be protected during construction activity. The possible methods are not necessarily limited to the following items:
  - (1) Confine grading and activities related to grading (construction, preparation and use of equipment and material storage/staging areas, preparation of access roads) to the dry season, whenever possible.
  - (2) If grading or activities related to grading need to be scheduled for the wet season, ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season.
  - (3) Locate staging areas outside major drainage ways.
  - (4) Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.
  - (5) Prevent runoff from flowing over unprotected slopes.
  - (6) Keep disturbed areas (areas of grading and related activities) to the minimum necessary for demolition or construction.
  - (7) Keep runoff away from disturbed areas during grading and related activities.

- (8) Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods. Seed mixes used for erosion control shall contain only native, non-invasive species.
  - (9) Direct runoff over vegetated areas prior to discharge into public storm drainage systems, whenever possible.
  - (10) Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences.
  - (11) Make the contractor responsible for the removal and disposal of all sedimentation on-site or off-site that is generated by grading and related activities of the project.
  - (12) Use landscaping and grading methods that lower the potential for downstream sedimentation. Modified drainage patterns, longer flow paths, encouraging infiltration into the ground, and slower stormwater conveyance velocities are examples of effective methods.
  - (13) Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides, or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.
- c. During the installation of the erosion and sediment control structures, the applicant's erosion control consultant shall be on the site to supervise the implementation of the designs, and the maintenance of the facilities throughout the grading and construction period. It shall be the responsibility of the consultant to regularly inspect the erosion control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

**Mitigation Measure 7:** The applicant shall submit an on-site drainage plan, as prepared by their civil engineer, showing all permanent post-construction stormwater controls and drainage mechanisms prior to the issuance of building permits. The required drainage plan shall show, in all respective cases, the necessary mechanisms to contain all water runoff generated by on-site impervious surfaces and shall include facilities to minimize the amount and pollutants of stormwater runoff through on-site percolation and filtering facilities. The drainage plan shall be submitted to the Planning and Building Department for review and approval by the Community Development Director prior to the issuance of building permits. The plan shall be included as part of the project's final building permit application and construction plans. The County Building Inspection Section and Department

of Public Works shall ensure that the approved plan is implemented prior to the project's final building and/or grading inspection approval.

**5. TRANSPORTATION**

- c. Will (or could) this project result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?**

**Yes, Not Significant.** Because the project is on a site that is currently vacant, any new land use will result in increase traffic volumes and perhaps changes in traffic patterns in the immediate vicinity. The future uses of the site will be determined by the allowed uses within the W Zoning District. These uses include marine-related trades, services and manufacturing. As all the future uses are not known at this time, the traffic projection was based on an assumption that 80 percent of the square footage would be general light industrial use and 20 percent would be specialty retail. Based on this assumption, the average daily trips (ADT) for this development would be 248 trips, as shown in the following table. This traffic volume can be readily accommodated by the existing grid street system in the project vicinity. The allowed uses would be job generating, and therefore, would not result in significant new commute traffic out of the community. Therefore, no mitigation is required.

<b>Projected Average Daily Traffic Generation</b>				
<b>Land Use</b>	<b>Code</b>	<b>Square Feet</b>	<b>Generation Rate</b>	<b>Daily Trips</b>
General Light Industrial	110	13,717	6.97 trips per 1,000 sq. ft.	95.61
Specialty Retail Center	814	3,430	44.32 trips per 1,000 sq. ft.	152.02
<b>TOTAL</b>		<b>17,147</b>		<b>247.63</b>
Source: Based on the institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.				

- e. Will (or could) this project result in or increase traffic hazards?**

**Yes, Not Significant.** Because the project is on a site that is currently vacant, any new land use will result in the generation of new traffic and associated potential hazards in the immediate vicinity. However, the project will use the existing driveway curb cut which was not identified as a hazard when the site was previously used, and Princeton Road is relatively straight and level. There is no existing traffic hazard in the vicinity of the project. Therefore, the continued use of the existing driveway curb cut for the proposed use would not result in any new traffic hazards or increased hazard; and, no mitigation is required.

- g. Will (or could) this project generate traffic which will adversely affect the traffic carrying capacity of any roadway?**

**Yes, Not Significant.** Because the project is on a site that is currently vacant, any new land use will result in the generation of new traffic. The projected traffic generation for the proposed project is 248 ADT, which is within the carrying capacity of the existing roadway system. Therefore, no mitigation is required.

**6. LAND USE AND GENERAL PLANS**

- b. Will (or could) this project result in any the introduction of activities not currently found within the community?**

**Yes, Not Significant.** The proposed project includes a proposed fish processing and retail use which is allowed subject to a Conditional Use Permit in the W Zoning District. The other uses that may locate in the proposed project are not yet known, but will be in compliance with the uses permitted or conditionally allowed in the W Zoning District. The fish processing and retail use is a use encouraged by the County as an appropriate waterfront activity. The area surrounding the project site includes a variety of industrial and commercial uses, including non-marine uses such as legally non-conforming residences are common in the vicinity. Project conditions of approval address potential land use conflicts and no additional mitigation is required.

- d. Will (or could) this project result in any changes in land use, either on or off the project site?**

**Yes, Not Significant.** The project site was formerly used as a boat launch and the proposal is for marine-related uses within new structures. The proposed land use is a change from prior use but is consistent with the purposes and standards of the zoning district; therefore, no mitigation is required.

- e. Will (or could) this project serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas?**

**Yes, Not Significant.** The proposed project may bring new industry to the area and could result in pressure to accommodate associated commercial or residential uses. However, the project is an infill project on a vacant site with other vacant properties in the vicinity. Therefore, the increase in development intensity is minimal and no mitigation is required.

7. **AESTHETIC, CULTURAL, AND HISTORIC**

- a. **Will (or could) this project be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?**

**Yes, Not Significant.** The subject property is not adjacent to, but is near the designated Scenic Highway 1 Corridor and is adjacent to the waterfront. As such, sensitivity to the setting is important. The project is designed within the development regulations of the zoning district, including height standards, but would nonetheless have an impact on existing views toward the harbor and ocean. However, the project is similar to other approved and recently constructed structures in the vicinity and would not have a deleterious effect on views in the area. Therefore, no mitigation is required.

- b. **Will (or could) this project obstruct scenic views from existing residential areas, public lands, public water body, or roads?**

**Yes, Not Significant.** The proposed project is located at the waterfront of Pillar Point Harbor and would impede views of the water from parcels on the opposite side of Princeton Avenue. However, other parcels in the vicinity with the same configuration are similarly developed consistent with the zoning district's development regulations. Therefore, no mitigation is required.

- d. **Will (or could) this project directly or indirectly affect historical or archeological resources on or near the site?**

**Yes, Significant Unless Mitigated.** Although there are no known historic or archeological resources on the site, the site is located within an area in which such resources may be present. The implementation of the following mitigation measures would reduce this potential impact to a less-than-significant level.

**Mitigation Measure 8:** Prior to excavation and construction on the project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, and other cultural materials from the project site.

The project applicant shall select a qualified archaeologist prior to any demolition, excavation, or construction, for the County's review and approval prior to issuance of the grading permit. The archaeologist shall have the authority to perform spot check monitoring of subsurface construction and watch for and evaluate artifacts or resources that may be uncovered. The archaeologist shall also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (within a 50-foot radius or greater area if necessary) of a find

if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.

Reasonable time shall be allowed for the qualified archaeologist to notify the proper authorities for a more detailed inspection and examination of the exposed cultural resources. During this time, excavation and construction would not be allowed in the immediate vicinity of the find; however, those activities could continue in other areas of the project site.

If any find were determined to be significant by the qualified archaeologist, representatives of the project applicant or construction contractor and the County, and the qualified archaeologist, will meet to determine the appropriate course of action.

All cultural materials recovered as part of the monitoring program will be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the San Mateo County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

e. **Will (or could) this project visually intrude into an area having natural scenic qualities?**

**Yes, Not Significant.** The subject property is near scenic Highway 1 and is adjacent to the waterfront, an area of natural scenic qualities. As such, sensitivity to the setting is important. The project is designed within the development regulations of the zoning district, including height standards, but would nonetheless have an impact on existing views toward the harbor and ocean. However, the project is similar to other approved and recently constructed structures in the vicinity and would not have a deleterious effect on views in the area. Therefore, no mitigation is required.



COUNTY OF SAN MATEO, PLANNING AND BUILDING DEPARTMENT

**NOTICE OF INTENT TO ADOPT  
NEGATIVE DECLARATION**

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.), that the following project: *Boatyard Coastal Development Permit, Use Permit, and Design Review*, when adopted and implemented, will not have a significant impact on the environment.

FILE NO.: PLN 2005-00349

OWNER: Princeton Boatyard, LLC

APPLICANT: Frederick Herring

ASSESSOR'S PARCEL NOs.: 047-037-060 thru -070, -140-037-140 thru -170; and 047-037-420 thru 430

PROJECT DESCRIPTION AND LOCATION

The proposed project is a new grouping of four (4) commercial buildings totaling 17,147 square feet on eight (8) existing parcels totaling 22,000 square feet, located between Princeton Avenue and Ocean Boulevard, a paper street, in the unincorporated Princeton area of San Mateo County. The new buildings will accommodate fish-related and similar compatible commercial activities. The project requires a Coastal Development Permit, Use Permit, and staff-level Design Review. The project site was formerly used as a boat launch but is currently vacant.

Based on all project information, including uses and construction methods for new proposed structures, and consideration of potential cumulative impacts resulting from other development proposed at the site, Planning Department staff completed the Initial Study and determined that the proposed project will not have a significant adverse impact on the environment, if mitigated as recommended in the following discussion.

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION

The Current Planning Section has reviewed the initial study for the project and, based upon substantial evidence in the record, finds that:

1. The project will not adversely affect water or air quality or increase noise levels substantially.
2. The project will not have adverse impacts on the flora or fauna of the area.
3. The project will not degrade the aesthetic quality of the area.
4. The project will not have adverse impacts on traffic or land use.

5. In addition, the project will not:
  - a. Create impacts which have the potential to degrade the quality of the environment.
  - b. Create impacts which achieve short-term to the disadvantage of long-term environmental goals.
  - c. Create impacts for a project which are individually limited, but cumulatively considerable.
  - d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The County of San Mateo has, therefore, determined that the environmental impact of the project is insignificant.

MITIGATION MEASURES included in the project to avoid potentially significant effects:

**Mitigation Measure 1:** The site is located within Seismic Zone 4. Therefore, a Seismic Zone Factor, Z, of 0.40 applies to the site. Soil Profile Type SD (stiff soil) shall be used for the site.

**Mitigation Measure 2:** The project shall be designed and constructed in accordance with current earthquake resistance standards.

**Mitigation Measure 3:** The project shall install drain trenches and/or a pump to minimize groundwater disturbance from below-grade foundation walls if such foundations are used for structures on the site.

**Mitigation Measure 4:** Construction activity (including tree removal, pruning, or grading) adjacent to trees should be conducted outside of the nesting season, which generally occurs between February 1 and August 15. If such activity must occur during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird survey of the trees within the vicinity of proposed construction activity. If no nesting birds are observed, no further action is required and construction activity shall commence within one week of the survey to prevent take of individual birds that may have begun nesting after the survey. If birds are observed nesting, construction activity shall be delayed until after the young have fledged, as determined by bird surveys by a qualified biologist, or until after the nesting season described above, in coordination with the California Department of Fish and Game.

**Mitigation Measure 5:** The following construction noise control measures are recommended to limit noise generated during the construction period.

- a. Limit construction to daytime hours (7:00 a.m. to 6:00 p.m.) Monday through Friday, with no construction activities on Sundays, Thanksgiving or Christmas, in accordance with San Mateo County Code Section 4.88.360.

- b. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- c. Prohibit unnecessary idling of internal combustion engine.
- d. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- e. Locate stationary noise generating equipment as far as possible from noise sensitive receptors.
- f. Designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

**Mitigation Measure 6:** The applicant shall, pursuant to Section 5023 of the San Mateo County Code, submit a Construction Site Stormwater Management Plan to the Planning and Building Department, for the review and approval by the Community Development Director prior to the issuance of building permits. The plan shall illustrate and describe appropriate methods, chosen by the applicant from the California Stormwater Best Management Practices Handbook, to control stormwater runoff from the project site during construction.

As part of the stormwater management plan required by the building permit, the applicant shall submit an erosion and sediment control plan designed by an erosion control professional, landscape architect, or civil engineer (hereafter referred to as the applicant’s erosion control consultant) specializing in erosion control. The plan shall be submitted to the Planning and Building Department and the Public Works Department for review and approval prior to the issuance of building permits. The erosion and sediment control plan shall stipulate all such measures to be implemented in the event of a storm during construction throughout the winter season (effective October 15 through April 15). The Planning and Building Department shall confirm that the approved plan is in place and ready to be implemented (in case of an impending or actual storm) prior to the start of any grading or construction activities at the site.

Implementation of the plan shall occur as follows:

- a. The erosion and sediment control plan shall be submitted, reviewed and approved prior to the issuance of building permits. It shall be implemented and inspected as part of the inspection process for the project. The approved plan shall be activated during the period of grading activity if any rainstorms occur. Any revisions to the plan shall be prepared and signed by the applicant’s erosion control consultant and reviewed by the Department of Public Works.
- b. The plan shall be based on the specific erosion and sediment transport control needs in which grading and construction are to occur. The plan shall specifically address how the adjacent shoreline will be protected during construction activity. The possible methods are not necessarily limited to the following items:

- (1) Confine grading and activities related to grading (construction, preparation and use of equipment and material storage/staging areas, preparation of access roads) to the dry season, whenever possible.
  - (2) If grading or activities related to grading need to be scheduled for the wet season, ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season.
  - (3) Locate staging areas outside major drainage ways.
  - (4) Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.
  - (5) Prevent runoff from flowing over unprotected slopes.
  - (6) Keep disturbed areas (areas of grading and related activities) to the minimum necessary for demolition or construction.
  - (7) Keep runoff away from disturbed areas during grading and related activities.
  - (8) Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods. Seed mixes used for erosion control shall contain only native, non-invasive species.
  - (9) Direct runoff over vegetated areas prior to discharge into public storm drainage systems, whenever possible.
  - (10) Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences.
  - (11) Make the contractor responsible for the removal and disposal of all sedimentation on-site or off-site that is generated by grading and related activities of the project.
  - (12) Use landscaping and grading methods that lower the potential for downstream sedimentation. Modified drainage patterns, longer flow paths, encouraging infiltration into the ground, and slower stormwater conveyance velocities are examples of effective methods.
  - (13) Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides, or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.
- c. During the installation of the erosion and sediment control structures, the applicant's erosion control consultant shall be on the site to supervise the implementation of the designs, and the maintenance of the facilities throughout the grading and construction period. It shall be the responsibility of the consultant to regularly inspect the erosion

control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

**Mitigation Measure 7:** The applicant shall submit an on-site drainage plan, as prepared by their civil engineer, showing all permanent post-construction stormwater controls and drainage mechanisms prior to the issuance of building permits. The required drainage plan shall show, in all respective cases, the necessary mechanisms to contain all water runoff generated by on-site impervious surfaces and shall include facilities to minimize the amount and pollutants of stormwater runoff through on-site percolation and filtering facilities. The drainage plan shall be submitted to the Planning and Building Department for review and approval by the Community Development Director prior to the issuance of building permits. The plan shall be included as part of the project's final building permit application and construction plans. The County Building Inspection Section and Department of Public Works shall ensure that the approved plan is implemented prior to the project's final building and/or grading inspection approval.

**Mitigation Measure 8:** Prior to excavation and construction on the project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, and other cultural materials from the project site.

The project applicant shall select a qualified archaeologist prior to any demolition, excavation, or construction, for the County's review and approval prior to issuance of the grading permit. The archaeologist shall have the authority to perform spot check monitoring of subsurface construction and watch for and evaluate artifacts or resources that may be uncovered. The archaeologist shall also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (within a 50-foot radius or greater area if necessary) of a find if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.

Reasonable time shall be allowed for the qualified archaeologist to notify the proper authorities for a more detailed inspection and examination of the exposed cultural resources. During this time, excavation and construction would not be allowed in the immediate vicinity of the find; however, those activities could continue in other areas of the project site.

If any find were determined to be significant by the qualified archaeologist, representatives of the project applicant or construction contractor and the County, and the qualified archaeologist, will meet to determine the appropriate course of action.

All cultural materials recovered as part of the monitoring program will be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the San Mateo County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC)

shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

RESPONSIBLE AGENCY CONSULTATION

Coastal Commission; but Commission staff did not submit any comment. The Coastal Commission would have jurisdiction only upon appeal.

INITIAL STUDY

The San Mateo County Current Planning Section has reviewed the Environmental Evaluation of this project and has found that the probable environmental impacts are insignificant. A copy of the initial study is attached.

REVIEW PERIOD August 18, 2008 to September 8, 2008.

All comments regarding the correctness, completeness, or adequacy of this Negative Declaration must be received by the County Planning and Building Department, 455 County Center, Second Floor, Redwood City, no later than **5:00 p.m., September 8, 2008.**

CONTACT PERSON

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or

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Lisa Aozasa, Senior Planner

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CPD FORM A-ENV-35  
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(01/11/2007)



Sigma Prime Geosciences, Inc.

June 3, 2005

Bill Foss  
c/o: Herring & Worley, Inc.  
1741 Broadway  
Redwood City, CA 94063

Re: Geotechnical Report for Proposed Construction,  
262 Princeton Avenue, Princeton-By-The-Sea, California  
Sigma Prime Job No. 05-129

Dear Mr. Foss:

As per your request, we have performed a geotechnical study for the proposed construction at the location mentioned above. The accompanying report summarizes the results of our studies and engineering analyses and presents geotechnical recommendations for the planned construction.

Thank you for the opportunity to work with you on this project. If you have any questions concerning our study, please call.

Yours,

Sigma Prime Geosciences, Inc.

Charles M. Kissick, P.E.





**GEOTECHNICAL STUDY  
FOSS PROPERTY  
262 PRINCETON AVENUE  
PRINCETON-BY-THE-SEA, CALIFORNIA**

**PREPARED FOR:  
MR. BILL FOSS  
C/O: HERRING & WORLEY, INC.  
1741 BROADWAY  
REDWOOD CITY, CA 94063**

**PREPARED BY:  
SIGMA PRIME GEOSCIENCES, INC.  
111 VASSAR STREET  
HALF MOON BAY, CALIFORNIA 94019**

**JUNE 3, 2005**





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FIGURE 2 - SITE MAP

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## 1. INTRODUCTION

We are pleased to present this geotechnical study report for the proposed construction located at 262 Princeton Avenue in Princeton-By-The-Sea, California, at the location shown in Figure 1. The purpose of this investigation was to evaluate the subsurface conditions at the site, and to provide geotechnical design recommendations necessary to complete the proposed project.

### 1.1 PROJECT DESCRIPTION

From a preliminary drawing the proposed project is to consist of constructing 4 two-story town-house and one warehouse type buildings along the harbor side, and parking on the two lots adjoining Princeton Avenue. A site map is included as Figure 2.

### 1.2 SCOPE OF WORK

The scope of work for this study was presented in our proposal dated April 14, 2005. In order to complete this project we have performed the following tasks:

- Reviewed published information on the geologic and seismic conditions in the site vicinity;
- Subsurface study, including 3 soil borings in the site vicinity for the buildings foundation design;
- Laboratory testing of selected soil samples, to establish their engineering properties, and for soil classification purposes;
- Engineering analysis and evaluation of the subsurface data to develop geotechnical design criteria; and
- Preparation of this report presenting our recommendations for the proposed improvements.



## 2. FINDINGS

### 2.1 GENERAL

The site reconnaissance and subsurface study were performed on April 26, 2005. The subsurface study consisted of drilling 3 soil borings with a portable Minuteman drill rig. The soil borings were all advanced to a depth of 12 feet. The approximate locations of the borings, numbered B-1 through B-3, are shown in Figure 2. The boring logs and the results of the laboratory tests on soil samples are attached in Appendix A.

### 2.2 SITE CONDITIONS

The site is located along the beach within Princeton Harbor, with 150 feet of coastal frontage. The site was used for a boat haul-out and repair yard operated by the San Mateo County Harbor District for approximately 7 years. Prior to that the property was a privately run boat yard for up to 20 years before present.

Approximately 30% of the property is covered with concrete. Concrete footings that were used to support rails for the boat ramp remain on the property and extend beyond the property boundary onto the beach. A poured concrete sea wall, approximately 6 feet high, extends along 2 lots, or 50' of the harbor frontage.

There is minimal vegetation on the subject property except some ground cover at the south-western and south-eastern corners and three small trees; two at the southern property boundary and one near the south-eastern corner.

### 2.3 REGIONAL AND LOCAL GEOLOGY

The site property is underlain by gravelly clay/clayey sand associated with Pleistocene age alluvial fan deposits (Pampeyan, 1994). The material is generally very stiff and very dense, and is commonly partially cemented. The material is exposed in the area along the shoreline. The surface soils consist of gravel fill overlying a dark stiff clayey layer and gravelly sand at depth.

### 2.4 SITE SUBSURFACE CONDITIONS

Based on the soil borings, the subsurface conditions consist of approximately 1 foot of granular subbase followed by 3.5 to 5 feet of moderate to highly plastic black clay overlying a stiff sandy clay to a depth of 7 to 7.5 feet. The clayey soils overly medium dense clayey sand, sand, and gravelly sand to the total depths drilled.



## 2.5 GROUNDWATER

Free groundwater was found in the borings ranging from 7 to 9.5 feet below ground surface. The water level is nearly at sea level and will interfere with excavations for deep foundations, although the impact of the water could be minimized with drain trenches and/or a pump.

## 2.6 FAULTS AND SEISMICITY

The site is in an area of high seismicity, with active faults associated with the San Andreas fault system. The closest active fault to the site is the San Gregorio fault, located 0.5 km to the west. Other faults most likely to produce significant seismic ground motions include the San Andreas, Hayward, Rodgers Creek, and Calaveras faults. Selected historical earthquakes in the area with an estimated magnitude greater than 6-1/4, are presented in Table 1 below.

**TABLE 1  
HISTORICAL EARTHQUAKES**

<u>Date</u>	<u>Magnitude</u>	<u>Fault</u>	<u>Locale</u>
June 10, 1836	6.5 <sup>1</sup>	San Andreas	San Juan Bautista
June 1838	7.0 <sup>2</sup>	San Andreas	Peninsula
October 8, 1865	6.3 <sup>2</sup>	San Andreas	Santa Cruz Mountains
October 21, 1868	7.0 <sup>2</sup>	Hayward	Berkeley Hills, San Leandro
April 18, 1906	7.9 <sup>3</sup>	San Andreas	Golden Gate
July 1, 1911	6.6 <sup>4</sup>	Calaveras	Diablo Range, East of San Jose
October 17, 1989	7.1 <sup>5</sup>	San Andreas	Loma Prieta, Santa Cruz Mountains

- (1) Borchardt & Topozada (1996)
- (2) Topozada et al (1981)
- (3) Petersen (1996)
- (4) Topozada (1984)
- (5) USGS (1989)

## 2.7 1997 UBC EARTHQUAKE DESIGN PARAMETERS

Based on the 1997 Uniform Building Code (UBC), the site is located within Seismic Zone 4. Therefore a Seismic Zone Factor, Z, of 0.40 applies to the site. Based on the subsurface conditions encountered at the site, we recommend using Soil Profile Type  $S_D$  (stiff soil) for the site. The site is located about 0.5 kilometers from the active, Type A, San Gregorio Fault. The pertinent UBC seismic parameters are given in Table 2 below.

**TABLE 2  
UBC SEISMIC PARAMETERS**

<u>Fault</u>	<u>Distance - km</u>	<u><math>N_a</math></u>	<u><math>N_v</math></u>	<u><math>C_a</math></u>	<u><math>C_v</math></u>
San Gregorio	0.5	1.5	2.0	0.66	1.28



### 3.3 GEOLOGIC HAZARDS

We reviewed the potential for geologic hazards to impact the site, considering the geologic setting, and the soils encountered during our investigation. The results of our review are presented below:

- Fault Rupture - The site is not located in an Alquist-Priolo Earthquake Fault Zone where fault rupture is considered likely (California Division of Mines and Geology, 1976). Therefore, active faults are not believed to exist beneath the site, and the potential for fault rupture to occur at the site is considered low, in our opinion.
- Ground Shaking - The site is located in an active seismic area. Moderate to large earthquakes are probable along several active faults in the greater Bay Area over a 30 to 50 year design life. Strong ground shaking should therefore be expected several times during the design life of the structure, as is typical for sites throughout the Bay Area. The improvements should be designed and constructed in accordance with current earthquake resistance standards.
- Differential Compaction - Differential compaction occurs during moderate and large earthquakes when soft or loose, natural or fill soils are densified and settle, often unevenly across a site. In our opinion, due to the very dense nature of the underlying sands, the likelihood of significant damage to the structure from differential compaction is low.
- Liquefaction - Liquefaction occurs when loose, saturated sandy soils lose strength and flow like a liquid during earthquake shaking. Ground settlement often accompanies liquefaction. Soils most susceptible to liquefaction are saturated, loose, silty sands, and uniformly graded sands. Loose silty sands were not encountered at the site. Therefore, in our opinion, the likelihood of liquefaction occurring at the site is low.

### 3.4 EARTHWORK

#### 3.4.1 Clearing & Subgrade Preparation

All deleterious materials, including trees, topsoil, concrete, roots, vegetation, etc., should be cleared from building and driveway areas. The actual stripping depth required will depend on site usage prior to construction, and should be established by the Contractor during construction. Topsoil should be stockpiled separately for later use in landscaping areas.

After the site has been properly cleared, stripped, and excavated to the required grades, the exposed surface soil in areas to receive a slab-on-grade should be



scarified to a depth of 6 inches, moisture conditioned, and compacted to the specifications listed below under the section captioned "compaction."

### 3.4.2 Compaction

The scarified surface soils should be moisture conditioned to 3-5 percent above the optimum moisture content and compacted to at least 92 percent of the maximum dry density, as determined by ASTM D1157-78. All trench backfill should also be moisture conditioned to 3-5 percent above the optimum moisture content and compacted to at least 92 percent of the maximum dry density.

### 3.4.3 Surface Drainage

The finish grades should be designed to drain surface water away from foundations, retaining walls and slab areas, to suitable discharge points. Slopes of at least 2 percent within 5 feet of the structures are recommended. Ponding of water should not be allowed adjacent to the structure.

## 3.5 FOUNDATIONS

Due to the nature of the highly expansive soils found on this site, either a pier-and-grade-beam type of foundation, a reinforced slab/mat foundation, or a shallow spread footing foundation are recommended. A spread footing foundation would have to be built with special considerations, as discussed below. With the mat foundation, the seismic stability is expected to be acceptable, and differential settlement is expected to be minimal. Pier and grade beam foundations provide greater seismic stability and reduce differential settlement.

### Pier and Grade Beam

Piers should be drilled and cast-in-place, and be a minimum of 12 inches in diameter, and should be a minimum of 12 feet deep, as measured from the bottom of the adjacent grade beam.

The piers may gain support in skin friction acting along the sides of the piers within the lower soils. A skin friction of 500 pounds per square foot (psf) between the piers and the soil should be used in design to calculate the allowable downward capacity. The uplift capacity of the piers may be based on a skin friction value of 350 psf acting below a depth of 4 feet. The skin friction value may be increased by 1/3 for seismic loads and wind loads. Because of the difficulty in cleaning the bottoms of the pier holes, end bearing should be neglected. However, the pier holes should be kept as clean as possible.



Due to the potential for expansion of the upper expansive soils, we recommend that the piers also be designed to resist an uplift force calculated using a skin friction of 1,000 psf acting over the upper 4 feet of the piers. Similarly, grade beams should not rest on soil. To minimize uplift on grade beams, a 4-inch-thick void should be left beneath the bottom of the grade beams. The gap can be filled with compressible material such as cardboard forms or a suitable equivalent. The perimeter grade beams should extend at least 8-inches below the crawl space grade or the building pad soils below the gravel placed for the garage slab.

When concrete is poured into the pier holes, care must be taken to preserve vertical sides to the piers. In other words, the concrete should not be allowed to flow away from the tops of the piers, creating an upside-down bell shape, or mushroom at the top. A bell-shaped pier cap will allow expansive soil to lift the piers upward. Sonotubes can be used to keep a smooth, vertical side to each pier.

Drilled piers should have a center-to-center spacing of not less than three pier diameters. Our representative should be present during pier drilling operations to assure that pier holes are sufficiently deep and that pier holes are kept free of loose soil. Pier excavations should be poured as soon as practical after drilling. If there is water in the pier holes, it should be pumped out prior to pouring concrete, or the concrete should be tremied into the hole, thereby displacing the water. The concrete should not be allowed to free-fall more than 5 feet.

### Mat Foundation

A reinforced slab or mat foundation may be designed for allowable bearing pressures of 2,500 pounds per square foot for dead plus live loads, with a one-third increase allowed for total loads including wind or seismic forces.

We recommend that the slabs be underlain by at least 24 inches of non-expansive granular fill, including a 2-foot-wide zone around the mat foundation. Where floor wetness would be detrimental, a vapor barrier, such as 10-mil visqueen, should be placed over the gravel. The vapor barrier should be covered with a 2-inch sand buffer to protect it during construction. The sand should be lightly moistened just prior to placing the concrete. The 2 inches of sand should be considered as additional to the 24 inches of granular fill recommended above.

All slabs should be reinforced to provide structural continuity and to permit spanning of local irregularities. The slabs should be capable of spanning 20 feet, point to point, and should cantilever a minimum of 6 feet. The mat slabs should be a minimum of 10 inches thick, and have two layers of #5 reinforcement bars



at the top and bottom of the slabs, each way, at 16 inches on center. These recommendations are to serve as a general guideline for the structural engineer.

As discussed in Section 3.4.2 above, the subgrade should be compacted prior to the placement of granular fill. Our representative should observe the excavations prior to placing reinforcing steel to see that the subgrade has been properly prepared.

### Spread Footings

The proposed building may be supported on shallow spread footings with a crawl space. Footings should be at least 18 inches wide and should extend at least 48 inches below the lowest adjacent grade. The deeper than normal embedment is to mitigate the effects of the expansive soils. To eliminate uplift forces on the sides of the footings, caused by expansive soil "grabbing" footings and lifting them up as they expand, we recommend that the upper 4 feet of the in-situ soils within 2 feet of the footings be replaced with non-expansive imported fill.

The geotechnical engineer should check the footing excavations to evaluate whether the depth is adequate. The bottoms of footings should be kept wet until concrete is placed, to keep the clays from shrinking due to moisture loss from evaporation. A hose with a low-pressure spray nozzle may be used to keep the soils moist.

Footings should be designed for maximum allowable soil contact pressures of 2,500 psf for dead loads, 2,900 psf for dead plus sustained live loads, and 3,500 psf for total loads, including wind and seismic forces. The weight of foundation concrete extending below grade may be disregarded for downward loads. Footings should be reinforced with at least one #4 bar at the top and bottom.

### 3.5.1 Lateral Loads

#### Piers

Resistance to lateral loads may be provided by passive pressure acting against the piers, neglecting the upper 2 feet of the pier, and acting across two pier diameters. We recommend that an equivalent fluid weight of 350 pcf be used to calculate the passive resistance against the upper 8 feet of the piers. No passive resistance should be considered in design below a depth of 8 feet (or 8 pier diameters if the diameter is greater than 12 inches).

#### Mats

In areas with at least 6 feet of horizontal confinement, a passive pressure equivalent to that provided by a fluid weighing 300 pcf and a friction factor of 0.3 may be used to resist lateral forces and sliding against mat or spread footing





foundations. These values include a safety factor of 1.5 and may be used in combination without reduction. Passive pressures should be disregarded for the uppermost 12 inches of foundation depth, measured below the lowest adjacent finished grade, unless confined by concrete slabs or pavements. However, the pressure distribution may be computed from the ground surface.

### 3.5.2 Slabs-on-Grade

Slabs-on-grade should be constructed as free-standing slabs, structurally isolated from surrounding grade beams. We recommend that the slab-on-grade be underlain by at least 24 inches of non-expansive fill. The upper 4 inches of this fill should consist of ½- to ¾-inch clean crushed rock. Where floor wetness would be detrimental, a vapor barrier, such as 10-mil visqueen, should be placed over the fill. The vapor barrier should be covered with a 2-inch sand buffer to protect it during construction. The sand should be lightly moistened just prior to placing the concrete. The 2 inches of sand should be considered as additional to the 4-inches of gravel fill recommended above. The 2 inches of sand and 4 inches of gravel can be counted as the upper 6 inches of the 24 inches of non-expansive fill.

## 3.6 CONSTRUCTION OBSERVATIONS AND TESTING

The earthwork and foundation phases of construction should be observed and tested by us to 1) Establish that subsurface conditions are compatible with those used in the analysis and design; 2) Observe compliance with the design concepts, specifications and recommendations; and 3) Allow design changes in the event that subsurface conditions differ from those anticipated. The recommendations in this report are based on a limited number of borings. The nature and extent of variation across the site may not become evident until construction. If variations are then exposed, it will be necessary to reevaluate our recommendations.



## 5. REFERENCES

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- United States Geological Survey, 1989, Lessons Learned from the Loma Prieta, California Earthquake of October 17, 1989, Circular 1045.
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## APPENDIX A

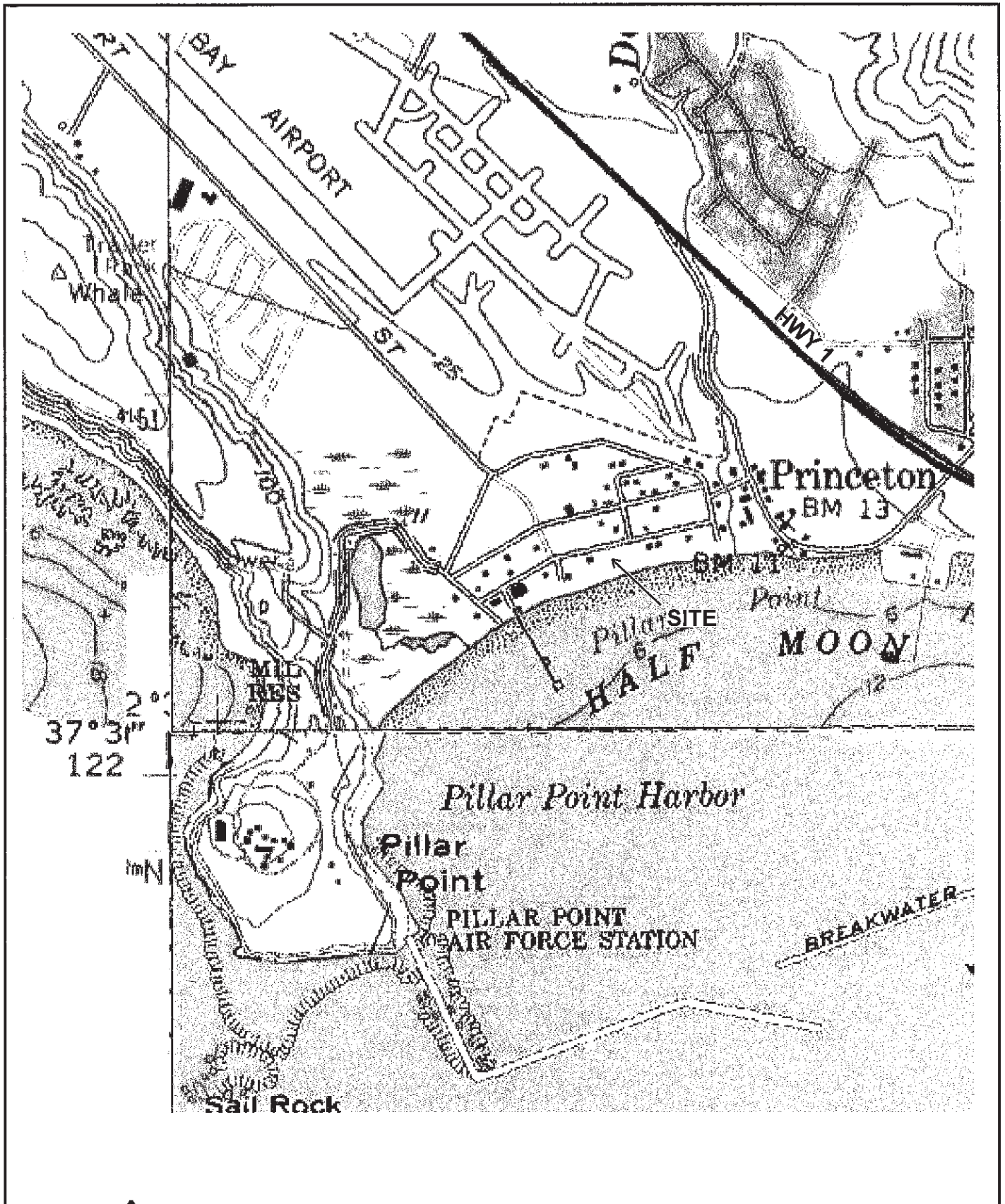
### SUBSURFACE STUDY

The soils encountered during drilling were logged by our representative, and samples were obtained at depths appropriate to the study. The samples were taken to the laboratory where they were carefully observed and classified in accordance with the Unified Soil Classification System. The logs of our borings, as well as a summary of the soil classification system, are attached.

Several tests were performed in the field during drilling. The standard penetration resistance was determined by dropping a 140-pound hammer through a 30-inch free fall, and recording the blows required to drive the 2-inch (outside diameter) sampler 18 inches. The standard penetration resistance is the number of blows required to drive a standard split spoon sampler the last 12 inches, and is recorded on the boring logs at the appropriate depth. Use of the standard split spoon sampler defines a Standard Penetration Test (SPT), and yields an SPT-equivalent blow count. A modified California (Mod-Cal) sampler was also used, which results in blow counts that are higher than an SPT-equivalent blow count, due to the Mod-Cal sampler's larger diameter. For analyses, it is normal practice to reduce the Mod-Cal blow counts to correspond to an SPT-equivalent blow count. The blow counts from the Mod-Cal sampler are uncorrected on the logs. The results of these field tests are also presented on the boring logs.

The locations of the borings were established by measuring with a long tape measure from fences and other landmarks, using the site plan we were given.

The boring logs and related information depict our interpretation of subsurface conditions only at the specific location and time indicated. Subsurface conditions and groundwater levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time may also result in changes in the subsurface conditions.



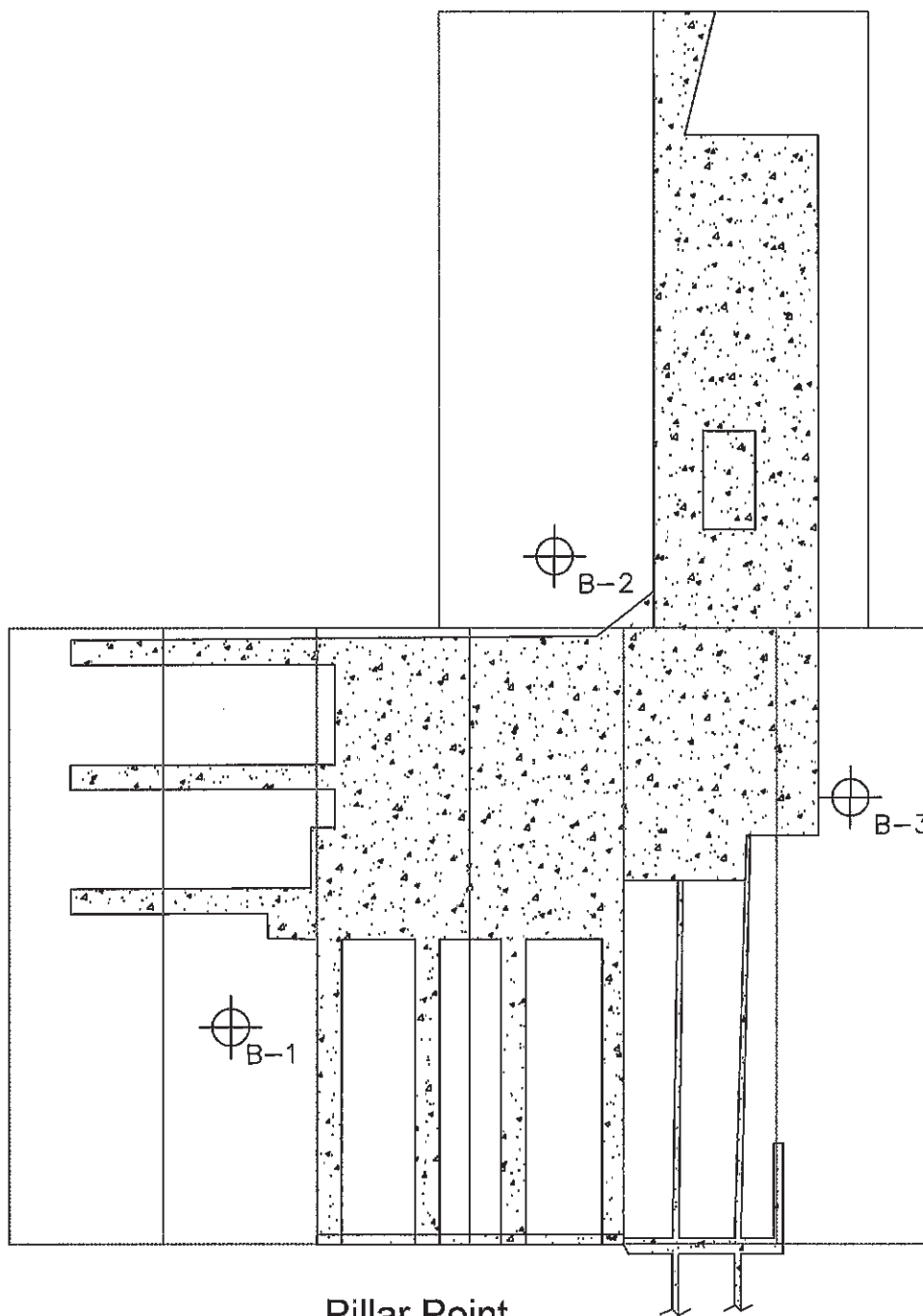
Sigma Prime Geosciences, Inc.

Figure	1
Date:	6/01/05
Job No.:	05-129

**Location Map**

Foss Property, 262 Princeton Ave., Princeton-by-the-Sea

Princeton Avenue




Pillar Point Harbor











**Explanation**







	Soil Borings Drilled 4-26-05
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 Sigma Prime Geosciences, Inc.	Figure 2
	Date: 06/01/05
	Job No.: 05-129

**Site Map**  
Foss Property, 262 Princeton Ave., Princeton

Project Name <b>Foss Property</b>					Project Number <b>05 -129</b>		 Sigma Prime Geosciences, Inc.	
Location <b>Southwest corner of lot</b>								
Drilling Method	Hole Size	Total Depth	Soil Footage	Rock Footage	Elevation	Datum		
Cont. Sampling	4"	12'	12'	0			Boring No.	<b>B-1</b>
Drilling Company <b>Access Soil Drilling, Inc.</b>				Logged By: <b>A. Goldstein</b>		Page	1 of 1	
Type of Drill Rig N/A		Type of Sampler(s) MC, 2.5" ID, SPT		Hammer Weight and Fall 140 lb, 30"		Date(s)	4/26/05	
Depth (feet)	Description	Graphic Log	Class	Blow Count	Sample No.	Sample Type	Comments	
	0'-1.0': <u>Gravelly sand</u> : dark brown and grey; loose to medium density; damp.		SW	5 4			MC	<u>Lab. Sample #2:</u> Moisture%=22.7% Dry Density=110.9 pcf LL=65; PL=18; PI=47
		1.0'-4.5': <u>Clay</u> : dark brown to black; stiff; damp.		OH	6 6 9 13 21 28	1 2		
5	4.5'-7.5': <u>Sandy Clay</u> : mottled orange brown and dark brown with common white specks; very stiff, moist.		CL	12 13 17 24	3	2.5" ID		
	7.5'-9.5': <u>Clayey Sand</u> : with gravel; mottled orange brown and light olive; med. density; moist to wet.		SC	14 13 19 19	4	2.5" ID		
	9.5'-12.0': <u>Sand</u> : some clay; mottled yellowish brown and green; med. density; wet.		SP	3 4 7 8	5	SPT	 9.5'	
10				11 9 11 13	6	SPT		
	Bottom of Hole @ 12'							
15								
20								

Project Name <b>Foss Property</b>					Project Number <b>05 -129</b>		 <b>Sigma Prime Geosciences, Inc.</b>	
Location <b>Center of lot</b>								
Drilling Method	Hole Size	Total Depth	Soil Footage	Rock Footage	Elevation	Datum		
Cont. Sampling	<b>4"</b>	<b>12'</b>	<b>12'</b>	<b>0</b>			<b>Boring No.</b>	<b>B-2</b>
Drilling Company <b>Access Soil Drilling, Inc.</b>				Logged By: <b>A. Goldstein</b>		<b>Page</b>		<b>1 of 1</b>
Type of Drill Rig <b>N/A</b>		Type of Sampler(s) <b>MC, 2.5" ID, SPT</b>		Hammer Weight and Fall <b>140 lb, 30"</b>		<b>Date(s)</b>		<b>4/26/05</b>

Depth (feet)	Description	Graphic Log	Class	Blow Count	Sample No.	Sample Type	Comments
	0'-1.0': <u>Gravelly sand</u> : dark brown and grey; dense; damp.		SW	11 8			
	1.0'-4.75': <u>Clay</u> : black; stiff, damp.		OH	12 14 10 14 16 18	1	MC	
5	4.75'-7.0': <u>Sandy Clay</u> : mottled orange brown and dark olive to black with common white specks; med. stiff, damp.		CL	9 8 11 14	3	2.5" ID	
	7.0'-10.75': <u>Clayey Sand</u> : with gravel; mottled orange brown and light olive; med. density; moist to wet.		SC	9 9 9 10 4 5 6 6	4	2.5" ID	 7'
10	10.75'-12.0': <u>Gravelly sand</u> : mottled orange brown and olive; some clayey layers; med. density; wet.		SW	9 9 8 8	5	SPT	
	Bottom of Hole @ 12'				6	SPT	
15							
20							

Project Name <b>Foss Property</b>					Project Number <b>05 -129</b>		 Sigma Prime Geosciences, Inc.	
Location <b>East side of lot</b>								
Drilling Method	Hole Size	Total Depth	Soil Footage	Rock Footage	Elevation	Datum		
Cont. Sampling	4"	12'	12'	0			Boring No.	<b>B-3</b>
Drilling Company <b>Access Soil Drilling, Inc.</b>				Logged By: <b>A. Goldstein</b>		Page	1 of 1	
Type of Drill Rig N/A	Type of Sampler(s) MC, 2.5" ID, SPT		Hammer Weight and Fall 140 lb, 30"		Date(s)	4/26/05		
Depth (feet)	Description	Graphic Log	Class	Blow Count	Sample No.	Sample Type	Comments	
5	0'- 0.5': <u>Gravelly sand</u> : dark brown and grey; dense; damp.		SW	7			<u>Lab. Sample #2:</u> Moisture%=25.7% Dry Density=102.2 pcf	
	0.5'- 5.25': <u>Clay</u> : black; stiff; dry.		OH	7		MC		
	Becomes damp.				12			1
					15			
					13			2
			16					
	5.25'-7.0': <u>Sandy Clay</u> : mottled orange brown and dark olive to black with common white specks; very stiff, damp.		CL	7		2.5" ID		
	7.0'- 8.0': <u>Sand</u> : brown; poorly graded; very dense; damp to moist.		SP	11		4		
	8.0'-12.0': <u>Clayey Sand</u> : olive brown; med. density; wet.			19				
				38				
	10	color change to mottled orange brown and dark olive			12			5
					27			
				33		6		
				23				
				6				
				4				
			5		6			
			6					
			8					
			9					
15	Bottom of Hole @ 12'							
	No groundwater encountered							
20								



# UNIFIED SOIL CLASSIFICATION (ASTM D-2487-85)

MATERIAL TYPES	CRITERIA FOR ASSIGNING SOIL GROUP NAMES			GROUP SYMBOL	SOIL GROUP NAMES & LEGEND	
COARSE-GRAINED SOILS > 50% RETAINED ON NO. 4 SIEVE	<b>GRAVELS</b> > 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVELS < 5% FINES	Cu > 4 AND 1 < Cc < 3	<b>GW</b>	WELL-GRADED GRAVEL	
			Cu < 4 AND/OR 1 > Cc > 3	<b>GP</b>	POORLY-GRADED GRAVEL	
		GRAVELS WITH FINES > 12% FINES	FINES CLASSIFY AS ML OR CL	<b>GM</b>	SILTY GRAVEL	
			FINES CLASSIFY AS CL OR CH	<b>GC</b>	CLAYEY GRAVEL	
	<b>SANDS</b> > 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN SANDS < 5% FINES	Cu > 6 AND 1 < Cc < 3	<b>SW</b>	WELL-GRADED SAND	
			Cu < 6 AND/OR 1 > Cc > 3	<b>SP</b>	POORLY-GRADED SAND	
		SANDS WITH FINES > 12% FINES	FINES CLASSIFY AS ML OR CL	<b>SM</b>	SILTY SAND	
			FINES CLASSIFY AS CL OR CH	<b>SC</b>	CLAYEY SAND	
FINE-GRAINED SOILS > 50% PASSING NO. 200 SIEVE	<b>SILTS AND CLAYS</b> LIQUID LIMIT < 50	INORGANIC	PI > 7 AND PLOTS > "A" LINE	<b>CL</b>	LOW-PLASTICITY CLAY	
			PI > 4 AND PLOTS < "A" LINE	<b>ML</b>	LOW-PLASTICITY SILT	
		ORGANIC	LL (oven dried)/LL (not dried) < 0.75	<b>OL</b>	ORGANIC CLAY OR SILT	
	<b>SILTS AND CLAYS</b> LIQUID LIMIT > 50	INORGANIC	PI PLOTS > "A" LINE	<b>CH</b>	HIGH-PLASTICITY CLAY	
			PI PLOTS < "A" LINE	<b>MH</b>	HIGH-PLASTICITY SILT	
		ORGANIC	LL (oven dried)/LL (not dried) < 0.75	<b>OH</b>	ORGANIC CLAY OR SILT	
<b>HIGHLY ORGANIC SOILS</b>		PRIMARILY ORGANIC MATTER, DARK COLOR, ORGANIC ODOR		<b>PT</b>	PEAT	

NOTE:  $Cu = D_{90}/D_{10}$

$$Cc = (D_{30})^2 / (D_{10} + D_{60})$$

### BLOW COUNT

THE NUMBER OF BLOWS OF THE HAMMER REQUIRED TO DRIVE THE SAMPLER THE LAST 12 INCHES OF AN 18-INCH DRIVE. THE NOTATION 50/4 INDICATES 4 INCHES OF PENETRATION ACHIEVED IN 50 BLOWS.

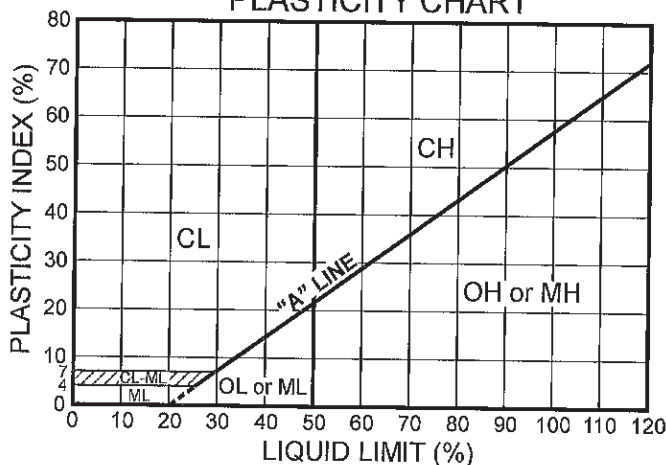
### SAMPLE TYPES

- B BULK SAMPLE
- ST PUSHED SHELBY TUBE
- SPT STANDARD PENETRATION
- MC MODIFIED CALIFORNIA
- P PITCHER SAMPLE
- C ROCK CORE

### ADDITIONAL TESTS

- CA - CHEMICAL ANALYSIS
- CN - CONSOLIDATION
- CP - COMPACTION
- DS - DIRECT SHEAR
- PM - PERMEABILITY
- PP - POCKET PENETROMETER
- Cor. - CORROSION
- SA - GRAIN SIZE ANALYSIS
- (20%) - (PERCENT PASSING #200 SIEVE)
- SW - SWELL TEST
- TC - CYCLIC TRIAXIAL
- TU - CONSOLIDATED UNDRAINED TRIAXIAL
- TV - TORVANE SHEAR
- UC - UNCONFINED COMPRESSION
- WA - WASH ANALYSIS
- WATER LEVEL AT TIME OF DRILLING AND DATE MEASURED
- LATER WATER LEVEL AND DATE MEASURED

**PLASTICITY CHART**



## LEGEND TO SOIL DESCRIPTIONS



JOB NO.: 05-129

Foss Property, Princeton-By-The-Sea, CA

FIGURE A-1



January 28, 2008

Fred Herring  
Herring and Worley, Inc.  
1741 Broadway  
Redwood City, CA 94063

Subject: 50-Year Erosion Study of Bank for the Property Located at 356 Princeton Avenue, Princeton-by-the-Sea, California.

Dear Mr. Herring:

This letter report presents the results of our study of coastal erosion of the bank located adjacent to the property at 356 Princeton Avenue, Princeton-by-the-Sea, California. The location of the project is shown in Figure 1. A site map is included here as Figure 2 to show the proposed buildings, bank, and expected bank retreat. Figures 3 and 4 show oblique aerial photographs of the site from 1972 and 2005, respectively.

The site is located along the beach within Princeton Harbor, with 150 feet of coastal frontage. The site was used for a boat haul-out and repair yard operated by the San Mateo County Harbor District for approximately 7 years. Prior to that the property was a privately run boat yard for up to 25 years before present.

Approximately 30% of the property is covered with concrete. Concrete footings that were used to support rails for the boat ramp remain on the property and extend beyond the property boundary onto the beach. A poured concrete sea wall, approximately 5 feet high, extends along 2 lots, or 50' of the harbor frontage. This seawall is shown in Figure 2 and can be seen in the photograph in Figure 4. Where there is no seawall or boat ramp, the property is protected by concrete riprap that was probably placed when the seawall was built. To the left of the seawall, as seen in Figure 4, the riprap is covered by ice plant. There is minimal vegetation on the subject property. The vegetation consists of grasses and weeds throughout.

Sigma Prime conducted a review of stereo pairs of aerial photographs from 1969 to 2000, with the intention of plotting the top of the bank at various years. As the oblique photographs show in Figure 3 and 4, the site conditions are markedly different between 1969 and 2000. The property in 1969 is bordered on the northwest corner by a thick grove of cypress trees and is undeveloped. All but one of the cypress trees were gone by 2000. Other aerial photographs show that the large expanse of concrete slabs and the concrete seawall were installed between 1979 and 1985. It also appears that at the time the concrete was installed, up to 15 feet of land was added.

Because of all the changes to the site between 1969 and now, an average rate of bank retreat cannot be determined. The only span of time available for review, through aerial photography, when the site was not altered, is the time between 1943 and 1969. However, during that time there was no outer breakwater, and the erosional regime was completely different. Since the outer breakwater will certainly remain for the next 50 years, any erosion rates estimated between 1943 and 1969 would be irrelevant now.



Based on the aerial photography, and an interview with the woman who has lived in the old house that borders the subject property since the early 1980s, there has been no measurable retreat of the bank since the seawall and riprap were installed.

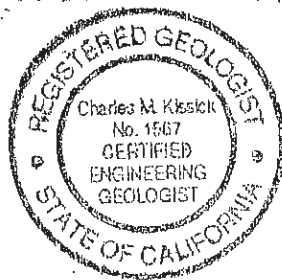
On the adjacent property to the east, there is no riprap, and aerial photography indicates a small amount of retreat of the bank. We measured the distance from a house on the north side of Princeton Avenue to the bank top. The house shows up very clearly in the aerial photographs from 1969 and 2000. During that time, the distance between the house and the bank has been reduced by about 5 percent. We measured the current distance from the house to the bank and obtained a distance of 275 feet. The 5 percent change in distance over a 31-year time span correlates to a rate of retreat of about 13.75 feet in 31 years, or 5.3 inches per year. This would result in an estimated 22.2 feet of retreat in 50 years. Even though this estimate is based on a distance measured directly in 2008 instead of the distance in the 2000 aerial photograph, the results are reliable within an acceptable error margin. For example, if the distance between the house and the bank was measured as 280 feet (instead of 275 feet), the final estimate a bank retreat would be 22.5 feet instead of 22.2 feet.

In conclusion, we estimate that if the existing riprap and concrete wall were to stay in place and were well-maintained, there would be no bank retreat over the next 50 years. If there were no bank protection, it would retreat an estimated total distance of 22.2 feet. Figure 2 shows where the top of the bank would be in 50 years if the protection were to be removed today. Given the small height of the bank, maintenance of the riprap and seawall would require minimal effort.

If you have any questions or comments about this letter report, please call me at (650) 728-3590.

Yours,  
Sigma Prime Geosciences

  
Charles Kissick, C.E.G.



# Midcoast Community Council

*An elected Municipal 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*

<b>Bill Kehoe</b> Chair	<b>Laura Stein</b> Vice-Chair	<b>Lisa Ketcham</b> Secretary	<b>Bob Kline</b> Treasurer	<b>Len Erickson</b>	<b>Dan Haggerty</b>
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Date: August 22, 2012

To: Olivia Boo, Project Planner

Subject: **PLN2005-00349, 264-280 Princeton Ave, Boatyard (Foss) Project**

The MCC has reviewed the revised plans for this project which you sent us on 8/10/12. The project as approved by ZHO on 9/18/08 consisted of 4 commercial buildings, 36 ft tall, totaling 17,147 sf. The revised project consists of 6 buildings totaling 18,318 sf, 30 ft tall (reduced height due to substandard 25-ft-wide lot size).

Condition of approval #22 required merging parcels 6&7, and 14-16. Revised parcel ownership now is divided between two entities (Princeton Boatyard LLC and Eventide Charters LLC) with adjacent parcels arbitrarily having alternating ownership, preventing merging of any of these substandard parcels.

The site plan shows the "toe of the bank" as much as 8 ft out from the seawall, when actually the beach has sunk below the base of the wall, undermining it. The wall also has major cracks up to 2" wide. As reported by former boatyard employee, the wall was built without permits around 1979 by the boatyard crew. The wall was poured at approximately the toe of the bank and dirt filled in behind it to provide extended level area for storing and working on boats. Previously the land had been sloped down to the shore.

The site plan depicts the seawall as extending in front of 3 parcels, when in fact it is only 50 ft long. Parcel "E" is actually the location of the boat ramp with significantly lower elevation and no seawall. The plan shows building "E" about 2 ft from the seawall that is not actually there.

Condition of approval #18 requires the owner to agree in writing to participate in an "area-wide shoreline protection solution" including removal of riprap if required. The LCP does not allow approval of projects that require armoring. This project appears to include a seawall extension with raised fill behind it for parcel "E", and major repairs, if not complete replacement, of the existing unpermitted wall and riprap. The only other development in this block is set reasonably well back from the shore (Karp & Yacht Club). Other projects by this applicant/designer along the western-most block of Princeton shoreline have been permitted so close to the shore that emergency unpermitted armoring has been put in place, sometimes before construction was even complete.

The project 50-year erosion study notes that up to 15 ft of land was added at the time the seawall was built. This project proposes allowing buildings on top of the added land, right up to the edge with no room for any coastal retreat. The study estimates that without well-maintained armoring the bank would retreat 22 feet over the next 50 years. Note this does not include projected sea level rise. The project needs to be moved further away from the shore in order to allow shoreline retreat. The deteriorated, unpermitted seawall should be removed.

The revised project does not address the 2006 MCC concerns regarding the 150-ft solid wall of adjoined buildings which in one stroke would block off from view about one third of the waterfront between Vassar and Columbia. Development needs to provide for views to the shore from Princeton Ave, route of the California Coastal Trail.

The exterior style of the buildings has not changed and does not comply with the Visual Resources Component and the Design Review Standards of the LCP. Considering these buildings are on the shoreline, we feel it is imperative that they reflect the nautical character of the harbor setting. We have seen the results of this type of development in the western-most block of Princeton Ave (or as they are addressed, Ocean Blvd) -- the industrial "airplane hangar" look, tall and looming over the beach, built so close to the shore that emergency armoring is immediately required, greatly diminishing the experience of walking along the shore.

Of the recent waterfront buildings of this style, not one is currently being used for marine-related commercial use and the only access is from the street. Waterfront shoreline zoning is for marine-related commercial uses that actually require shoreline access. It is meant to enhance and protect coastal resources. How does taking out a boat ramp, armoring the shoreline and walling it off behind a 30-ft tall wall of buildings accomplish that?

Our precious limited amount of shoreline should be reserved for visitor-serving or marine-related uses that actually require shoreline access, such as the yacht club, the Inn, and the Conference Center. This is the architecture, scale, spacing and use that should be allowed and encouraged in these last two (eastern-most) blocks of Princeton shoreline.

Thank you for your consideration.

s/Bill Kehoe, Chair  
Midcoast Community Council

April 24, 2006 FAX/EMAIL

**Planning & Zoning  
Committee of the  
MidCoast  
Community Council**  
PO Box 64, Moss Beach  
CA 94038  
*Serving 12,000 residents*

**To: Matt Seubert**  
San Mateo County Planning and Building Division  
Mail Drop PLN122, 455 County Center  
Redwood City, CA 94063  
650.363.1831 - FAX: 650.363.4849

**Re: PLN2005-00349.** Consideration of a negative declaration, public-hearing level CDP and Use permit, Staff-level design review for five new commercial buildings at 265, 269, 273, 277 & 281 Ocean Blvd, Princeton.

Matt:

The Planning and Zoning Committee of the MidCoast Community Council reviewed the above-referenced project on March 29, 2006 with the applicant in attendance. We have the following comments:

#### **In General**

In general this project gives the appearance of complying with County zoning regulations. In theory, the two lower floors are designed for commercial, so is being built to comply with zoning. The third-story is also designed to be commercial, but the zoning allows for residential use on the third floor, but there are supposed to be size-restrictions for the residential floor. We don't know if this third floor meets the size restrictions for residential use.

The design and materials used make it clear that the intended end-use for this property will be residential. In fact, of the many recent waterfront buildings of this style, not one is currently being used for "marine related commercial use". This land is so precious, we hate to see it consumed with these "residential buildings" in an area zoned waterfront. According to the zoning, these buildings are supposed to be used for water-fronted marine-related commercial. Shoreline "W" district: Purpose of the "W" district is to "provide for a working waterfront. Enhance...protection and development of coastal resources....." Instead, it appears that the intended use of this proposed project is to (a): make the appearance of complying with existing zoning codes, and ( b) create luxury waterfront residential lofts for speculative sale.

The applicant explained that the owner of this project is the proprietor of "Fish" in Sausalito. "Fish" is a fish processing facility for sushi-level restaurants, and that is the intended purpose of the largest section of this project. However, the design of this portion appears to contain a three-story atrium, which makes it clear that fish processing is not the intended use. Moreover, the remaining three sections are being built to sell.

As there are a number of existing (recently constructed) waterfront structures which were built as "marine related commercial", and in fact are being used as residences, we request that the County investigate the Use Permits for the existing Commercial buildings. It appears that none of these existing buildings is being used for "marine-related" commercial as required by the "W" zone.

We believe that the County should do an inventory of the current use permits and not allow any further three-story buildings to be built which essentially wall-off the water-front and do not, in fact, comply with the intent of the "W" zoning despite giving the appearance of doing so. We request the County review the policies that have led to the 3 story residential development of the Princeton waterfront, and decide if current planning guidelines are resulting in compliance with the LCP, and if not, fine tune the Waterfront zoning.

### Sea Wall

There is an existing seawall which is approximately 50 years old. The beach in this area is under water at high tide. One requirement is, according to the county, that anything built here has to be viable for 50 years without any additional sea walls or reinforcements. We ask the county to consider whether this project is set back far enough, from the mean high-tide line to survive 50 years. Considering we lost 10 feet, ten years ago, the county may want to consider that the south corner of the seawall won't last 50 years and we question whether the remainder of the seawall will survive 50 years. One corner of this proposed structure is within 20' of an unprotected shoreline.

### Parking

In the Princeton neighborhood there are numerous fences posted with "no parking" signs built directly on the right-of-way. This prevents public parking and restricts public access to the nearby beach and is in violation of law. Thus, we ask that a condition of approval be an explicit restriction on any action of any kind that prevents people from parking on the right-of-way, including fences, "no parking" signs, and landscaping that would impair parking.

### Design

The design of this project is nearly identical to the several recently built "commercial buildings" along the waterfront in Princeton. However, we don't believe those buildings nor this project comply with the design requirements of the LCP:

LCP 8.13 provides that you should "use pitched rather than flat roof with non-reflective roofs." This project has metal siding and a metal roof.

LCP 8.13.b.1 provides that for commercial development, you are to "design building that reflect the nautical character of the harbor setting of wood or shingle siding, employ natural or sea colors and use pitched roofs." This project meets none of these characteristics.

The Planning Commission recently wrestled extensively with these LCP requirements when trying to work with the design of the Harbor District bathroom project. Considering these buildings are on the waterfront and visible from the ocean, we feel it is even more imperative that they reflect the nautical character of the harbor setting and not continue the industrial "airplane hanger" look of the adjacent buildings.

Thank you for your help. We request that you keep us informed of any further developments, redesigns, hearings, approvals or appeals concerning this application.

For the MidCoast Community Council Planning & Zoning Committee,

Sara Bassler

  
Chair, MCC Planning & Zoning Committee