

Pacific Grove Shoreline Management Plan

Oct. 12, 2019 community meeting

Participants' comments and questions

The primary objective of the public meeting hosted by the City on October 12, 2019, was to gather feedback from the community on draft proposed management strategies being considered for the Shoreline Management Plan. Below are the comments and questions made by the meeting's participants for each of the management strategies that was presented. For more context on the management strategies, see the meeting presentation slides; these are posted on the project website, at www.PGshoreline.org/ourevents, under the post for the October 12, 2019 event.

End of the Monterey Bay Coast Trail, at Ocean View Boulevard

- Are all communities that are conducting shoreline studies working with the same data set regarding sea level rise? *[Answer given at the meeting by the lead consultant or city staff: As far as we are aware, yes, all communities are generally working with guidance from the California Coastal Commission.]*
- The draft proposals should consider the project costs for each item.
- Why is the State requiring these types of studies without providing funding? *[Answer given: The state is requiring the plan, but not mandating specific project proposals at any determined funding levels. The cost for the planning process is already secured.]*
- It is not clear what infrastructure improvements you are proposing, because the end of the trail already has bike racks, seating and a turnaround area. Plus, shouldn't landscaping be addressed separately since you said there would be a separate landscaping plan? *[Answer given: There is a separate planning process, currently in progress, for landscaping at Perkins Park.]*

Ocean View Blvd. west of Lovers Point

- In addition to the street, there need to be stencils ("sharrows") on the recreational trail itself. Also, this person mentioned that they hate traffic bulbouts for traffic calming.
- Why not add a dedicated bike lane at this section? *[Answer given: There is not enough room.]*
- Is this proposing widening the rec trail? *[Answer given: That is being considered.]*
- In La Jolla, they have altered a major road to be one way and they accommodate far more traffic successfully. Why wouldn't it work here since you said you are not considering it at this point, and if it were done there could be room for a bike lane? *[Answer given: At the previous round of outreach, we heard from the public that making Ocean View Blvd. one-way would be too disruptive to the local residents.]*

- Is the one-way alternative dead? *[Answer given: No; it might still be offered as an alternative.]*
 - Why don't you release schematics to allow for public evaluation before deciding on an approach for this section so that people could see how a one-way option would work? You should not be prioritizing cars over bikes.
 - If you did make Ocean View one-way, you would have traffic circling around on Balboa. We don't need to turn Balboa into a thoroughfare.
 - In addition to Balboa, increased traffic on all side streets would be a concern.
 - You should conduct a full traffic study on the impacts throughout the city of making Ocean View one-way.
 - If traffic calming is the priority, that could be done with something as simple as stop signs, without all these extra costs.
 - If Ocean View was made one-way from Asilomar, you could make 17th one-way as well to handle the counterflow.
 - Counterargument was made that PG is not La Jolla, primarily because PG has longer blocks, and this person didn't think that the traffic would go up to 17th (presumably it would remain on the side streets).
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Across from Borg's Motel

- How would a plan that removes parking along the shore make it through the Coastal Commission approval process? *[Answer given: The Commission considers changes in parking within the broader context of public access improvements.]*
 - Are we suggesting that the parking that is removed at this site would be replaced elsewhere nearby? *[Answer given: At this site there would be a net loss of approximately a dozen parking spaces.]*
 - What would the fencing look like? *[Answer given: Design details have not been worked out yet; the planners will consider a variety of options.]*
 - Would you raise the sea wall at this location to protect against overtopping from storm surges? *[Answer given: No, we are not considering raising the sea wall.]*
 - What is the need for the "overlook hut"?
 - Why are you planning to keep cyclists in the street? This is a current choke point for bikes, and if you removed the overlook hut you could potentially create space for a dedicated bike lane.
 - The "overlook hut" might actually detract from the view along this section of the trail. Also, why are you building a boardwalk where storms regularly overtop the sea wall and would damage the boardwalk? Such damage would be far more expensive to repair and maintain than if the walkway were just deconstructed granite.
 - The city is proposing to add parking meters around Lover's Point. That could impact your ability to remove these parking spaces.
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Lover's Point to Sea Palm Avenue

- A wider trail at this location is important.
- Since the plan is proposing adding seawalls at this location, please consider the impact to wildlife.
- It looks like you are proposing to eliminate the sea-side trail and integrate that into the trail along Ocean View Blvd.
- If the concern with the sea-side trail section is that is facilitating erosion of the coast, how far out are you projecting in terms of the impact of sea level rise, and how much protection would this plan afford? *[Answer given: 30 years.]*

- This area is impacted by large storms, which will increase in frequency and intensity in coming years. Will that be addressed in this plan? *[Answer given: Yes, that is being considered.]*
 - Would the proposed use path along Ocean View include bikes? *[Answer given: No, bikes would stay in the road, pedestrians would use the path.]*
 - The east end of Perkins park has large rocks with a plaque that would be hard to build a path through.
 - One more comment expressing support for raising the path away from the shore to protect against human-caused erosion.
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Sea Palm Ave

- Moving the parking along Ocean View Blvd will make it harder for bikers.
 - Could a bike lane be a part of the plan for this section? *[Answer given: It could but it would not be possible to create a dedicated bike lane for longer than a short segment.]*
 - Don't do what Monterey did by adding a walled-off, protected center bike lane.
 - Is it legal to make Ocean View Blvd one-way but also ban buses and RVs from using it? *[Answer given: Currently there are no regulations to ban a particular type of vehicle.]*
 - Make it one way but add a non-resident toll booth (jokingly).
 - It is disingenuous to ignore traffic planning as part of this project since it will result in impacts to traffic around the city. Need to conduct a traffic study in companion with this effort.
 - Why not create two paths: One along Ocean View, and another that turns back toward downtown that brings bikes inland? Not everyone wants to bike that far.
 - Why would you add new sea wall at Serenity Point?
 - To the comment about eliminating buses from Ocean View, that might just lead to an increase in personal car traffic which could make it worse.
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Sea Palm to Beach Street

- Why add new sea walls if you are moving the trail back? It should be planned retreat or sea wall, not both. Why impact the wildlife by adding the sea wall?
 - Do you treat each section of the coast independently for wave erosion?
 - Consider taking down the aloe plants.
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East of Beach Street

- Again, why have an expensive boardwalk if there is expected to be extreme wave action?
- What about the impact on fishermen who park along this section? How will you maintain access for them when they need to be able to park nearby to set up their gear? *[Answer given: This will be considered.]*
- Car weight at parking lots along the shore can amplify compaction. Removing this parking area is a good idea to defend against compaction.
- The city does not have money to maintain revegetated areas.
- Not clear what a "containment fence" looks like.
- Echoing the comment about access for fishermen, the Coastal Commission mandates maintain access for specific recreational uses. These plans only talk about access generally. Need to see access for specific users: fishermen, divers, surfers, etc.

Beach Street to Coral Street.

- Would you raise the sea wall along Coral Street?
 - Storms regularly flood the corner of Coral Street. You should incorporate plans to address that.
 - Need to maintain ability for surfers to climb up the sea walls. Sometimes surfers don't have a choice about where they need to come out of the surf, and if the sea walls are too steep, or the design doesn't accommodate climbing, it could create a safety hazard for surfers.
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Coral Street sewage pump station

- Would like to know how tall the new control building in Esplanade Park will be.
 - Moving the electrical components is important because sea water intrusion can impact the electronics and cause a sewage spill.
 - What would the cost of the project be to Pacific Grove versus Monterey One Water?
 - This seems like a separate plan. This should perhaps be removed and consider separately.
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Point Pinos

- It is not clear if this shoreline study will just incorporate the Point Pinos study or do a comprehensive study of the area in keeping with the rest of the shoreline plan.
 - Parking at Point Pinos will be impacted by the plan, which is not in keeping with increasing access.
 - For safety along the trail, parking should be removed from the ocean side of the street. This would be easier if you made Ocean View one way.
 - Consider incorporating recommendations from the Coastal Wildlife Committee.
 - Consider closing Ocean View to traffic on the weekends.
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Public education and Interpretation

- Bikes on decomposed-granite paths cause an erosion problem. Need to let bikers know that when they get off at Lover's Point, from there on it is pedestrian only. Need signage.
- Need signs to restrict drones.
- Signs are ineffective. We need rangers on bikes patrolling the area. People need to be educated by authority figures with the power to enforce rules.
- Need a master plan for signage along the coast because it is too inconsistent.
- People see the signs, but they choose to disregard them. Need to issue citations. This might change if Ocean View were safer for bikers.
- Consider narrow barriers that block bikes but allow pedestrians through.
- People park in the bike lanes, which forces cyclists up onto the trail or out into the street.
- Need to focus on the competing uses of the trail and improving the pathway near Coral Street. But the city shouldn't be taking care of the private property owners impacted by flooding at that intersection.