



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Planning and Building



Date: July 13, 2015
Board Meeting Date: August 4, 2015
Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors
From: Steve Monowitz, Community Development Director
Subject: Update on the Plan Princeton Project

RECOMMENDATION:

Accept an updated report on the County's "Plan Princeton" project.

BACKGROUND:

The County of San Mateo Planning and Building Department, with assistance from project consultant Dyett and Bhatia, is preparing comprehensive updates to the General Plan, Zoning Regulations, and Local Coastal Program for the Princeton area. This effort is known collectively as "Plan Princeton." The planning area consists of the land area from Pillar Point Harbor to the north side of the Half Moon Bay Airport, west of and including Highway 1, and including the Half Moon Bay Airport, Pillar Ridge residential community, and the community of Princeton.

Plan Princeton is intended to help realize the community's vision for the future. Focused attention is being given to land use regulation and policy amendments that prioritize coastal-dependent and coastal-related land uses, enhance coastal access and recreation, and protect coastal resources to ensure compliance with the State Coastal Act. Community needs are being considered in the Plan Princeton updates, including benefits and amenities for the commercial fishing industry, recreational boaters, community residents; local jobs and services; and abatement of neighborhood blight and zoning violations. Furthermore, the updates will address parking, circulation, and infrastructure needs; identify and evaluate potential solutions to shoreline erosion problems; and protect and restore water quality and sensitive habitats. Resulting updates will maintain compliance with compatibility requirements for the Half Moon Bay Airport.

Planning Commission Action: On July 22, 2015, the Planning Commission received staff's presentation of the Plan Princeton efforts to date, including the Alternatives Workbook and Preferred Plan and Policy Framework.

Report Prepared By: Summer Burlison, Project Planner, 650/363-1815

Applicant: County of San Mateo Planning and Building Department

Location: Land area north of Pillar Point Harbor to the north side of the Half Moon Bay Airport, west of and including Highway 1, see Attachment A

Existing Zoning: Waterfront (W), Light Industrial (M-1), Resource Management-Coastal Zone (RM-CZ), Coastside Commercial Recreation (CCR), Planned Agricultural District (PAD), Single-Family Residential (R-1), and Limited Highway Frontage (H-1), with combining/overlay districts of Airport Overlay (A-O), Design Review (DR), and Coastal Development (CD)

General Plan Designation: Airport, General Industrial, Public Recreation, Open Space, Coastside Commercial Recreation, Agriculture, Very Low-Density Residential, and Medium-High Density Residential

Existing Land Use: Agriculture, Commercial, Industrial, Office, Residential, Recreation, Open Space, Institutional, Visitor-Serving

Water Supply: Coastside County Water District and Montara Water and Sanitary District

Sewage Disposal: Granada Sanitary District and Montara Water and Sanitary District

Setting: The Princeton Planning Area is located along the coast of San Mateo County, north of Half Moon Bay. Lands within the area include the Half Moon Bay Airport, Pillar Ridge residential community, and the community of Princeton, one of a few working waterfronts along the central coast of California that supports fishing, boating, and marine-related industries. With its scenic coastal surrounding, coastal trails, and the famous Mavericks surf break, the Princeton Planning Area is a renowned destination for coastal recreation.

Chronology (since last Board of Supervisors update on June 3, 2014):

<u>Date</u>	<u>Action</u>
August 28, 2014	- Steering Committee Meeting #4 and Technical Advisory Committee Meeting #3 to review the Draft Alternatives.
September 10, 2014	- Midcoast Community Council meeting to present and receive feedback on the Alternatives.
September 24, 2014	- Alternatives Workbook released (available on project website and/or at the Planning Department); see Attachment B.

- October 2, 2014 - Community Workshop to review the Alternatives. See Attachment C for workshop comments.
- November 12, 2014 - Coastal Commission Field Trip, which included a stop in Princeton to recognize and receive a briefing on the County's Plan Princeton project.
- March 3, 2015 - Steering Committee Meeting #5 and Technical Advisory Committee Meeting #4 to review the Draft Preferred Plan and Policy Framework.
- March 20, 2015 - Preferred Plan and Policy Framework report released (available on project website and/or at the Planning Department); see Attachment D.
- March 25, 2015 - Midcoast Community Council meeting to present and receive feedback on the Preferred Plan and Policy Framework.
- April 11, 2015 - Community Open House to present the Preferred Plan to the public. See Attachment E for workshop comments.
- July 22, 2015 - Project update to the Planning Commission, including a presentation of the Alternatives and Preferred Plan.
- August 4, 2015 - Project update to the Board of Supervisors, including a presentation of the Alternatives and Preferred Plan.

DISCUSSION:

A. ALTERNATIVES

Three conceptual alternatives were developed to provide a range of options for accomplishing the projected goals of the Plan Princeton update. The alternative concepts were based on the goals, issues and opportunities identified through extensive community outreach and thorough technical analysis of existing conditions and constraints in the area. Preferred components from each alternative were incorporated into a Preferred Plan (see Section B), which will provide the conceptual framework for land use policy, plan, and zoning amendments.

1. Common Characteristics

While the alternatives differ in their specific strategies, they share several common characteristics:

Land Use

The alternatives were developed using conceptual land use designations to convey general types and characteristics of land use that may be located in certain areas. Specifically, detailed land uses for each area will be developed in the next stage of the planning process. All of the alternatives included refinement of the mix of uses in each district to better align with Coastal Act priorities (i.e., coastal-dependent and coastal-related uses) and market demand. Coastal-dependent uses would be prioritized along the shoreline, regardless of land use designation or zoning district. A limited number of caretaker units continued to be allowed under all three alternatives, with refinements to the program. All of the alternatives included updating the development and design standards to ensure that future development maintains a small-scale character, through appropriate height and massing controls, including side setbacks to ensure views to the water. Additionally, all of the alternatives prohibited the expansion of residential uses within the Inner Approach/Departure Zone (Safety Zone 2) and Inner Turning Zone (Safety Zone 3) as delineated and restricted under the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP). Also, intensity restrictions within 100 feet on each side of the extended runway centerline to conform with the ALUCP were incorporated into each alternative. Under each alternative, land use designations on Pillar Point Bluff and Pillar Point Marsh were updated to reflect an Open Space land use designation that is compatible with conservation priorities and habitat protection.

Circulation and Streetscape

Each of the alternatives included the potential for gateway improvements at the intersection of Highway 1 and (north) Capistrano Road. Class II and Class III bike routes providing connection between the Parallel Trail and Coastal Trail were incorporated into each alternative. A designated Class III route for through traffic between Prospect Way and Airport Street, along Cornell Avenue, was incorporated into each Alternative. Also, all three alternatives included a multi-use path (Parallel Trail) along Highway 1 and some level of streetscape improvements connecting Capistrano Road to the Princeton waterfront, with stormwater best management practices.

Coastal Access and Shoreline Management

The alternatives each incorporated a managed shoreline strategy that included both treatments that address erosion and public access improvements. All approaches took a “soft” approach that included natural processes and limited the use of engineered structures, where feasible. Each of the alternatives provided for vertical coastal access improvements at all street ends and lateral access improvements along the beach at Pillar

Point Marsh and at both ends of the beach adjacent to Capistrano Road. Additionally, signage and wayfinding improvements were included in all three Alternatives.

2. Alternative A: Refined Current Land Use Plan

Alternative A included minimal change to current land use designations, minimal shoreline erosion improvements necessary to stabilize the shoreline and meet Coastal Act requirements for access, and moderate streetscape and circulation improvements, with emphasis on stormwater management.

Land Use

Alternative A maintained current General Plan land use designations, except that an Open Space designation was applied to the Pillar Point Bluff and Pillar Point Marsh in support of the community's goal of protecting natural resources.

Circulation and Streetscape

Alternative A located the Class I (separated path) "Parallel Trail" along the east side of Highway 1 along the length of the Princeton Planning Area. This trail would connect to the Princeton area with new Class II bicycle facilities along the north end of Capistrano Road, north of Prospect Way, and along Airport Street and Cypress Avenue. Limited streetscape improvements were contemplated along Prospect Way, a short block of Broadway, and the easternmost block of Princeton Avenue. Alternative A also considered a park-and-ride facility at the Oceano Hotel parking lot.

Coastal Access and Shoreline Management

Alternative A included shoreline protection measures at the minimum level necessary to stabilize the shoreline and to meet Coastal Act requirements for access.

3. Alternative B: Expanded Visitor-Serving Area

Alternative B provided the most expanded visitor-serving area in Princeton with a reduced marine industrial area. This alternative maintained industrial uses on the inland triangle and facilitated business park uses along Airport Street. Princeton and Harvard Avenues become a one-way couplet in an expanded visitor-oriented district, with enhanced streetscape improvements. This alternative included more substantial shoreline and coastal access improvements, including beach nourishment and revetment.

Land Use

Alternative B expanded the Coastside Commercial Recreation (CCR) designation along Princeton and Harvard Avenues between Broadway and Pillar Point Marsh, creating an enlarged area where visitor-oriented uses were encouraged. The marine industrial area was consolidated in the most inland section of the current Princeton industrial area. Coastal-dependent uses were prioritized on properties with water access. A new Business Park/Light Industrial designation along Airport Street recognized that these larger parcels have a different character than the smaller-scale, eclectic Princeton waterfront area.

Circulation and Streetscape

Alternative B located the Class I “Parallel Trail” along the west side of Highway 1 adjacent to the Airport, which avoided potential impacts to agricultural uses on the east side of the highway. The trail was connected to the Princeton area with a new Class I path on the west side of Capistrano Road, north of Prospect Way. A Class I path was also developed along the east side of Airport Street, outside of the Airport fence.

Princeton and Harvard Avenues were redesigned as a one-way “couplet,” with Princeton Avenue having a single eastbound lane of vehicles and bikes and Harvard Avenue having a single westbound lane. Traffic flowed into this couplet naturally from the two-way Prospect Way. Streetscape improvements on Princeton, Harvard, Broadway, and West Point Avenues helped to create a harmonious and pedestrian-friendly district. Alternative B also considered a park-and-ride facility at the Oceano Hotel parking lot.

Coastal Access and Shoreline Management

Alternative B included a combination of beach fill and revetment to stabilize and enhance the shoreline. Improvements under this alternative included beach fill west of Columbia Avenue and a consistent treatment east of Columbia Avenue, such as a revetment. Alternative B included a boardwalk on the seaward side of the revetment east of Columbia Avenue, and access along the beach, west of Columbia Avenue, formed a new link in the Coastal Trail. This alternative also included a potential visitors’ center/community center and park at Prospect Way and Capistrano Road to provide a strong anchor for the expanded coastal recreation-oriented district.

4. Alternative C: Waterfront and Recreation Focus

Alternative C focused on visitor-serving uses and access improvements along Princeton Avenue, directly along the waterfront. This alternative

consisted of more substantial shoreline improvements, potentially including a seawall and improved trail.

Land Use

Alternative C extended the Coastside Commercial Recreation (CCR) designation along Princeton Avenue, between Broadway and Pillar Point Marsh, creating an expanded area where visitor-oriented uses were encouraged (though less expansive than Alternative B). The marine industrial area covered the remaining inland industrial triangle, except for the blocks directly along the waterfront. Sites along Airport Street were designated for general industrial use.

Circulation and Streetscape

Alternative C located the Class I “Parallel Trail” along the west side of Highway 1 adjacent to the Airport, and followed the west side of Capistrano Road to connect with the Coastal Trail at the heart of the Princeton community. A Class I multi-use path was developed along the west side of Airport Street, with direct connections to Pillar Point Bluff trails. A multi-use path was also developed along the Princeton shoreline from Broadway to West Point Avenue.

Alternative C focused on pedestrian-oriented enhancements along Princeton Avenue. A new street extension was established across the north and east side of the Oceano Hotel parking lot, which provided an additional route between Pillar Point Harbor and the Princeton waterfront. Alternative C also included a new public parking lot at the northeast corner of Airport Street and Cornell Avenue.

Coastal Access and Shoreline Management

Alternative C included more substantial coastal access and stabilization improvements compared to the other alternatives. This alternative included more substantial beach nourishment west of Columbia Avenue with the potential use of dredge spoils, and a potential seawall east of Columbia Avenue. A path, paved with colored or naturalistic material, was created landward of the seawall with access along the beach west of Columbia Avenue. Alternative C also included a boardwalk along the beach side of Capistrano Road.

Alternative C included a potential new park site on a portion of the vacant parcel east of Denniston Creek, providing a focal point linking the Capistrano area with a visitor-oriented Princeton waterfront. This alternative also included a potential visitors’ center/community center at the southeast

corner of the Airport property, along Capistrano Road, north of Prospect Way.

5. Community Workshop

The Alternatives were presented to the public at a community workshop held on October 2, 2014 at the Oceano Hotel in Princeton. Approximately 85 people attended the workshop. The workshop consisted of a presentation of the three Alternatives to the public, an electronic voting exercise to understand community preferences and priorities between the Alternatives, and small group discussions to analyze the advantages and disadvantages of the Alternatives. An online version of the electronic voting exercise was posted for two weeks after the workshop and received ten responses. For detailed community workshop comments, refer to Attachment C, Summary of Community Workshop #2: Alternatives.

Summary of Community Responses

While there were individual variations of preferences between the three Alternatives, the below summaries represent the dominant themes that emerged from the Alternatives community workshop:

Land Use

The community's overall desire for the Princeton area was for minimal change in land use, with the acknowledgment that visitor-oriented uses could play a larger role in the area. Small group discussions recommended the need to support both recreation and economic development, and to find a balance between marine industrial and commercial recreation uses. A common theme that emerged among small groups was a preference for Coastside Commercial Recreation uses to be concentrated along Princeton Avenue. The community expressed a desire for a broader mix of uses in the Princeton waterfront area that could include galleries, craft industry, marine research, technology, and general industrial uses. There was also a common desire among the small groups for cleanup of blighted properties.

Circulation and Streetscape

There was a clear preference from the community for pedestrian-oriented streetscape improvements along Princeton Avenue and the Parallel Trail on the west side of Highway 1 connecting into Princeton along Capistrano Road and linking to the Coastal Trail. Clearer traffic circulation patterns through the Princeton area and greater safety and accessibility for people on foot and on bikes was a desired outcome for the area.

Coastal Access and Shoreline Management

The community showed a preference for minimal shoreline improvements needed to meet Coastal Act access requirements. There was support for a boardwalk along Capistrano Road and improved beach access from street-ends, and a boardwalk along the shore.

Parks, Conservation and Public Amenities

The concept of a new park at Capistrano Road and Prospect Way (east of Denniston Creek) was popular among the community, although some concerns were expressed about the potential increase in traffic at this intersection that would be associated with a park. There is a community interest in having both a community center and a visitors' center in the study area, and a clear community opinion that these amenities serve different purposes and should be explored as separate facilities. The community expressed a strong desire in preserving agriculture on all or part of the land west of Airport Street and north of the Oceano Hotel property, between Capistrano Road and Highway 1. Another dominant community interest was to conserve habitat at Pillar Point Marsh and Denniston Creek and enhance trail connections with the open space on Pillar Point Bluff.

B. PREFERRED PLAN AND POLICY FRAMEWORK

A Preferred Plan and Policy Framework have been formulated based on community feedback and regulatory guidelines. The Preferred Plan combines the preferred components of the conceptual Alternatives and adds guiding policies that support the preferred elements of the plan. Thus, no one alternative in its entire form was selected as the Preferred Plan.

Defining characteristics of the Preferred Plan include a limited extension of the visitor-serving area by extending the Coastside Commercial Recreation (CCR) designation along two segments of Princeton Avenue; minimal change to other land use designations; improved circulation designed to meet the needs of different users, including streetscape improvements focused along the waterfront with stormwater best management practices; an area-wide shoreline management strategy that incorporates natural processes and limits the use of engineered structures where feasible, integrated with coastal access; potential areas for parks and a visitor/interpretive/community center; and protection of natural resources.

The below highlights changes proposed by the Preferred Plan

1. Land Use and Community Design

The Preferred Plan maintains current land use designations except where updates are appropriate to achieve orderly land use patterns, including

conservation priorities, alignment with Coastal Act priorities, and conformance with the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP). The Preferred Plan would introduce a new General Plan land use designation, Marine Industrial, to correspond with the study area's Waterfront (W) zoning district, and indicate a clear priority for marine-related uses. This new designation would include the central waterfront block of Princeton Avenue, between Columbia and Vassar Avenues, to correspond with properties which already have boat access points to ensure that future coastal-dependent uses can have ready access to the water. This central block of Princeton Avenue also corresponds with the Runway Centerline zone identified in the ALUCP which restricts people-intensive uses that are typical of the CCR designation.

The Preferred Plan includes extending the CCR designation along both sides of Princeton Avenue from Vassar Avenue to West Point Avenue, currently designated General Industrial. This re-designation would facilitate the development of coastal-related uses and visitor-oriented activities along the waterfront and in close proximity to visitor destinations such as the open space and beaches at Pillar Point Bluff. The existing CCR designated parcels fronting Harvard Avenue (south side), between Broadway and Columbia Avenue, would be changed to a Marine Industrial designation to reflect that street's industrial use character.

The Open Space designation would be applied to the Pillar Point Bluffs and to Pillar Point Marsh to recognize existing characteristics and conservation priorities.

2. Circulation and Streetscape

The Preferred Plan includes circulation improvements to better meet the needs of each travel mode and each segment of the Princeton community through street design, wayfinding signs, and clarification of circulation patterns. The Preferred Plan also recognizes and identifies the need for a wayfinding signage program to address parking inefficiencies, including coastal access parking.

The Preferred Plan includes pedestrian-oriented streetscape enhancements to support visitor-oriented uses and development along Prospect Way, Broadway from Prospect Way to Princeton Avenue, and Princeton Avenue from Broadway to West Point Avenue. Pedestrian-oriented streetscape improvements would also be provided along Vassar Avenue from Princeton to Cornell/West Point Avenue before continuing on a shared multi-use path along the east side of Airport Street.

The Preferred Plan incorporates a bicycle network that consists of Class II (bike lanes) and Class III (shared roadway) facilities along Capistrano Road,

Prospect Way, Broadway, Princeton Avenue, and Vassar Avenue to connect to the multi-use path along Airport Street. The Preferred Plan identifies the need for further study of both east and west side trail alignments of the Parallel Trail along Highway 1.

Marine-related and freight vehicles should have priority in the Princeton waterfront streets from Harvard Avenue north, consistent with the marine industrial designated area. Visitors should be guided, with streetscape improvements and signage, along the visitor-oriented corridors of Capistrano Road and Princeton Avenue, with connection to recreation and visitor-oriented destinations.

The Preferred Plan identifies the need for improvements at the intersection of Capistrano Road and Prospect Way in order to relieve bottleneck conditions and create an attractive gateway between the harbor area and the Princeton waterfront area. Additionally, the Preferred Plan identifies inefficiencies in public parking within the study area, including the lack of curbs and difficulty in distinguishing between the public right-of-way and private properties, and lack of wayfinding signage. To address these parking issues, the Preferred Plan recognizes the need of a wayfinding signage program to clarify where available public parking is located, including coastal access parking, and whether there are any parking restrictions. The Preferred Plan also includes the opportunity for a future unimproved recreational spillover parking lot at the northeast corner of Airport Street and Cornell Avenue.

3. Coastal Access and Shoreline Management

The Preferred Plan identifies the need for a managed shoreline strategy that addresses erosion and includes public access improvements. The Preferred Plan incorporates a boardwalk along the beach side of Capistrano Road, from Barbara's Fish Trap to the edge of the vacant lot between Capistrano Road and Denniston Creek with the potential for stairways down to the beach below Capistrano Road. A shoreline trail would continue across the vacant parcel and cross Denniston Creek on a new footbridge to the Broadway street-end where an overlook with amenities would be provided. Shore stabilization of the eroding bluff between Broadway and Columbia Avenue would include lateral access, if feasible, and lead to access along the beach from approximately Columbia Avenue westward. The Preferred Plan identifies vertical access improvements at the street-ends of Columbia, Vassar, and West Point Avenues. Pedestrian access along the beach to Pillar Point is recommended, provided access can be consistent with the protection of biological resources at Pillar Point Marsh.

The Preferred Plan identifies a shoreline management strategy that will incorporate natural processes and limit the use of engineered structures

where feasible. Specific treatments for different segments of the shoreline will be needed based on existing conditions and the long-term effectiveness to protect against coastal hazards; the types of treatments will require further analysis but should be designed to minimize any impacts to visual and biological/marine resources and reduce any potential to adversely impact public access.

4. Parks and Public Facilities

The Preferred Plan sets policy direction for the potential future pursuit of park and public facility opportunities at priority locations within the study area. These opportunities would be subject to multi-party and jurisdictional coordination and permitting among the County, private property owners, and/or applicable permitting agencies and could be pursued under private and/or public initiative.

The Preferred Plan identifies the undeveloped lot between Capistrano Road and Denniston Creek as a park opportunity site. Park facilities at this location could be oriented toward visitor use and could be provided as part of a visitor-serving development. The Preferred Plan also identifies three potential sites for a visitor/interpretive center or a community center, which could be developed separately or jointly, including the lot between Capistrano Road and Denniston Creek; at the southeast corner of the Airport property, along Capistrano Road just north of Prospect Way; or on West Point Avenue adjacent to Pillar Point Marsh.

5. Conservation

The Preferred Plan incorporates protection and restoration measures for natural resources and includes policies to preserve agriculture. The Preferred Plan does not expand developable areas and avoids environmentally sensitive and agricultural lands. Pillar Point Marsh is identified as a resource conservation priority and Pillar Point Bluff is designated for Open Space under the Preferred Plan. Stormwater best management practices would also be required as part of streetscape improvements to improve water quality in the area.

6. Community Open House Workshop

The Preferred Plan was presented to the public at a community open house held on Saturday, April 11, 2015 at the Half Moon Bay Yacht Club. Approximately 90 people attended the open house. The open house included a brief orientation to Plan Princeton with the remainder of the time available for community members to visit the six staffed “stations” that included presentation boards devoted to topic areas covered by the Preferred Plan. Large flip charts were used to record comments at each

station, and participants were encouraged to place comments on the presentation boards using post-it notes. An opportunity to review the open house material, including the complete Preferred Plan and Policy Framework document, and provide comments were made available on the project website during the month following the open house. No additional online comments were received. For detailed community workshop comments, refer to Attachment E, Summary of Community Workshop #3: Preferred Plan.

Summary of Community Responses

Below summarizes the dominant themes that emerged from the Preferred Plan community open house, by workshop “station”:

Land Use

The community’s continued desire for small-scaled development, with a marine industrial character in the Princeton waterfront area, mixed with commercial recreation uses, including a marine educational use, is strongly supported. Community support was received for the blocks along Princeton Avenue to allow a mix of commercial recreation and marine industrial uses; however, there is concern that the extended commercial recreation zoning along Princeton Avenue, as proposed under the Preferred Plan, may generate more visitor-oriented uses that will result in higher-profit uses crowding out lower-profit uses. There is continued support for the allowance of caretaker units in the Waterfront zoning district. Preservation of Pillar Point Bluff and surrounding open space areas continue to be a community desire. Also, comments were received that identify a need to clean up the Princeton area and enforce the County’s regulations.

Circulation

The community’s overall preference is for the streets in Princeton to remain two-way streets. Support was offered for the Preferred Plan’s proposed truck/freight route, which includes use of the streets from Harvard Avenue, north. However, community members pointed out that freight traffic would still need to move along Princeton Avenue in order to serve existing businesses. Community members recommended including a public transit component into the circulation network. There is community support for clarifying where public parking is available and for traffic improvements to the intersections of Capistrano Road (north) and Highway 1, Cypress Avenue and Highway 1, and Capistrano Road and Prospect Way.

Comments regarding the Parallel Trail along Highway 1 were supportive of the trail being located on whichever side of the highway minimizes impacts to farmland, and that any crossings be creative and low impact. Sugges-

tions were received for the alignment of the Parallel Trail to be on the east side of the highway to better connect between the Midcoast communities and provide for safer access for youths. Other suggested bicycle and pedestrian improvements included separating bike lanes from traffic lanes where possible, support for a wide coastal trail along the southern side of Princeton Avenue, and improved pedestrian access between the bluffs and Princeton area, along West Point Avenue.

There is also community support for a wayfinding signage program, as identified in the Preferred Plan, that would not only help direct visitors to their destinations within the Princeton area (e.g., open space, businesses, harbor), but also help identify where public parking is available.

Coastal Access and Shoreline Management

Comments were received that a circulation route to accommodate shoreline drop-offs and walkable parking is desired. Comments were positive about a proposed boardwalk along Capistrano Road. There is community support for a trail along Princeton Avenue with street improvements along this roadway to attract visitors. There is concern from community members of how beachfront properties would be protected from eventual sea level rise. Some opposition was expressed to any form of coastal armoring such as riprap and seawalls, as commenters stated that armoring leads to beach loss and increased erosion. Some alternative suggestions provided by community members included a sand pump and graceful retreat of development.

Parks and Public Facilities

Community members questioned whether the West Point Avenue location, as shown on the Preferred Plan, is too far from the activity center near Capistrano Road for a visitor center; Harbor Village was suggested as an alternative site. Also, concern was raised that parking should be factored in to any visitor center use.

Many suggestions for other public facilities to meet the needs of the Princeton community were received, including a maritime museum, a library or satellite library, a boatyard with boatlift to support marine jobs, community garden plots, a bike share station with free bicycles, and restrooms. Also, one comment emphasized that any community center should prioritize service for Midcoast residents, not visitors.

Conservation

Only a few comments were received at the Conservation station related to the priority of cultural resources, sustainability, and agriculture. Comments

from the community included a suggestion to capture and recycle stormwater runoff for agricultural use, and employ composting public toilets to conserve water.

C. NEXT STEPS

The project team is transitioning into the next phase of the project, which consists of drafting detailed updates to the land use plans, development policies, and zoning regulations for the Princeton area. The updates will be based on the Preferred Plan and Policy Framework concepts as well as community feedback. The updates will require a consistency determination by the (City/County Association of Governments) Airport Land Use Commission, recommendation by the Planning Commission, adoption by the Board of Supervisors (BOS), and certification by the California Coastal Commission. The updates are expected to be presented to the Planning Commission for recommendation to the BOS in early 2016.

The Plan Princeton update project contributes to the 2025 Shared Vision outcome of a Livable Community by fostering updated land use policies and regulations that will promote appropriate types of intensities of growth, in a manner that benefits residents, visitors, and the environment.

FISCAL IMPACT:

An agreement between the County of San Mateo and the project consultant, Dyett and Bhatia, for the Plan Princeton project was approved by the Board of Supervisors on May 7, 2013 (Resolution No. 072501). The dollar value of the agreement was \$579,033. An amendment to the contract was approved by the Board of Supervisors on April 28, 2015 (Resolution No. 073768). The amendment added \$124,704 for a new maximum fiscal obligation of \$703,737. The contract amendment resulted in no new Net County Cost as the Planning and Building Department was originally allocated a total of \$750,000 to complete the project, with appropriations of \$250,000 in FY 2012-13, FY 2013-14, and FY 2014-15 to cover the cost of the contract and provide approximately \$170,000 to the department to cover any unforeseen additional expenses and the cost of managing the project. The unbudgeted \$170,000 was used to cover the increased contract amount of \$124,704.

ATTACHMENTS:

- A. Princeton Planning Area Map
- B. Alternatives Workbook, September 2014
- C. Summary of Community Workshop #2: Alternatives, December 2014
- D. Preferred Plan and Policy Framework, March 2015
- E. Summary of Community Workshop #3: Preferred Plan, June 2015