



Plan Princeton

Alternatives Workbook

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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:

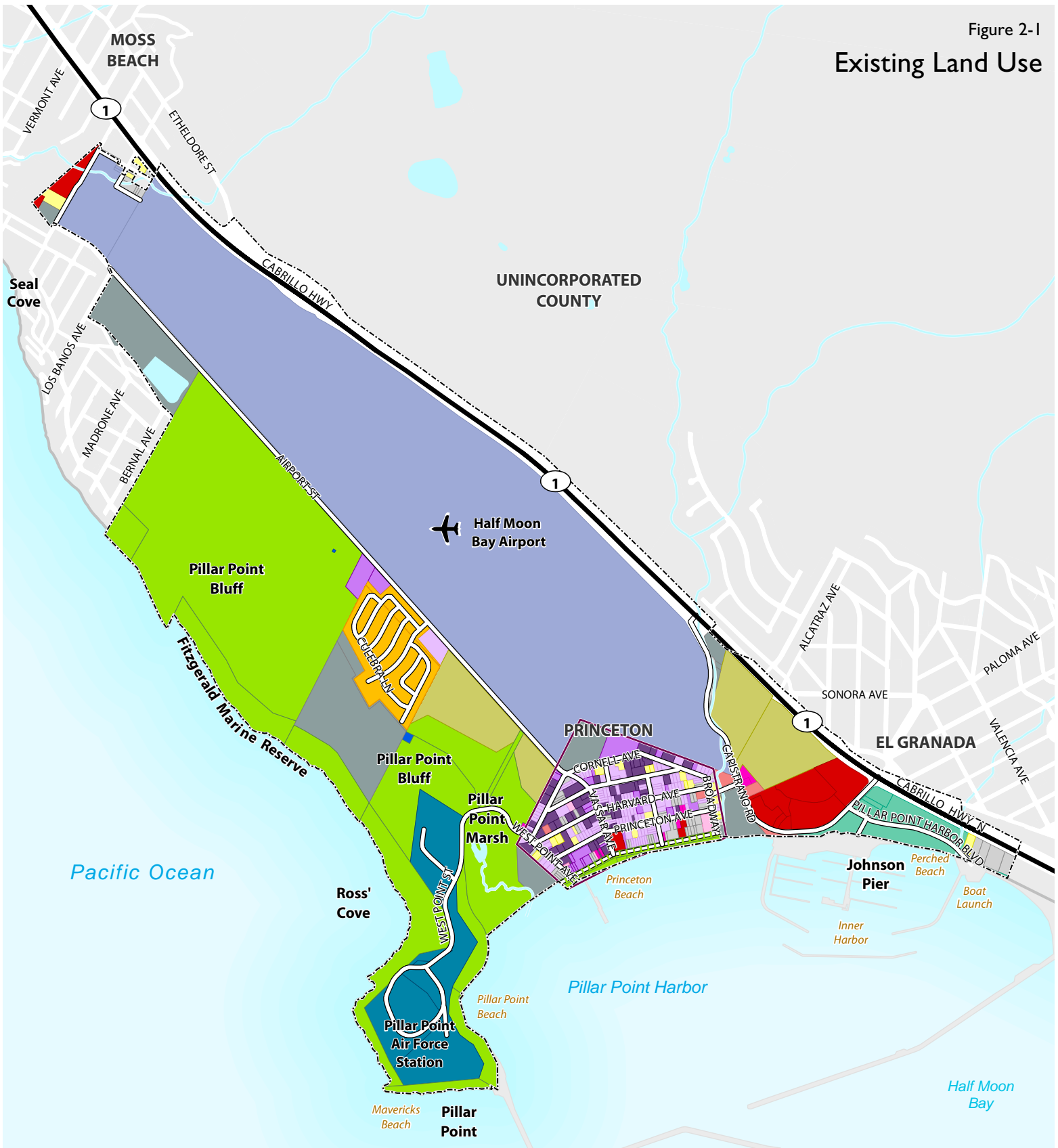
- The Princeton waterfront between the Airport and Pillar Point Harbor has a concentration of industrial, warehouse, and storage uses, with a scattering of older houses.
- The area along Capistrano Road features the majority of the Planning Area's visitor-serving and retail businesses, including dining, 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	 Commercial including Lodging/Conference	 Warehouse
 Single Family Residential	 Mixed Uses	 Airport
 Manufactured Home Park	 Office	 Federal
 Commercial	 Storage Yard	 Parks/Open Space
	 Industrial	 Harbor/Recreation
		 Utilities
		 Undeveloped
		 Vacant
		 Princeton Waterfront/Industrial Area
		 Princeton Study Area Boundary

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.

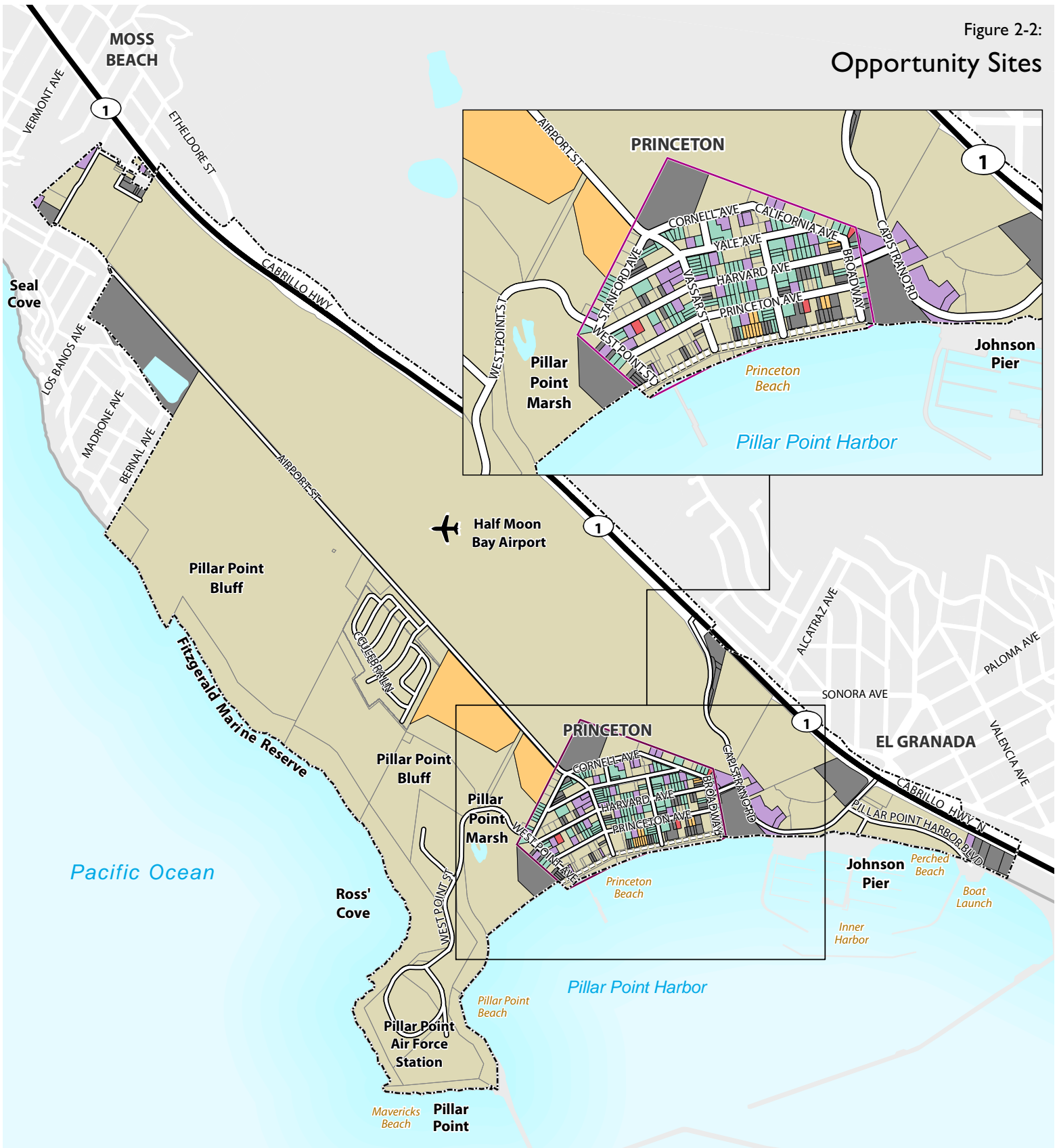
The W district also permits caretaker's quarters as an accessory use to allow for on-site housing for the property owner or an employee. The total number of caretaker units in the W district is limited to 25 percent of the developed parcels in the district.

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.

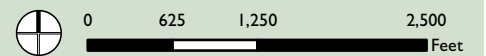
Figure 2-2:

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

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



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

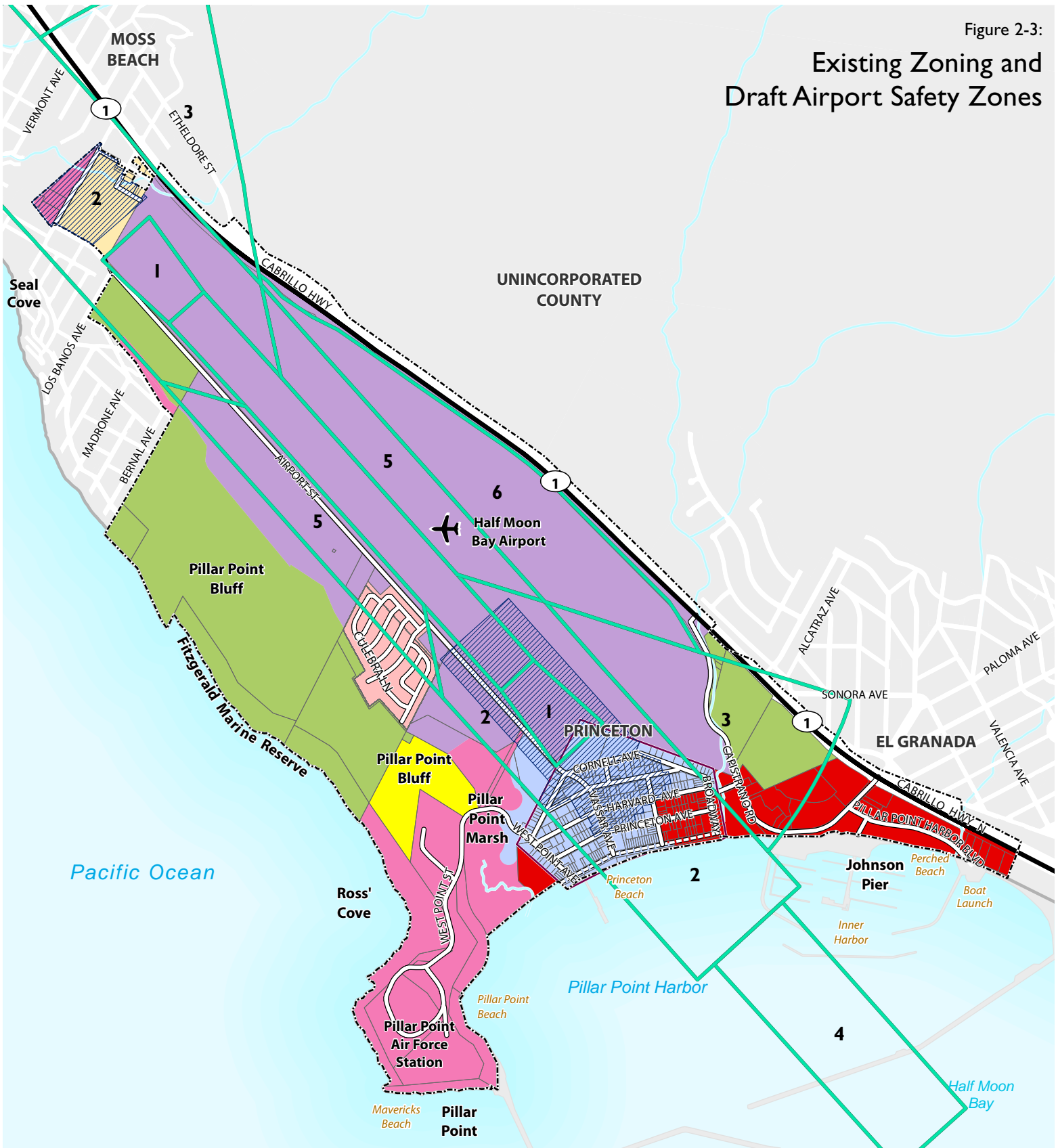
Coastal Zone and Coastal-Dependent Uses

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



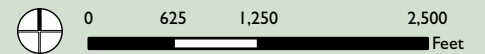
Zoning Districts

- Coastside Commercial Recreation (CCR)
- Light Industrial (M-1)
- 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)

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

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

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



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.

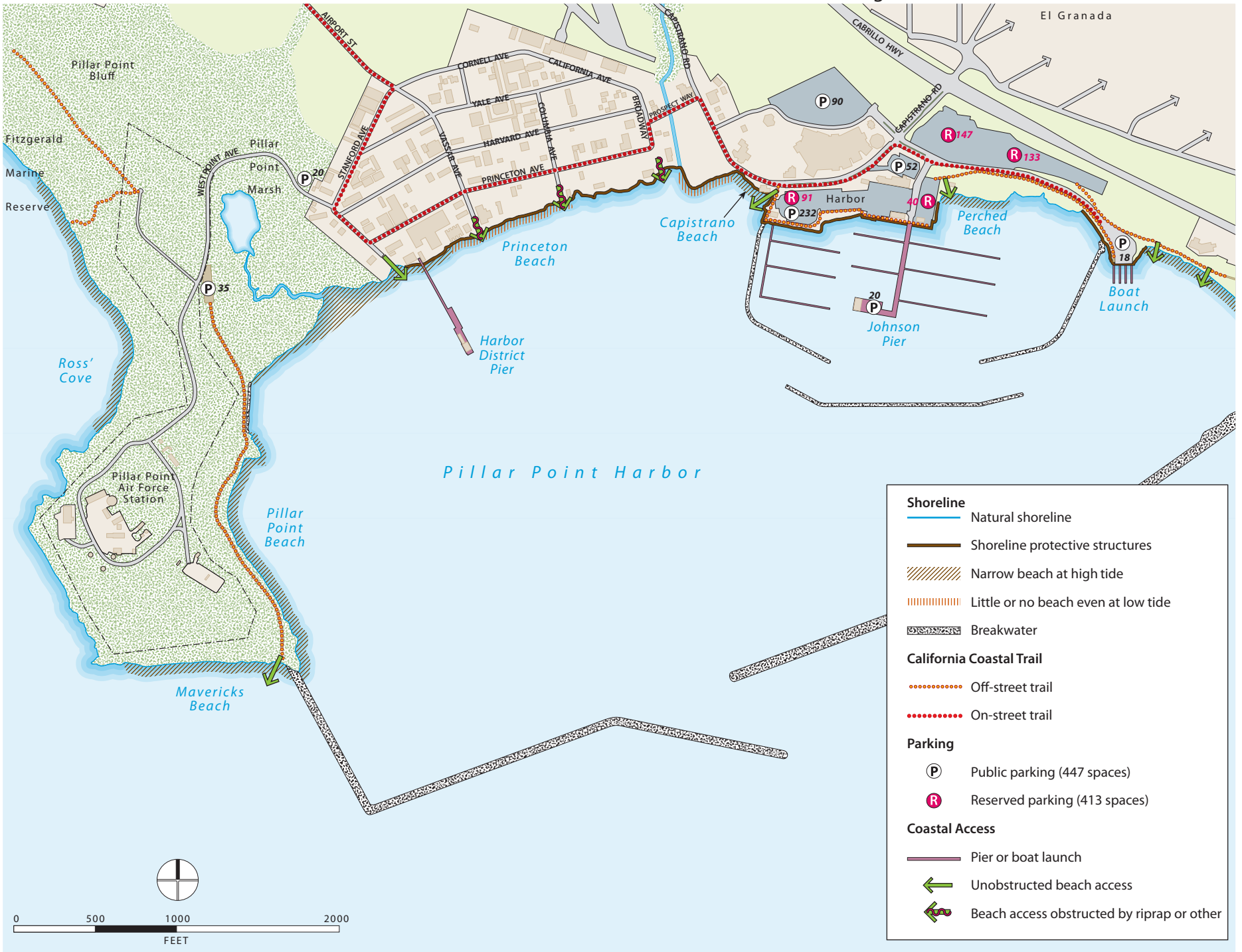
Princeton Waterfront

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

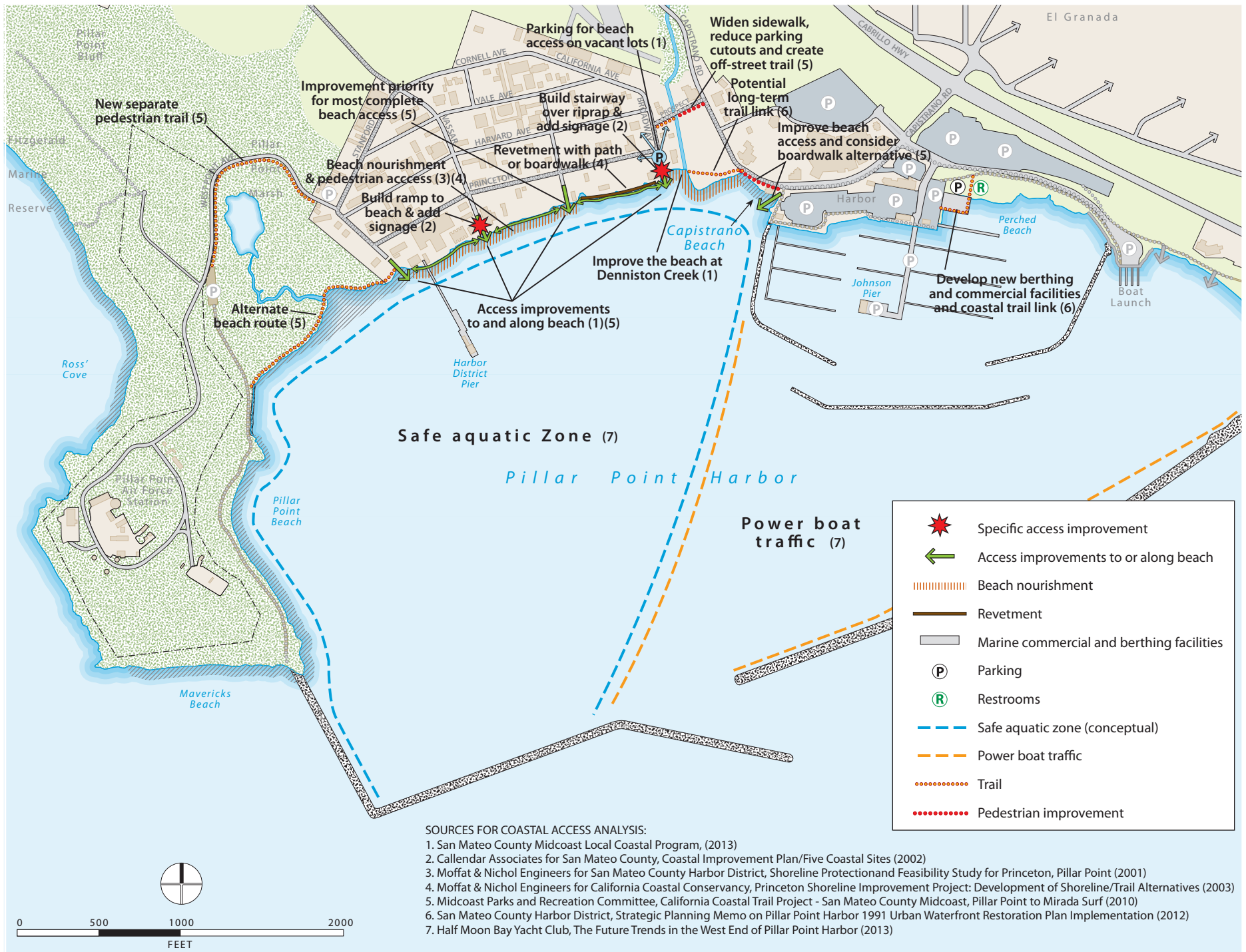
- Broadway terminates at a rip-rap stabilized bluff. A dirt area that can accommodate several parked cars.
- At Columbia Avenue, beach access is also hindered by rip-rap. Improving access at this point would result in the most beach-walking benefit, as the two blocks between West Point and Columbia are 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



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

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.

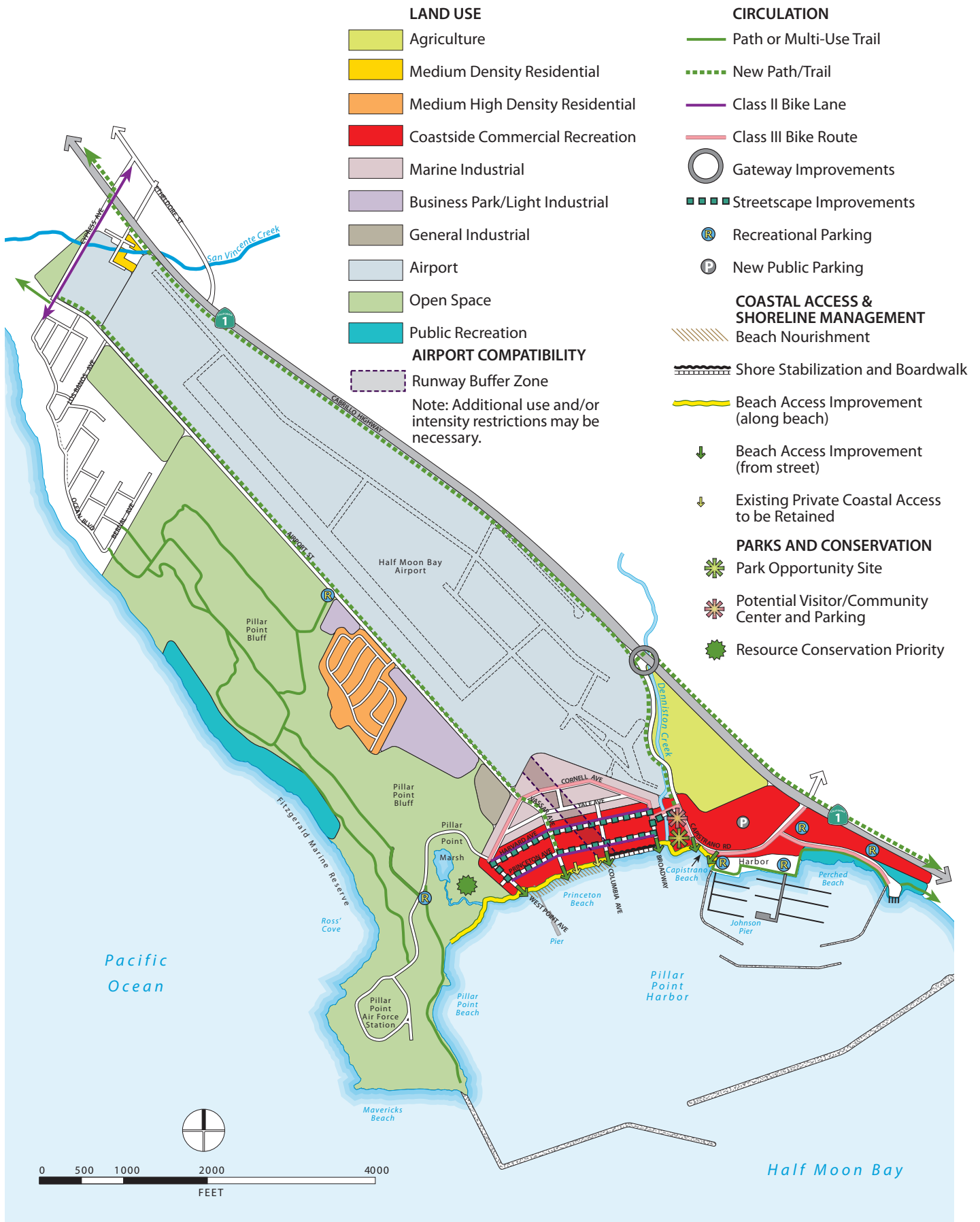
Coastal Access and Shoreline Management

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

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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
	<u>Elements Common to All:</u> <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

	<i>Alternative A – Refined Land Use Plan</i>	<i>Alternative B – Expanded Visitor-Serving Area</i>	<i>Alternative C – Waterfront and Recreation Focus</i>
			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 		

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