

Comments on Plan Princeton Draft Alternatives Workbook, August 2014 by Lisa Ketcham, MCC rep on Project Steering Committee, 9/5/14

Fig 2-2: Princeton enlargement insert does not show all the same opportunity sites as called out in the larger map.

Fig 2-5: Capistrano Beach is just the straight section along Capistrano Rd. It does not extend around the empty corner lot to Denniston Creek as indicated in the figure. The corner parcel shoreline is heavily armored and lacks beach, the same as the block from Columbia to Broadway.

Fig 2-6:

- At outer harbor beach east of boat ramp, map shows “beach fill, revetment” attributed to USACE HMB Shoreline Improvement Project 2009. That project is at Surfers’ Beach, outside the outer breakwater.
- Prospect St. comment is attributed to Harbor District. I suspect this is from 2010 MPRC trail report. It merges comments related to the varying streetscape treatments within this block. Might best be summarized as, “Create off-street trail”.

Fig 2-7: Potential Visitors Center and parking (red star) is indicated at the CCR-zoned section of the marsh, which is proposed for resource conservation priority in all 3 alternatives.

Fig 3-4: The key symbol for shore stabilization is shifted up out of place.

Figures 3-2, 3-3, and 3-4 (All Alternatives):

- Labels for Capistrano and Princeton beaches are incorrectly placed. Compare to Fig 2-5, which is labeled correctly.
- Pillar Point Bluff shoreline strip with proposed Public Recreation land use designation consists of steep fragile cliff face with narrow rocky shoreline at its base. Its land use designation should be Open Space.
- The private parcel between Pillar Ridge community and the coastline is proposed for Agriculture land use designation. Open Space would be a better designation. Over half the parcel consists of soil type EhE3 (Elkhorn sandy loam, moderately steep and steep, severely eroded). The upper bluff-top portion consists of soil type EhC2 (Elkhorn sandy loam, sloping, eroded) and Gw (Gullied land). These are not considered prime agricultural soils. The bluff-top portion is vegetated with prime coastal scrub habitat.
- Beach access improvement (indicated by yellow line) is proposed along the “beach” fronting the empty Capistrano/Prospect corner parcel, from Denniston Creek to Capistrano Beach. This corner parcel is actually heavily armored and lacks a beach, the same as the block from Broadway to Columbia. The 2010 MPRC Coastal Trail report considered shoreline access easement/improvement on the bluff-top edge of this parcel. For access across the mouth of Denniston Creek the report pointed out that stairs on both sides of the creek would be needed or a possible future footbridge. The 2002 concept plan for Broadway beach access stairs didn’t really take you anywhere except down to the mouth of the creek, which would only really serve to chase away the gulls that like to bathe there.

2.2 Circulation, p. 11: Roadway Network references 2007 traffic study. This should be updated with the May 2014 Big Wave traffic study data which shows significant peak hour deterioration in LOS at Cypress due to increase in Highway 1 traffic (C/D in 2007, E/F in 2014). Traffic counts were also taken on Saturday, demonstrating the extent that recreation peak hour traffic exceeds weekday peak hours.

Bicycle/Pedestrian, p. 12: “Within Princeton, the lack of sidewalks along Capistrano Road...” – suggest adding “north of Prospect”.

Parking, p. 18

- Second paragraph: States that no parking is allowed on Airport St (except the area adjacent to the Pillar Ridge community), and Capistrano north of Prospect. While Airport St. only has sidewalks fronting the developed portion, there are no parking prohibitions anywhere on the street. Capistrano south of Prospect has only limited parking in parking cutouts. North of Prospect where there are no curbs, there are occasional opportunities for parking on the shoulder.
- Last paragraph, “Notably, parking is scarce in proximity to Pillar Point Bluff.” Perhaps it should be noted that the Pillar Point Bluff lot is under control of the Harbor District and that District priorities include charging for public parking, including this lot.

Coastal Access & Shoreline Management, p. 23: The Harbor District’s priority to fill and develop Perched Beach in the Inner Harbor would eliminate this small craft beach launch site with convenient nearby parking. That would bring even more focus on Princeton shoreline for beach staging and launching of windsurfers, kayaks, paddleboards, and the like, which would require a restored sandy beach and nearby parking.

Land Use Designations, p. 24: Business Park land use designation: How does this concept accomplish the key goal of preserving Princeton’s small-scale eclectic character?

A **Community Center** is noted as a community need in the Existing Conditions Report yet we do not see one proposed. What function is envisioned for the proposed **Visitor Center**?

Circulation improvement proposals do not address the issue of the two limiting chokepoints for the project area (Cypress and Prospect), nor a more direct unobstructed route for through traffic to Airport St. if that area is to be developed.

Two large parcels on Airport St. known as Big Wave Project: Fig 2-1 accurately depicts existing land use as Agriculture. The fields have been intensively farmed since 2005. LCP Policy 5.2 requires the County to designate any parcel that contains prime agricultural lands as Agriculture on the LCP Land Use Plan Map. USDA Natural Resources Conservation Service has mapped these parcels as containing prime agricultural soil, with the south parcel imperfectly drained. US Army Corps wetland delineation shows wetlands on the south parcel, which should be considered for restoration and resource conservation priority.