

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

DATE: July 22, 2015

TO: Planning Commission

FROM: Planning Staff

SUBJECT: EXECUTIVE SUMMARY: INFORMATIONAL ITEM: Status Update on the County's "Plan Princeton" Efforts.

County File Number: PLN 2013-00111 (County of San Mateo)

INTRODUCTION

The County of San Mateo Planning and Building Department, with assistance from project consultant, Dyett & Bhatia, is preparing comprehensive updates to the General Plan, Zoning, and Local Coastal Program for the Princeton area (known 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.

The updates are 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 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 airport compatibility requirements.

RECOMMENDATION

Receive staff's presentation on the status of Plan Princeton and provide input on plan content and direction.

SUMMARY

Since staff's last update to the Planning Commission on May 28, 2014 regarding the Existing Conditions Report, the project team has been working on conceptual Alternatives 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 characteristics from the alternatives, and regulatory guidelines, were used to formulate a Preferred Plan, which will provide the conceptual framework for land use policy, plan, and zoning amendments. It was not intended that any one alternative would be adopted in pure form. Rather, the preferred characteristics of each alternative, along with new ideas, were put together to form the Preferred Plan.

Alternatives

The following three conceptual alternatives developed for Plan Princeton were presented to the public in October 2014 for feedback. While the alternatives differ in their specific strategies, they share several common characteristics including compliance with the State Coastal Act and compatibility requirements for the Half Moon Bay Airport; improved vehicle, bicycle, and pedestrian circulation; streetscape improvements that incorporate stormwater best management practices; and a managed shoreline strategy that includes treatments that address erosion and public access improvements.

Alternative A: Refined Current Land Use Plan. Alternative A includes 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.

Alternative B: Expanded Visitor-Serving Area. Alternative B provides the most expanded visitor-serving area in Princeton with a reduced marine industrial area. This alternative maintains industrial uses on the inland triangle of Princeton and facilitates business park uses along the west side of Airport Street. Princeton and Harvard Avenues become a one-way couplet in the expanded visitor-oriented district, with enhanced streetscape improvements. Alternative B includes more substantial shoreline and coastal access improvements, including beach nourishment and revetment.

Alternative C: Waterfront and Recreation Focus. Alternative C focuses on visitor-serving uses and access improvements along Princeton Avenue, directly along the waterfront. This alternative consists of more substantial shoreline improvements, potentially including a seawall and improved trail.

Preferred Plan and Policy Framework

The Preferred Plan features preferred characteristics of the alternative concepts with guiding policies that support the preferred elements of the plan. Defining characteristics of the Preferred Plan include a limited extension of the visitor-serving land use 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; and protection of natural resources.

The Preferred Plan and Policy Framework, along with community feedback, will be used to develop detailed amendments to the land use plans, development policies, and zoning regulations for the Princeton area. The amendments 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 amendments are expected to be presented to the Planning Commission for recommendation to the BOS in early 2016.

SSB;jh – SSBZ0468_WJU.DOCX

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

DATE: July 22, 2015

TO: Planning Commission

FROM: Planning Staff

SUBJECT: INFORMATIONAL ITEM: Status Update on the County's "Plan Princeton" Efforts.

County File Number: PLN 2013-00111 (County of San Mateo)

INTRODUCTION

The County of San Mateo Planning and Building Department, with assistance from project consultant, Dyett & Bhatia, is preparing comprehensive updates to the General Plan, Zoning, and Local Coastal Program for the Princeton area (known 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.

The updates are 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 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 airport compatibility requirements.

RECOMMENDATION

Receive staff's presentation on the status of Plan Princeton and provide input on plan content and direction.

BACKGROUND

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 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 Community Services 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 Planning Commission update on May 28, 2014):

<u>Date</u>	<u>Action</u>
June 3, 2014	- Project status update to the Board of Supervisors, including the Existing Conditions Report.
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.

DISCUSSION

A. ALTERNATIVES

Three conceptual alternatives were developed to provide a range of options for accomplishing the projected goals of the Princeton Planning 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 characteristics from the alternatives were used to formulate a Preferred Plan (see Section B), which will provide the conceptual framework for land use policy, plan, and zoning amendments. It was not intended that any one alternative would be adopted in pure form. Rather, the preferred elements of each alternative, along with new ideas, were put together to form the Preferred Plan.

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 include 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 would continue to be allowed under all three alternatives, with refinements to the program. All of the alternatives include 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 would prohibit 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 would be incorporated into each alternative. Under each alternative, land use designations on Pillar Point Bluff and Pillar Point Marsh would be 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 includes 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 are incorporated into each alternative. A designated Class III route for through traffic between Prospect Way and Airport Street, along Cornell Avenue, is incorporated into each Alternative. Also, all three alternatives include 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 incorporate a managed shoreline strategy that includes both treatments that address erosion and public access improvements. All approaches would take a “soft” approach that includes natural processes and limits the use of engineered structures, where feasible. Each of the alternatives provide 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 are included in all three Alternatives.

2. ALTERNATIVE A: REFINED CURRENT LAND USE PLAN

Alternative A includes 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 would maintain current General Plan land use designations, except that an Open Space designation would be 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 would locate the Class I (separated path) “Parallel Trail” along the east side of Highway 1 along the length of the 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 would be made along Prospect Way, a short block of Broadway, and the easternmost block of Princeton Avenue. Alternative A also considers a park-and-ride facility at the Oceano Hotel parking lot.

Coastal Access and Shoreline Management

Alternative A would include 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 provides the most expanded visitor-serving area in Princeton with a reduced marine industrial area. This alternative maintains industrial uses on the inland triangle and facilitates 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 includes more substantial shoreline and coastal access improvements, including beach nourishment and revetment.

Land Use

Alternative B would expand 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 would be encouraged. The marine industrial area would be consolidated in the most inland section of the current Princeton industrial area. Coastal-dependent uses would continue to be prioritized on properties with water access. A new Business Park/Light Industrial designation along Airport Street would recognize that these larger parcels could have a different character than the smaller-scale, eclectic Princeton waterfront area.

Circulation and Streetscape

Alternative B would locate the Class I “Parallel Trail” along the west side of Highway 1 adjacent to the airport, which would avoid potential impacts to agricultural uses on the east side of the highway. The trail would be 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 would also be developed along the east side of Airport Street, outside of the Airport fence.

Princeton and Harvard Avenues would be 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 would flow into this couplet naturally from the two-way Prospect Way. Streetscape improvements on Princeton, Harvard, Broadway, and West Point Avenues would help create a harmonious and pedestrian-friendly district. Alternative B also considers a park-and-ride facility at the Oceano Hotel parking lot.

Coastal Access and Shoreline Management

Alternative B would include a combination of beach fill and revetment to stabilize and enhance the shoreline. Improvements under this alternative may include beach fill west of Columbia Avenue and a consistent treatment east of Columbia Avenue, such as a revetment. Alternative B would include

a boardwalk on the seaward side of the revetment east of Columbia Avenue, and access along the beach, west of Columbia Avenue, could form a new link in the Coastal Trail. This alternative would also include a potential visitors' center/community center and park at Prospect Way and Capistrano Road, providing a strong anchor for the expanded coastal recreation-oriented district.

4. ALTERNATIVE C: WATERFRONT AND RECREATION FOCUS

Alternative C focuses on visitor-serving uses and access improvements along Princeton Avenue, directly along the waterfront. This alternative would consist of more substantial shoreline improvements, potentially including a seawall and improved trail.

Land Use

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

Circulation and Streetscape

Alternative C would locate the Class I "Parallel Trail" along the west side of Highway 1 adjacent to the airport, and would follow 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 would be developed along the west side of Airport Street, with direct connections to Pillar Point Bluff trails. A multi-use path would also be developed along the Princeton shoreline from Broadway to West Point Avenue.

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

Coastal Access and Shoreline Management

Alternative C would include more substantial coastal access and stabilization improvements compared to the other alternatives. This alternative includes 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, would be created landward of the seawall with access along the beach west of Columbia Avenue. Alternative C also includes a boardwalk along the beach side of Capistrano Road.

Alternative C includes 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 would also include 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 in the ballroom of 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 online 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 is for minimal change in land use, with the acknowledgement 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 clean-up of blighted properties.

Circulation and Streetscape

There is a clear preference from the community for pedestrian-oriented streetscape improvements along Princeton Avenue and a 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 is 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 is 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 characteristics of the preliminary Alternatives concepts and adds guiding policies that support the preferred elements of the 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 redesignation 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 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 a safe and 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.

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 any or all of 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. Suggestions were received for the alignment of the Parallel Trail to be on the east side of the highway to better connect between the mid-coast 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 amendments to the land use plans, development policies, and zoning regulations for the Princeton area. The amendments will be based on the Preferred Plan and Policy Framework concepts as well as community feedback. The amendments 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 amendments are expected to be presented to the Planning Commission for recommendation to the BOS in early 2016.

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

SSB;jlh – SSBZ0469_WJU.DOCX



San Mateo County Planning Commission Meeting

Applicant: _____

Attachment: _____

File Numbers: _____



Plan Princeton

Alternatives Workbook

September 2014

Prepared by

DYETT & BHATIA
Urban and Regional Planners

San Mateo County Planning Commission Meeting

Applicant: _____

Attachment: _____

File Numbers: _____

Table of Contents

I	Introduction	I
1.1	Planning Context.....	1
1.2	Community Input.....	2
1.3	Next Steps	3
2	Current Conditions and Key Issues	4
2.1	Land Use and Regulatory Structure.....	4
2.2	Circulation and Streetscape.....	11
2.3	Coastal Recreation, Coastal Access and Shoreline Management	15
2.4	Parks and Open Space.....	20
3	Alternative Concepts	22
3.1	Overview of the Alternatives	22
3.2	Alternative A: Refined Current Land Use Plan.....	26
3.3	Alternative B: Expanded Visitor-Serving Area	28
3.4	Alternative C: Waterfront and Recreation Focus	30
3.5	Comparison of Alternatives.....	33

List of Figures

Figure 2-1: Existing Land Use.....	5
Figure 2-2: Opportunity Sites	7
Figure 2-3: Existing General Plan and Draft Airport Safety Zones.....	9
Figure 2-4: Roadway Network and Planned Improvements.....	13
Figure 2-5: Existing Public Access and Shoreline Conditions.....	16
Figure 2-6: Potential Shoreline and Public Access Improvements	17
Figure 2-7: Coastal Recreation and Parking	21
Figure 3-1: Conceptual Land Use Designations.....	24
Figure 3-1: Conceptual Land Use Designations, continued.....	25
Figure 3-2: Alternative A: Refined Current Land Use Plan	27

Figure 3-3: Alternative B: Expanded Visitor-Serving Area 29

Figure 3-4 Alternative C: Waterfront and Recreation Focus 31

List of Tables

Table 3-1: Comparison of Alternatives 33

I Introduction

The development of alternatives is a key step in the Plan Princeton process. This workbook presents background on the planning process, an overview of the approach and guiding principles used to develop the alternatives, and a description, comparison, and analysis of each of the alternative concepts.

The three alternatives presented in this report show a range of options to guide future development, coastal access and circulation, and community enhancement. The alternative concepts presented are informed by input from the community and understanding gained from analysis of existing conditions. They aim to demonstrate a range of alternative approaches to pertinent issues.

Following public review of the alternatives presented in this report, a Preferred Plan will be developed, incorporating characteristics of the alternatives and concepts derived from public input.

I.1 Planning Context

The unincorporated area of Princeton is undergoing a planning update prepared by San Mateo County, which includes updates to the General Plan, Zoning Regulations, and Local Coastal Program. The purpose is to provide policy, plan, and zoning amendments to help realize the community's vision for the future, re-evaluate land use policy, and provide clear direction to property owners and residents related to development and planning guidelines.

THE PLANNING AREA

The Planning Area consists of 849 acres between Highway 1 and the Pacific coast. It includes one of the few working waterfronts on California's Central Coast that supports fishing, boating, and marine-related industries. The area also contains the Mavericks surf break, Half Moon Bay Airport, the Pillar Point Air Force Station, Pillar Point Bluff and its trails, Pillar Point Marsh, portions of the Fitzgerald Marine Reserve, the Pillar Ridge Manufactured Home Community, and the waterfront commercial area along Capistrano Road. The entire Planning Area is within the California Coastal Zone and must maintain consistency with the California Coastal Act by prioritizing coastal-dependent and coastal-related uses, maintaining and enhancing coastal access and recreation opportunities, protecting coastal resources, and preserving visual resources and community character. The entire Planning Area is also within the Airport Influence Area (AIA) of the Half Moon Bay Airport. The plan must comply with the Airport Land Use Compatibility Plan which establishes criteria for allowable land use density and intensity. The Planning Area does not include Pillar Point Harbor or Johnson Pier, which fall under the jurisdiction of the San Mateo County Harbor District. As of the 2010 Census, the Planning Area had 959 residents, most of whom live in the Pillar Ridge Manufactured Home Community.

WORK COMPLETED

The work products for Plan Princeton to date are available on the project website at: www.planprinceton.com. Work products so far include the Community Visioning Report in October 2013 and the Existing Conditions Report in May 2014.

1.2 Community Input

PUBLIC PARTICIPATION

Plan Princeton is a collaborative process which involves community engagement and input at each stage. The public participation program includes a Technical Advisory Committee (TAC) and Steering Committee, community workshops, stakeholder interviews, a survey, media releases, and online tools.

The first stage of the public participation program, conducted during the summer of 2013, included TAC and Steering Committee meetings as well as a community kick-off meeting; a project website; a mail-in and web-based community survey, with over 500 responses; stakeholder interviews, and a community visioning workshop attended by 160 community members.

GUIDING PRINCIPLES

Each aspect of the public participation program brought out a somewhat different segment of the community and approached planning issues from a different angle. Feedback from the community centered on several themes, described more fully in the Community Vision report. Several of these themes are adapted here as a set of principles. These principles form a key basis for the alternatives presented in this workbook.

Preserve Existing Small-Scale, Eclectic Character

Princeton today has a special combination of working waterfront, a small scale, and a natural setting. Plan Princeton should retain and enhance the community's unique characteristics, and limit the height, bulk, and mass of new development. Many community members felt more strongly that the Princeton community should not change, with the exception of nuisance abatement and minor public improvements.

Allow for a Mix of Uses

The existing mix of uses is an integral part of Princeton's character that should be preserved and enhanced. There is potential for a greater variety of uses to be compatible and to create economic synergy; this should be facilitated by Plan Princeton. These uses and their locations role within the Planning Area include:

- **Marine-Related Uses.** While demand may be limited, fishing, boating, and related uses should be accommodated as much as possible. Land uses that support fishing and boating may not always need to be located along the shore.
- **Recreational and Visitor-Oriented Uses.** Facilitate more low-impact recreational uses and amenities along the coast, as well as opportunities for visitor-serving businesses such as bed-and-breakfast inns, galleries, and restaurants.

- **Industrial, Warehouse, Office, and R&D.** Industrial activity is part of Princeton's character, and potentially supportive of the fishing and boating activity in the harbor. Research or education-related uses are positive potential contributors to Princeton's future economy.
- **Residential and Live-Work.** While the existing mix of housing and industry in Princeton is appreciated, housing should not be a primary feature of new development. However, live/work or other forms of housing may be compatible as long as marine-related uses are prioritized and airport safety requirements are accounted for.

Improve Circulation and Access to Coastal Recreation

Develop new multi-use trails, paths and bike lanes, improve existing trails, and enhance access to and along the shoreline. Improvements should include extending the bikeway from Half Moon Bay, expanding the trail system on Pillar Point, providing new parking areas, providing better signage and wayfinding, making streetscape improvements, and providing amenities at street end access points.

Protect Coastal Resources

Preserve environmental resources and open space. This must include improving water quality and protecting sensitive marine habitat. Pillar Point Marsh should be conserved as a habitat that could support and attract research and low-impact recreational uses where compatible with habitat protection. Take a managed, communitywide approach to shoreline erosion that incorporates coastal access.

1.3 Next Steps

Following public review of the alternatives presented in this report, County staff members and the consultant team will develop a Preferred Plan that will include characteristics of the alternatives and concepts derived from public input. The Preferred Plan will consist of several components, including land use, circulation, coastal access, parks and public facilities, and infrastructure, which will then be incorporated into the General Plan, Zoning Regulations, and Local Coastal Program updates.

2 Current Conditions and Key Issues

As stated in Chapter 1, community feedback played a primary role in shaping the alternatives presented in this workbook. The alternatives are also based on multiple layers of information. Much of this information is presented in greater detail in the Existing Conditions Report. This Chapter summarizes current conditions and key issues related to four subjects: land use and the land use regulatory structure; circulation and streetscape; coastal access and shoreline management; and parks and open space.

2.1 Land Use and Regulatory Structure

EXISTING LAND USE

Surveying the current land use pattern allows for an assessment of existing assets and an identification of potential future development sites. Figure 2-1 shows existing land use in the Planning Area based on field study, aerial photography, and parcel data.

The Planning Area can be generally divided into four areas with distinct land use characteristics, as follows:

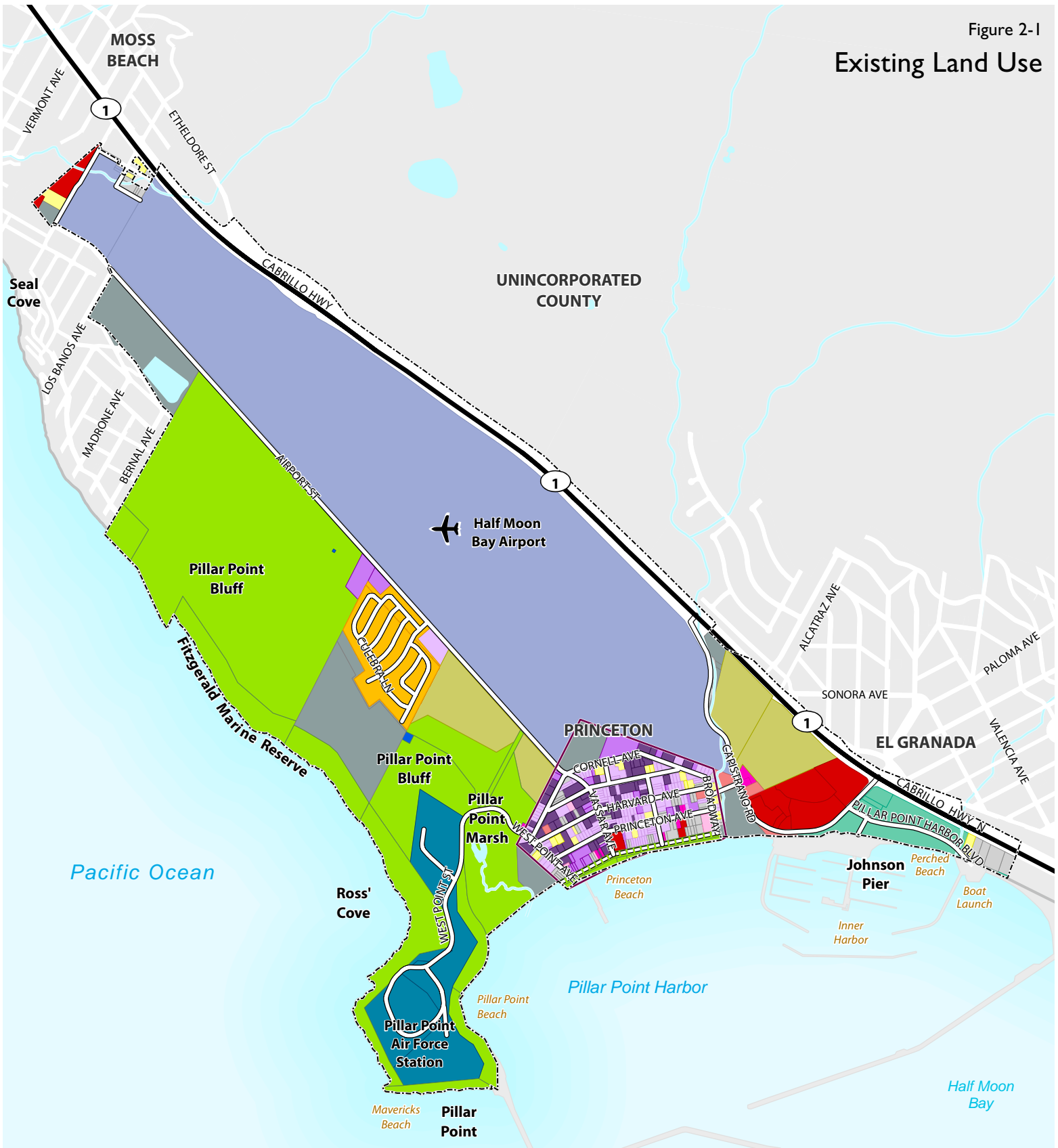
- The Princeton waterfront between the Airport and Pillar Point Harbor has a concentration of industrial, warehouse, and storage uses, with a scattering of older houses.
- The area along Capistrano Road features the majority of the Planning Area's visitor-serving and retail businesses, including dining, lodging, and a shopping center.
- Land west of Airport Street is primarily open space on Pillar Point Bluff and Pillar Point, with the exception of the Pillar Ridge Manufactured Home Community.
- The Half Moon Bay Airport property constitutes over a third of the land in the Planning Area. The property is almost entirely used for airport purposes, with small portions leased for agriculture.

Opportunity Sites

Opportunity sites are vacant and underutilized land that could experience land use change in the future. These sites are especially relevant to consideration of future development or conservation. These sites fall into three categories, as follows. Vacant or undeveloped land is land with no development, identified by mapping undeveloped land, using the County Assessor's data, field study, and review of aerial photography. Underutilized land is defined here as land where the assessed land value is greater than the assessed value of existing permanent improvements on the land. Open storage yards were also mapped, as a separate category, because no permanent improvements have been constructed on these parcels.

Figure 2-1

Existing Land Use



Existing Land Use		
	Agriculture	
	Single Family Residential	
	Manufactured Home Park	
	Commercial	
	Mixed Uses	
	Office	
	Storage Yard	
	Industrial	

Source: San Mateo County Planning & Building Department, 2013; Dyett & Bhatia, 2013.



The majority of these sites are located in the Princeton waterfront area, which contains 53 vacant or undeveloped parcels (8.2 acres), 32 underutilized parcels (5.2 acres), and 115 parcels (10.6 acres) currently used for open storage. Other undeveloped sites are found at the intersection of Highway 1 and Capistrano Road; adjacent to the boat launch and Sam's Chowder House; and north of the airport. Opportunity sites are shown on Figure 2-2.

CURRENT ZONING DESIGNATIONS

The San Mateo County Zoning Ordinance is the main regulatory tool used to implement the policies established in the General Plan and Local Coastal Program, and to guide and control future development. The Ordinance consists of a zoning map, which defines the locations of each zoning district, and a zoning code that details the requirements for each district.

The Ordinance establishes 34 base districts, of which seven are within the Study Area and summarized briefly below. Figure 2-3 shows the location of zoning districts in Princeton.

Coastside Commercial Recreation (CCR)

The CCR district is intended for commercial areas that meet the service and recreational needs of visitors and residents. The district contains provisions to ensure active public use with pedestrian-oriented design and intimate human scale, and seeks to provide safe and efficient parking. The district differentiates between Shoreline Areas and Inland Areas when considering allowable uses. Uses are more restricted in Shoreline Areas, out of an interest in reserving limited waterfront space for primarily recreational, marine-related, or visitor-serving uses, and preventing the contamination of coastal resources.

Heights in this district are limited to 36 feet in the area west of Denniston Creek, and 28 feet in the area east of Denniston Creek. Lot coverage is limited to 50 percent of the building site.

Waterfront (W)

The W district serves to maintain a "working waterfront" environment where marine-related trades and services can benefit from proximity to the ocean and supporting businesses and infrastructure. Regulations for this zone seek to protect the continued viability of these uses. They also regulate architectural and site design in order to enhance visual character. Like the CCR district, the W district differentiates between Shoreline and Inland areas when considering allowable uses, with the limited Shoreline Area under greater restrictions.

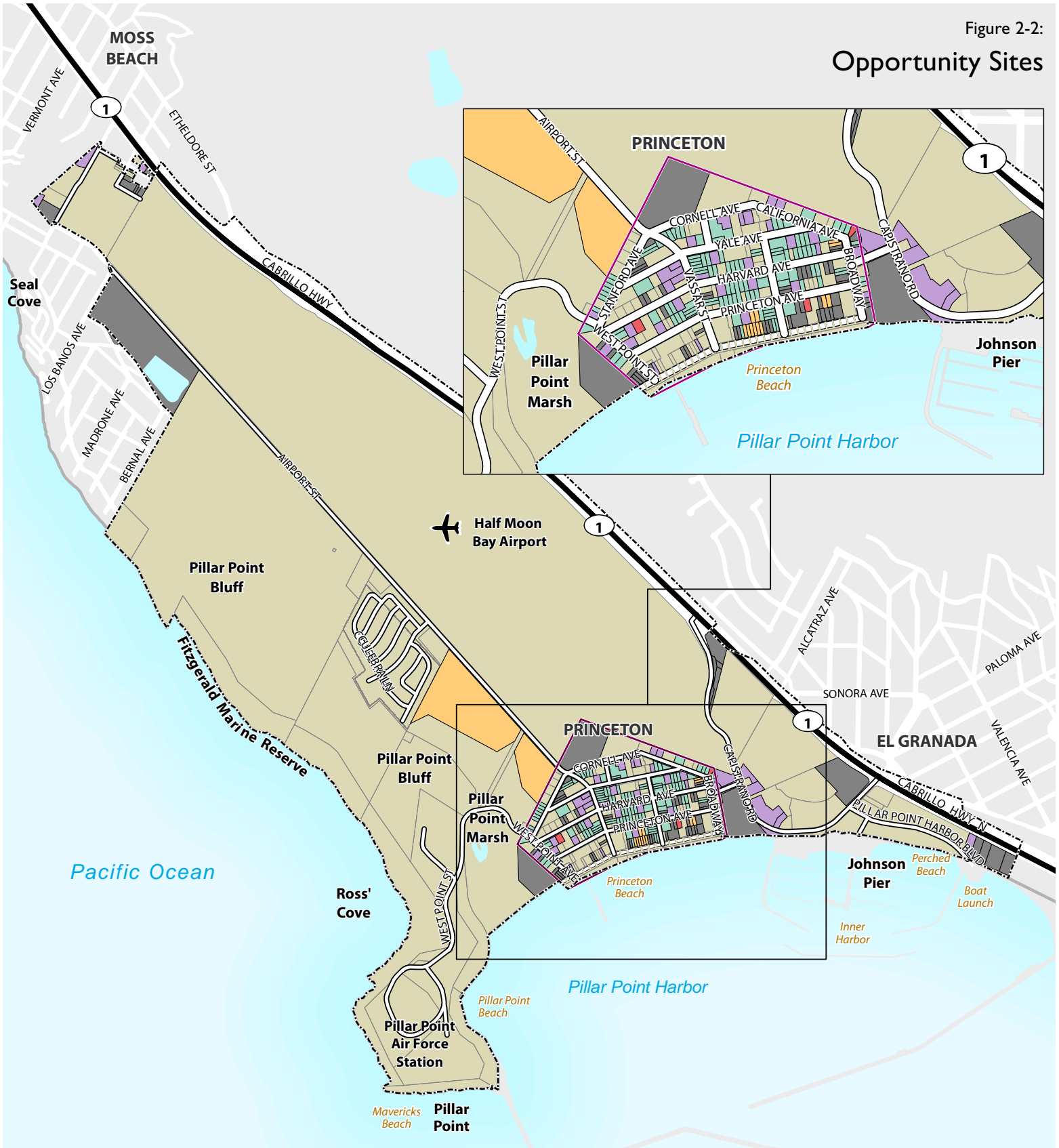
The W district also permits caretaker's quarters as an accessory use to allow for on-site housing for the property owner or an employee. The total number of caretaker units in the W district is limited to 25 percent of the developed parcels in the district.

Light Industrial (M-1)

The M-1 district allows for a range of limited industrial and manufacturing uses, provided that they do not produce significant amounts of odor, dust, smoke, gas, noise, or vibration. The maximum allowable height in the M-1 district is 75 feet. The district requires side and rear yard setbacks of a minimum of three and six feet, respectively, adjacent to residentially-zoned properties.

Figure 2-2:

Opportunity Sites



- Approved Development Projects
- Under Review Projects
- Undeveloped Properties
- Underutilized Properties
- Open Lots/Fenced or Unfenced Open Storage Yards
- Princeton Waterfront/Industrial Area
- Princeton Study Area Boundary

Limited Highway Frontage (H-1)

The H-1 district allows only farming and gardening by right, with additional uses allowed by use permit. These uses include one-, two-, and multi-family dwellings, visitor lodging, mobile home parks, restaurants, retail, nurseries and greenhouses, and offices. Within the Study Area, this district is applied to the Pillar Ridge Manufactured Home Community.

One-Family Residential (R-1)

The R-1 district is the County's low- to medium-density single-family residential zone. Its primary intended use is single-family residences; other compatible uses may also be allowed.

Planned Agricultural District (PAD)

The PAD aims to preserve agricultural land and minimize conflicts between agricultural and non-agricultural land uses. The district establishes buffers between urban and rural areas, and sets criteria for the conversion of agricultural lands. It also regulates the division of prime agricultural lands, and the expansion of public services and facilities.

Resource Management-Coastal Zone (RM-CZ)

The RM-CZ district implements the open space and conservation objectives of the County's General Plan. District-specific development review criteria focus on the preservation of environmental quality, utilization of environmentally sensitive site design and utility provision, protection of water resources, protection of cultural resources, and avoidance of hazard exposure. Any land divisions require the conveyance of a conservation easement and covenant that gives a portion of land over to open space uses in perpetuity.

Airport Overlay (AO)

The specifications of the AO district are intended to limit the concentration of people exposed to aircraft-related hazards at the end of airport runways. The AO district prohibits residential uses and all uses that would have more than three persons occupying the site at any time. The current boundaries of the district, shown on Figure 2-3, correspond to the Approach Protection Zone and Runway Protection Zone identified in the 1996 San Mateo County Comprehensive Airport Land Use Plan.

KEY ISSUES

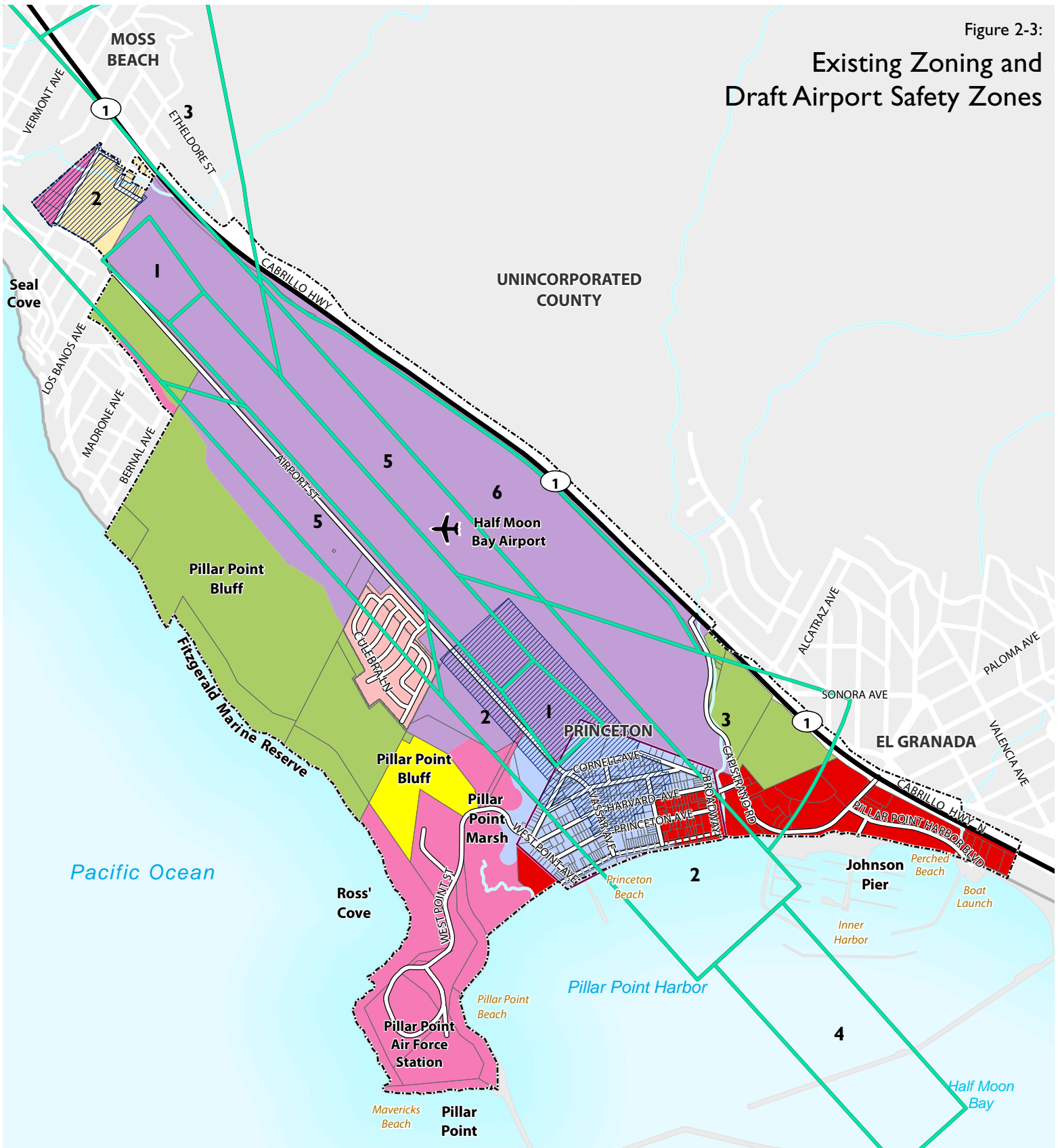
Coastal Zone and Coastal-Dependent Uses

The Planning Area is located within the Coastal Zone and must maintain California Coastal Act consistency by prioritizing coastal-dependent and coastal-related uses, maintaining and enhancing coastal access and recreation opportunities, protecting coastal resources, and preserving visual resources and community character.

Current zoning regulations and the adopted Midcoast Local Coastal Program (LCP) intend to maintain a working waterfront environment, with narrowly defined allowed uses for marine-related trades and services. The prevalence of vacant and under-utilized land near the Princeton waterfront indicates that current limitations have not been effective in promoting a diversity of coastal-dependent and marine-related uses.

Figure 2-3:

Existing Zoning and Draft Airport Safety Zones



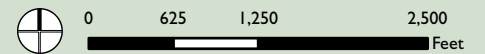
Zoning Districts

- Coastside Commercial Recreation (CCR)
- Light Industrial (M-1)
- Limited Highway Frontage (H-1)
- One Family Residential (R-1/S-13)
- Planned Agricultural District (PAD)
- Resource Management - Coastal Zone (RM-CZ)
- Waterfront (W)
- Princeton Waterfront/Industrial Area
- Princeton Study Area Boundary
- One Family Residential (R-1/S-17)
- Planned Agricultural District (PAD)
- Resource Management - Coastal Zone (RM-CZ)
- Waterfront (W)
- Princeton Waterfront/Industrial Area
- Princeton Study Area Boundary

Airport Overlay Zone

- Draft Safety Zones
- Zone 1 - Runway Protection
- Zone 2 - Inner Approach/Departure
- Zone 3 - Inner Turning
- Zone 4 - Outer Approach/Departure
- Zone 5 - Sideline
- Zone 6 - Airport Property

Source: San Mateo County Planning & Building Department, 2013; Dyett & Bhatia, 2013.



With its proximity to population centers and its existing commercial fishing activity, Princeton could attract processors and wholesalers who focus on locally-caught seafood. However, it is unlikely that the entirety of the industrial area of Princeton is needed to satisfy land use demand from seafood and related industrial uses. A wide variety of industrial uses will continue to be drawn to Princeton because it is the only industrially-zoned land between Pacifica and Half Moon Bay; some of these uses may serve the maritime clientele. The community has shown interest in development of a boat haul-out, a facility that at one time existed in Princeton. Economic analysis has shown that such a facility would not be financially feasible without substantial subsidy.

Airport-Related Land Use Limitations

The entire Planning Area is also within the Airport Influence Area (AIA) of the Half Moon Bay Airport. The plan must comply with the Airport Land Use Compatibility Plan (ALUCP) which establishes safety zones and criteria for three issue areas: noise, safety, and airspace protection intended to ensure safe and efficient airport and flight operations and minimize the public's exposure to excessive noise and safety hazards. An update to the adopted ALUCP for Half Moon Bay is currently being developed by City/County Association of Governments of San Mateo County (C/CAG). A critical result of the ALUCP update is the expansion of the airport safety zones and the application of airport compatibility related limitations to allowable uses and intensity of development in areas where these limitations currently do not exist.

Safety Zones

ALUCP safety zones and related safety criteria are important considerations in the development of Plan Princeton as they set limitations on maximum density, intensity, and allowable land uses within each safety zone, and list requirements for the percentage of each zone that must be maintained as open land. The safety criteria of the two airport safety zones that most significantly affect the Planning Area are summarized below. The safety location and boundaries are shown on Figure 2-3.

- **Inner Approach/Departure Zone (IADZ, or Zone 2).** Compatibility criteria for this zone limit residential densities to one unit per 10 acres. Current residential development in this safety zone exceeds this limit. The current residential density of three units per 10 acres could be maintained, however it could not be exceeded. Non-residential intensity is limited to 60 persons per acre. These compatibility criteria allow more non-residential intensity than the County's current Airport Overlay (AO) zone, but cover a significantly larger part of the Planning Area.
- **Inner Turning Zone (ITZ, or Zone 3).** Updated draft compatibility criteria for this zone limit residential densities to one unit per 2 acres and non-residential intensity to 100 persons per acre. The ITZ covers much of the Capistrano Road commercial area.

The Draft Final ALUCP (August 2014) will allow the level of density and intensity of use within both Runway Safety Zone 2 and Safety Zone 3 in the Princeton area can be calculated safety zone wide. The calculation may not include water areas; and must include existing development. This policy applies only to the Princeton area south of the airport. To prevent clustering along the extended runway centerline through Princeton, the Draft Final ALUCP will require residential density and non-residential intensity within 100 feet on each side of the Extended Runway Centerline through Princeton to be calculated on a parcel-by-parcel basis or Runway Centerline Area-wide basis.

2.2 Circulation and Streetscape

ROADWAY NETWORK

The Planning Area is primarily served by State Route 1, Capistrano Road, Airport Street, and Cypress Avenue, which provides the northern entry to the Princeton area. Collector streets, local streets, and access roads branch from these main roadways into neighborhoods, agricultural lands, and recreational areas. Level of Service (LOS) is a measure of congestion on roadways. A traffic study conducted in 2007 analyzed several key intersections in the Planning Area, and found that none of these intersections exceeded the current LOS threshold during the weekday peak hour. A more recent study still under review by the County has found worsened peak hour congestion at Highway 1 and Cypress Avenue. There is significant traffic congestion along Highway 1 during major events and on some weekends with good weather. Congestion is also reported on Capistrano Road relating to movement into and out of the Harbor.

Some roadways in the Planning Area are private (i.e. not under the jurisdiction of the County), as shown on Figure 2-4, including roadways in Pillar Point Harbor, Pillar Point Air Force Station, and in the Pillar Ridge Manufactured Home Community. However, roadways within the Princeton Waterfront area are public rights-of-way. Generally, roads may be added to the County-maintained roadway system if they are public rights-of-way and if property owners representing over 50 percent of the affected frontage submit a petition and agree to participate in a future assessment district to improve the road to County standards.

Planned Improvements

The Highway 1 Safety and Mobility Study, from 2010 (Phase 1) and 2012 (Phase 2) gives general recommendations for improvements along the corridor, including clearly-defined edges; medians; intersection visibility improvements; entry treatments; roundabouts; walkways and bikeways; and highway crossings. The Study also identifies rural, fringe, and village “context zones” along the corridor, as shown on Figure 2-4. In the rural context zone, the typical roadway cross section would consist of one travel lane in each direction and well-defined shoulders. In the “fringe” context zone, travel lanes may be narrower, there may be a median or center turn lane, and a sidewalk on at least one side. The “village” context zone would include raised center medians, sidewalks on both sides, pedestrian crossings, curb extensions and corner ramps for pedestrians, and off-street and/or angled parking areas. The Study proposes “gateway” intersection improvements for the unsignalized Capistrano Road intersection, and recommends a roundabout at this location. Improvements along the Highway 1 corridor will be identified as part of the Comprehensive Transportation Management Plan (CTMP), which is moving forward in parallel with Plan Princeton.

BICYCLE AND PEDESTRIAN MOVEMENT

Sidewalks

Capistrano Road between Prospect Way and Highway 1 features sidewalks on both sides of the street and marked crosswalks with signs. The sidewalks along this portion of Capistrano Road are often crowded with restaurant patrons and harbor and beach visitors.

Streets in the waterfront industrial area lack sidewalks or have substandard sidewalks, and portions of Capistrano Road, Airport Street, and West Point Avenue are relatively inhospitable for pedestrians due to the lack of sidewalks, higher traffic speeds, and the lack of designated pedestrian crossings.

Bicycle Facilities

There is currently a lack of designated bicycle facilities in Princeton, and a lack of north-south connections to surrounding communities. Described below are primary routes used by cyclists. Bicyclists use Highway 1 as it provides the only direct and continuous north-south intercommunity route on the Midcoast. The portion of Capistrano Road adjacent to the harbor is a designated bike route, and Airport Street provides bicyclists an alternative to Highway 1.

Planned Bicycle and Pedestrian Facilities

The Countywide Bicycle and Pedestrian Plan (CBPP) identifies a Highway 1 / Coastal Trail / Parallel Trail project. The proposed Parallel Trail would travel along Highway 1 from Montara to Half Moon Bay, and would consist of Class I bike paths and Class II bike lanes. Pedestrian improvements would consist of new walking pathways along Highway 1 and new or enhanced crossing opportunities. Design treatments would follow the guidelines set forth in the Highway 1 Safety and Mobility Improvement Study described above. In addition, the CBPP identifies Airport Street as a proposed location for a multi-use path. Existing and proposed bicycle facilities are shown in Figure 2-7, in the context of recreational assets.

Bicycle facilities are often described using a classification system.

***Class I** facilities are paths separated from roadways.*

***Class II** facilities are bike lanes, painted on roadways (if they are buffered from traffic by extra space and/or barriers, they may be called “buffered” Class II facilities)*

***Class III** facilities are designated bike routes where bikes share the lane with vehicles. Class III facilities may include signage and lane markings to alert drivers to share the road (these symbols are often called “sharrows.”)*

TRANSIT

Princeton is served by one bus route, bus 17, which has headways of 60 minutes during off-peak hours and weekends. While frequency is better during peak commuting times, it is difficult to use public transportation as a primary mode of travel for all types of trips. There is currently a lack of amenities for transit riders.

KEY ISSUES

Highway 1 Safety and Mobility

There is significant traffic congestion along Highway 1 during major events and on some weekends with good weather. Traffic congestion in the Princeton area is particularly acute at “choke points” that restrict access in and out of the community at Cypress Avenue and Capistrano Road. Earlier studies have suggested that roundabouts may be useful tools to handle traffic, improve safety, manage speeds, and provide gateways into the villages along the highway. Within Princeton, the existing street pattern poses a challenge to circulation, with just one connection—Prospect Way—between the Pillar Point Harbor and the Capistrano Road area to the east, and the Princeton Waterfront and Pillar Point Bluff to the west. The County is constrained in its ability to realign streets, but a directional/wayfinding program and street design that supports all users can help.

There is a lack of support facilities for both pedestrians and cyclists along Highway 1. For pedestrians, this means a lack of sidewalks or well-defined areas conducive to safe travel. Marked street crossings are also lacking for both pedestrians and cyclists. The lack of alternative routes and parking facilities increase the difficulty of bicycle travel.

Figure 2-4:

Roadway Network and Planned Improvements



Highway 1 Conceptual Improvements¹

- █ Community or Village Section Attributes
- █ Fringe Section Attributes
- █ Rural Section Attributes

Road System

- █ Maintained by County of San Mateo
- █ Public Right-of-Way Not Maintained by County of San Mateo
- █ Private Roadways Not Maintained by County of San Mateo
- Princeton Study Area Boundary

Gateway Intersection Improvement; Roundabout Proposed

Proposed Crossing Improvement

¹Highway 1 Safety & Mobility Study, Phase I, 2010

Bicycle and Pedestrian Improvements in the Princeton Community

Within Princeton, the lack of sidewalks along Capistrano Road north of Prospect; Airport Street; and West Point Avenue make it difficult for residents or visitors to safely walk between various destinations (such as the harbor and the entry point to Pillar Point just off of West Point Avenue), particularly given the higher traffic speeds on these streets. The area also lacks easily recognizable, direct alternative biking routes off of the highway that link destinations and provide greater clarity and safety for cyclists as well as equipment operators and others along the waterfront. The Highway 1/Coastal Trail/Parallel Trail project would provide key opportunities along this corridor traversing the Planning Area, and serve the low-income population, agricultural workers and transit riders as well as recreational users. Plan Princeton has a role in identifying priority routes and improvements.

2.3 Coastal Recreation, Coastal Access and Shoreline Management

SHORELINE CONDITIONS

Pillar Point Bluff is characterized by narrow beaches backed by high sea cliffs, with severe erosion requiring revetment to protect the path along the eastern shore of the point. Along the Princeton waterfront, beaches have experienced severe erosion, and a variety of armoring materials have been placed along most properties. Most of the existing shoreline protective devices (rip-rap, concrete rubble, rocks) are unpermitted and/or non-engineered structures. The current shoreline generally follows the edge of the paper street called “Ocean Boulevard,” where narrow beach now exists between West Point and Columbia Avenues except at high tide. Between Columbia Avenue and Denniston Creek the shoreline is a high bank placed with riprap, with little to no beach. A small beach exists adjacent to Capistrano Avenue. The shoreline can be reached at the ends of each street, but this requires crossing riprap or other obstructions. Capistrano Beach is accessible by an informal path or over riprap. Figure 2-5 shows existing public access and shoreline conditions.

COASTAL ACCESS

There are a number of points along the coastline in Princeton where the public can access coastal resources. Some of these access points are more developed in terms of facilities such as stairways and paths. Existing coastal access points are shown on Figure 2-5, and include the following:

Capistrano Beach

Along the portion of Capistrano Road that directly abuts the coastline is a small beach area. The beach at this section is walkable except at the highest tides, but its use as an alternate walking route is limited by rip-rap, particularly at the north end. At the northern end there is an existing set of stairs from the sidewalk to the rip-rap, but not extending all the way to the beach. The southern end of the beach can be accessed directly from Capistrano Road via a dirt path.

Princeton Waterfront

The shoreline can be reached from four street ends along the Princeton waterfront:

- Broadway terminates at a rip-rap stabilized bluff. A dirt area that can accommodate several parked cars.
- At Columbia Avenue, beach access is also hindered by rip-rap. Improving access at this point would result in the most beach-walking benefit, as the two blocks between West Point and Columbia are walkable except at high tide.
- Vassar Avenue is an unpaved road that is not County-maintained. The road leads to rip-rap that must be maneuvered to gain access to the shoreline. There is no formal parking area, but there is room for several parked cars.
- West Point Avenue also provides beach access, and it is possible to walk along the beach to Pillar Point even at high tide. There is room for several cars to park perpendicularly on West Point between Princeton Avenue and the coastline.

Figure 2-5:

Existing Public Access and Shoreline Conditions

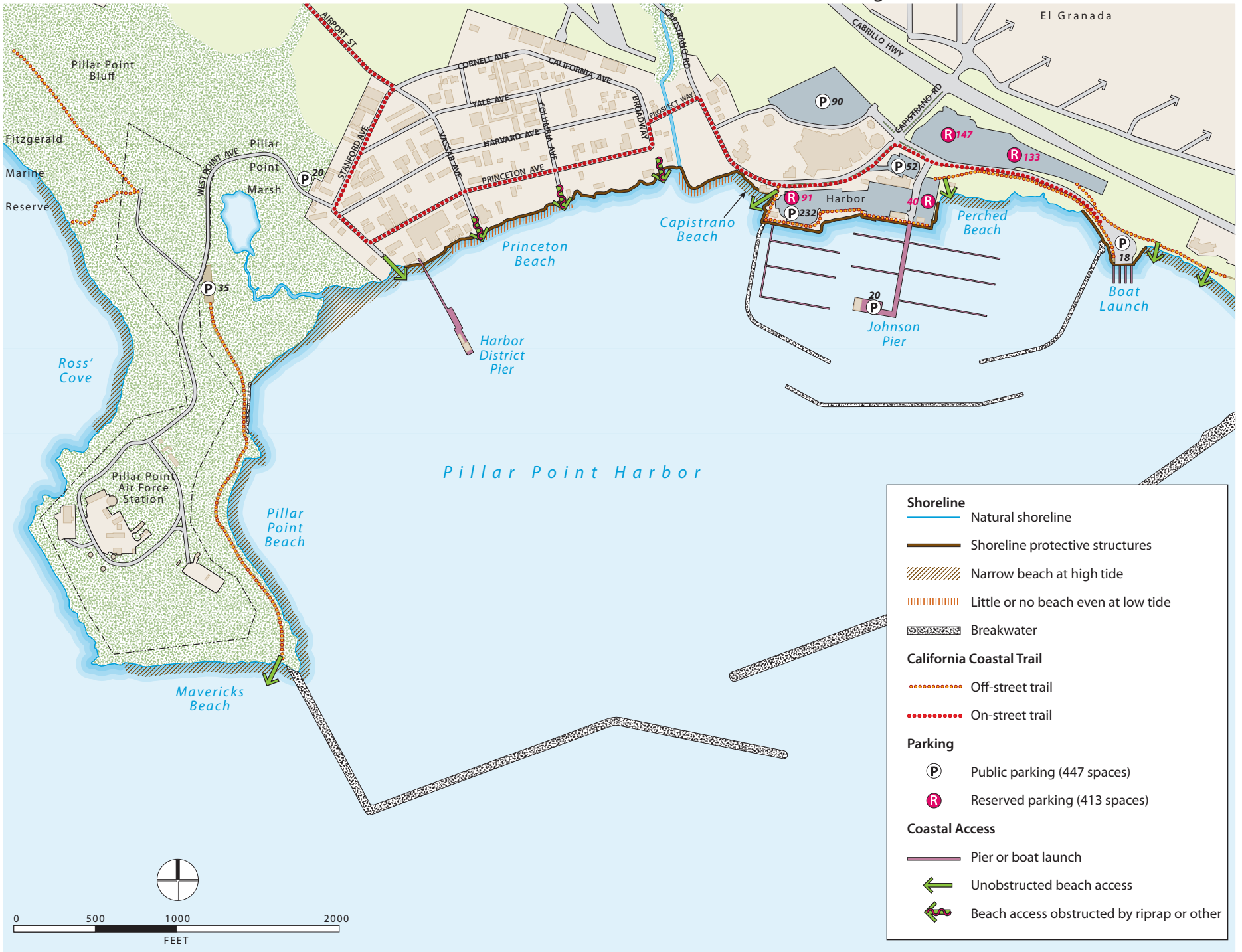
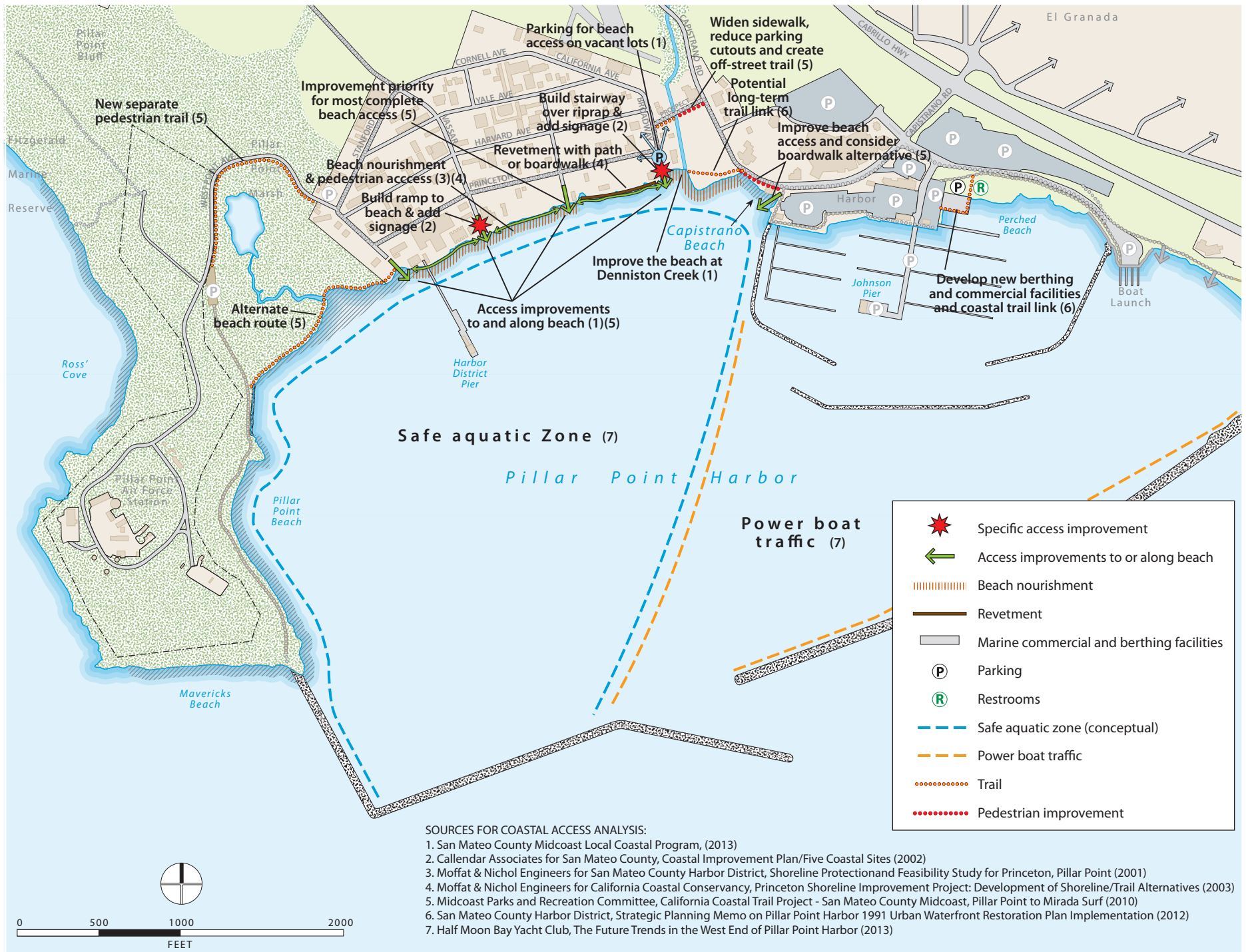


Figure 2-6:

Potential Public Access and Shoreline Conditions



The Half Moon Bay Yacht Club is located along the coastline at the corner of Vassar Avenue and Princeton Avenue. The Yacht Club holds title to a parcel on the other side of the Ocean Boulevard right-of-way, extending approximately 60 feet out into the water. There is a boat ramp located on the beach in front of the Yacht Club that is surrounded by rip-rap on both sides. The Yacht Club allows the public to cross its property in order to use its ramp and for kayak portage, but supports public access improvements to Vassar Avenue in the long term.

Pillar Point Bluff

The Pillar Point parking lot is an unpaved lot next to Pillar Point Marsh at the end of West Point Avenue where it enters the Air Force Tracking Station. This lot serves as the trailhead for the West Shoreline Access Trail, which follows the edge of the marsh to the outer harbor beach, then follows the shoreline to the west breakwater and Mavericks Beach. Across West Point Avenue from the parking lot, there is gated access to Pillar Point Bluff, with informal trails leading to Ross's Cove and the Jean Lauer section of the California Coastal Trail.

The Jean Lauer Trailhead is located off of Airport Street near the Pillar Ridge Manufactured Home Community. A small, unpaved parking lot with room for 10 vehicles is located at the trailhead. From this trailhead, recreational visitors can connect to the California Coastal Trail.

Proposed Access Improvements

A range of plans and studies over the last 15 years have investigated opportunities and priorities for shoreline protection and/or public access along the Princeton shoreline. Figure 2-6 attempts to bring together on one map the Plan policies, study recommendations, and organizational priorities for the Princeton and Pillar Point Harbor area.

In the Pillar Point Marsh area, the Midcoast Parks and Recreation Committee (MPRC) study from 2010 envisions a pedestrian path along West Point Avenue, separated from the roadway, and an alternate route along the beach, better connecting the Princeton community and Pillar Point beaches.

Several of the plans and studies involve improvements to the Princeton shoreline and coastal access. The Midcoast LCP calls for maintaining and improving coastal access at each street end and along the beach where feasible. The Callendar Associates study (2002) provided conceptual plans for access improvements at two street ends, with a concrete stairway at the end of Broadway and a ramp at the end of Vassar. The MPRC study concluded that access improvements at the end of Columbia Avenue would have the greatest value in terms of facilitating the most beach access. Meanwhile, the 2001 and 2003 Moffat & Nichols studies recommended a revetment structure along the shoreline fronted by beach fill. Finally, the MPRC study recommended improving access to Capistrano Beach and considering a boardwalk adjacent to the sidewalk.

CALIFORNIA COASTAL TRAIL

Existing portions of the California Coastal Trail run in a north-south direction west of Highway 1 and provide access for both pedestrians and bicyclists. The trail is currently paved and separated from the highway between the City of Half Moon Bay and Pillar Point Harbor. It transitions to an on-street route through Princeton, and then along Airport Street to Seal Cove in Moss Beach.

PARKING

Throughout the Planning Area, on-street parking is free and there are no time restrictions. However the public right-of-way is not clearly defined along unimproved streets, and some private property owners have placed unofficial “No Parking” signs. No parking is allowed along West Point Avenue between Stanford Avenue and Pillar Point, and parking is limited to a few informal cutouts along Capistrano Road north of Prospect Street.

There are a number of private and public off-street parking facilities located near the coastline, shown on Figure 2-7. There are a total of 1,528 parking spaces in the facilities in and around the Harbor as well as public lots serving Pillar Point Beach and Bluff. Of these, 477 are public spaces, 639 are private spaces, and 412 are reserved spaces. LCP policies require that a portion of parking spaces in new parking facilities be set aside for beach users.

KEY ISSUES

Improving Coastal Access Points

There are a number of access points along the coastline in Princeton, though some of the unimproved points may pose challenges that prevent wider public access to the sea. Riprap and steep grade changes present an obstacle for persons who are less mobile. Coastal access should be considered an important component of any comprehensive shoreline management plan produced for the area.

Enhancing the Coastal Trail

The Coastal Trail also encounters a number of obstacles in the Planning Area. Road conditions such as the lack of sidewalks, unpaved shoulders, and the presence of abandoned vehicles force trail users into situations where they might conflict with automobile traffic. Better signage and improved trail identity and linkage are additional opportunities to improve the trail experience, especially in and around the Harbor District.

Parking

Available parking is not distributed evenly nor is it always located in close proximity to recreational destinations. Notably, parking is scarce in proximity to Pillar Point Bluff. Lack of information may also prevent drivers from taking advantage of available parking supply. Improved signage is a potential solution that could direct drivers to available parking and signal whether there are any restrictions on parking.

2.4 Parks and Open Space

PARKS AND OPEN SPACE

The Midcoast area features extensive park and public recreational open spaces, including State Parks and beaches, County parks, City of Half Moon Bay beaches, and school grounds. Three regional parks totaling 226 acres are located within the Planning Area: James V. Fitzgerald Marine Reserve, Pillar Point Marsh, and Pillar Point Bluff. In many cases, these park lands overlap with sensitive habitat. The Jean Lauer Trail, Fitzgerald Coastal Trail, and Fitzgerald Bluff Trail, among others, provide access to the Planning Area's open spaces.

The Rancho Corral de Tierra unit of the Golden Gate National Recreation Area (GGNRA) is located east of the Planning Area. The GGNRA's management plan envisions land directly east of Half Moon Bay Airport as a "diverse opportunities zone" that could include trails, trailheads, a community stewardship/educational center, a group picnic area, a rustic campsite, and a horse camp.

There are currently no public parks within the Planning Area that provide "active" recreational opportunities such as ball fields and playgrounds. Parks and open spaces are shown on Figure 2-7.

SENSITIVE HABITAT

The Planning Area consists of numerous undeveloped natural habitat areas, including Pillar Point Bluff, Pillar Point Marsh, Denniston Creek, San Vicente Creek, and shoreline areas along Pillar Point Harbor, that support special-status species and that are considered Environmentally Sensitive Habitat Areas (ESHAs) by the Coastal Commission or sensitive habitats by the California Department of Fish and Wildlife (CDFW). Limited, resource-dependent uses are permitted within sensitive habitat areas. Any proposed development in, adjacent, or in close proximity to these areas would require focused biological studies, consideration of potential biological impacts, and development of appropriate avoidance, buffering, and minimization measures and mitigation during environmental review.

KEY ISSUES

Lack of Public Active Recreational Opportunities or Community Gathering Places

In general, the Planning Area lacks recreational facilities such as ball fields and playgrounds available to the general public. A Municipal Service Review conducted in 2010 by San Mateo County Local Area Formation Commission (LAFCo) found a shortage of 60 to over 100 acres of developed parkland in the Midcoast area, based on the existing population and park standards in similar communities. The Mid-Coast Recreational Needs Assessment from 2002 identified the need for a community center that would provide recreational programs.

Conservation of Natural Resources

Plan Princeton provides an opportunity to incorporate protection and restoration measures for natural resources, and provide managed public access within areas possessing ecological importance.

Figure 2-7

Coastal Recreation and Parking



Existing Parking	Existing Trail	Parks/Open Space/Beaches	Diverse Opportunity Zone
(#) Number of Public Parking Spaces	Proposed Trail Improvement	Harbor/Recreation	Potential Future Preserved Open Space
(#) Number of Reserved Parking Spaces	Proposed Trail	Federal	Proposed Open Space Improvement
Potential Recreational Parking	Existing Multi-use Path	Beaches	Princeton Waterfront/Industrial Area
Beach Access	Proposed Multi-use Path	Half Moon Bay Airport	Princeton Study Area Boundary
Boat Ramp	On-Street Segment of Coastal Trail	Rancho Corral de Tierra	
	On-Street Trail Connection		

Source: C/CAG, 2011; GGNRA, 2011; Midcoast Parks & Recreation Committee, 2010; San Mateo County, 2010 and 2012; Dyett & Bhatia, 2013.

0 700 1,400 2,800 Feet

3 Alternative Concepts

3.1 Overview of the Alternatives

Three alternatives for the Princeton Planning Area are presented. They are intended to stimulate ideas, elicit feedback, and help determine the community's priorities. The planning team does not anticipate moving forward with any one alternative, in pure form; rather, the best elements of each alternative, along with new ideas and input, will lead to a Preferred Plan.

The Alternatives represent three ways to accomplish goals of preserving the existing small-scale, eclectic character; facilitating a compatible variety of uses; improving access to the coast and its recreational assets; and protecting the shoreline and natural resources. Characteristics common to all alternatives are described below. Sections that follow describe each alternative individually. Section 3.5 provides a summary of both the common elements and key distinctions between the alternatives.

COMMON CHARACTERISTICS

While the alternatives differ in their specific strategies, they share several common themes. These common characteristics are summarized here, organized by major topic.

Land Use

The Alternatives are developed with conceptual land use designations designed to convey the general types and characteristics of land use that may be located in certain areas. Specific, detailed land uses for each area will be developed in the next stages of plan development. Regardless of Alternative, it is expected that the allowed mix of uses in each district would be refined to better align Coastal Act priorities and market demand. Coastal Act priorities include coastal-dependent and coastal-related uses. Plan Princeton will reinforce the Coastal Act's land use priorities, and should create a clearer understanding of what "priority" uses are. The Plan updates will distinguish between properties with and without direct access to the water, to ensure that coastal-dependent uses are prioritized along the shoreline, regardless of zoning district. Caretaker units would continue to be allowed, with potential refinements to the current program.

Development and design standards would also be updated 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.

Each of the Alternatives is based on a consideration of the draft Airport Land Use Compatibility Plan safety zones. This means that no residential use districts are proposed within the Inner Approach/Departure Zone (IADZ) or Inner Turning Zone (ITZ) (safety zones 2 and 3). The Draft ALUCP would allow the County to demonstrate compliance with residential density and non-residential intensity safety criteria at the scale of the safety zone except within a 100-foot buffer on either side of an extended runway centerline through Princeton which would have to meet the criteria on a parcel-by-parcel basis or on a Runway Centerline Area-wide basis. It is assumed that the use types and development

standards pertaining to zoning districts within these safety zones will not result in an amount of development that would rise to the non-residential intensity thresholds. Additional intensity restrictions may be needed for land use mixes that involve a greater increase in visitor- and employee-intensive land uses. Additional use and/or intensity restrictions may also be necessary within the Runway Centerline Area, as shown on the alternatives maps as the Runway Buffer Zone, for consistency with criteria proposed in the Draft ALUCP. Airport property cannot be sold (per the Federal Aviation Administration, FAA) but the Airport can enter into long-term leases for use of portions of airport property. The FAA requires all leases be at fair-market value. Any construction on Airport property will require approval from the FAA.

In each Alternative, land use designations on Pillar Point Bluff and Marsh would be brought up-to-date to reflect appropriate land use designations intended for conservation of natural resources.

Circulation and Streetscape

Each of the Alternatives includes the potential for gateway improvements at the intersection of Highway 1 and (north) Capistrano Road. Improvements along the Highway 1 corridor will be identified as part of the Comprehensive Transportation Management Plan (CTMP) being conducted in parallel to Plan Princeton, and may be informed by Plan Princeton with regard to potential improvements at Cypress Avenue and Capistrano Road. Each alternative would designate the appropriate route for through traffic between Prospect Way and Airport Street, along Cornell Avenue. The creation of a multi-use path along Highway 1 (the Parallel Trail) is also assumed, but its specific characteristics are shown in different forms in each alternative. A Class II bike lane on Cypress Avenue and a clearly-marked Class III bike route along streets in the Princeton waterfront area are also consistent parts of all of the Alternatives. Each alternative features a potential location for a park-and-ride or public parking lot. Each of the alternatives assumes the use of stormwater best management practices in streetscape design.

Coastal Access and Shoreline Management

Each of the alternatives incorporates a managed shoreline strategy that includes both treatments that address erosion, and public access improvements. The specific characteristics of this strategy remain general at this stage, but all would take a “soft” approach that incorporates natural processes and limits the use of engineered structures, where feasible. Each of the alternatives provide 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.

Signage and wayfinding improvements as well as maintenance are also important elements, and would be included in any Alternative.

Parks, Recreation, Conservation, Public Facilities

Park and recreation improvements common to all of the Alternatives include habitat enhancement and beach access improvements at Pillar Point Marsh to the extent compatible with habitat protection.

LAND USE DESIGNATIONS

The Alternative Plans feature conceptual land use designations. Figure 3-1 illustrates typical uses and development that would be allowed in each designation.

Conceptual Land Use Designations

Coastside Commercial Recreation

Retail, recreational services, restaurants, visitor lodging, mixed use residential. Uses in Shoreline Area limited primarily to recreational, marine-related, or visitor-serving uses. Design guidelines apply.



Restaurants



Lodging



Commercial recreation

Marine Industrial

Light industrial, storage, waste management, recreation uses. Uses in Shoreline Area limited to marine-related trades and services. Caretakers' units allowed as accessory use, up to 25 percent of developed parcels in the district. This designation is based on the Waterfront (W) zoning district.



Marine-related trades



Light industrial

General Industrial; Business Park

General Industrial classification is for light industrial, manufacturing, research and development. Business Park classification would be focused on R&D, light industrial, office.



Light industrial



Storage



Research and development

Residential

Medium Density Residential: 6 to 9 units per acre; minimum parcel size of 5,000 square feet.

Medium High Density Residential: 9 to 17 units per acre; no minimum parcel size.



Manufactured housing community



Single-family



Airport

Airports, other uses that may be compatible with airport operations and safety and noise criteria.



Half Moon Bay Airport



Airport-compatible uses

Agriculture

Lands used for or suitable for agriculture, and ancillary lands for protection of agriculture.



Open Space

Protected natural resources, outdoor recreation areas where compatible with habitat protection, areas where hazards may pose a risk to public.



Pillar Point Marsh



Wetlands and outdoor recreation



Pillar Point Bluff

Public Recreation

Public land managed by park and recreation agency.



Pillar Point Harbor beach



Pillar Point Harbor path

Note: Some photos show examples from outside the Planning Area.

3.2 Alternative A: Refined Current Land Use Plan

Alternative A includes minimal change to current land use designations, “light touch” improvements to address shoreline erosion and improve coastal access, and a modest level of streetscape and circulation improvements.

Land Use

Alternative A would maintain current General Plan land use designations, except that the Open Space designation would be applied to the Pillar Point Bluff area, as well as to a private land holding adjacent to Pillar Point Marsh.

Circulation and Streetscape

In Alternative A, the Class I (separated path) “Parallel Trail” would be located along the east side of Highway 1 along the length of the Planning Area and beyond in both directions. This trail would be connected to the Princeton area with new Class II bicycle facilities on Cypress Avenue, Airport Street, and the north end of Capistrano Road. Streetscape improvements would be made along Prospect Way, a short block of Broadway, and the easternmost block of Princeton Avenue. A park-and-ride could be added to the parking lot behind the Oceano Hotel.

Coastal Access and Shoreline Management

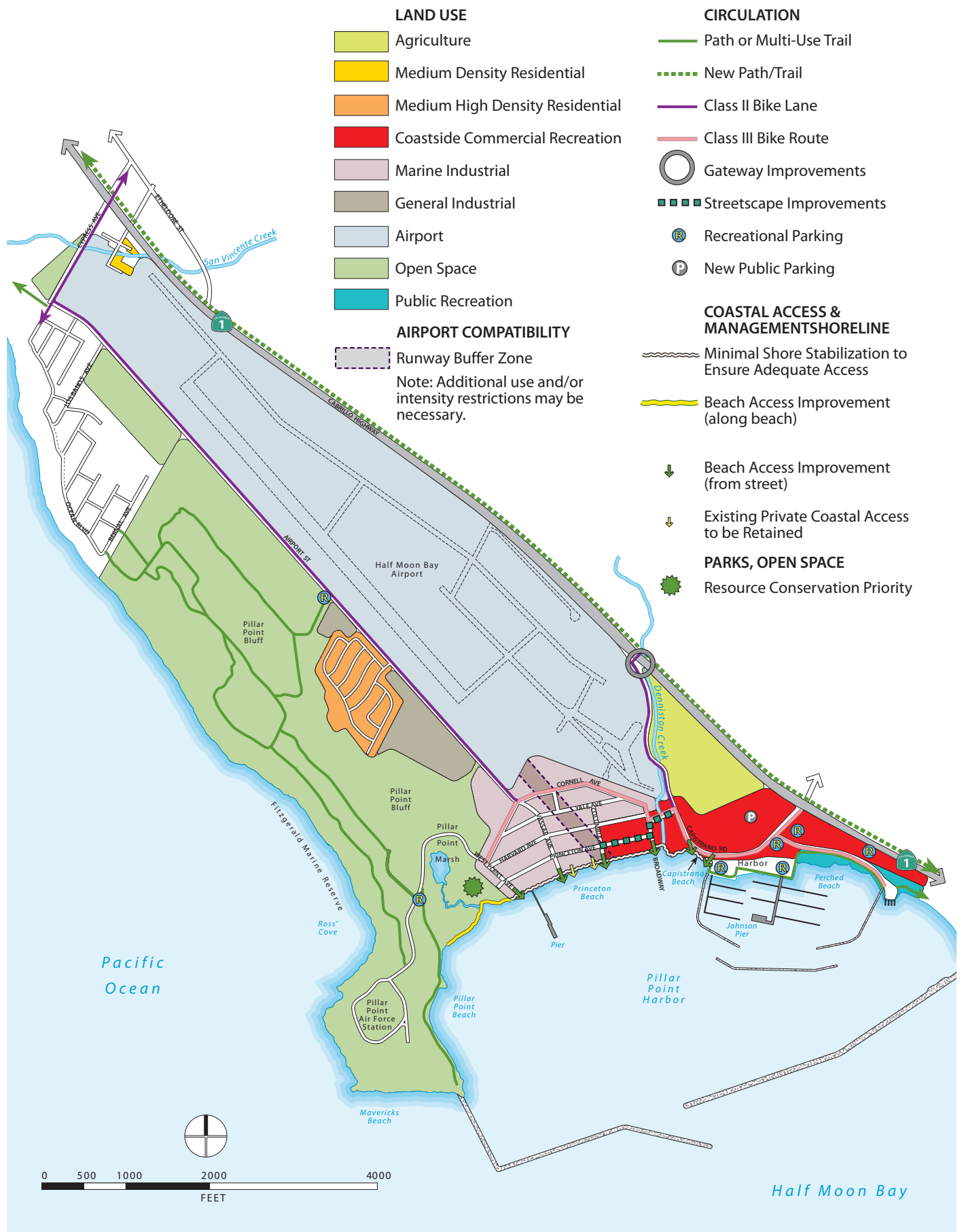
Alternative A’s vision for the Princeton waterfront would include shoreline protection measures at the minimum level necessary to stabilize the shoreline to meet Coastal Act requirements for access.

DEFINING CHARACTERISTICS

- Minimal change to current land use designations
- Shoreline improvements at minimum level necessary to provide required coastal access
- Basic level of streetscape improvements, with emphasis on stormwater management

Figure 3-2:

Alternative A: Refined Current Land Use Plan



3.3 Alternative B: Expanded Visitor-Serving Area

Alternative B focuses on expanding the visitor-serving area of Princeton. It retains industrial uses on the inland triangle, and facilitates business park uses along Airport Street. Princeton and Harvard Avenues become a one-way couplet in an expanded visitor-oriented district. This alternative also involves medium-level investment in beach nourishment and revetment.

Land Use

Alternative B would expand the Coastside Commercial Recreation (CCR) district along Princeton and Harvard Avenues between Broadway and Pillar Point Marsh, creating an enlarged area where visitor-oriented uses would be encouraged. Intensity restrictions may be needed to ensure airport compatibility. The Marine Industrial area would be consolidated in the most inland section of the current Princeton industrial area; however, coastal-dependent uses would continue to be prioritized on properties with water access. A new Business Park/Light Industrial designation along Airport Street would recognize that these large parcels could have a different character than the smaller-scale, eclectic Princeton Waterfront.

Circulation and Streetscape

In Alternative B, the Class I “Parallel Trail” would be located along the west side of Highway 1 adjacent to the airport. This alignment is intended to avoid potential impacts to the agricultural uses on the east side of Highway 1. This trail would be connected to the Princeton area with a new Class I trail along the north end of Capistrano Road. It may not be possible to accommodate both vehicles and a separated trail along Capistrano and also remain clear of riparian habitat; pursuit of this option may require trade-offs. A multi-use path would also be developed along the east side of Airport Street, outside the Airport fence.

Princeton and Harvard Avenues would be redesigned as a one-way “couplet,” with Princeton having one eastbound lane of vehicles and bikes and Harvard having one westbound lane for each mode. Traffic would flow into this couplet naturally from the two-way Prospect Way. Streetscape improvements on Princeton, Harvard, Broadway, and West Point would help create a harmonious and pedestrian-friendly district. Treatment of cross streets could include measures to limit cut-through traffic. As in Alternative A, a park-and-ride is envisioned to share the parking lot behind the Oceano Hotel.

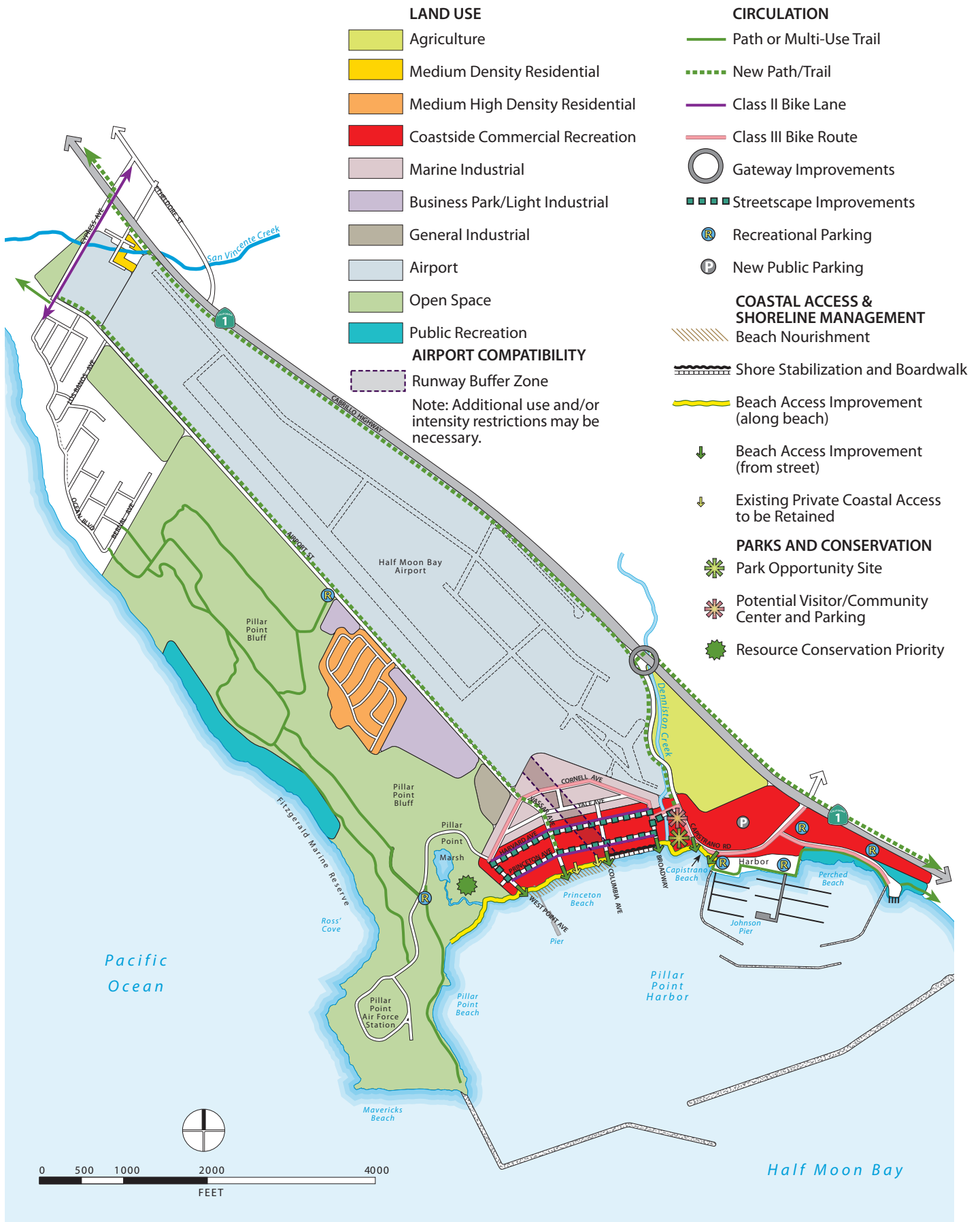
Coastal Access and Shoreline Management

Alternative B’s vision for the Princeton waterfront would include a combination of beach fill and revetment to stabilize and enhance the shoreline, using dredge spoils in coordination with the US Army Corps of Engineers if feasible. Improvements may include beach fill west of Columbia Avenue and a consistent treatment east of Columbia. As indicated under “Common Characteristics,” rock revetments should be used only where necessary. A boardwalk east of Columbia Street and access along the beach west of Columbia could form a new link in the Coastal Trail. Alternative B would also include a potential visitors’ center/community center and park at Prospect and Capistrano, providing a strong anchor for the expanded coastal recreation-oriented district.

DEFINING CHARACTERISTICS

- Princeton and Harvard become one-way couplet, in an expanded visitor-oriented district
- Marine Industrial district on the inland triangle
- Business park and industrial uses along Airport Street
- Substantial streetscape improvements to support visitor uses
- Shoreline improvements including beach nourishment, shoreline stabilization and coastal access

Figure 3-3:
Alternative B: Expanded Visitor-Serving Area



3.4 Alternative C: Waterfront and Recreation Focus

Alternative C involves focusing visitor-serving uses and access improvement along the Princeton Avenue spine, directly along the waterfront. This alternative would bring more substantial shoreline improvements, potentially including a sea wall and a paved trail.

Land Use

Alternative C would extend the Coastside Commercial Recreation (CCR) district along Princeton Avenue between Broadway and Pillar Point Marsh, creating an expanded area where visitor-oriented uses would be encouraged (though less so than Alternative B).

The Marine Industrial area would cover the current industrial district except for the blocks directly along the waterfront; even on those blocks, coastal-dependent uses would continue to be priority uses on properties with water access. Sites along Airport Street would be designated for general industrial use.

Circulation and Streetscape

In Alternative C, the Class I (separated path) “Parallel Trail” would be located along the west side of Highway 1 adjacent to the airport, and would follow the west side of Capistrano Road to connect with the Coastal Trail at the heart of the Princeton community. It may not be possible to accommodate both vehicles and a separated trail along Capistrano and also remain clear of riparian habitat; pursuit of this option may require trade-offs. A multi-use path would be developed along the west side of Airport Street, with direct connections to Pillar Point Bluff trails. A multi-use path would also be developed along the Princeton shoreline, linking the Half Moon Bay bike path with Pillar Point.

Pedestrian-oriented enhancements would be focused on the existing segment of Princeton Avenue. A new street is indicated on the rear side of the Oceano Hotel, which could provide an additional route between Pillar Point Harbor and the Princeton Waterfront as well as provide additional opportunity for street-level uses. A new public parking lot would be added at the northeast corner of Airport Street and Cornell Avenue.

Coastal Access and Shoreline Management

Alternative C’s vision for the Princeton waterfront would include more substantial coastal access and stabilization improvements compared to the other alternatives. In this alternative, a more substantial beach nourishment project is anticipated west of Columbia, and a formal approach such as a seawall could be explored east of Columbia. A path, paved with colored or naturalistic material, would be created along the length of the Princeton shoreline as far as Pillar Point Marsh.

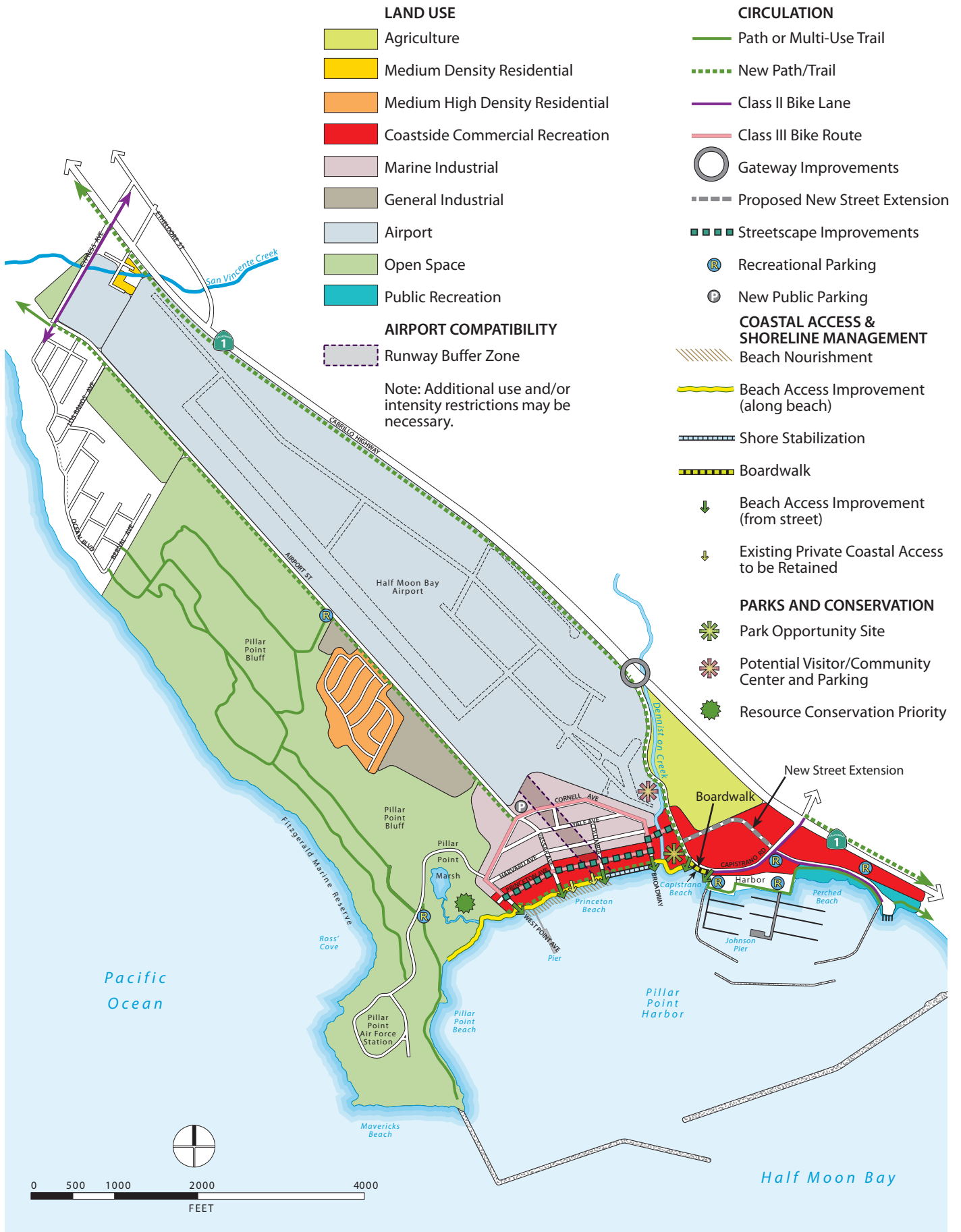
As in Alternative B, a new park would be provided at the mouth of Denniston Creek, providing a focal point linking the Capistrano area with a visitor-oriented Princeton waterfront. Alternative C would include a potential visitors’ center/community center at the southeast corner of the airport property, along Capistrano Road.

DEFINING CHARACTERISTICS

- Focus visitors, visitor-serving uses, and access improvements along waterfront
- Provide expanded opportunities for commercial recreation adjacent to open space
- Most substantial beach nourishment, shore stabilization and coastal access improvements

Figure 3-4:

Alternative C: Waterfront and Recreation Focus



This page intentionally left blank.

3.5 Comparison of Alternatives

Table 3-1 provides a summary of both the common elements and the key distinctions between the alternatives.

Table 3-1: Comparison of Alternatives

	<i>Alternative A – Refined Land Use Plan</i>	<i>Alternative B – Expanded Visitor-Serving Area</i>	<i>Alternative C – Waterfront and Recreation Focus</i>
Overall Concept	<ul style="list-style-type: none"> Minimal change to current land use designations Basic streetscape improvements, emphasis on stormwater management Minimal shoreline improvements necessary to stabilize the shoreline and meet Coastal Act requirements for access 	<ul style="list-style-type: none"> Expanded commercial recreation area; smaller industrial area; new business park district on Airport Street Princeton and Harvard become one-way couplet, with enhanced streetscape Shoreline improvements including beach nourishment and revetment and coastal access New park and visitors' center/community center opportunities 	<ul style="list-style-type: none"> Commercial recreation district expanded along new street connection in Capistrano area More substantial shoreline management and coastal access improvements New park and visitors' center/community center opportunities
Land Use	<ul style="list-style-type: none"> Current land use designations, except where updates are appropriate to achieve orderly land use patterns, including conservation priorities 	<ul style="list-style-type: none"> Coastside Commercial Recreation (CCR) district along Princeton and Harvard Avenues Potential need for intensity restrictions to ensure airport compatibility Marine Industrial area in inland triangle Light Industrial/Business Park and General Industrial areas along Airport Street 	<ul style="list-style-type: none"> CCR district along Princeton Avenue Marine Industrial district in remainder of Princeton Waterfront/ Industrial area General Industrial to the north on Airport Street
<p><u>Common to All Alternatives:</u></p> <ul style="list-style-type: none"> Refine mix of uses to optimize for coastal priorities, better align with market demand Ensure coastal-dependent uses are permitted on properties with water access, including along the Princeton shoreline Refine development and design standards to ensure small scale No expansion of residential use allowances proposed within Draft Airport Land Use Compatibility Safety Zones 2 or 3 Additional intensity restrictions may be needed within a 100-foot buffer (on each side) of the extended runway centerline to ensure airport 			

Table 3-1: Comparison of Alternatives

	Alternative A – Refined Land Use Plan	Alternative B – Expanded Visitor-Serving Area	Alternative C – Waterfront and Recreation Focus
	compatibility • Open Space designation on all Pillar Point Bluff parcels and Pillar Point Marsh, matching existing characteristics and conservation priorities.		
Circulation and Streetscape	<ul style="list-style-type: none"> • Class I Parallel Trail, east side of Hwy I • Class II bike lanes on Capistrano north of Prospect • Class II bike lanes on Airport Street • Limited pedestrian improvements on Princeton, Prospect • Potential park-and-ride at Oceano parking lot 	<ul style="list-style-type: none"> • Class I Parallel Trail, west side of Hwy I alongside Airport property, east side of Hwy I south of Capistrano (north intersection) • Class I path on west side of Capistrano north of Prospect • Class II bike lanes on Airport Street • Class II bike lanes along Princeton and Harvard • One-way couplet on Princeton, Harvard • Pedestrian enhancements along Princeton, Harvard, and Prospect • Potential park-and-ride at Oceano parking lot 	<ul style="list-style-type: none"> • New street extension across north and east side of Oceano property • Class I Parallel Trail on west side of Hwy I between Capistrano (north) and Cypress • Class I path along Airport Street • Class I path along Capistrano connecting Coastal Trail with Parallel Trail • Class I multi-use path along Princeton shoreline (Coastal Trail) • Pedestrian enhancements focused on Princeton Avenue • Potential public parking at northeast corner of Airport Street and Cornell Avenue
	<p><u>Elements Common to All:</u></p> <ul style="list-style-type: none"> • Gateway improvements at Highway I and (north) Capistrano Road intersection • Designated route for through traffic between Prospect Way and Airport Street, along Cornell Avenue and wayfinding improvements • Class II bike lane on Cypress Avenue providing connection between Parallel Trail and Coastal Trail • Class III bike routes on California, Cornell, and Stanford, providing connection between Parallel Trail and Coastal Trail • Stormwater best management practices in streetscape design 		
Coastal Access and Shoreline Management	<ul style="list-style-type: none"> • Shoreline protection measures at the minimum level necessary to meet Coastal Act requirements for access. 	<ul style="list-style-type: none"> • Potential beach fill and dunes west of Columbia, revetment east of Columbia • Boardwalk on seaward side of revetment between Broadway and Columbia • Access along beach west of Columbia • Use dredge spoils if possible 	<ul style="list-style-type: none"> • Potential seawall east of Columbia, beach nourishment west of Columbia • Walkway/multiuse trail landward of revetment along Princeton shoreline • Access along beach west of Columbia • Treatment to have natural look & feel • Boardwalk along beach side of Capistrano

Table 3-1: Comparison of Alternatives

	Alternative A – Refined Land Use Plan	Alternative B – Expanded Visitor-Serving Area	Alternative C – Waterfront and Recreation Focus
			Road <ul style="list-style-type: none"> • Use dredge spoils if possible
	<u>Elements Common to All:</u> <ul style="list-style-type: none"> • Retain existing boat ramps • Vertical coastal access improvements at all street ends • Lateral coastal access improvements along beach at Pillar Point Marsh and at both ends of Capistrano Beach • Improve signage and wayfinding, particularly between Surfers' Beach and Capistrano Road 		
Parks and Conservation		<ul style="list-style-type: none"> • Potential park site on portion of vacant parcel east of Denniston Creek • Potential visitors' center/community center and parking, Prospect and Capistrano 	<ul style="list-style-type: none"> • Potential park site on portion of vacant parcel east of Denniston Creek • Potential visitors' center/community center and parking, west side of Capistrano Road on airport property
	<u>Elements Common to All:</u> <ul style="list-style-type: none"> • Habitat enhancement and beach access improvements at Pillar Point Marsh 		
Environmental or Regulatory Effects		<ul style="list-style-type: none"> • Largest expansion of CCR district may result in greatest demand on water and sewer in constrained system • Expanded CCR may require additional restrictions to ensure airport compatibility • Any construction on Airport property will require approval from FAA • Class I trail along Capistrano Road may require tradeoffs to accommodate vehicles and remain clear of riparian habitat 	<ul style="list-style-type: none"> • Expansion of CCR district may result in greater demand on water and sewer in constrained system • New street extension across north and east side of Oceano property would require an in-depth analysis to confirm there wouldn't be a significant increase in congestion or result in traffic circulation safety issues • Any construction on Airport property will require approval from FAA • Class I trail along Capistrano Road may require tradeoffs to accommodate vehicles and remain clear of riparian habitat
	<u>Elements Common to All:</u>		

Table 3-1: Comparison of Alternatives

	<i>Alternative A – Refined Land Use Plan</i>	<i>Alternative B – Expanded Visitor-Serving Area</i>	<i>Alternative C – Waterfront and Recreation Focus</i>
	<ul style="list-style-type: none"> • Avoidance of environmentally sensitive and agricultural lands • Conservation of Pillar Point Marsh • No expansion of developable areas • Airport compatibility to be ensured through additional intensity restrictions as needed 		

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315



Plan Princeton

Summary of Community Workshop #2: Alternatives

December 2014



San Mateo County Planning Commission Meeting

Applicant:

Attachment:

File Numbers:

Table of Contents

1	Introduction	1
	Overview of the Workshop and Web-based Survey	1
2	Summary of Key Themes	3
	Land Use.....	3
	Circulation and Streetscape	3
	Coastal Access and Shoreline Management.....	3
	Parks, Conservation and Public Amenities.....	3
3	Voting on Key Issues in the Draft Alternatives	5
	Where Do You Live?.....	5
	Overall Land Use Concept.....	6
	Overall Circulation Concept.....	7
	Pedestrian and Bicycle Circulation.....	8
	Shoreline Improvements.....	8
	Parks and Public Amenities.....	9
4	Choosing the Pieces: Concept Plan for Princeton	11
	Discussion of Concepts from the Alternatives	11
5	Putting the Pieces Together: Map Exercise	14
	Table 1	15
	Table 2	16
	Table 3	17
	Table 4	18
	Table 5	19
	Table 6	20
	Table 7	21
	Table 10.....	22
	Appendix A: Workshop Presentation	23

This page intentionally left blank.

I Introduction

The unincorporated area of Princeton is undergoing updates to the General Plan, Zoning Regulations, and Local Coastal Program, led by San Mateo County. The purpose of the effort, known as Plan Princeton, is to provide policy, plan, and zoning amendments to help realize the community's vision for the future, re-evaluate land use policy, and provide clear direction to property owners and residents related to development and planning guidelines.

The development and public consideration of alternatives is a key step in the Plan Princeton process. Three alternatives were developed in coordination with the Technical Advisory Committee and the Steering Committee for Plan Princeton, and presented to the public at a community workshop and on the project website. The concepts show a range of options to guide future development, coastal access and circulation, and community enhancement. This memo summarizes community response to the alternative concepts, and preferences for Princeton's future. A Preferred Plan will be developed based on this feedback.



Approximately 85 community members participated in the workshop, and provided feedback on alternative concepts for future land use, circulation, and public improvements in Princeton.

OVERVIEW OF THE WORKSHOP AND WEB-BASED SURVEY

The second community workshop for Plan Princeton was held on October 2, 2014 in the ballroom of the Oceano Hotel & Spa in Princeton. The purpose of the workshop was twofold. First, the workshop was a venue to inform the community about the findings of the existing conditions analysis and the community visioning process to date. Second, it was a forum for community members to provide feedback on alternative concepts for future land use, circulation,

Plan Princeton Community Workshop #2 Summary

and public improvements in Princeton. The workshop presentation, including the three Alternatives, is provided as Appendix A.

The workshop began with a presentation on existing conditions and the community vision, and an introduction to the alternative concepts. Participants then provided feedback in three activities. In the first exercise, participants used electronic voting consoles to weigh in on specific aspects of the alternative concepts. The second activity (“Choosing the Pieces”) was a small-group conversation in which people expressed what they liked and didn’t like about the alternatives, and identified the “defining characteristics” of a concept plan for Princeton that the table group could agree on. Third, each small group worked on tabletop maps, “Putting the Pieces Together” to draw up their concept plan. Approximately 85 community members participated in the workshop, along with facilitators from the County and consultant team.

The workshop’s voting exercise was replicated on the project website, www.PlanPrinceton.com, running for two weeks, from October 8 to October 22. The online survey received ten responses.

2 Summary of Key Themes

The variety of exercises was meant to give participants different ways of thinking about and responding to choices for Princeton, both individually and through conversation. A discussion of the results of each exercise is provided in the sections that follow. Here, the report identifies key themes that came through in each exercise, by topic area.

LAND USE

The overall response indicates a desire for minimal change, but also the sense that visitor-oriented uses could play a larger role. In the small group discussions, notes show how groups considered the need to support both recreation and economic development, and to find a balance between marine industrial and commercial recreation uses. Participants discussed a broader use mix for the Princeton Waterfront area that could also include galleries, craft industry, marine research, technology, and general industrial uses. The desire for clean-up of blighted properties also came up. With the mapping exercise, a preference for Coastside Commercial Recreation uses to be concentrated along Princeton Avenue emerged.

CIRCULATION AND STREETScape

Participants clearly preferred the concepts of pedestrian-oriented streetscape improvements along Princeton Avenue, and a Parallel Trail on the west side of Highway 1 connecting into Princeton along Capistrano Road and linking to the Coastal Trail. Table discussion notes show an interest in greater safety and accessibility for people on foot and on bikes, and in more off-street paths. There was also discussion of the need for clearer traffic circulation patterns through the Princeton area. The mapping exercise explored that further, with one table suggesting a new street connection between Capistrano and Broadway. Maps also explored the Parallel Trail route, and pointed to the challenge of pedestrian and bikes crossing Highway 1.

COASTAL ACCESS AND SHORELINE MANAGEMENT

In the voting exercise, community members showed a preference for minimal shoreline improvements needed to meet Coastal Act access requirements. People also liked the idea of a boardwalk along Capistrano Road. Both the discussions and the mapping exercise showed support for improved beach access from street ends, and a boardwalk along the shore, with exploration of different locations for these improvements.

PARKS, CONSERVATION AND PUBLIC AMENITIES

The idea of a new park at Capistrano Road and Prospect Way was popular in the voting exercise, and was a common topic of discussion in the small groups. While some concerns arose, the idea was still supported, and appears on several of the sketch maps. The community expressed interest in having both a community center and a visitors' center. While these uses were often referred to

Plan Princeton Community Workshop #2 Summary

collectively, the community was clear in their opinion that the two types of centers serve different purposes and the Plan should explore having these as separate uses. A visitors'/community center appears in several locations on group maps, including north of the Oceano Hotel; adjacent to the proposed park; or on the north side of Cornell Avenue. One group proposed separate visitors' and community centers, with the community center located along Airport Street between the Pillar Ridge manufactured home community and the Shelter Cover area to the north. The maps also showed a strong interest in preserving agriculture on all or part of the land west of Airport Street north of the Princeton Waterfront area, and north of the hotel property, while conserving habitat at Pillar Point Marsh and Denniston Creek and enhancing trail connections with the open space on Pillar Point Bluff.

3 Voting on Key Issues in the Draft Alternatives

At the workshop, participants used “clickers” to vote through an interactive wireless system connected to the presentation computer. Following the presentation by Dyett & Bhatia on the alternative concepts, Kendall Flint (Flint Strategies) led a voting exercise, with a series of slides offering “priority ranking” or “multiple choice” selection for key issues. The questions allowed for a more targeted understanding of what participants liked best and least from each of the alternatives. To measure the results, questions that required ranking priorities were scored on a scale, with “1”, “2”, and “3” rankings receiving 10, 6, and 2 points, respectively. Zero points were assigned to choices that received no ranking. Questions offering participants to identify one or more than one answer from a set of multiple choices were analyzed on a simple “count” basis. The same set of questions was then provided on the project website, and responses were taken over a two-week period. Results are summarized below.

WHERE DO YOU LIVE?

Participants were first asked where they lived. Workshop participants came from throughout the Midcoast, with nearly the same number coming from the communities of El Granada, Moss Beach, Montara, Half Moon Bay, and Princeton itself. Nine participants came from outside the area. Six of the nine respondents to the online survey question reported living in El Granada.

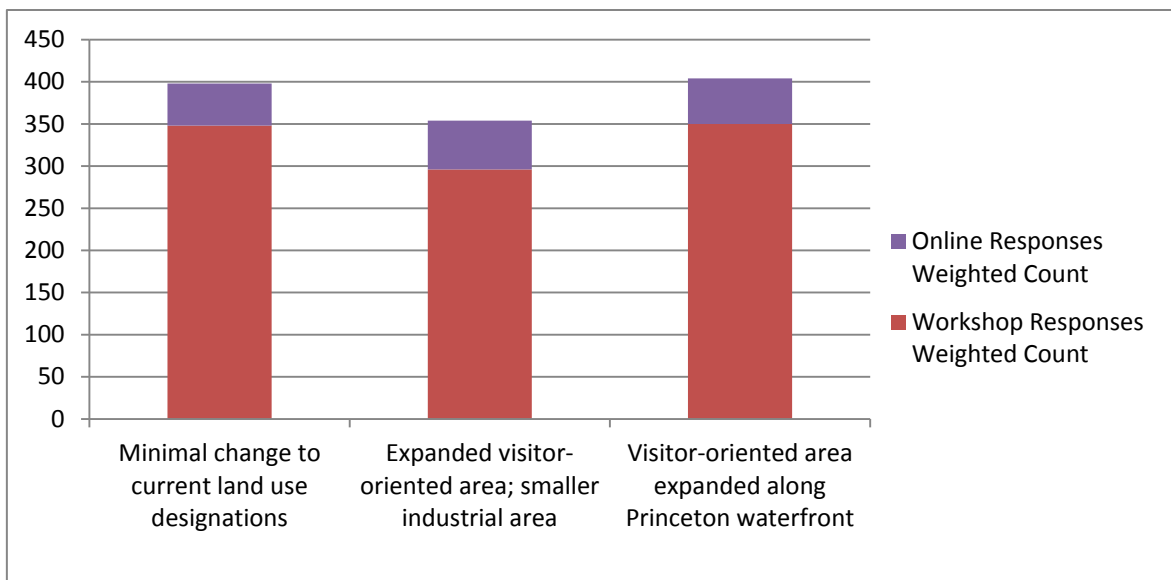
OVERALL LAND USE CONCEPT

Participants were asked to rank the overall land use concept from each of the three alternatives. These were:

- Minimal change to current land use designations
- Expanded visitor-oriented area; smaller industrial area
- Visitor-oriented area expanded along Princeton waterfront

In both the workshop and online formats, respondents were very closely split among these preferences. At the workshop, voting preferences were nearly evenly split between the first and third statements, “minimal change” and “visitor-oriented area expanded along the Princeton waterfront,” receiving weighted counts of 348 and 350, respectively. In the online version, the average ranking of the three statements were almost identical, with the second statement—expanded visitor-oriented area, smaller industrial area—performing slightly higher than the others.

Voting Results



Community Preference: Mixed

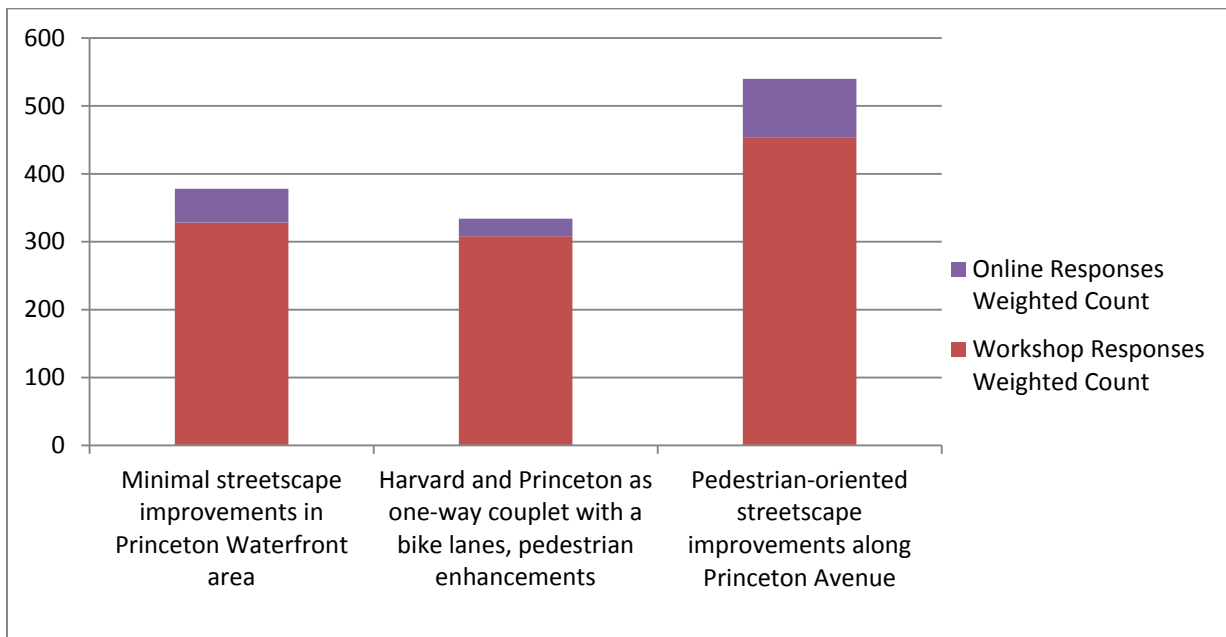
OVERALL CIRCULATION CONCEPT

The next question asked participants to rank three statements about the overall circulation concept from each alternative:

- Minimal streetscape improvements in Princeton Waterfront area
- Harvard and Princeton as one-way couplet with bike lanes, pedestrian enhancements
- Pedestrian-oriented streetscape improvements along Princeton Avenue

At the workshop, the third statement—pedestrian-oriented streetscape improvements along Princeton Avenue—was the clear preference. Online respondents also indicated a strong preference for pedestrian-oriented streetscape improvements along Princeton Avenue.

Voting Results



Community Preference: *Pedestrian-oriented streetscape improvements along Princeton Avenue.*

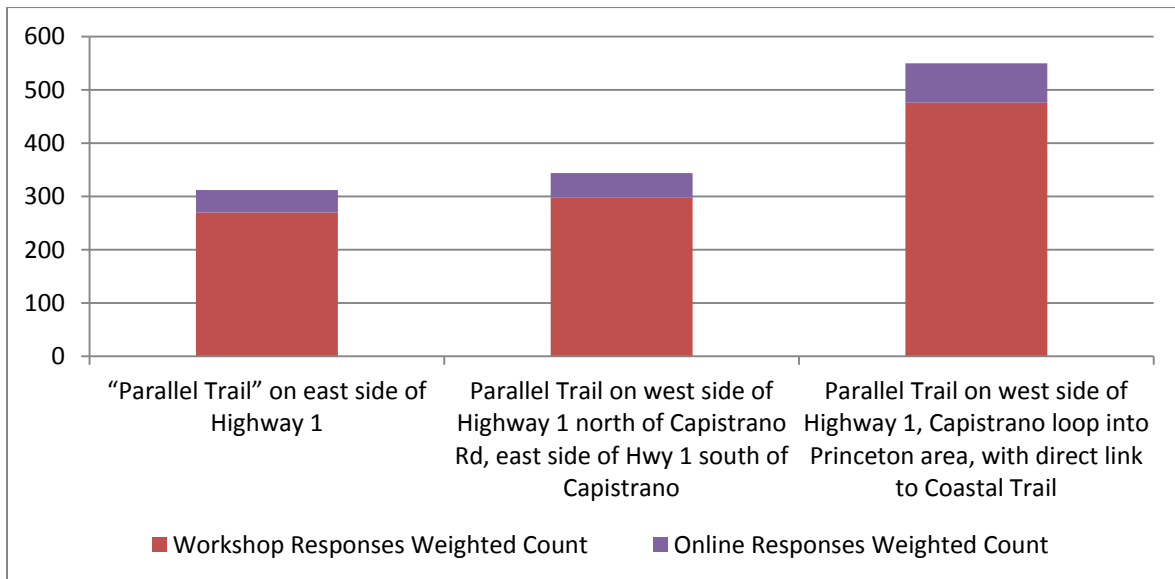
PEDESTRIAN AND BICYCLE CIRCULATION

Participants were asked to weigh in on the alignment of a future “Parallel Trail” for bicycles and pedestrians, along the Highway 1 corridor. The options were:

- “Parallel Trail” on east side of Highway 1
- “Parallel Trail” on west side of Highway 1 north of Capistrano Rd, east side of Hwy 1 south of Capistrano
- “Parallel Trail” on west side of Highway 1, Capistrano loop into Princeton area, with direct link to Coastal Trail.

Workshop and online participants clearly favored the third statement, with an overall weighted score considerably higher than the other choices.

Voting Results



Community Preference: *Parallel Trail on west side of Highway 1, Capistrano loop into Princeton area, with direct link to Coastal Trail.*

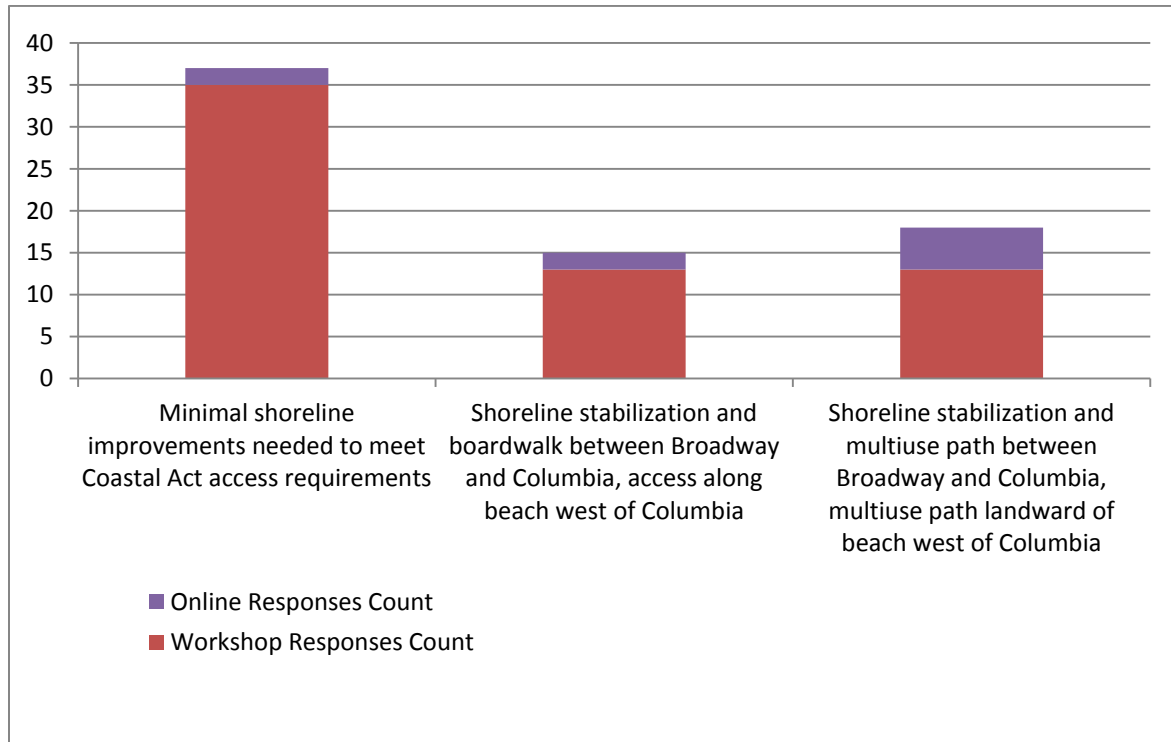
SHORELINE IMPROVEMENTS

The next question sought to gauge community preferences with regard to the level and character of potential improvements along the shoreline having to do with coastal access and erosion:

- Minimal shoreline improvements needed to meet Coastal Act access requirements
- Shoreline stabilization and boardwalk between Broadway and Columbia, access along beach west of Columbia
- Shoreline stabilization and multiuse path between Broadway and Columbia, multiuse path landward of beach west of Columbia

At the workshop, the first statement was the clear favorite, preferred by 35 of 61 participants, with the remainder split evenly between the other two choices. Online respondents, in contrast, were most supportive of the third statement, picked first by 5 of 9 respondents.

Voting Results



Community Preference: *Minimal shoreline improvements needed to meet Coastal Act requirements. [Online responses favored third statement.]*

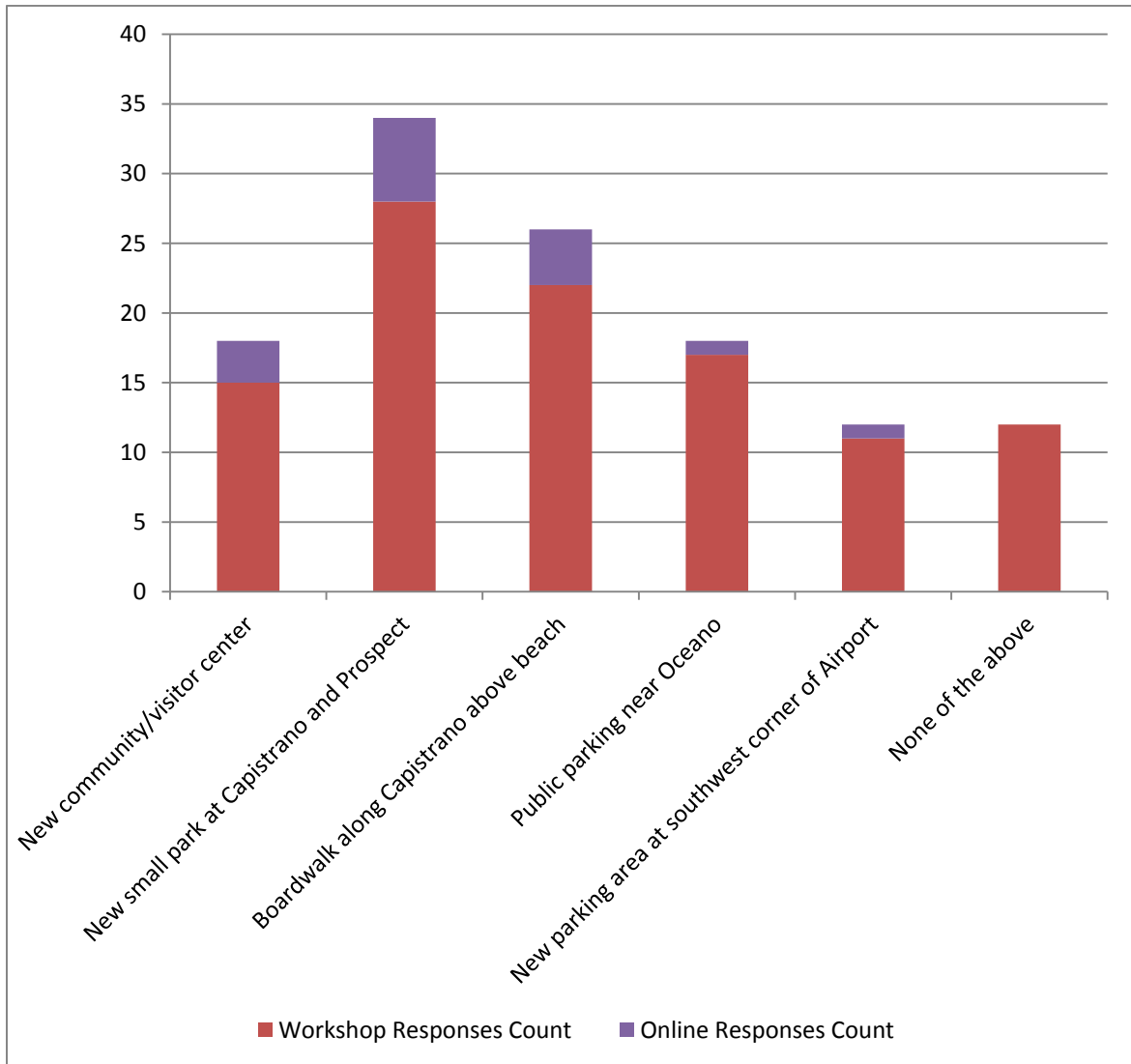
PARKS AND PUBLIC AMENITIES

Participants were given a list five potential park or other public improvements, and asked to identify two things that they would want to have in Princeton. The options were:

- New community/visitor center
- New small park at Capistrano and Prospect
- Boardwalk along Capistrano above beach
- Public parking near Oceano
- New parking area at southwest corner of Airport (Airport and Cornell)
- None of the above

Workshop participants and online respondents both indicated clear preferences for a new small park at Capistrano and Prospect, and a boardwalk along Capistrano above the beach. A new public parking area at the southwest corner of the airport received the least support.

Voting Results



Community Preferences: (1) *New small park at Capistrano and Prospect*; (2) *Boardwalk along Capistrano above beach.*

4 Choosing the Pieces: Concept Plan for Princeton

Following the voting exercise, the workshop shifted to the small-group setting. Around each table, participants introduced themselves, and shared with their group what they liked and didn't like about the alternatives presented. Facilitators kept track of key points by taking notes on flip pads. Groups then sought to identify “defining characteristics” of their own preferred plan. The summary provided here is based on the notes from the flip pads. There were eight groups, at Tables 1 through 7 and Table 10. Not all tables had something to say about each topic, and Table 6 did not specify “defining characteristics.” Nevertheless, the discussion notes provide a good overall sense of the conversations.

DISCUSSION OF CONCEPTS FROM THE ALTERNATIVES

Land Use

Several groups indicated a preference for minimal change to the existing mix of land uses. There was openness to expansion of the types of uses that may be appropriate, and support for more visitor-serving uses as part of that mix, especially along the waterfront. Some participants voiced concern that allowing more visitor-oriented commercial uses would change the character of Princeton, bring too much traffic, and price out existing businesses.

One group indicated an interest in marine research uses and “artisan” activities, while two tables were against a business park designation. Two groups also did not like the expansion of the airport overlay—something Plan Princeton is not able to control. Two sets of discussion notes identify the desire for blighted properties to be cleaned up and for code enforcement to be consistent.

Defining Characteristics

Table 1

- Alternative A as starting point
- Keep current; minimal change

Table 2

- Mixed use spaces
- No office parks
- Limit visitors to just waterfront
- Keep it quaint

Table 3

- More CCR along Princeton
- No business park

Table 4

- Mix and match alt A & C
- More alt A as framework; C as supplement

Table 5

- Keep it the same
- Allow property owners more options
- Fix/cleanup blighted areas
- Unclear direction from Coastal causes issues for property owners

Table 7

- Need to support both recreation and economic activity
- Expansion of CCR but importance of marine related uses-find a balance

Table 10

- What does 'visitor commercial' mean?
Marine vs. general industrial?

Circulation and Streetscape

Discussion notes from at least half the tables indicate a desire for greater safety and accessibility for people on foot and on bikes. Comments include a desire for pedestrians and bikes to be accommodated on separate paths or protected lanes, away from traffic. Better bike and pedestrian access was seen as something that will make the area more attractive to tourists. There was interest in clarifying travel routes for through traffic, and concern about better handling fishing-related vehicles. Two groups seemed interested in using one-way couplets as a way to clarify traffic flow; two other groups voiced clear objection to one-way couplets. There was concern about the level of traffic in general. Two groups discussed the need for better parking and circulation strategies for events and peak seasonal times. The Parallel Trail concept was discussed, with one group seeming to favor a west side alignment, one group an east side alignment, and one group suggesting both sides of the highway.

Defining Characteristics

Table 1

- Pedestrian traffic made easier/safer walkways
- Alternative for through traffic

Table 3

- Too much traffic/congestion
- New street where Cornell meets Broadway (bottleneck on Prospect)

Table 5

- Path on west side [of Highway 1]

Table 7

- No one-way streets
- Pedestrian safety
- Western side [of Highway 1] for bike path is more connected

Table 10

- Pedestrian flow, specifically waterfront
- Adequate parking
- Improving street lights

Coastal Access and Shoreline Management

Based on discussion notes, four table groups liked the idea of increased or improved beach access. One group specifically endorsed streetscape improvements on streets that provide access to the coast in the Princeton Waterfront area. Three groups stated support for a boardwalk along the shore, and one table noted support for more paths along the water. However, there was some disagreement about where there should be paths and boardwalks. One group specified that a boardwalk was appropriate along Capistrano. Another group stated that stairs leading to the beach would be preferable to a boardwalk there. Another table stated that there should not be a boardwalk along Ocean Boulevard, the undeveloped public right-of-way along the Princeton waterfront. One table indicated support for beach restoration, and another for erosion protection, including a seawall.

Defining Characteristics

Table 1

- Preference for increased/improved beach access

Table 3

- Beach nourishment and access (not at Broadway)

Table 5

- More erosion control/sea wall
- More coastal access

Table 7

- Staircase beach access vs. boardwalk

Table 10

- Ocean Blvd too expensive to move back
- Minimal amount of improvements to shoreline

Parks, Conservation, and Public Amenities

The idea of a park on the undeveloped lot between Capistrano Road and the shore was popular, with five table groups indicating support for it in their notes. There were some concerns about a new park: one comment noted that a park could attract transients, and another pointed out the cost of acquisition. Two groups liked the idea of a visitors' center, and at least one group considered whether it would serve visitors or the community. One table wanted to see Denniston Creek preserved for wildlife.

Defining Characteristic

Table 3

- No community center

Table 5

- Add park between Capistrano and Broadway

5 Putting the Pieces Together: Map Exercise

The second activity gave participants the opportunity to do “hands-on” work directly on tabletop maps, using “puzzle piece” stickers, pens and markers. With some guidance from facilitators, participants worked together to develop a map that fleshed out their preferred concept for Princeton. The exercise involved conversation, brainstorming, and marking on the maps, using the same colors and symbols that were used for the alternatives presented by the planning team. The “defining characteristics” for each table group, presented above, may be looked at alongside the map each table drew to illustrate the group’s priorities. The maps provide a vivid display of ideas. Ideas presented on the sketch maps are summarized below, alongside each map.

TABLE I

- Alternative A as framework
- Minimal change

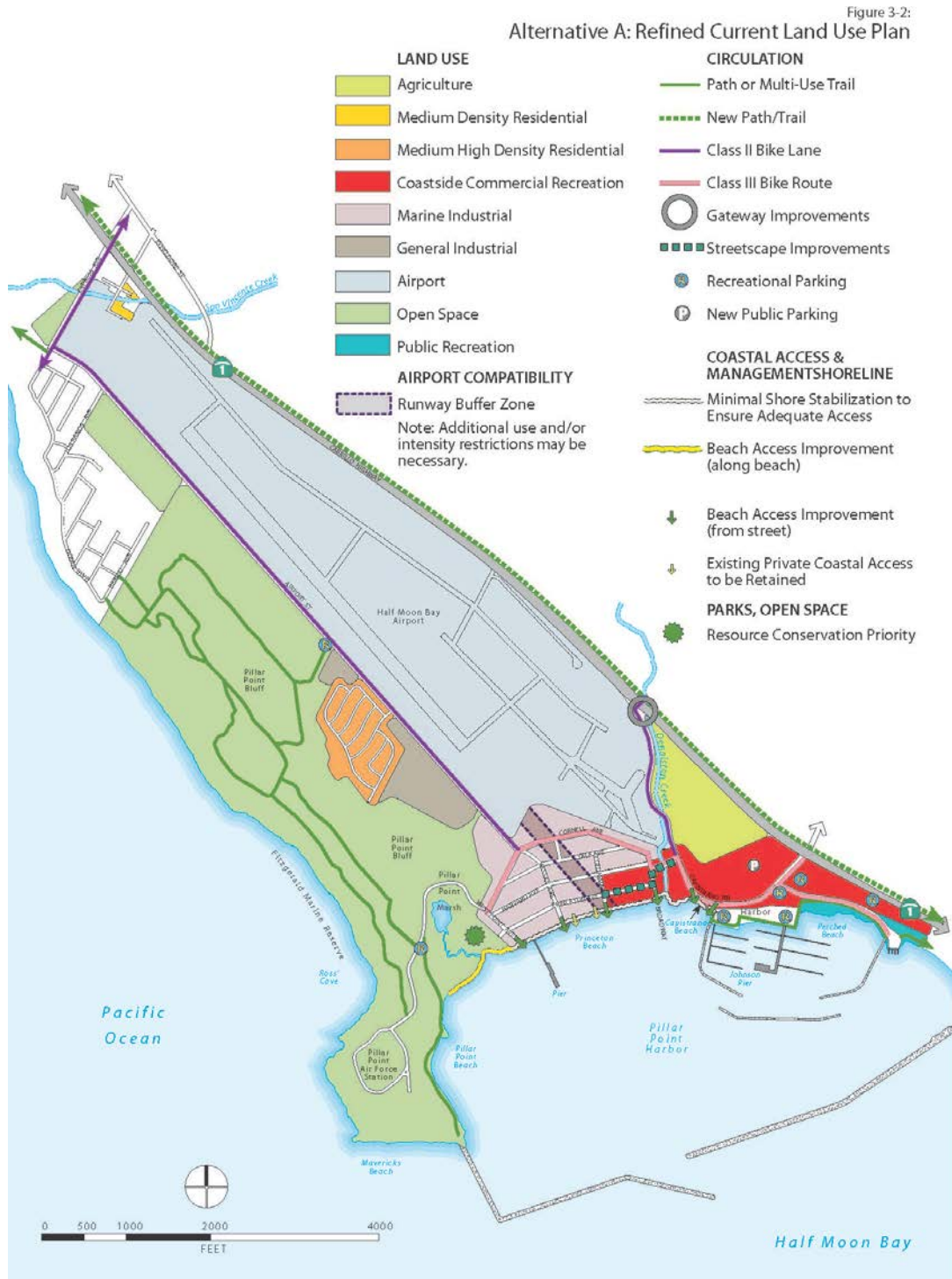


TABLE 2

- Small-scale visitor-serving uses along Princeton Avenue (“accent on quaint, not thinking Monterey”)
- Bike paths on both sides of Highway 1
- Beach access from West Point Avenue
- A small park at Capistrano and Prospect
- A visitors’ center in the parking lot behind the Oceano Hotel
- A community center along the west side of Airport Street close to the Seal Cove community
- Clean-up of pollution in the bay



TABLE 3

- Visitor-serving uses along Princeton Avenue
- Enhanced shoreline access from the ends of streets in the Princeton Waterfront area
- A boardwalk or other access along the Princeton shoreline
- Agriculture on the west side of Airport Street north of the Princeton Waterfront, and north of the Oceano Hotel property
- A small park at Capistrano and Prospect
- Conservation of Pillar Point Marsh
- Preserved open space and trails on Pillar Point
- A trail connection along Princeton Avenue and through the Harbor, connecting the Pillar Point trails with the Coastal Trail



TABLE 4

- Agriculture/open space on the west side of Airport Street north of the Princeton Waterfront area
- A small park and visitors'/community center between Capistrano Road and Denniston Creek
- Access to the shore along Capistrano Road



TABLE 5

- Visitor-serving area extended west along Princeton Avenue to West Point Avenue
- Continue existing uses in remainder of Princeton Waterfront area, with clean up
- Small park at Capistrano and Prospect
- Recreation area along ocean shore of Pillar Point Bluff
- New public parking on Capistrano Road and along the north side of Cornell



TABLE 6

- Recreation uses along the south side of Princeton Avenue
- Galleries, light industrial, general industrial, tech hub, and business start-ups in the Princeton Waterfront area
- Business uses on the west side of Airport Street on a portion of land north of the Princeton Waterfront area
- A new street connecting Broadway to Capistrano north of the existing connection at Prospect, as a response to congestion
- Parallel Trail on the west side of Highway 1, and consideration of potential traffic challenge with pedestrian crossings of Highway 1
- A boardwalk along the Princeton shoreline, but no armoring of the shore
- A new community center and visitors' center on two different sites on the north side of Cornell/California
- Small park at Capistrano and Prospect
- Another park site on Yale Avenue
- Conservation of Pillar Point Marsh



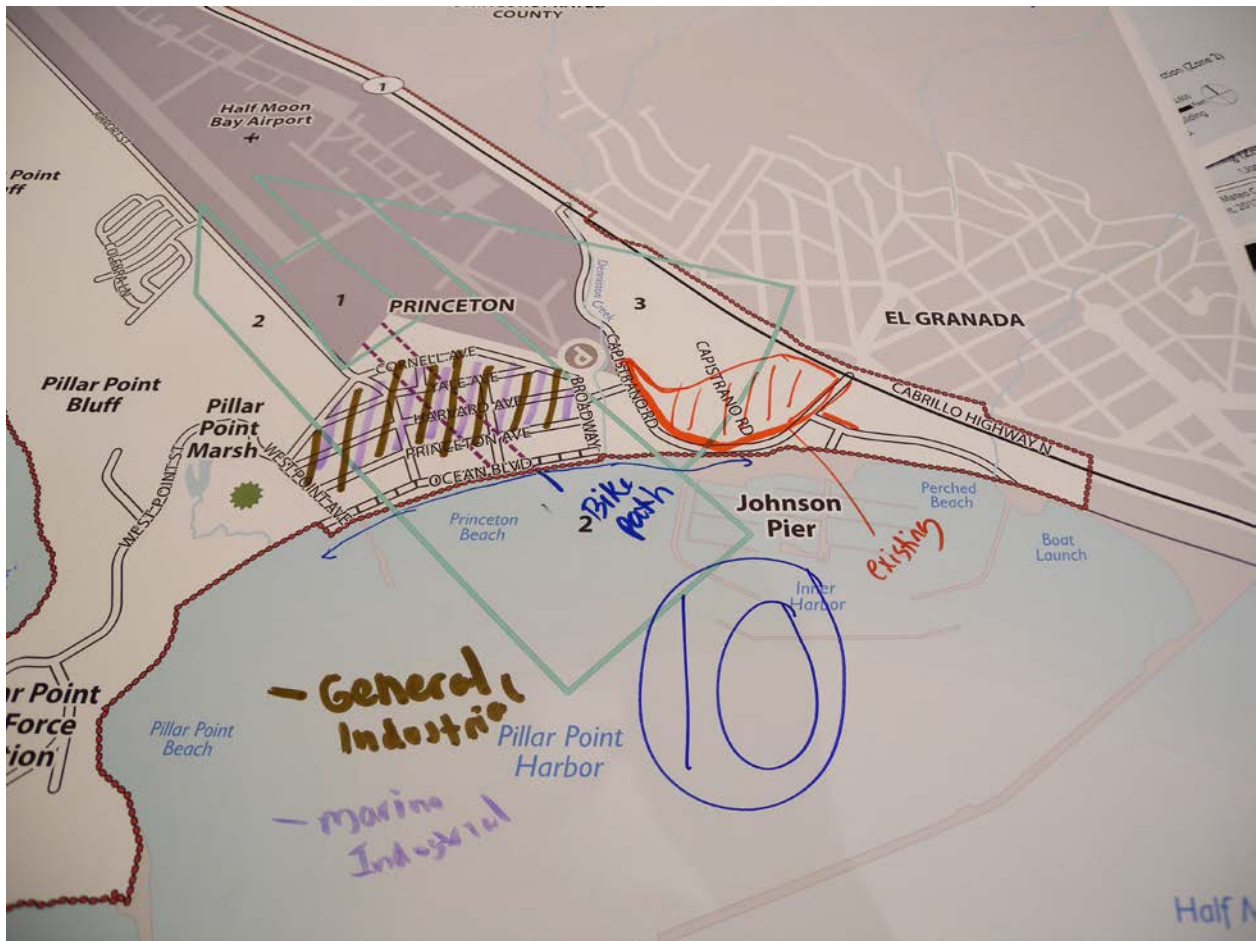
TABLE 7

- Designation of all of the Princeton Waterfront and the developed Capistrano Road area as mixed use, for marine and CCR [Coastal Commercial Recreation] uses
- No new street connection through the Oceano Hotel parking area
- Visitors’/community center northeast of the Oceano Hotel, and public parking near the signalized intersection of Highway 1 and Capistrano Road
- Boardwalk along the Princeton shoreline between Denniston Creek and Vassar Avenue
- Conservation of Pillar Point Marsh and Denniston Creek
- Conservation of the agricultural land west of Airport Street, and between Capistrano Road and Highway 1



TABLE 10

- A mix of General Industrial and Marine Industrial in the Princeton Waterfront area north of Princeton Avenue
- Existing visitor-serving commercial area along Capistrano Road
- Bike path along the Princeton shoreline
- Conservation of Pillar Point Marsh



Appendix A: Workshop Presentation

This page intentionally left blank.



Plan Princeton

Community Workshop #2
October 2, 2014

DYETT & BHATIA
Urban and Regional Planners

Agenda

- Project Overview
- Group Input on Key Issues
- Activity #1: Choosing the Pieces: Concept Plan for Princeton
- Activity #2: Putting the Puzzle Together: Map Exercise
- Group Reportback
- Next Steps

DYETT & BHATIA
Urban and Regional Planners

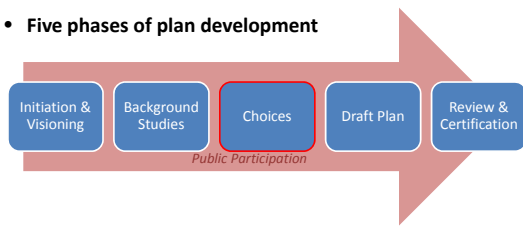
Purpose of Plan Princeton

- Enhance coastal access, recreation & education opportunities
- Support coastal-dependent & coastal-related uses
- Provide needed facilities for commercial fishing industry & recreational boaters
- Promote economic development
- Abate neighborhood blight & zoning violations
- Address parking, circulation, & infrastructure needs
- Identify & evaluate potential solutions to shoreline erosion
- Protect & restore water quality & sensitive habitats
- Comply with State Coastal Act & State airport compatibility requirements

DYETT & BHATIA
Urban and Regional Planners

Overview of Project Schedule

- Five phases of plan development



DYETT & BHATIA
Urban and Regional Planners

Community Vision: Key Themes

- “Don’t Change”
 - Very little or no new development
 - Support for nuisance abatement, code enforcement, street lights, more policing
- Preserve Existing Character
 - Funky, mixed use, working waterfront
 - Scenic coastal setting
 - Small scale and community feeling



DYETT & BHATIA
Urban and Regional Planners


Community Vision Key Themes: Land Use

- Allow for a Mix of Uses
 - Marine-related uses
 - Limited demand recognized
 - May not need to be on waterfront
 - Recreational and visitor-oriented uses
 - Coastal location, assets should be more accessible
 - Visitor-oriented uses and marine uses can have synergy
 - Industrial, warehouse, R&D uses
 - Appropriate for inland locations
 - Residential and live-work uses
 - Supported by some as a component of new development
 - Limited by airport and the Coastal Act

DYETT & BHATIA
Urban and Regional Planners




Community Vision Key Themes: Coastal Access and Resources

- **Protect the Shoreline**
 - Erosion a concern for many
 - Managed approach at community scale
- **Improve Access to Coastal Recreation**
 - New multi-use trails, paths and bike lanes
 - Better pedestrian experience
 - More parking
 - Traffic is a concern
- **Protect Coastal Resources**
 - Water quality in Harbor related to runoff
 - Pillar Point Marsh: habitat and scenic values




Existing Conditions Analysis

- **Existing Conditions Report, May 2014**
 - Introduction
 - Land Use & Design
 - Fishing, Boating, and Visitor Needs
 - Environmental Resources
 - Natural Hazards and Shoreline Erosion
 - Circulation, Parking, and Coastal Access
 - Infrastructure, Public Services and Facilities

Regulatory Background

- **Coastal Zone**
 - CCR district intended for visitor-oriented uses
 - W district serves to maintain working waterfront
- **Airport Compatibility Plan**
 - Airport Overlay (AO) prohibits residential uses, restricts intensity
 - Draft Safety Zones would expand area subject to airport land use compatibility requirements

Commercial Fishing, Seafood Processing & Distribution




- **Second most significant commercial fishing port in Bay Area**
- **Narrow margin business**
 - Viable because of strength of crab
 - Direct-to-consumer sales provide top dollar
- **Seafood-related business expansion is unlikely to be a major economic driver**







Commercial Fishing, Seafood Processing & Distribution

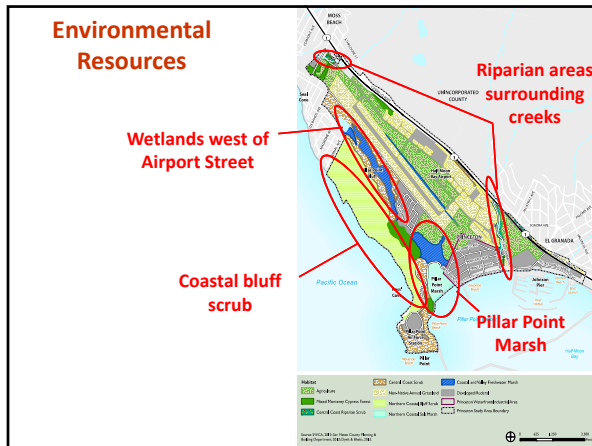
- **Major processors and wholesalers no longer need to be located near the ocean**
- **Opportunities for small-scale, local-serving specialty seafood projects or ventures**
- **Natural resource constraints and market conditions are limiting factors**
- **Unlikely entire area of Princeton needed for marine related uses**

Economic and Market Conditions

- **Industrial**
 - Only industrially-zoned land between Pacifica and Half Moon Bay
 - In some cases, industrial space users, such as metal workers, may serve both maritime and non-maritime clientele
- **Tourism**
 - Area is well-positioned to further develop its visitor-serving economy, including expansion of lodging, retail, and recreation activities and land uses



Natural Hazards and Shoreline Erosion

Unpermitted and/or non-engineered shoreline protection structures

Plan Princeton

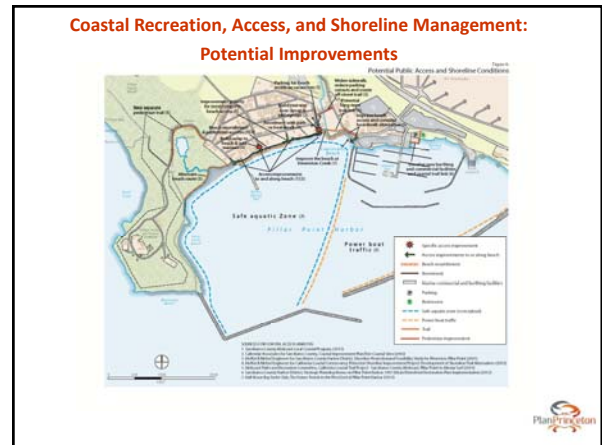
DYETT & BHATIA
Urban and Regional Planners

Circulation, Parking, and Coastal Access

- Topic Areas:**
 - Motor vehicles
 - Bicycle and pedestrian
 - Transit
 - Parking
 - Coastal Access

Plan Princeton

DYETT & BHATIA
Urban and Regional Planners



What Choices are We Looking at Now?

- We are looking at:**
 - Overall Land Use Character
 - Circulation Network
 - Streetscape Concepts
 - Coastal Access Priorities
 - Shoreline Management Approach
 - Conservation, Park, and Open Space Priorities
- We are not yet focusing on:**
 - Development and Design Standards (Height Limits, Setbacks, etc.)
 - Specific Improvements

Plan Princeton

DYETT & BHATIA
Urban and Regional Planners

Conceptual Land Use Designations

Defining the General Character of an Area



- Coastside Commercial Recreation**
 - Retail, recreational services, restaurants, lodging, mixed-use residential
 - Targeted uses in Shoreline Area
- Marine Industrial**
 - Light industrial, storage, recreation
 - Targeted to marine-related trades in Shoreline Area
- General Industrial**
 - Light industrial, manufacturing, R&D
- Business Park**
 - R&D, light industrial, office

Plan Princeton

DYETT & BHATIA
Urban and Regional Planners



Conceptual Land Use Designations

- Residential**
 - Medium Density: 6 – 9 units/acre
 - Medium High Density: 9 – 17 units/acre
 - Not allowed in Draft Airport Safety Zones 2 and 3
- Airport**
 - Airport; other uses compatible with operations, noise and safety criteria
- Agriculture**
 - Agriculture, ancillary lands
- Open Space**
 - Protected natural resources, recreation areas
- Public Recreation**
 - Public land; recreation focus


Characteristics Common to Alternatives

- Land Use**
 - Align mix of uses with Coastal Act priorities
 - No additional residential in airport safety zones 2 and 3
 - Update development and design standards
- Circulation and Streetscape**
 - “Gateway” improvements at Highway 1 and Capistrano
 - Bike and pedestrian improvements
 - Stormwater best management practices
- Coastal Access and Shoreline Management**
 - Managed shoreline strategy
 - Access improvements, “soft” approach
- Parks, Recreation, Conservation, Public Facilities**
 - Habitat and access improvements at Pillar Point Marsh


Alternative A: Refined Current Land Use Plan

- Minimal Change to Current Land Use Designations
- Shoreline improvements at minimum level necessary to provide required coastal access
- Basic Streetscape Improvements, Emphasis on Stormwater Management




Alternative B: Expanded Visitor-Serving Area

- Princeton and Harvard are One-Way Couplet in Expanded Visitor-Oriented District
- Marine Industrial on Inland Triangle
- Business Park, Industrial Along Airport Street
- Substantial Streetscape Improvements to Support Visitor Uses
- Beach Nourishment, Shoreline Stabilization, Coastal Access



Alternative C: Waterfront and Recreation Focus

- Focus Visitor-Serving Uses, Commercial Recreation, and Access Improvements along Waterfront
- New Street Connection in Capistrano Area
- Most Substantial Beach Nourishment, Shore Stabilization, Coastal Access Improvements



Comparison of Alternatives: Land Use

	Alternative A	Alternative B	Alternative C
Capistrano Road Area	Current land use designations		
Princeton Waterfront	Current land use designations	<ul style="list-style-type: none"> CCR district along Princeton and Harvard Potential need for intensity restrictions to ensure airport compatibility Marine Industrial area in inland triangle 	<ul style="list-style-type: none"> CCR district along Princeton Avenue Marine Industrial in remainder of Princeton Waterfront area
West of Airport Street	<ul style="list-style-type: none"> General Industrial (north) Marine Industrial (south) 	<ul style="list-style-type: none"> Business Park/Light Industrial (north) General Industrial (south) 	<ul style="list-style-type: none"> General Industrial (north) Marine Industrial (south)
	Open Space on Pillar Point, Marsh		
	No additional residential in airport safety zones 2 and 3		

Comparison of Alternatives: Traffic Circulation and Parking

	Alternative A	Alternative B	Alternative C
Traffic Circulation	Existing circulation pattern	One-way couplet on Princeton and Harvard	New street connection in Capistrano area
Parking	Potential new public parking at/near Oceano	Potential new public parking at/near Oceano	Potential new public parking at NE corner Airport and Cornell
Visitors' Center and Recreational Parking	None	Potential visitors'/community center and parking, Prospect and Capistrano	Potential visitors'/community center and parking, Airport land along Capistrano

Plan Princeton DYETT & BHATIA
Urban and Regional Planners

Comparison of Alternatives: Pedestrian and Bicycle Improvements

	Alternative A	Alternative B	Alternative C
Pedestrian and Streetscape Improvements	Limited streetscape improvements on Princeton, Prospect	Pedestrian enhancements on Princeton, Harvard, Prospect	Pedestrian enhancements on length of Princeton, Prospect
Bicycle Improvements	<ul style="list-style-type: none"> Gateway improvements at Highway 1 and (north) Capistrano intersection Stormwater BMPs Class I Parallel Trail on east side of Hwy 1 Class II bike lanes on Capistrano north of Prospect Class II bike lanes on Airport Street 	<ul style="list-style-type: none"> Class I Parallel Trail on west side of Hwy 1 along airport Class I path on west side of Capistrano Class II bike lanes on Princeton, Harvard Class I path on east side of Airport St. 	<ul style="list-style-type: none"> Class I Parallel Trail on west side of Hwy 1 along airport Class I path on west side of Capistrano Class I path along waterfront Class I path on west side of Airport St.
Class II and III bike route providing connection between Parallel and Coastal Trail			

Plan Princeton DYETT & BHATIA
Urban and Regional Planners

Comparison of Alternatives: Coastal Access and Shoreline Management

	Alternative A	Alternative B	Alternative C
Coastal Access Improvements	Minimum improvements necessary to meet Coastal Act access requirements	Boardwalk on seaward side of revetment, Broadway to Columbia	Multi-use trail along Princeton shoreline from Broadway to West Point
Shoreline Management	<ul style="list-style-type: none"> Access improvements along beach west of Columbia Avenue, at Pillar Point Marsh, Capistrano Beach Vertical coastal access improvements at all street ends Retain existing boat ramps Signage and wayfinding 	Potential revetment east of Columbia	Potential seawall east of Columbia
	<ul style="list-style-type: none"> Potential beach nourishment west of Columbia Use dredge spoils if possible 		

Plan Princeton DYETT & BHATIA
Urban and Regional Planners

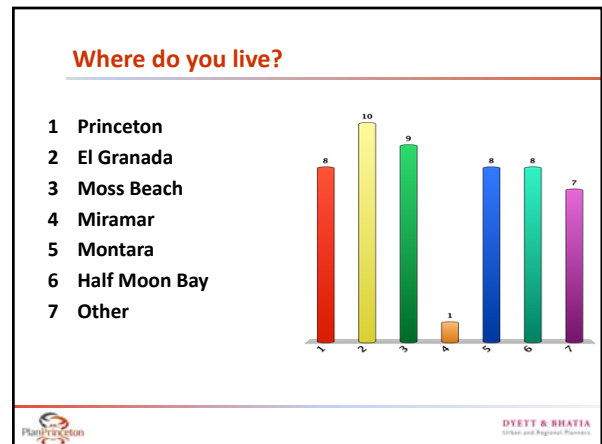
Comparison of Alternatives: Parks and Conservation

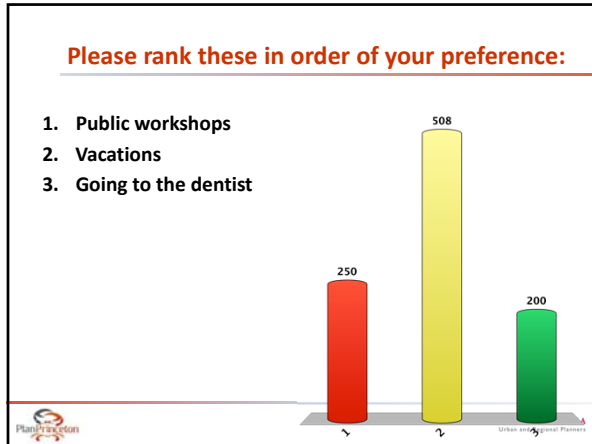
	Alternative A	Alternative B	Alternative C
Parks	No changes	Potential park site on portion of vacant parcel east of Denniston Creek	Potential park site on portion of vacant parcel east of Denniston Creek
Recreation	Beach access improvements compatible with habitat enhancement, Pillar Point Marsh		
Environmental Effects		<ul style="list-style-type: none"> Greater demand on water and sewer May require additional restrictions to ensure airport compatibility 	<ul style="list-style-type: none"> Greater demand on water and sewer
	<ul style="list-style-type: none"> Avoidance of environmentally sensitive lands Conservation of Pillar Point Marsh 		

Plan Princeton DYETT & BHATIA
Urban and Regional Planners

About you!

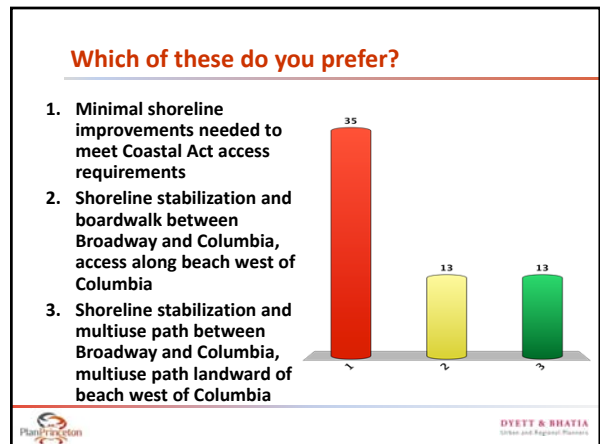
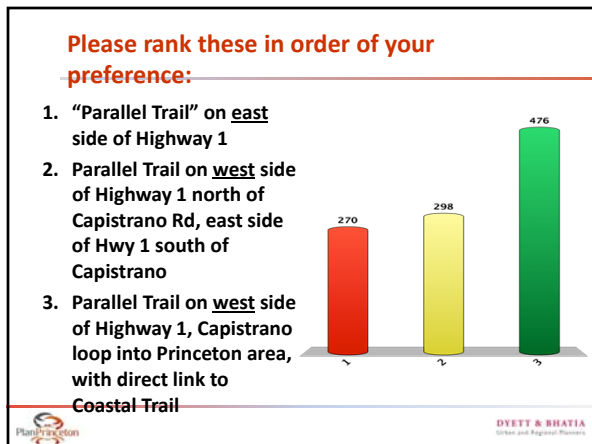
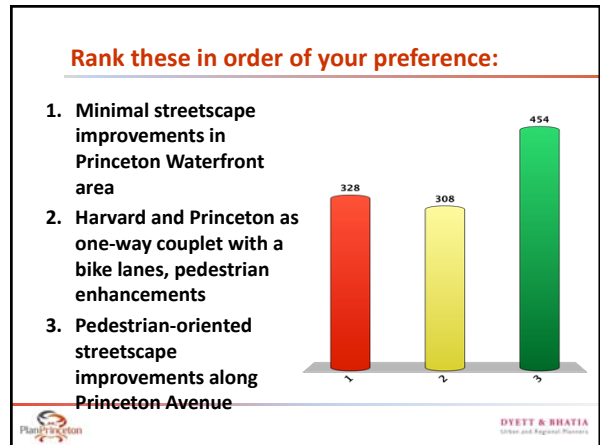
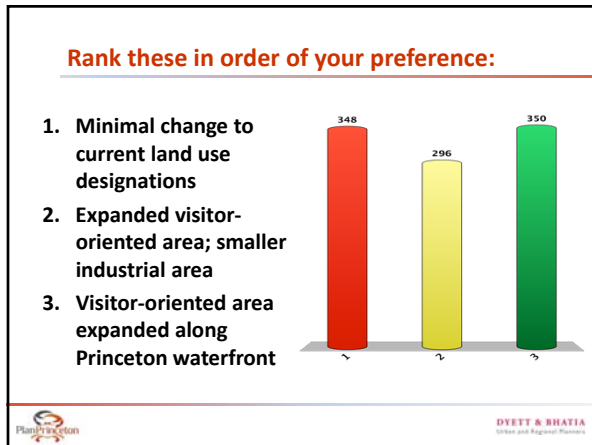
Plan Princeton DYETT & BHATIA
Urban and Regional Planners





Draft Alternatives

What are your priorities?



Pick up to TWO things you would want to have in Princeton:

1. New community/visitor center
2. New small park at Capistrano and Prospect
3. Boardwalk along Capistrano above beach
4. Public parking near Oceano
5. New parking area at southwest corner of Airport (Airport and Cornell)
6. None of the above

Option	Count
1. New community/visitor center	15
2. New small park at Capistrano and Prospect	28
3. Boardwalk along Capistrano above beach	22
4. Public parking near Oceano	17
5. New parking area at southwest corner of Airport (Airport and Cornell)	11
6. None of the above	12

Plan Princeton **DYETT & BHATIA**
Urban and Regional Planners

Ground Rules for Small Groups

- Speak one at a time
- Listen for understanding
- Suspend snap judgments
- Stay on the timeline, keep comments concise, avoid repetition
- Each member of the group is equal, all comments matter
- **Participate!**

Plan Princeton **DYETT & BHATIA**
Urban and Regional Planners

Small-Group Activities

- **Activity #1: Choosing the Pieces**
 - What did You Like and Not Like About the Alternatives Presented?
 - What are the “Defining Characteristics” for Your Group?
- **Activity #2: Putting the Puzzle Together**
 - Develop a Map that Fleshes Out the Group’s Ideas for Princeton
- **Review: Sharing with the Full Group**

Plan Princeton **DYETT & BHATIA**
Urban and Regional Planners

Next Steps

- **Submit Comments on the Alternatives**
 - by **October 16 (2 Weeks)**
- **Preferred Plan**
- **Policy and Framework Concepts**
- **Potential Environmental Effects**
 - **December 2014**
- **Coastal Commission, Board of Supervisors/Planning Commission Public Meetings**
 - **Early 2014**
- **Thank you!**

Plan Princeton **DYETT & BHATIA**
Urban and Regional Planners

This page intentionally left blank.

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315



Plan Princeton

Preferred Plan and Policy Framework

March 2015

Prepared by

DYETT & BHATIA
Urban and Regional Planners

for County of San Mateo

San Mateo County Planning Commission Meeting

Applicant: _____

Attachment: _____

File Numbers: _____

Table of Contents

1	Introduction	1
1.1	Summary of the Plan Princeton Process.....	1
1.2	Purpose and Organization of the Preferred Plan and Policy Framework.....	1
1.3	The Planning Area	2
1.4	Preferred Plan	2
1.5	Existing Zoning.....	5
1.6	Next Steps	9
2	Land Use and Community Design	11
2.1	Preferred Plan	11
2.2	Policy Framework	17
3	Circulation and Streetscape	19
3.1	Preferred Plan	19
3.2	Policy Framework	24
4	Coastal Access and Shoreline Management	27
4.1	Preferred Plan	27
4.2	Policy Framework	28
5	Parks and Public Facilities	29
5.1	Preferred Plan	29
5.2	Policy Framework	29
6	Conservation	31
6.1	Preferred Plan	31
6.2	Policy Framework	31

List of Figures

Figure 1-1: Preferred Plan	3
Figure 1-2: Airport Compatibility and Existing Zoning	7
Figure 2-1: Preferred Plan Land Use Diagram.....	13
Figure 2-2: Land Use Designations.....	14
Figure 3-1: Preferred Plan Circulation Diagram	21
Figure 3-2: Preferred Plan Circulation Components.....	22

I Introduction

I.1 Summary of the Plan Princeton Process

The unincorporated area of Princeton is undergoing a planning update prepared by San Mateo County, which includes updates to the General Plan, Zoning Regulations, and Local Coastal Program. The purpose is to provide policy, plan, and zoning amendments to help realize the community’s vision for the future, re-evaluate land use policy, and provide clear direction to property owners and residents related to development and planning guidelines.

The process began in the summer of 2013 with a community open house and the convening of a Steering Committee and Technical Advisory Committee. Additional community outreach activities were conducted during Fall 2013, and a detailed study of existing conditions was published in May 2014. Three concepts for alternative land use and circulation patterns were developed based on the issues and opportunities identified through community outreach and technical analysis. The alternatives were developed in coordination with the Technical Advisory Committee and the Steering Committee for Plan Princeton, and presented to the public at a Midcoast Community Council meeting in September and a community workshop and on the project website, in October 2014. A summary of the community response to alternative concepts, and preferences for Princeton’s future is available on the project website at www.planprinceton.com.

After a Preferred Plan is fully reviewed by County Staff, Committees, and the community, updates to the General Plan, zoning and Local Coastal Program to incorporate “Plan Princeton” will be developed. The final Plan will require adoption by the County of San Mateo Board of Supervisors and certification by the California Coastal Commission.

I.2 Purpose and Organization of the Preferred Plan and Policy Framework

The Preferred Plan and Policy Framework summarized in this report are based on the feedback received from the community and from regulatory guidelines. The Plan and policy guidance presented here feature preferred characteristics of the alternatives concepts.

The report is organized by Plan/policy subject, with separate chapters for Land Use and Community Design; Circulation and Streetscape; Coastal Access and Shoreline Management; Parks and Recreation; and Conservation. Within each chapter, the Preferred Plan approach is summarized, followed by a Policy Framework composed of bullet-point policy ideas. The report

includes a Preferred Plan diagram and a Circulation diagram, as well as individual diagrams for different modes of travel.

1.3 The Planning Area

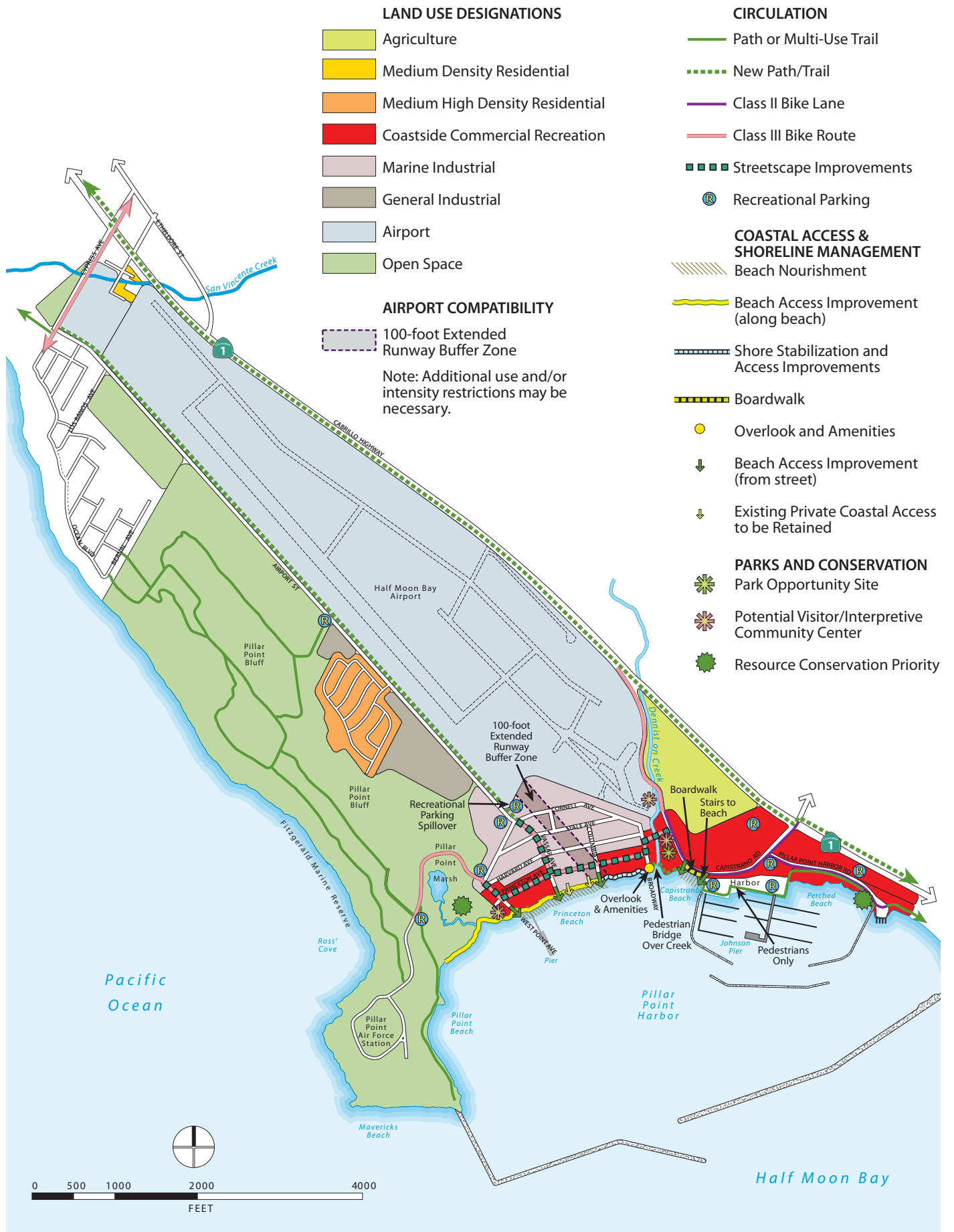
The Planning Area consists of 849 acres between Highway 1 and the Pacific coast. It includes one of the few working waterfronts on California’s Central Coast that supports fishing, boating, and marine-related industries. The area also contains the Mavericks surf break, Half Moon Bay Airport, the Pillar Point Air Force Station, Pillar Point Bluff and its trails, Pillar Point Marsh, portions of the Fitzgerald Marine Reserve, the Pillar Ridge Manufactured Home Community, and the waterfront commercial area along Capistrano Road. The entire Planning Area is within the California Coastal Zone and must maintain consistency with the California Coastal Act by prioritizing coastal-dependent and coastal-related uses, maintaining and enhancing coastal access and recreation opportunities, protecting coastal resources, and preserving visual resources and community character. The entire Planning Area is also within the Airport Influence Area (AIA) of the Half Moon Bay Airport. Plan Princeton must comply with the Airport Land Use Compatibility Plan (ALUCP) which establishes criteria for allowable land use density and intensity. The Planning Area does not include Pillar Point Harbor or Johnson Pier, which fall under the jurisdiction of the San Mateo County Harbor District. As of the 2010 Census, the Planning Area had 959 residents, most of whom live in the Pillar Ridge Manufactured Home Community.

1.4 Preferred Plan

The Preferred Plan is illustrated in **Figure 1-1**. Defining characteristics of the Preferred Plan include extension of 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, pedestrian- and bike-oriented streetscape improvements focused along the waterfront, an areawide shoreline management strategy integrated with coastal access, potential areas for parks and a visitor/interpretive/community center, and protection of resources. The defining characteristics are discussed in more detail in the chapters that follow for the following issue areas: Land Use and Community Design (Chapter 2), Circulation and Streetscape (Chapter 3), Coastal Access and Shoreline Management (Chapter 4), Parks and Public Facilities (Chapter 5), and Conservation (Chapter 6).

A policy framework is also provided in each chapter. The policy framework lays out policy direction for Plan Princeton and for revisions to the County’s General Plan, zoning, and Local Coastal Program.

Figure I-1: Preferred Plan



This page left intentionally blank.

1.5 Existing Zoning

The San Mateo County Zoning Ordinance is the main regulatory tool used to implement the policies established in the General Plan and Local Coastal Program, and to guide and control future development. The Ordinance consists of a zoning map, which defines the locations of each zoning district, and a zoning code that details the requirements for each district. The current zoning districts in the Planning Area are summarized briefly below and shown on **Figure 1-2**. Plan Princeton may result in changes to both the zoning map and certain zoning regulations, in order to better support the goals identified during the planning process.

Coastside Commercial Recreation (CCR)

The CCR district is intended for commercial areas that meet the service and recreational needs of visitors and residents. The district contains provisions to ensure active public use with pedestrian-oriented design and intimate human scale, and seeks to provide safe and efficient parking. The district differentiates between Shoreline Areas and Inland Areas when considering allowable uses. Uses are more restricted in Shoreline Areas, out of an interest in reserving limited waterfront space for primarily recreational, marine-related, or visitor-serving uses, and preventing the contamination of coastal resources. Heights in this district are limited to 36 feet in the area west of Denniston Creek, and 28 feet in the area east of Denniston Creek. Lot coverage is limited to 50 percent of the building site.

Waterfront (W)

The W district serves to maintain a “working waterfront” environment where marine-related trades and services can benefit from proximity to the ocean and supporting businesses and infrastructure. Regulations for this zone seek to protect the continued viability of these uses. They also regulate architectural and site design in order to enhance visual character. Like the CCR district, the W district differentiates between Shoreline and Inland areas when considering allowable uses, with the limited Shoreline Area under greater restrictions. The W district also permits caretaker’s quarters as an accessory use to allow for on-site housing for the property owner or an employee. The total number of caretaker units in the W district is limited to 25 percent of the developed parcels in the district.

Light Industrial (M-1)

The M-1 district allows for a range of limited industrial and manufacturing uses, provided that they do not produce significant amounts of odor, dust, smoke, gas, noise, or vibration. The maximum allowable height in the M-1 district is 75 feet. The district requires side and rear yard setbacks of a minimum of three and six feet, respectively, adjacent to residentially-zoned properties.

Limited Highway Frontage (H-1)

The H-1 district allows only farming and gardening by right, with additional uses allowed by use permit. These uses include one-, two-, and multi-family dwellings, visitor lodging, mobile home parks, restaurants, retail, nurseries and greenhouses, and offices. Within the Study Area, this district is applied to the Pillar Ridge Manufactured Home Community.

One-Family Residential (R-1)

The R-1 district is the County's low- to medium-density single-family residential zone. Its primary intended use is single-family residences; other compatible uses may also be allowed.

Planned Agricultural District (PAD)

The PAD aims to preserve agricultural land and minimize conflicts between agricultural and non-agricultural land uses. The district establishes buffers between urban and rural areas, and sets criteria for the conversion of agricultural lands. It also regulates the division of prime agricultural lands, and the expansion of public services and facilities.

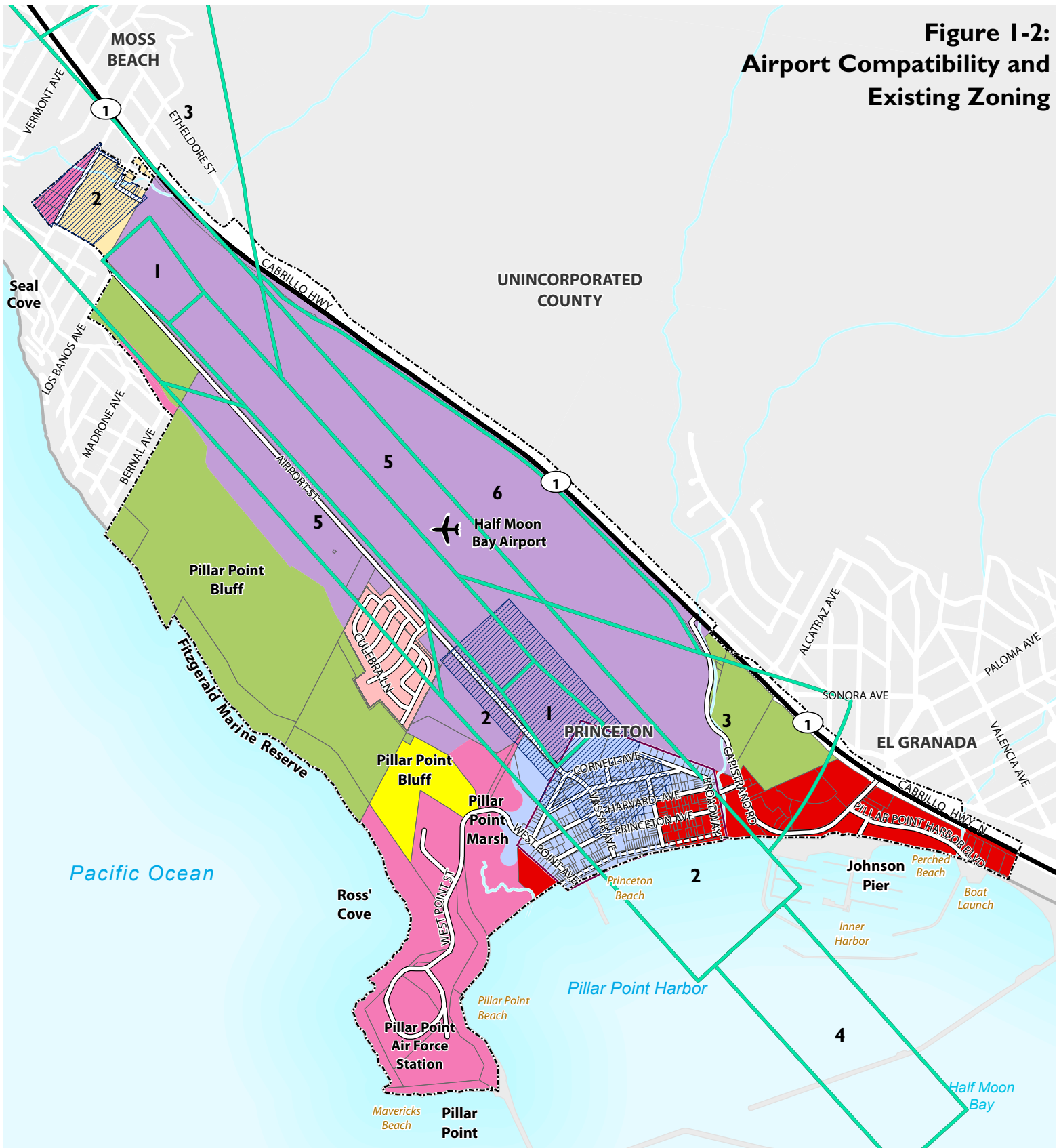
Resource Management-Coastal Zone (RM-CZ)

The RM-CZ district implements the open space and conservation objectives of the County's General Plan. District-specific development review criteria focus on the preservation of environmental quality, utilization of environmentally sensitive site design and utility provision, protection of water resources, protection of cultural resources, and avoidance of hazard exposure. Any land divisions require the conveyance of a conservation easement and covenant that gives a portion of land over to open space uses in perpetuity.

Airport Overlay (AO)

The specifications of the AO district are intended to limit the concentration of people exposed to aircraft-related hazards at the end of airport runways. The AO district prohibits residential uses and all uses that would have more than three persons occupying the site at any time. The current boundaries of the district, shown on **Figure 1-2**, correspond to the Approach Protection Zone and Runway Protection Zone identified in the 1996 San Mateo County Comprehensive Airport Land Use Plan.

**Figure I-2:
Airport Compatibility and
Existing Zoning**



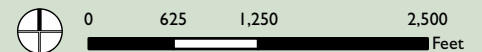
Zoning Districts

- Coastside Commercial Recreation (CCR)
- Light Industrial (M-1)
- Limited Highway Frontage (H-1)
- One Family Residential (R-1/S-13)
- Planned Agricultural District (PAD)
- Waterfront (W)
- Princeton Waterfront/Industrial Area
- Princeton Study Area Boundary
- One Family Residential (R-1/S-17)
- Planned Agricultural District (PAD)
- Resource Management - Coastal Zone (RM-CZ)
- Waterfront (W)
- Princeton Waterfront/Industrial Area
- Princeton Study Area Boundary

Airport Overlay Zone

- Airport Safety Zones
- Zone 1 - Runway Protection
- Zone 2 - Inner Approach/Departure
- Zone 3 - Inner Turning
- Zone 4 - Outer Approach/Departure
- Zone 5 - Sideline
- Zone 6 - Airport Property

Source: San Mateo County Planning & Building Department, 2013; Dyett & Bhatia, 2013.



This page left intentionally blank.

Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) Update

The entire Planning Area is within the Airport Influence Area (AIA) of the Half Moon Bay Airport. Therefore, the Princeton Plan must comply with the adopted Airport Land Use Compatibility Plan (ALUCP) which establishes runway safety zones and criteria for three issue areas: noise, safety, and airspace protection.

Safety Zones

ALUCP safety zones and related safety criteria are important considerations in the development of Plan Princeton as they set limitations on maximum density, intensity, and allowable land uses within each safety zone. The safety criteria of the two airport safety zones that most significantly affect the Planning Area are summarized below. Safety zones are shown on **Figure 1-2**.

- **Inner Approach/Departure Zone (IADZ, or Zone 2).** Compatibility criteria for this zone limit residential densities to one unit per 10 acres. Current residential development in this safety zone exceeds this limit. The current residential density of three units per 10 acres could be maintained, however it could not be exceeded. Non-residential intensity is limited to 60 persons per acre. These compatibility criteria allow more non-residential intensity than the County's current Airport Overlay (AO) zone, but cover a significantly larger part of the Planning Area.
- **Inner Turning Zone (ITZ, or Zone 3).** Compatibility criteria for this zone limit residential densities to one unit per 2 acres and non-residential intensity to 100 persons per acre. The ITZ covers much of the Capistrano Road commercial area.

The ALUCP (October 2014) allows the level of density and intensity of use within both Runway Safety Zone 2 and Safety Zone 3 in the Princeton area to be calculated safety zone wide. The calculation may not include water areas; and must include existing development. This policy applies only to the Princeton area south of the airport. To prevent clustering along the extended runway centerline through Princeton, the ALUCP requires residential density and non-residential intensity within 100 feet on each side of the Extended Runway Centerline through Princeton to be calculated on a parcel-by-parcel basis or Runway Centerline Area-wide basis.

1.6 Next Steps

The Preferred Plan and Policy Framework will be reviewed with the Midcoast Community Council, the community, and the Planning Commission and Board of Supervisors, followed by a briefing to the Coastal Commission. The feedback received during this stage will be the basis for formulating detailed Plan policies and evaluating potential environmental effects.

This page left intentionally blank.

2 Land Use and Community Design

2.1 Preferred Plan

The Preferred Plan’s conceptual land use designations are designed to convey the general types and characteristics of land use that may be located in certain areas. These designations are shown on **Figure 2-1**, and summarized in **Figure 2-2**. Specific, detailed land uses for each area will be developed in the next stage of plan development.

RECREATION

The Preferred Plan envisions the Coastside Commercial Recreation (CCR) designation extending along two segments of Princeton Avenue in the Princeton Waterfront area. The designation would apply to both sides of Princeton Avenue between Broadway and Columbia, as it does today. The designation would be *added* to both sides of Princeton Avenue between Vassar and West Point, where the Waterfront zoning district currently applies. This 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 CCR designation would be *removed* from parcels fronting Harvard Avenue between Broadway and Columbia, clarifying that street’s industrial use character. The CCR designation would continue to apply to the Harbor Village shopping area and most waterfront land associated with Pillar Point Harbor (see also Public Recreation).

INDUSTRIAL

The Preferred Plan introduces a new General Plan land use designation to correspond with the Waterfront (W) zoning district, and indicate a clear priority for marine-related uses. The proposed Marine Industrial designation would apply to the remainder of the Princeton Waterfront area. Notably, it would apply to the central waterfront block, between Columbia and Vassar. Here, Marine Industrial would correspond with properties which already have boat access points, thus ensuring that future coastal-dependent uses can have ready access to the water. This block also corresponds with the Runway Centerline zone identified in the Half Moon Bay ALUCP. By restricting more people-intensive uses as allowed in the CCR, this designation supports the idea of using standard zoning districts to ensure compliance with the ALUCP. Marine Industrial would apply to the southern parcel of the “Big Wave” site, west of Airport Street, as the W zoning district does today.

The General Industrial designation would continue to apply to the northern parcel of the Big Wave site, as well as existing warehouse/employment uses north of the Pillar Ridge Manufactured Home Community, both on the west side of Airport Street.

RESIDENTIAL

The Medium High Density Residential designation would continue to apply to the Pillar Ridge Manufactured Home Community, matching the site's current and anticipated long-term use. Medium Density Residential would continue to apply to a very small number of parcels at the north end of the airport, where there are existing houses.

AGRICULTURE

The Agriculture designation would continue to apply to the existing agricultural land directly north of Harbor Village, between Capistrano Road and Highway 1.

OPEN SPACE

The Open Space designation would apply to all of the remainder of Pillar Point Bluff (not including the lands along the west side of Airport Street described above), and to Pillar Point Marsh. This represents an updating of the current land use designation to recognize new public ownership as well as future conservation priorities.

AIRPORT

The airport designation would continue to apply to Airport property.

Figure 2-1: Preferred Plan Land Use Diagram

LAND USE DESIGNATIONS

- Agriculture
- Medium Density Residential
- Medium High Density Residential
- Coastside Commercial Recreation
- Marine Industrial
- General Industrial
- Airport
- Open Space

AIRPORT COMPATIBILITY

- 100-foot Extended Runway Buffer Zone

Note: Additional use and/or intensity restrictions may be necessary.

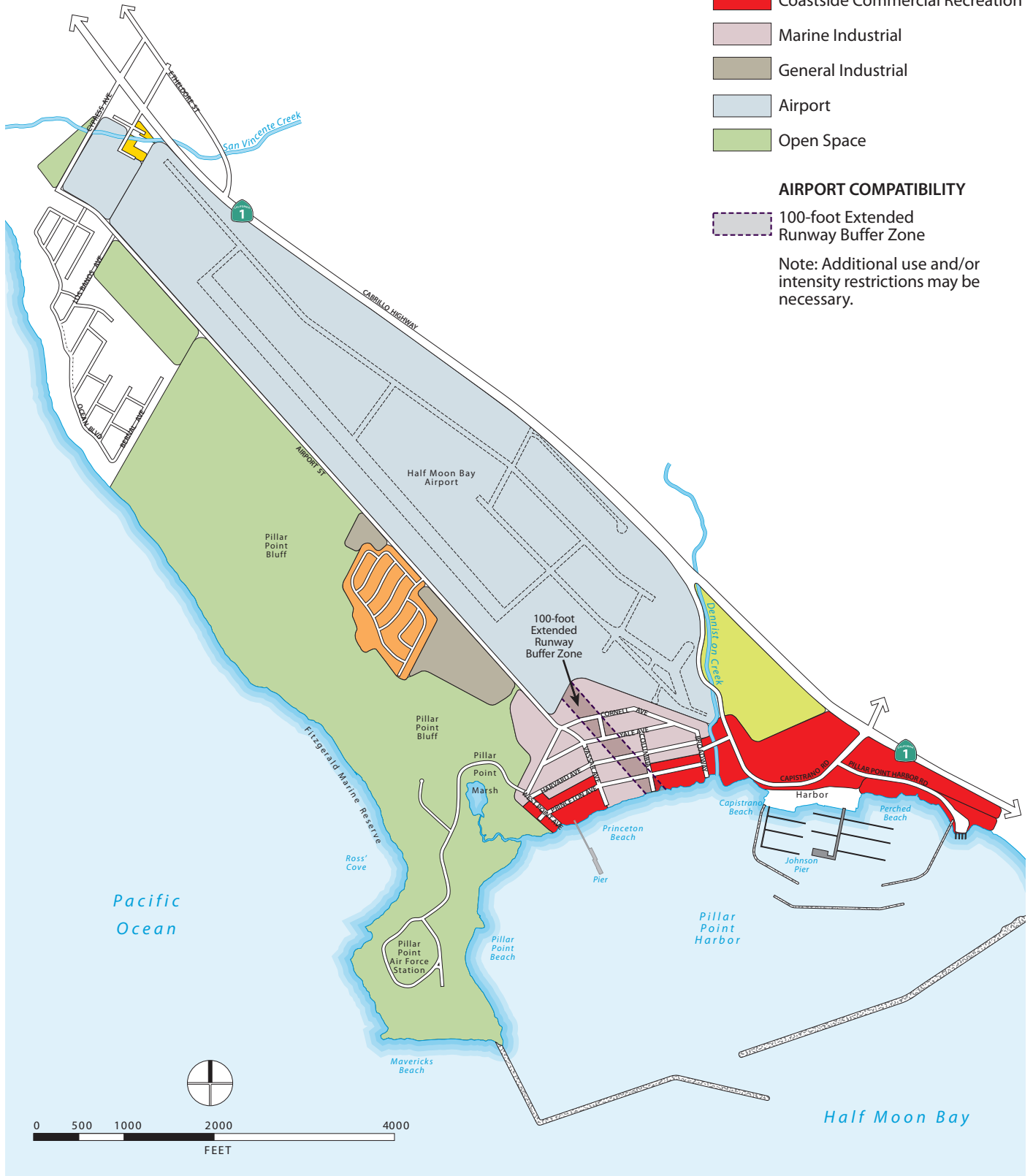


Figure 2-2: Land Use Designations

Coastside Commercial Recreation

Retail, recreational services, restaurants, visitor lodging, mixed use residential. Uses in Shoreline Area limited primarily to recreational, marine-related, or visitor-serving uses. Design guidelines apply.



Restaurants



Lodging



Commercial recreation

Marine Industrial

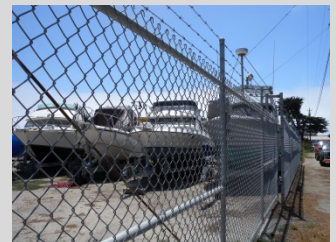
Uses in Shoreline Area limited to marine-related trades and services and other coastal-related uses including recreational uses. Light industrial and storage uses allowed on inland sites. Caretakers' units allowed as accessory use, up to 25 percent of developed parcels in the district.



Marine-related trades



Marine-related clubs and institutions



Marine-related outdoor storage

General Industrial

General Industrial classification is for light industrial, manufacturing and assembly, storage, and research and development uses.



Light Industrial



Manufacturing and assembly



Research and development

Residential

Medium Density Residential: 6 to 9 units per acre; minimum parcel size of 5,000 square feet.
Medium High Density Residential: 9 to 17 units per acre; no minimum parcel size.



Manufactured housing community



Single-family



Single-family

Airport

Airports, other uses that may be compatible with airport operations and safety and noise criteria.



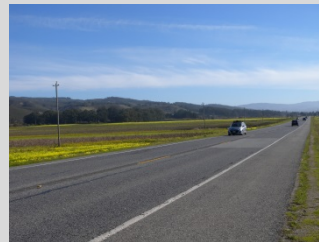
Half Moon Bay Airport



Airport-compatible uses

Agriculture

Lands used for or suitable for agriculture, and ancillary lands for protection of agriculture.



Open Space

Protected natural resources, outdoor recreation areas, areas where hazards may pose a risk to public, agriculture.



Pillar Point Marsh



Outdoor recreation



Pillar Point Bluff

Public Recreation

Public land managed by park and recreation agency.



Pillar Point Harbor beach



Pillar Point Harbor path



Active-use park

Note: some photos show examples from outside the Planning Area.

This page intentionally left blank.

2.2 Policy Framework

The policy framework provided here lays out specific land use direction for Plan Princeton and for revisions to the County's General Plan, zoning, and Local Coastal Program (LCP).

- Create a Marine Industrial land use designation to clearly identify locations where marine-related uses are prioritized.
- Refine the mix of allowed uses in the zoning districts associated with the Marine Industrial and Coastside Commercial Recreation designations to increase flexibility and better align with Coastal Act priorities and market demand. Coastal Act priorities include coastal-dependent and coastal-related uses; these will be clearly defined.
- Update development and design standards in the zoning districts associated with Marine Industrial and Coastside Commercial Recreation designations 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.
- Design the land use map and regulations to ensure compliance with Airport Land Use Compatibility Zones. Projected development intensity will be calculated based on proposed development standards, and will demonstrate compliance with residential density and non-residential intensity safety criteria at the scale of the Safety Zone, as allowed by the ALUCP, except in the Runway Centerline zone. In the Runway Centerline zone, the ALUCP will allow density and intensity criteria to be met on a parcel-by-parcel or Runway Centerline zone-wide basis.
- Refine the mix of allowed uses in the General Industrial district to accommodate development that would be more compatible with surrounding land use designations or uses, as well as the longer-term expected demand for industrial space, including marine industrial.
- Reaffirm that compatible uses in Open Space designation may include agriculture and recreation, as well as open space conservation.
- Plan land use designations to support the implementation of the Comprehensive Transportation Management Plan (Connect the Coastside) currently underway for the larger Midcoast area.
- Establish development standards that provide specific and clear guidance to maintain and enhance the visual quality and community character of Princeton. Standards should be explicit and quantifiable about how new development can support the desired qualities (e.g. eclectic, coastal) of the community.
- As required in the Hazards Component of the certified LCP, establish a land use pattern that takes into account potential coastal hazards, including geological hazards, tsunamis, shoreline erosion, flooding, and sea level rise, and the potential effects those hazards may have on future land uses.
- Ensure that expansion of the Coastside Commercial Recreation district in the Princeton Waterfront area is consistent with the requirements of LCP Policy 11.7b, which identifies

marine-related industrial uses as a priority in urban areas designated Coastside Commercial Recreation.

- Create opportunities for lower-cost visitor-serving recreation.
- Ensure consistency with the Recreation/Visitor Serving Facilities Component of the certified LCP, including but not limited to the following policies:
 - 11.4: Recreational and Visitor-serving Facilities Permitted in the Coastal Zone;
 - 11.5: Priority to Visitor-serving and Commercial Recreation Facilities;
 - 11.9: Oceanfront Land in Urban and Rural Areas;
 - 11.11: Agricultural Areas;
 - 11.2: Sensitive Habitats;
 - 11.13: Trails;
 - 11.14 – 11.21: Development standards (various).

3 Circulation and Streetscape

3.1 Preferred Plan

The Preferred Plan's circulation component would create a better balance of facilities that support all users and modes. It would clarify the circulation pattern throughout the Study Area, so that future roadways would be designed to meet the needs of specific segments of the Princeton community and visitors. The Plan would guide pedestrian- and bike-oriented streetscape improvements in targeted parts of the Princeton Waterfront, result in new bike facilities connecting to the Parallel Trail, and improve pedestrian access along the shoreline, including enhancements to the Coastal Trail. Specific improvements are indicated on the Preferred Plan map (**Figure 1-1**). **Figure 3-1**: Preferred Plan Circulation Diagram shows how these improvements would support mode priority on streets based on how each street or path functions for its users. **Figure 3-2**: Preferred Plan Circulation Diagram by Mode shows the intended circulation pattern for pedestrians, bikes, autos, and trucks. Intended travel paths for visitors and community residents are also distinguished.

PEDESTRIAN CIRCULATION

Pedestrian-oriented streetscape enhancements would be made to Prospect Way, Broadway from Prospect to Princeton Avenue, and Princeton from Broadway to West Point Avenue. Improvements would create an inviting route for Pillar Point Harbor and Harbor Village area visitors to venture into the Princeton Waterfront area, and support development of more visitor-oriented uses along the shoreline. Portions of this route are part of the California Coastal Trail. Pedestrian-oriented design and signage would enhance the Coastal Trail.

Pedestrian-oriented improvements are also proposed for Vassar Avenue from Princeton to Cornell/West Point. Here, the pedestrian route would continue on a shared multiuse path along the east side of Airport Street. These improvements would enhance multi-modal accessibility for residents of the Pillar Ridge Manufactured Home Community and other users of the Airport Street corridor. Intersection improvements at Highway 1 and the creation of a multi-use Parallel Trail would also support pedestrian access into and out of the Princeton area (see further discussion below).

BIKE CIRCULATION

The Preferred Plan incorporates a substantial bike network in Princeton where none exists today. First, the Plan includes the completion of a Parallel Trail along Highway 1. The Plan calls for further study of both east and west side trail alignments between Capistrano Road (south) and Cypress Avenue. Alignments will be evaluated based on their attractiveness to users; their potential impacts on agriculture and natural resources; and the safety and traffic congestion implications of highway crossings. A new multi-use trail would also be created along the east side of Airport Street. This trail would connect to the Parallel Trail at the north end of the Study Area with an on-street segment on Cypress Avenue (Class III). The bike route would follow Vassar, Princeton, and Broadway in the Princeton Waterfront area, as a Class III route. Class II bike lanes would be created on Prospect Way and the boulevard segment of Capistrano Road, from Prospect to Highway 1 (south intersection). The northern segment of Capistrano Road would also have Class III markings.

Bicycle facilities are often described using a classification system.

***Class I** facilities are paths separated from roadways.*

***Class II** facilities are bike lanes, painted on roadways (if they are buffered from traffic by extra space and/or barriers, they may be called “buffered” Class II facilities)*

***Class III** facilities are designated bike routes where bikes share the lane with vehicles. Class III facilities may include signage and lane markings to alert drivers to share the road (these symbols are often called “sharrows”).*

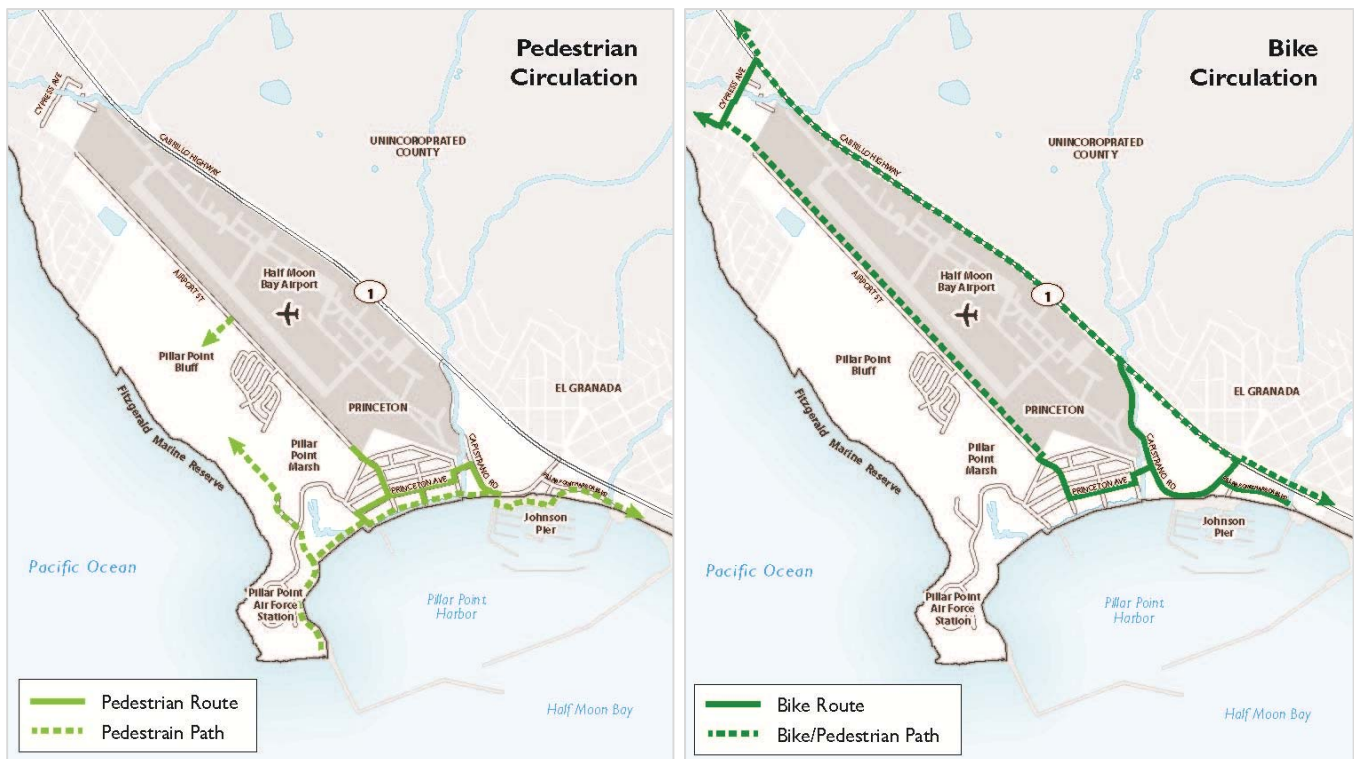
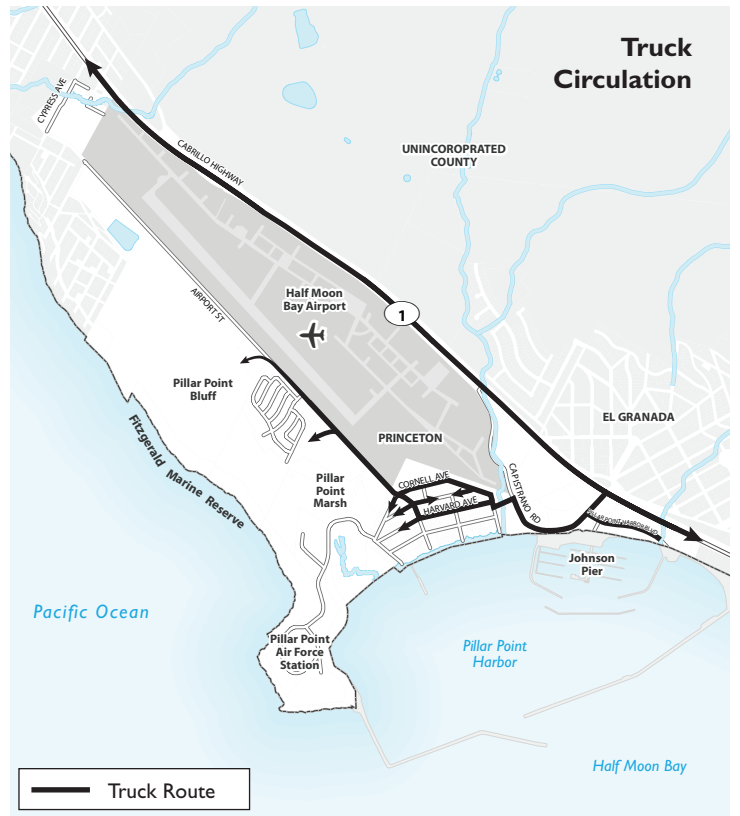
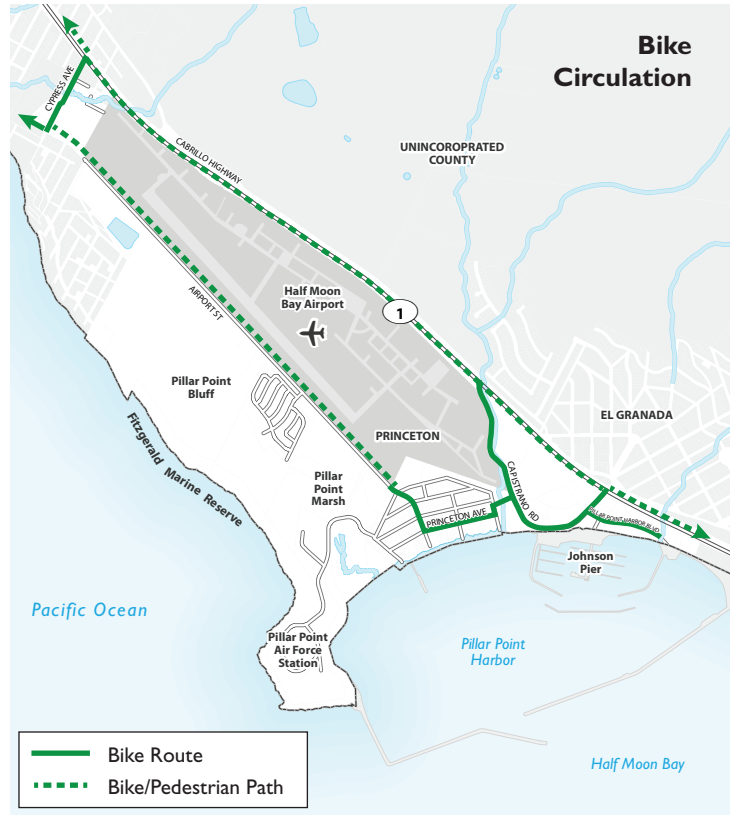


Figure 3-1: Preferred Plan Circulation Diagram



Figure 3-2: Preferred Plan Circulation Components



AUTO AND TRUCK CIRCULATION

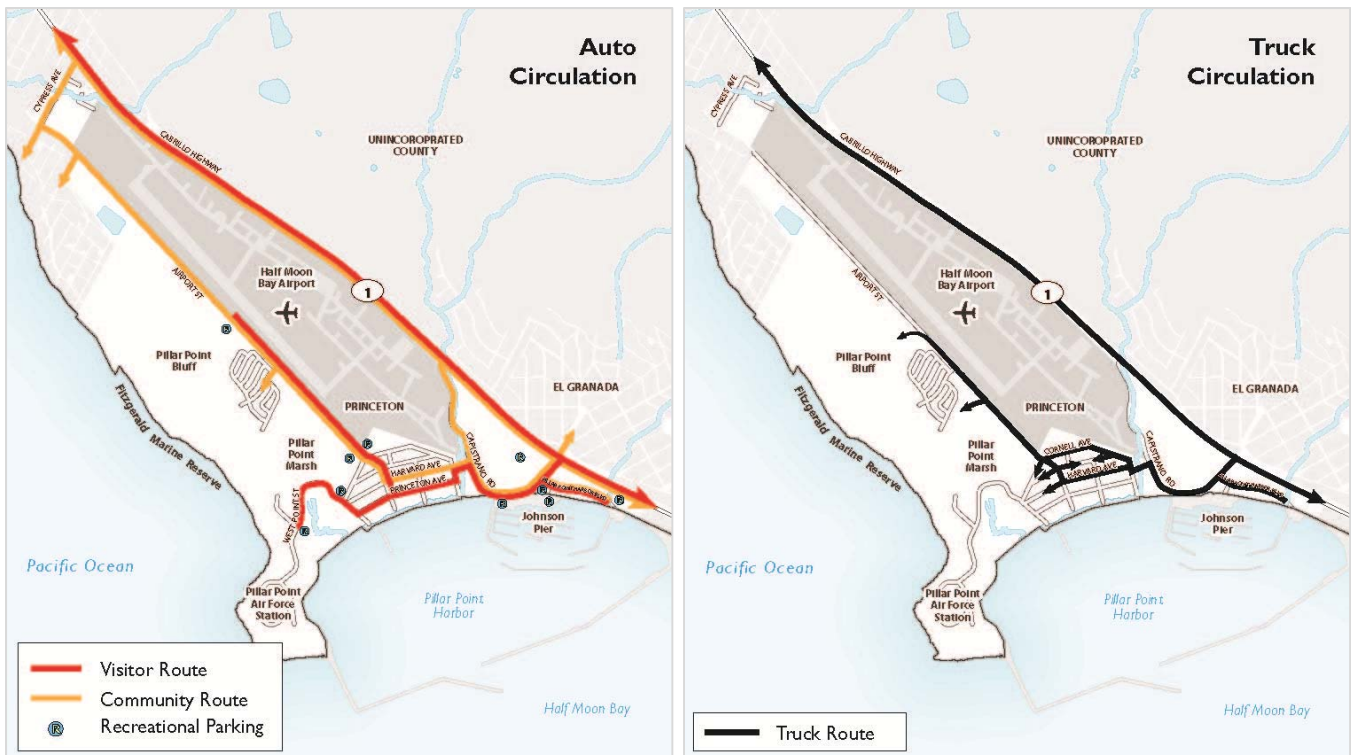
Access into and through the Princeton area for vehicles should be designed so that each user group’s experience is safe, efficient, and attractive. This may be done through roadway design and signage. The three key groups to consider are marine and freight vehicles; visitors; and community residents.

Marine and freight users (including trucks) should be expected to use Highway 1, the southern segment of Capistrano Road between Highway 1 and Prospect Way; the Pillar Point Harbor roadway; the streets of the northern Princeton waterfront; and Airport Street. Design of these roads should take into consideration the needs of freight users. While a balance will be required for some Harbor area roadways, freight movement should have priority in the Princeton Waterfront streets from Harvard Avenue north.

Visitors in autos should be expected to enter the Princeton area at Capistrano Road (south intersection), and use the Harbor area roadways. In the Princeton waterfront, driving visitors should be guided—with street design and signage—along Princeton Avenue, with a connection to the Pillar Point/Mavericks parking lot.

By directing trucks and visitors along these roadways, community residents may more easily drive on Cypress Avenue, Airport Street, and the north segment of Capistrano Road.

The intersection of Capistrano Road and Prospect Way will be an important focus for intersection improvements in order to relieve bottleneck conditions and create a safe and attractive gateway between the Harbor area and the Princeton Waterfront.



PARKING

The Preferred Plan gives attention to the inefficiencies in public parking within the Princeton Study Area. The lack of curbs and difficulty in distinguishing between the public right-of-way and private property can result in confusion over where public parking can occur along streets in the Princeton Waterfront area. The lack of wayfinding signage may prevent drivers from taking advantage of available parking lots, including lots that provide coastal access parking. There are a number of private commercial parking lots along Capistrano Road that include designated coastal access parking spaces, as required under the Local Coastal Program Policy 10.22(d). The Big Wave North Parcel Alternative project, currently under appeal to the Board of Supervisors, would introduce 92 coastal access parking spaces if approved. However, lack of directional signage for visitors may prevent these spaces from being used.

The Preferred Plan gives attention to two public parking issues. First, the Plan should identify a program of wayfinding signage to direct visitors to where coastal access parking areas can be found and if there are any parking restrictions. Second, the Plan identifies a County Airport-owned lot at the northeast corner of Airport Street and Cornell Avenue as a future unimproved spillover parking lot for recreational users, to add to the limited inventory in the vicinity of Pillar Point Bluff.

3.2 Policy Framework

This policy framework lays out specific direction for Plan Princeton with regard to circulation and streetscape.

- Create pedestrian-oriented street enhancements along Prospect Way, Broadway, Princeton Avenue, and West Point Avenue, as the Princeton Waterfront’s visitor-oriented spine. Street improvements should reinforce Princeton’s existing character, while providing safe and attractive space for pedestrians.
- Work with the Harbor District to enhance the pedestrian path along the edge of the Inner Harbor.
- Create a network of multiuse trails and on-street bike routes that provides safe and attractive access into the Princeton Waterfront area, and enhances the Coastal Trail. The network includes multiuse paths along Highway 1 (the “Parallel Trail”) and Airport Street; as well as Class II and Class III bikeways along Capistrano Road from Highway 1 (north intersection) to Prospect Way.
- Identify a circulation network for visitor access to Princeton and Pillar Point Harbor that includes the Harbor access road, Capistrano Road, Prospect Way, Broadway from Prospect to Princeton Avenue, Princeton Avenue, and West Point Avenue from Princeton to the Pillar Point recreational parking lot. Improvements on these streets should facilitate multimodal access and enhance the look and feel of Princeton. Signage should be used to guide visitors along these routes.
- Identify a circulation network for trucks and marine-related traffic that includes the Harbor access road, Capistrano Road from Highway 1 (south) to Prospect Way, Prospect Way, Harvard Avenue, Airport Street, and Cypress Avenue. Improvements should

facilitate movement for large vehicles and equipment, while also supporting other users. Signage should be used to guide trucks and marine-related traffic along these routes.

- Identify improvements to the intersection of Capistrano Road and Prospect Way that relieve traffic congestion and create a safe and attractive gateway between the Harbor area and the Princeton Waterfront.
- Support improvements to the intersections of Highway 1 and Cypress Avenue and Highway 1 and (north) Capistrano Road, as part of the Comprehensive Transportation Management Plan (CTMP) being conducted in parallel with Plan Princeton (also known as Connect the Coastside). Improvements should be designed to ease congestion and improve the safety and attractiveness of travel by bike and on foot.
- Following policy 2.53 in the certified LCP, plan roadway improvements in light of the overall implementation of the transportation management plan currently underway for the larger Midcoast area.
- Following policy 11.13 in the certified LCP, ensure consistency with San Mateo County’s County Trail Policies and the County Trail Design and Management Guidelines, including but not limited to:
 - Ensuring compatibility with the environment by locating, designing, and developing trail routes with consideration of their potential to have environmental, recreational, and other impacts on adjacent lands;
 - Considering an alternative trail route if the location of a trail is proposed in a sensitive habitat or wetland and trail use is not allowed by the LCP;
 - Providing trail access for a range of potential users;
 - Siting and designing trail alignments and associated facilities to be in harmony with their natural and cultural environment, and to keep aesthetically natural characteristics;
 - Siting and designing trails to avoid prime lands designated as suitable for agriculture, or to traverse such lands in a manner that does not result in interference with agricultural activities or substantially reduce the agricultural potential of those lands. Agricultural activities shall be protected and buffered from trail user impacts by means of distance, physical barriers, or other non-disruptive methods.
- Develop a system of wayfinding signage to direct visitors to where coastal access parking areas can be found and if there are any parking restrictions, following the guidance established in Plan Princeton.
- Pursue an agreement with Half Moon Bay Airport (a division of San Mateo County) to establish a parking lot for recreational users of Pillar Point Bluff, addressing the shortage of recreational parking in this area. The parking lot may be unimproved, and used only for spillover parking at peak times or for special events.

This page left intentionally blank.

4 Coastal Access and Shoreline Management

4.1 Preferred Plan

The Preferred Plan proposes a managed shoreline strategy for the Princeton Waterfront that includes treatments that address erosion, as well as public access improvements. The strategy will incorporate natural process and limit the use of engineered structures where feasible. The Plan envisions certain characteristics for different segments of the shoreline; these require further analysis. Shoreline concepts are shown on the Preferred Plan map, **Figure 1-1**.

HARBOR DISTRICT SHORELINE

Plan Princeton defers to the Harbor District's own Plan Update process to identify needed changes to the shoreline within Harbor District land.

PRINCETON WATERFRONT SHORELINE

Coastal access will be integrated with a managed shoreline strategy. The Preferred Plan proposes a boardwalk along the shore side of Capistrano Road, from Barbara's Fish Trap to the edge of the vacant lot between Capistrano Road and Denniston Creek. The boardwalk may extend over the riprap. The Plan also envisions stairways down to the beach below Capistrano Road from the boardwalk, if beach access here is advisable from a public health and biological resources perspective. A shoreline trail would continue across the vacant parcel—envisioned as a future park—and would cross Denniston Creek on a new footbridge.

The footbridge and trail would reach the Broadway street end, where an overlook and amenities would be provided. From here, shore stabilization of the eroding bluff would include access if feasible, along a boardwalk or trail, leading to access along the beach from approximately Columbia Avenue westward. If access is not feasible with shoreline improvements along the low bluff, public access would follow Princeton Avenue to the next coastal access point at Columbia. Lateral access points at Columbia, Vassar, and West Point would all be preserved and enhanced as needed to make it easier to navigate from the street end to the beach itself. Shoreline erosion may be addressed through beach nourishment, or other measures as suitable. Pedestrian access along the beach all the way to Pillar Point is recommended, if access can be consistent with protection of biological resources at Pillar Point Marsh.

4.2 Policy Framework

This policy framework lays out specific direction for Plan Princeton and updates to the Local Coastal Program with regard to coastal access and circulation.

- Present a managed shoreline strategy that protects the shoreline from erosion and provides improved public access to and along the coast.
- Provide formalized lateral access along the Princeton shoreline to the extent possible. Improvements may include a boardwalk adjacent to Capistrano Road; access along or through the parcel between Capistrano Road and Denniston Creek; a new footbridge over the creek; a walkway along the low bluff between Broadway and Columbia and along or parallel to the beach west of Columbia Avenue; and access improvements along immediately parallel roadways.
- Improve vertical access improvements, including potential stairways to the beach below Capistrano Road, and access across shoreline protective devices at the ends of Columbia, Vassar, and West Point avenues.
- Provide an overlook and simple visitor amenities such as benches and interpretive signs at the end of Broadway.
- Undertake a signage program for the Coastal Trail, and improve Coastal Trail identity and linkages, especially in and around the Harbor District.
- Undertake a signage program for parking in Princeton, to help direct drivers to available parking and signal whether there are any restrictions on parking.
- Maximize the benefits to the public of gaining access to the coast and enjoying recreational assets, while ensuring that coastal resources are protected and enhanced.
- As described in policies 10.8 through 10.14 of the certified LCP, take into account public safety, fragile resources (e.g. sensitive habitats), and agricultural areas, when determining appropriate locations for shoreline access. Expansion of roads, trails, multi-purpose paths, and bike lanes should be designed to avoid resource impacts to the maximum extent feasible.
- As required in the Hazards Component of the certified LCP, ensure that coastal access is designed to minimize the potential effects of coastal hazards, including geological hazards, tsunamis, shoreline erosion, flooding, and sea level rise, and the potential effects those hazards may have on future land uses.
- Incorporate appropriate techniques for shoreline stabilization based on the characteristics of the site and the long-term effectiveness to protect against coastal hazards. This may include the limited use of engineered structures.
- Any shoreline protection must be applied uniformly and must minimize any impacts to visual and biological/marine resources, as well as reduce any potential to negatively affect public access.

5 Parks and Public Facilities

5.1 Preferred Plan

The Plan is intended to set a policy direction for the potential future pursuit of park and public facility opportunities in the Study Area. These will be subject to multi-party and jurisdictional coordination and permitting among the County, private property owners, and/or applicable permitting agencies. The Preferred Plan recognizes the shortage of active use parks on the Midcoast, the desire for a community center, and the potential for a visitor center and interpretive center to enrich people’s experience of the Princeton waterfront.

The Plan identifies the undeveloped lot between Capistrano Road and Denniston Creek as a park opportunity site—an idea that was broadly supported by community members at the October 2014 workshop. Park facilities here could be oriented toward visitor use, and could be provided as part of a visitor-serving development. Three potential sites for a visitor/interpretive center or a community center are identified: connected with the potential future park site; on Airport property along Capistrano Road just north of Prospect Way; or on West Point Avenue near the west end of Princeton Avenue, adjacent to Pillar Point Marsh. These facilities could be combined, or separate. Sites are shown on the Preferred Plan map, **Figure 1-1**.

5.2 Policy Framework

This policy framework lays out specific direction for Plan Princeton with regard to parks and public facilities.

- Provide public recreational opportunities in the Princeton area, to help address the shortage of active recreational facilities along the San Mateo County Midcoast. There are currently no parks in the Planning Area that provide “active” recreational opportunities.
- Support acquisition and/or development of a small active-use park between Capistrano Road and Denniston Creek. The park would incorporate a segment of the Coastal Trail, could be designed for visitor enjoyment, and could be designed with an accompanying community or visitor center. The park site could be developed on a portion of the property.
- Pursue opportunities for a community center that offers recreational programs. The need for a community center was identified in the 2002 Mid-Coast Recreational Needs Assessment. The community center could be developed in tandem with the park or in a separate location.

Preferred Plan and Policy Framework

- Pursue provision of a visitors' center that enriches the visitor experience, with interpretive resources and other features. A visitors' center could be located in tandem with the proposed park; on Airport property along Capistrano Road; or at the west end of Princeton Avenue adjacent to Pillar Point Marsh.
- Consider opportunities for a community center and visitors' center to be provided in a joint facility or separately.

6 Conservation

6.1 Preferred Plan

The Planning Area includes a variety of natural habitat areas, including Pillar Point Bluff, Pillar Point Marsh, Denniston Creek, and shoreline areas along Pillar Point Harbor, that support special-status species and that are considered Environmentally Sensitive Habitat Areas (ESHAs) by the Coastal Commission or sensitive habitats by the California Department of Fish and Wildlife (CDFW). The Planning Area also includes land used for agriculture.

The Preferred Plan will incorporate protection and restoration measures for natural resources, and manage public access. It will also include policies to preserve agriculture. The Plan's identification of potential development areas avoids environmentally sensitive and agricultural lands, and does not expand developable areas. Pillar Point Marsh is identified as a resource conservation priority, and all of Pillar Point Bluff is designated for Open Space.

Water quality in the Harbor is understood to be a serious concern. Stormwater best management practices will be a feature of streetscape improvements, and incorporated into the zoning code update.

6.2 Policy Framework

This policy framework lays out specific direction for Plan Princeton and updates to the Local Coastal Program with regard to conservation.

- Incorporate protection and restoration measures for natural resources, and provide managed public access within areas possessing ecological importance.
- Incorporate stormwater best management practices as part of street improvements, and in development standards to be included in updated zoning.
- Limited, resource-dependent uses are permitted within sensitive habitat areas. Any proposed development in, adjacent, or in close proximity to these areas would require focused biological studies, consideration of potential biological impacts, and development of appropriate avoidance, buffering, and minimization measures and mitigation during environmental review.
- In accordance with policies 5.2 and 5.4 in the certified LCP, protect existing agricultural lands, including prime agricultural lands and lands suitable for agriculture as defined by the California Coastal Act. Agricultural land may be protected through Agricultural

designation or Open Space designation, where agriculture is an allowed use but other natural resources need protection.

- Designate “prime agricultural lands” and “lands suitable for agriculture,” as defined by the LCP, and designate those lands for Agriculture or include policies supporting continued agricultural use in the context of open space or resource preservation.
- Protect biological resources and visual resources.
- Evaluate all roadway improvements and bicycle and pedestrian facilities for potential resource impacts, and design transportation facilities to avoid resource impacts to the maximum extent feasible.

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315



Plan Princeton

Summary of Community Workshop #3: Preferred Plan

June 2015



San Mateo County Planning Commission Meeting

Applicant:

Attachment:

File Numbers:

Table of Contents

Summary of the Community Open House on the Preferred Plan	1
Introduction	1
Overview of the Open House	1
Summary of Key Themes	2
Land Use	2
Circulation	3
Coastal Access & Shoreline Management	4
Parks and Public Facilities	4
Conservation	4
Appendix A: Open House Agenda	5
Appendix B: Post-It Note Comments	8
Appendix C: Transcript of Comments	20
Overview	20
Land Use	21
Circulation	21
Coastal Access & Shoreline Management	23
Parks and Public Facilities	24
Conservation	25
Additional Comments Received	25

This page intentionally left blank.

Summary of the Community Open House on the Preferred Plan

June 2015

Introduction

San Mateo County is preparing an update of the General Plan, Zoning Regulations, and Local Coastal Program for the Princeton area. The purpose of the Plan Princeton project is to provide policy, plan, and zoning amendments to help realize the community's vision for the future, ensuring that development enhances the community character and identity, supports the working waterfront, provides benefits and amenities for community residents, enhances coastal access, protects coastal resources, and is compatible with the airport layout and land use plan. A strong collaborative effort between stakeholders, community members, and decision-makers is essential to this process. Results of earlier community outreach, as well as all Plan-related documents, can be found at www.planprinceton.com.

Overview of the Open House

On Saturday April 11, 2015, the San Mateo County Planning and Building Department and San Mateo County District 3 Supervisor Don Horsley hosted an open house event for Plan Princeton. The event took place at the Half Moon Bay Yacht Club between 1 and 3 pm. The event provided an overview of the Preferred Plan and Policy Framework that have been developed to guide plan and zoning updates. The planning team was on hand to answer questions and meet with members of the community. The agenda for the Open House is provided in Appendix A. An estimated 90 people from Princeton and the Midcoast showed up to learn about and comment on the Preferred Plan. Open house materials were put on the project website, and community members were encouraged to provide comments online during the month following the open house.

The Preferred Plan and Policy Framework presented at the community open house are based on the feedback received from the community and from regulatory guidelines. Defining characteristics include extension of 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, pedestrian- and bike-oriented streetscape improvements focused along the waterfront, an area-wide shoreline management strategy integrated with coastal access, potential areas for parks and a visitor/interpretive/community center, and protection of resources. The Preferred Plan includes policy framework for each issue area: Land Use and Community Design, Circulation and

Streetscape, Coastal Access and Shoreline Management, Parks and Public Facilities, and Conservation.

The open house began with a welcome from Supervisor Don Horsley, and a brief orientation to Plan Princeton and the open house format. For the remainder of the session, County Staff and consultants were available to talk with community members at each of six “stations” devoted to topic areas covered by the Preferred Plan. Staff used large flip charts to keep notes on comments they heard during discussions. Participants were also encouraged to place comments on presentation boards using post-it notes. Photographs of post-it note comments are included in Appendix B. While the open house materials and questions were posted on the project website, www.planprinceton.com, no additional online comments were provided during the month following the open house. The materials from the open house, including the presentation boards, continue to be available on the project website for reference.

Summary of Key Themes

Key themes emerged from the community’s feedback at the open house and are summarized below, by “station”. A transcript of all comments received is provided in Appendix C.

LAND USE

Maintain Local Character and Mix of Uses. As has been the case throughout the Plan Princeton process, comments reflected a desire to maintain fishing-related uses and the character of the waterfront district today. Some comments stated that Princeton should be a light industrial and fishing area, and argued that “dual zoning” that allows more visitor-oriented uses will have the result of higher-profit uses crowding out lower-profit ones. Another point of view was that the existing diversity of land uses, a combination of industrial, fishing, and visitor-serving, is desirable and provides economic stability for the area. Others recommended letting Princeton “evolve to better serve the community,” and envisioned marine educational uses as a good complement to marine business uses. There were also comments in favor of the allowance for caretaker units in the Waterfront zoning district, and for providing more live-work opportunities.

Designations on Princeton Avenue. Some comments questioned the Preferred Plan’s designation of two segments of Princeton Avenue as Coastside Commercial Recreation, separated by a segment designated Marine Industrial. Comments suggested that all blocks along Princeton should allow a mix of commercial recreation and marine industrial uses.

Maintain Small Scale of Development. One comment promoted the need to enforce setbacks and limit the height of development along Princeton Avenue to allow more visibility to the harbor. Other comments pointed to Harbor Village and Big Wave as the type of projects that must be avoided in the future, because their scale is not compatible with the community.

Preserve Open Space. Several comments pointed to areas on the Existing Zoning map where residential development should not be allowed: on Pillar Point Bluff, northwest of the airport, and on the Big Wave parcels. People wanted to see this land preserved for open space and habitat. Another comment said “enough open space! Support community businesses.”

Clean Up and Code Enforcement. Some comments pointed to the need to clean up the Princeton area and enforce the County's regulations.

CIRCULATION

One-Way Streets. A number of comments expressed a preference for two-way streets in Princeton. One commenter who did prefer one-way streets suggested that they should include only streets with college names and none of the others.

Accommodating Freight Traffic. A number of commenters expressed approval for the proposed truck route. One commenter noted that the lanes are too small to accommodate trucks and sidewalks. Other commenters noted that freight traffic will still need to move along Princeton Avenue in order to serve existing businesses there. Another commenter preferred to keep freight traffic off Princeton Avenue, especially as pedestrian use increases.

Bicycle and Pedestrian Access. Comments regarding the Parallel Trail along Highway 1 requested that it have the minimum amount of impact to farmland and that any crossings be creative and low-impact, and suggested that an alignment on the east side would be a better connection between the communities and safer for youth.

Some commenters were interested in seeing improvements to designated bike paths and lanes, such as separating bike lanes from traffic.

Comments on pedestrian access included a suggestion for a wide coastal trail along the southern side of Princeton Avenue, a request that there not be any asphalt used in paving pedestrian trails, and a request for a sidewalk or an alternative to existing pedestrian access between the bluffs and Princeton, along West Point Avenue, as it is currently dangerous for runners, walkers, and cyclists.

Signage. One commenter suggested a signage program for businesses, while another requested that signage be more "tasteful" and "elegant" as opposed to the large "institutional" highway signs.

Parking. One commenter suggested that there should be parking closer to the boardwalk area, while another felt it was important to remove the illegal no-parking signs. Another suggested that parking was needed for other vehicles, including kayaks and small boats requiring access to the shore from the water, and bicycles. Some commenters wondered whether there would be sufficient parking to accommodate any potential increase in visitors to the area.

Public Transportation and Shuttles. Some commenters wanted to see a public transit component to the circulation network, including a depiction of existing bus and shuttle services and any proposed services, and to see how transit would combine with the other circulation components.

Traffic Improvements. Commenters wanted to see either a traffic light or a roundabout at the north intersection of Capistrano Road and Highway 1. One comment suggested replacing the signal at the southern intersection of Capistrano Road and Highway 1 with a roundabout as well. Other comments included a request for a stop sign on Capistrano at Prospect Way, a note that

there is a choke point for congestion at Cypress Avenue and Highway 1, and a request to keep Big Wave construction traffic off of Cypress.

COASTAL ACCESS & SHORELINE MANAGEMENT

Vehicular Access. Some commenters noted that Vassar and West Point Avenues are popular for visitors bringing equipment for water sports, and that a circulation route that could accommodate shoreline drop-offs and walkable parking would be desirable. One comment wondered whether there would be enough parking for additional visitors drawn by the boardwalk and improved coastal access. One person stated that people living in the boats need vehicular parking and storage or parking for smaller craft like kayaks.

Pedestrian Access. Some commenters were positive about the proposed boardwalk along Capistrano Road. There was concern that shoreline access could affect the privacy of rooms at the Inn at Mavericks. It was suggested that the alignment could work if it were below the level of rooms and windows. There was also a question about whether access to the shoreline would be practical given the tides and the narrow beach. Other comments suggested a trail along Princeton Avenue, and street improvements along Princeton Avenue to attract visitors. Commenters were also interested in whether a beach access route would connect to the trail at Pillar Point.

Bike Access. One comment noted that although Capistrano Road is dangerous for cyclists, it is narrow and may not have room for a bike lane.

Shoreline Management. Many commenters were curious about what “shoreline stabilization” would mean in Princeton. Some wanted to know how beachfront properties would be protected from eventual sea level rise. There was also some opposition to any form of coastal armoring such as riprap and seawalls, and commenters stated that armoring leads to beach loss and increased erosion. Alternative suggestions included a sand pump and graceful retreat of development.

PARKS AND PUBLIC FACILITIES

Visitor Center. Comments related to the siting of a potential visitor center wondered whether the West Point Avenue location would be too far from the activity center near Capistrano, and suggested that Harbor Village could be an alternative site. One commenter asked if there would be enough parking to serve a visitor center.

Public Facilities. Commenters suggested a variety of public facilities to meet the needs of the Princeton community, including a maritime museum, a library or satellite library, a boatyard with a boatlift to support marine jobs, community garden plots, a bike share station with free bicycles, and restrooms. One comment emphasized that any community center should prioritize service for Midcoast residents, not visitors.

CONSERVATION

Only a few comments were provided at the Conservation station, and they had to do with cultural resources, sustainability, and agriculture. There was a suggestion to capture and recycle stormwater runoff for agricultural use, and employ composting public toilets to conserve water.

Appendix A: Open House Agenda



Community Workshop #3: Preferred Plan

APRIL 11TH, 2015
1 PM – 3 PM

HALF MOON BAY YACHT CLUB
214 PRINCETON AVENUE, HALF MOON BAY, CA

Program

- 1:00 **Workshop Begins**
- 1:30 **Welcome and Overview**
- 1:45 **Open House Continues.** Community members may visit any or all stations. Stations cover the following topic areas:
- Preferred Plan Overview
 - Land Use and Community Design
 - Circulation and Streetscape
 - Coastal Access and Shoreline Management
 - Parks and Public Facilities
 - Conservation
- 2:55 **Wrap-up:** Thank you for attending!
- CONTACT:** Summer Burlison
(650) 363-1815
sburlison@smcgov.org
www.PlanPrinceton.com

Por favor, mira al revés para español



Taller Comunitario N° 3: Plan Preferido

11 abril, 2015
1:00 PM – 3:00 PM

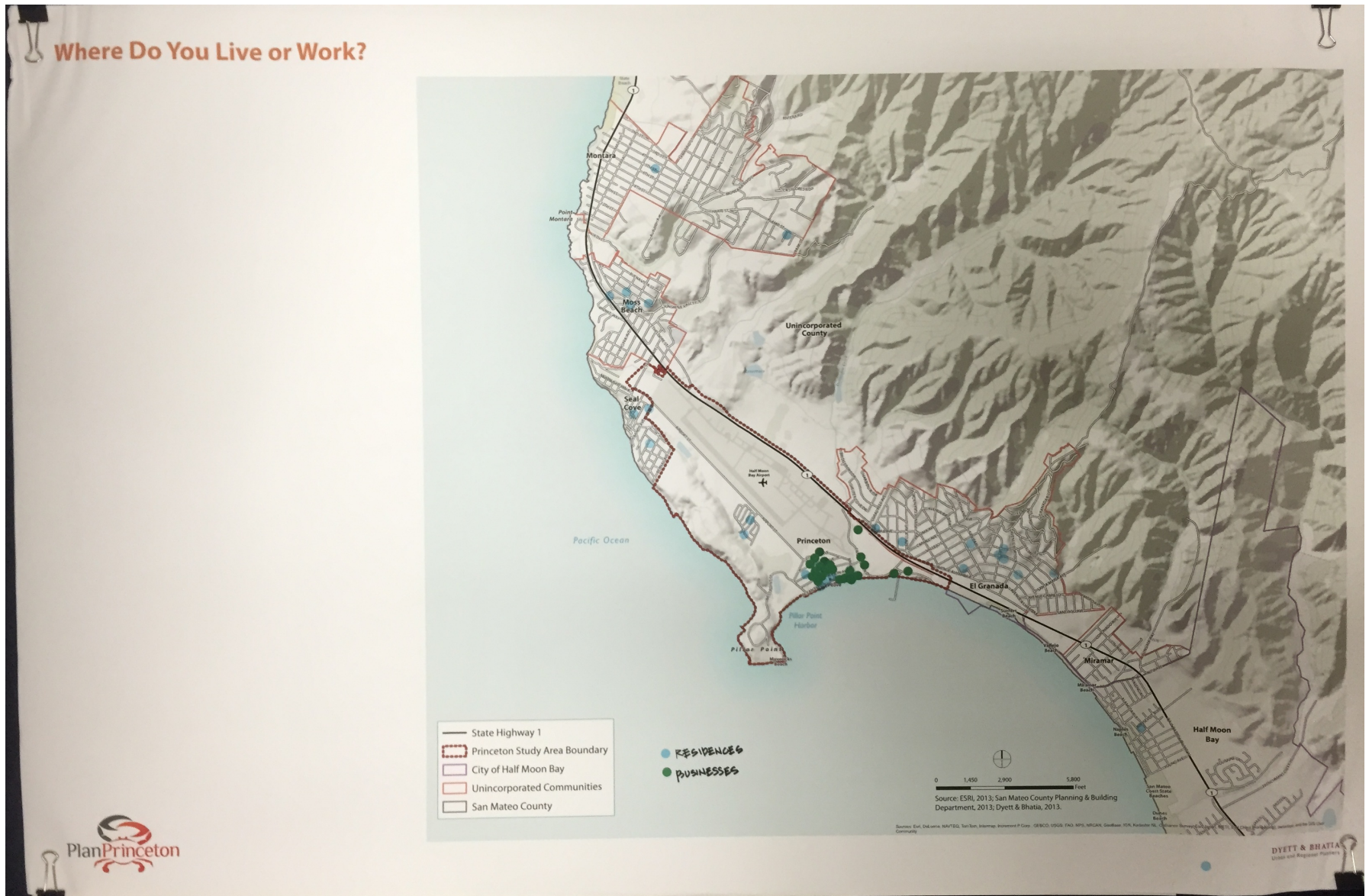
HALF MOON BAY YACHT CLUB
214 PRINCETON AVENUE, HALF MOON BAY, CA

Formato

- 1:00** El Taller Empieza
- 1:30** Bienvenida y Visión de Conjunto
- 1:45** **Continuación del Taller.** Miembros de la comunidad pueden visitar cualquiera o todas las estaciones. Estaciones incluyen los temas siguientes:
- Visión de Conjunto del Plan Preferido
 - Uso del Suelo y Diseño de la Comunidad
 - Circulación y Diseño de las Calles
 - Acceso a la Costa y Manejo de la Ribera
 - Parques y Facilidades Públicos
 - Conservación Ambiental
- 2:55** **Conclusión.** ¡Gracias por su presencia!
- CONTACTAR
CON:** Summer Burlison
(650) 363-1815
sburlison@smcgov.org
www.PlanPrinceton.com

Appendix B: Post-It Note Comments

Plan Princeton Community Workshop #3 Summary

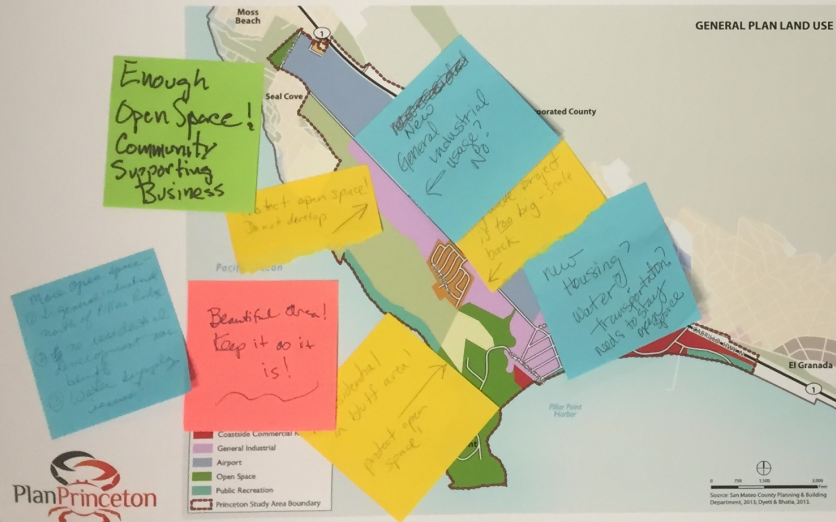


What is Plan Princeton?

Plan Princeton is an effort to update the land use plans, development polices and zoning regulations applicable to Princeton and its environs. The Plan will incorporate a set of policies, programs, and standards that form a blueprint for physical development and resource protection throughout the community.

Plan Princeton will:

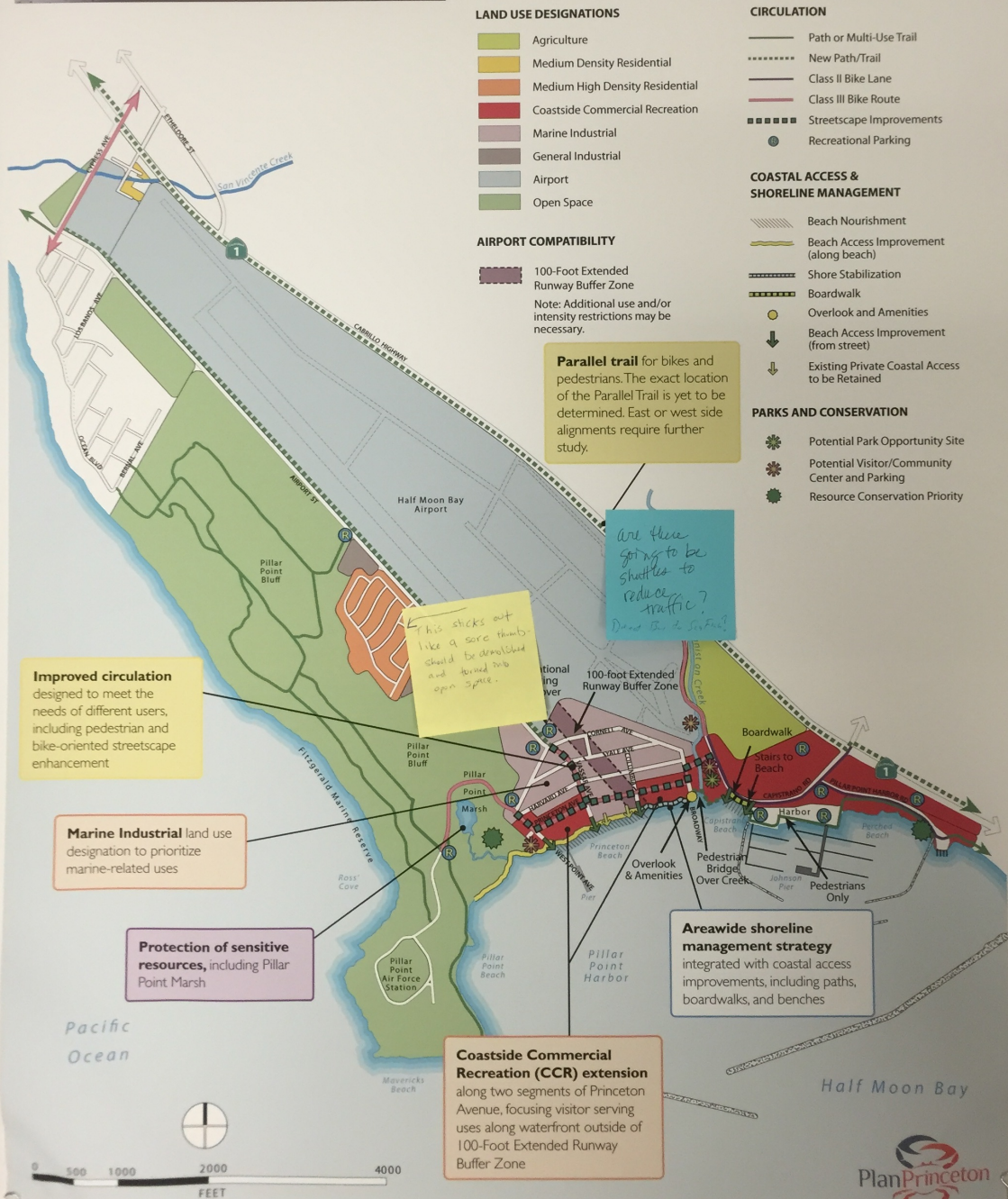
- Establish a long-range vision for the Princeton area and outline steps to achieve this vision
- Establish policies that guide Planning Commission and Board of Supervisors decision-making
- Provide a basis for judging whether new development projects align with Plan policies
- Encourage project designs that enhance the character of the community



Preferred Plan Overview



The unincorporated area of Princeton is undergoing a planning update prepared by San Mateo County, which includes updates to the General Plan, Zoning Regulations, and Local Coastal Program. The purpose is to provide policy, plan, and zoning amendments to help realize the community's vision for the future, re-evaluate land use policy, and provide clear direction to property owners and residents related to development and planning guidelines. Defining characteristics of the Preferred Plan are identified on the Preferred Plan map.



Preferred Plan Land Use Diagram



The Preferred Plan land use direction for Princeton includes:

- Refine the mix of allowed uses to increase flexibility and better align with Coastal Act priorities and market demand.
- Update development and design standards to ensure that future development maintains a small-scale character, through appropriate height and massing controls, including side setback to ensure views to the water.
- Design the land use map and regulations to ensure compliance with Airport Land Use Compatibility Zones' density and intensity criteria.
- Extend the Coastside Commercial Recreation designation to 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.
- Create a new General Plan land use designation called Marine Industrial to correspond with the Waterfront (W) zoning district, and indicate a clear priority for marine-related uses.



Land Use Designations

COASTSIDE COMMERCIAL RECREATION

- Retail, recreational services, restaurants, visitor lodging, mixed use residential, coastal-related and coastal-dependent uses are a priority.
- Development standards ensure active use, pedestrian-oriented design, maintenance of neighborhood scale.
- Design guidelines apply.



Restaurants



Lodging



Commercial recreation

MARINE INDUSTRIAL

- Uses in shoreline area are limited to marine-related trades and services and other coastal-related uses including recreational uses.
- Light industrial and storage uses allowed on inland sites
- Caretakers' units allowed as accessory use, up to 25 percent of developed parcels in the district



Marine-related trades



Marine-related clubs and institutions



Marine-related outdoor storage

GENERAL INDUSTRIAL

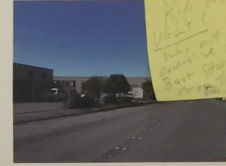
- General Industrial classification includes industrial, manufacturing, and research and development



Light industrial



Manufacturing and assembly



Research and development

RESIDENTIAL

- Medium Density Residential: 6 to 9 units per acre; minimum parcel size of 5,000 square feet.
- Medium High Density Residential: 9 to 17 units per acre; no minimum parcel size.



Manufactured housing community



Single-family



Single-family

AIRPORT

- Airport and other uses that may be compatible with airport operations and safety and noise criteria



Half Moon Bay Airport



Airport-compatible uses

AGRICULTURE

- Lands used for or suitable for agriculture, and ancillary lands for protection of agriculture



Agriculture



Agriculture

OPEN SPACE

- Protected natural resources, outdoor recreation areas, agriculture, and areas where hazards may pose a risk to public.
- May include public land managed by park and recreation agency.



Pillar Point Marsh

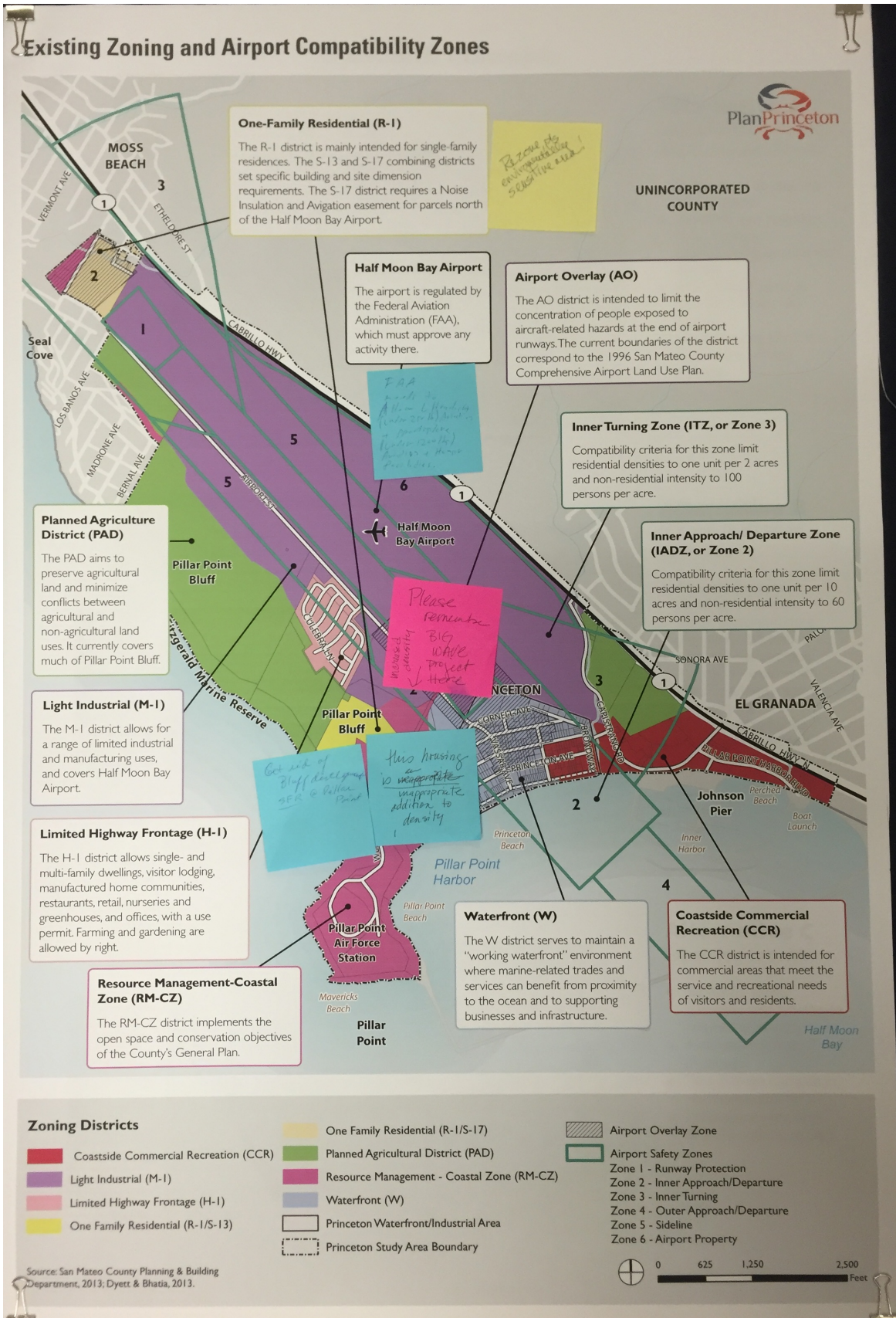


Outdoor recreation



Pillar Point Bluff

Note: Some photos are from outside the Planning Area.



Circulation Components

PEDESTRIAN CIRCULATION

Pedestrian-oriented street improvements would create an inviting route for Harbor area visitors to explore the Princeton waterfront area.



BIKE CIRCULATION

The Preferred Plan incorporates a parallel trail along Highway 1 and multiple connections into the Princeton area.



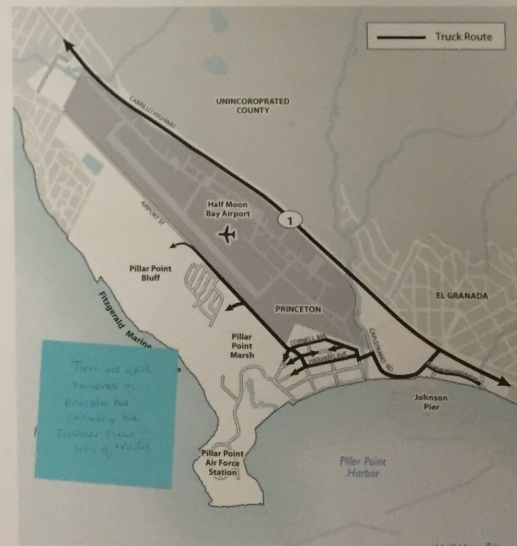
AUTO CIRCULATION

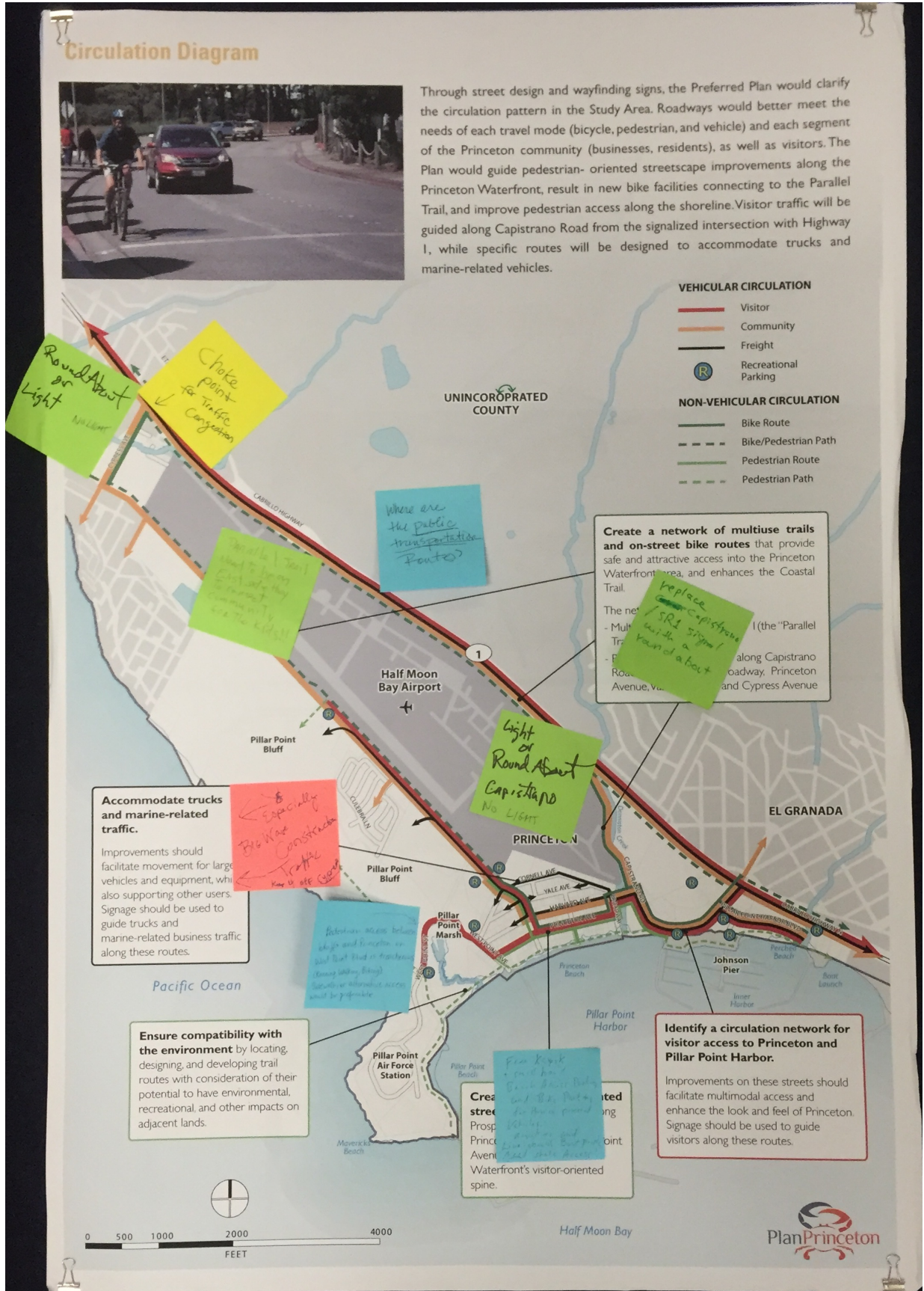
In the Princeton waterfront, driving visitors would be guided with street design and signage along Princeton Avenue.



TRUCK CIRCULATION

Marine-related industrial traffic should have priority in the Princeton waterfront from Harvard Avenue north.





Coastal Access and Shoreline Management



The Preferred Plan proposes a managed shoreline strategy for the Princeton Waterfront that includes treatments that address erosion, as well as public access improvements. The strategy will incorporate natural processes and limit the use of engineered structures where feasible.

Enhance access along the Princeton shoreline:

Lateral Access

- Improvements may include:
- A boardwalk adjacent to Capistrano Road
 - A new footbridge over Denniston Creek
 - A walkway along the low bluff between Broadway and Columbia and along or parallel to the beach west of Columbia
 - Pedestrian-oriented street enhancements along Princeton Avenue

Vertical Access

- Improvements may include:
- Stairways to the beach below Capistrano Road
 - Improved access to the beach from the end of Columbia, Vassar, and West Point avenues

Present a managed shoreline strategy that protects the shoreline from erosion and provides improved public access to and along the coast.

- Incorporate appropriate techniques for shoreline stabilization based on the characteristics of the site and the long-term effectiveness to protect against coastal hazards.

- Any shoreline protection must be applied uniformly and must minimize any impacts to visual and biological/marine resources, as well as reduce any potential to negatively affect public access.

Develop a wayfinding signage program to help direct drivers to available coastal access, parking, and signal whether there are restrictions on parking.

Undertake a signage program for the coastal trail to improve its visibility and clarify connections.



LAND USE DESIGNATIONS

- Agriculture
- Medium Density Residential
- Medium High Density Residential
- Coastside Commercial Recreation
- Marine Industrial
- General Industrial
- Airport
- Open Space

AIRPORT COMPATIBILITY

- 100-Foot Extended Runway Buffer Zone
- Note: Additional use and/or intensity restrictions may be necessary.

CIRCULATION

- Path or Multi-Use Trail
- New Path/Trail
- Class II Bike Lane
- Class III Bike Route
- Streetscape Improvements
- Recreational Parking

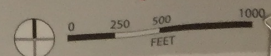
COASTAL ACCESS & SHORELINE MANAGEMENT

- Beach Nourishment
- Beach Access Improvement (along beach)
- Shore Stabilization
- Boardwalk
- Overlook and Amenities
- Beach Access Improvement (from street)
- Existing Private Coastal Access to be Retained

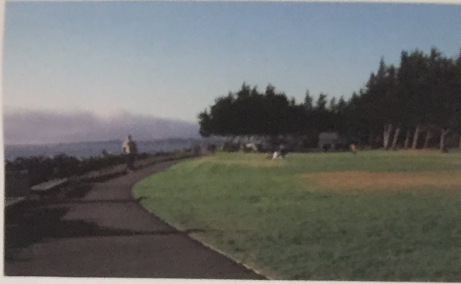
PARKS AND CONSERVATION

- Park Opportunity Site
- Potential Visitor/Community Center and Parking
- Resource Conservation Priority

Note: Certain map elements are lightened to better show coastal access and shoreline management.



Parks and Public Facilities



The Preferred Plan recognizes the shortage of active use parks on the Midcoast, the desire for a community center, and the potential for a visitor center and interpretive center to enrich people's experience of the Princeton waterfront. The Preferred Plan sets a policy direction for the potential future pursuit of park and public facility opportunities at priority locations. Park opportunities may be pursued as part of private development and/or public actions.

Active Use Park

Support acquisition and/or development of a small active-use park. The park could incorporate the Coastal Trail and could be designed with an accompanying community or visitor center.

Visitor Center

Pursue provision of a visitor center that enriches the visitor experience with interpretive resources and other features.

Potential Locations:

- In tandem with a proposed park
- On Airport property along Capistrano Road
- At the west end of Princeton Avenue adjacent to Pillar Point Marsh

Community Center

Pursue opportunities for a community center that offers recreational programs. The community center could be developed in tandem with a park or in a separate location.

A community center and a visitor center may be provided in a joint facility or separately.



LAND USE DESIGNATIONS

- Agriculture
- Medium Density Residential
- Medium High Density Residential
- Coastside Commercial Recreation
- Marine Industrial
- General Industrial
- Airport
- Open Space

AIRPORT COMPATIBILITY

- 100-Foot Extended Runway Buffer Zone
- Note: Additional use and/or intensity restrictions may be necessary.

CIRCULATION

- Path or Multi-Use Trail
- New Path/Trail
- Class II Bike Lane
- Class III Bike Route
- Streetscape Improvements
- Recreational Parking

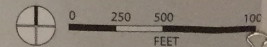
COASTAL ACCESS & SHORELINE MANAGEMENT

- Beach Nourishment
- Beach Access Improvement (along beach)
- Shore Stabilization
- Boardwalk
- Overlook and Amenities
- Beach Access Improvement (from street)
- Existing Private Coastal Access to be Retained

PARKS AND CONSERVATION

- Potential Park Opportunity Site
- Potential Visitor/Community Center and Parking
- Resource Conservation Priority

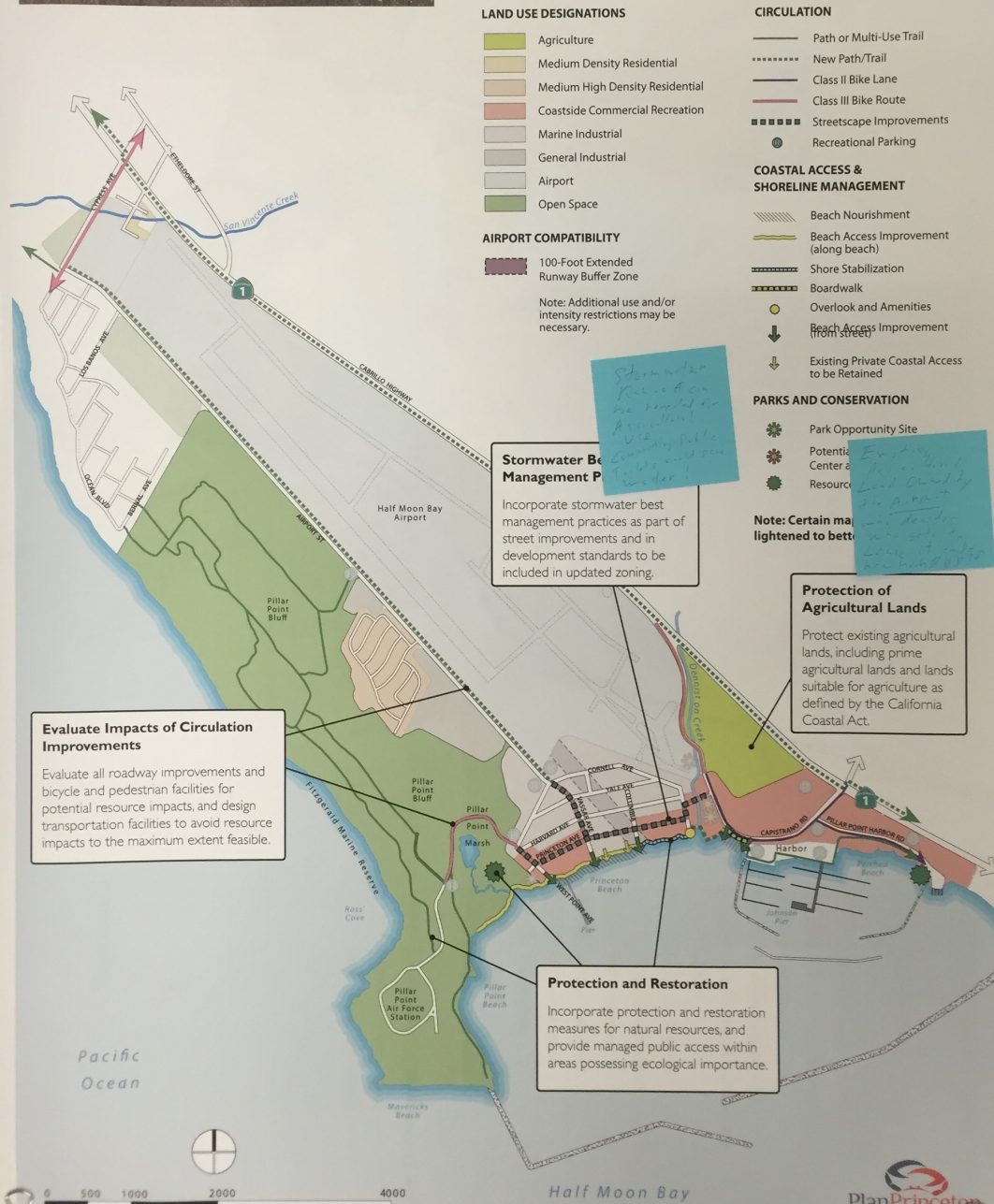
Note: Certain map elements are lightened to better show parks and public facilities.



Conservation



The Princeton area includes a variety of natural habitat resources, as well as land used for agriculture. The Preferred Plan conserves and preserves environmentally sensitive and agricultural lands, and does not expand developable areas. Pillar Point Marsh is identified as a resource conservation priority, and all of Pillar Point Bluff is designated Open Space. The Preferred Plan incorporates protection and restoration measures for natural resources, manages public access, and includes policies to preserve agriculture.



Appendix C: Transcript of Comments

OVERVIEW

Flip Chart Notes

- Keep Princeton light industrial/fishing
- Commercial needed along Hwy 1
- Enforce use permits—residential not permitted
- Don't allow Harbor Village mistake to be repeated
- Let Princeton evolve to be better, serve the community with marine education, small craft businesses that provide opportunities for local business and the public to learn about environment, oceans, etc.!

Sticky Notes

Preferred Plan Overview

- Are there going to be shuttles to reduce traffic? Direct bus to San Francisco?
- This sticks out like a sore thumb – should be demolished and turned into open space [Pillar Ridge]

What is Plan Princeton?

- Enough open space! Community supporting business
- Protect open space! Do not develop
- More open space
 1. General industrial north of Pillar Point
 2. No residential development near bluff
 3. Water supply issues?
- New general industrial usage? No
- Big Wave project is too big – scale back
- New housing? Water? Transportation? Needs to stay open space
- Residential in bluff

LAND USE

Flip Chart Notes

- Middle block of Princeton Ave should have both Marine industrial and commercial (C-1) as permitted uses
- No change to displace thresholds under any conditions
- Do not change the diversity of land uses in Princeton
- Support caretaker units
- Dual zoning for middle block along Princeton Ave – CCR + W uses allowed
- Clarify reasoning for middle block of Princeton Ave to be W = “maintain boat access” is misleading
- Dual zoning = high profit uses will always crowd out low profit uses
- Need to enforce and limit setbacks and height of development along Princeton Ave to allow more visibility to the harbor

Sticky Notes

Land Use Designations

- Awesome shop!
- Caretaker can live in the marine – use structure if less than 25% space!
- There storage yards are UGLY why not centralize all boat storage near the boat ramp?

Preferred Plan Land Use Diagram

- Is it good land usage to add housing on marshland? [Big Wave site]

Existing Zoning and Airport Compatibility Zones

- Rezone please, environmentally sensitive area!
- FAA needs to allow ultra-light (under 250 lbs) aviation and sports plane (1200 lbs) aviation and hanger facilities
- Please remember Big Wave project here. Increased density
- This housing is an inappropriate addition to density
- Get rid of bluff development SFR at Pillar Point

CIRCULATION

Flip Chart Notes

- Not prefer one-ways (three tallies)
- Freight traffic will still be necessary along Princeton Ave (Romeo’s, etc)
- Hwy 1 parallel bike path – minimum impact to farmland

Plan Princeton Community Workshop #3 Summary

- Creative, low-impact crossings for bike/pedestrian across Hwy 1 path
- Prefer no freight traffic along Princeton Ave, especially with more pedestrian use
- Likes proposed truck route (five tallies)
- Signage program for businesses
- Designated bike path improvements!
- Need public facilities, restrooms
- Need closer parking for boardwalk area, access (who will pay for/maintain the boardwalk?)
- Dislike one-ways
- More live-work opportunities (two tallies)
- Legalize existing live-work spaces (up to code)
- Need to show where Big Wave will be as it will impact circulation, infrastructure, water, density
- Show public transportation additions (coast side shuttle) – help address parking for visitors, etc.
- Need to clean up areas/code enforcement
- Preference for one-way streets (all with college names, not others)
- Lanes are too small for trucks, sidewalks
- Princeton Ave should be shifted to North side of ROW to allow wide coastal trail along South side
- Remove illegal no parking signs put in place by property owners (known issue that should be enforced, pass ord?)
- For bike lanes, separate from traffic (buffer, median) – likes the picture of bike separated
- No asphalt pedestrian trail (bad for environment, especially in coastal zone)
- Parallel trail should be on east side of Hwy 1 to connect communities. The idea was to have a safe route without highway crossings
- Need more traffic signals on Hwy 1
- If one-way streets allowed – should only be for Princeton and Harvard

Sticky Notes

Circulation Diagram

- Roundabout or light [at Cypress and Highway 1]
- Choke point for traffic congestion[at Cypress and Highway 1]
- Parallel trail need to be on east side of highway to connect community for the kids!!
- Where are the public transportation routes?

- Especially Big Wave construction traffic [Accommodate trucks and marine-related traffic]
- Traffic keep it off Cypress
- Light or roundabout Capistrano [Capistrano and Highway 1, north intersection]
- No light [Capistrano and Highway 1, north intersection]
- Replace Capistrano/SR1 signal with a roundabout
- Kayak and small boat Beach Access Parking and Bike Parking for human powered vehicles. Kayaking and live-aboard boat people need shore access!
- Pedestrian access between bluffs and Princeton on West Point Blvd is treacherous (running, walking, biking) Sidewalk or alternative access would be preferable

Circulation Components

- Big Wave project?
- More tasteful “elegant” signs
- NOT big “Institutional” Hwy signs
- No one-way streets
- There are active businesses on Princeton Ave including the Fertilizer plant – lots of trucks

COASTAL ACCESS & SHORELINE MANAGEMENT

Flip Chart Notes

- Are Vassar/Airport road going to be taken over by the County, paved, and marked for parking?
 - People are curious about access from Vassar/West Point especially because it’s popular access for water sports
- Circulation route for folks with equipment (boats, paddle boards) to drop off near Vassar then continue to parking
- Would beach access connect to trail at Pillar Point?
- Inn at Mavericks located between Broadway and Columbia
 - Increased foot traffic may detract from privacy and character of business – could work if below level of rooms/windows
- How will beach front areas be protected from future sea level rise? (ex. West Point to Vassar is inundated in OCOF modeling for 50cm/100 yr storm)
- Boardwalk and improved coastal access will draw more people – where will they park?
- Who will pay for coastal improvements? Who will maintain them?
- What are the potential shore stabilization improvements between Broadway and Columbia?

- Capistrano Road across from harbor particularly dangerous for cyclists, but where is there room for a bike lane?
- People who live on their boats in the Harbor need bike parking, scooter parking, and water-taxi to and from their boats anchored or moored in Pillar Point Harbor (and kayak parking and safe storage)
- Would be nice to have more foot traffic along Princeton Ave in the CCR area
- No coastal armoring (riprap/seawalls/etc.)
 - It leads to beach loss (rip rap always fails)
 - Rip rap leads to increased erosion at the ends
 - Graceful retreat
- Sand pump
- Surprising that parking is proposed for vacant lot by Denniston Creek
- Community Center should serve residents – in El Granada/Montara or Moss Beach, not visitors in Princeton
- Good place for boardwalk—people use that narrow path anyway

PARKS AND PUBLIC FACILITIES

Board Notes

- West Point location – too far from activity center closer to Capistrano?
- What does “shore stabilization” entail?
- What sort of street improvement will go along Princeton? Support for improving street to attract visitors
- Could visitor center be located in underutilized Harbor Village space?
 - Is there enough parking?
- Small boutique hotel on Capistrano on parcel identified for Park site?
 - Is that a possibility?
- Trail along Princeton Ave?
- Shoreline access—is it practical due to tides? Not much beach even at low tide
- Community garden plots

Sticky Notes

Parks and Public Facilities

- Airport needs to allow ultra-lights – motorized hang gliders and sailplanes for soaring!
- Like in San Francisco – would open bike stations with free bike usage!
- There would be more marine jobs here if someone operated a boatyard with a boatlift

- Where is parking for all these visitors and beach goers?

CONSERVATION

Board Notes

- Maritime museum: Hyannis MA (historical museum in area)

Sticky Notes

- Storm water run off can be recycled for agricultural use. Composting public toilets could save water!
- Existing agricultural land owned by the Airport: who decides who gets to lease it and for how much money??

ADDITIONAL COMMENTS RECEIVED

- Library facility or satellite library from HMB Library is needed in the northern midcoast area to serve Princeton, as well as Montara, Moss Beach, El Granada communities.
- Stop sign on Capistrano @ Prospect; people making left turn from Capistrano onto Prospect have to stop/yield anyways for oncoming traffic and to make the turn
- Please do not change the diversity of land uses that have existed in the Princeton area for many years. The many different businesses in Princeton support the Coastsides population as well as the fishing, farming, and tourist industries. These businesses provide jobs and economic stability to the entire Coastsides [signed letter submitted at workshop].

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315