



Plan Princeton

Preferred Plan and Policy Framework

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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

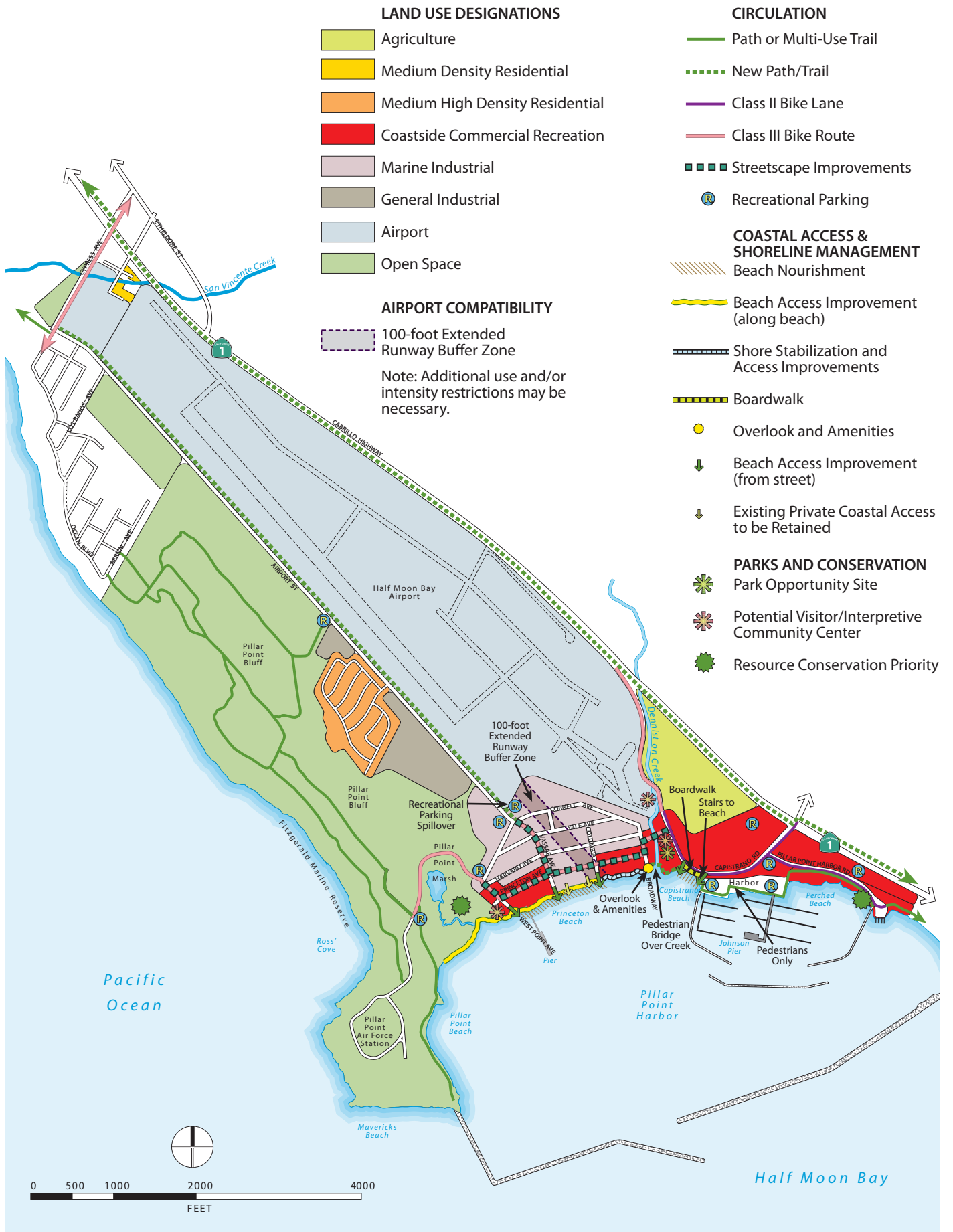
The Planning Area consists of 849 acres between Highway 1 and the Pacific coast. It includes one of the few working waterfronts on California's Central Coast that supports fishing, boating, and marine-related industries. The area also contains the Mavericks surf break, Half Moon Bay Airport, the Pillar 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



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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.

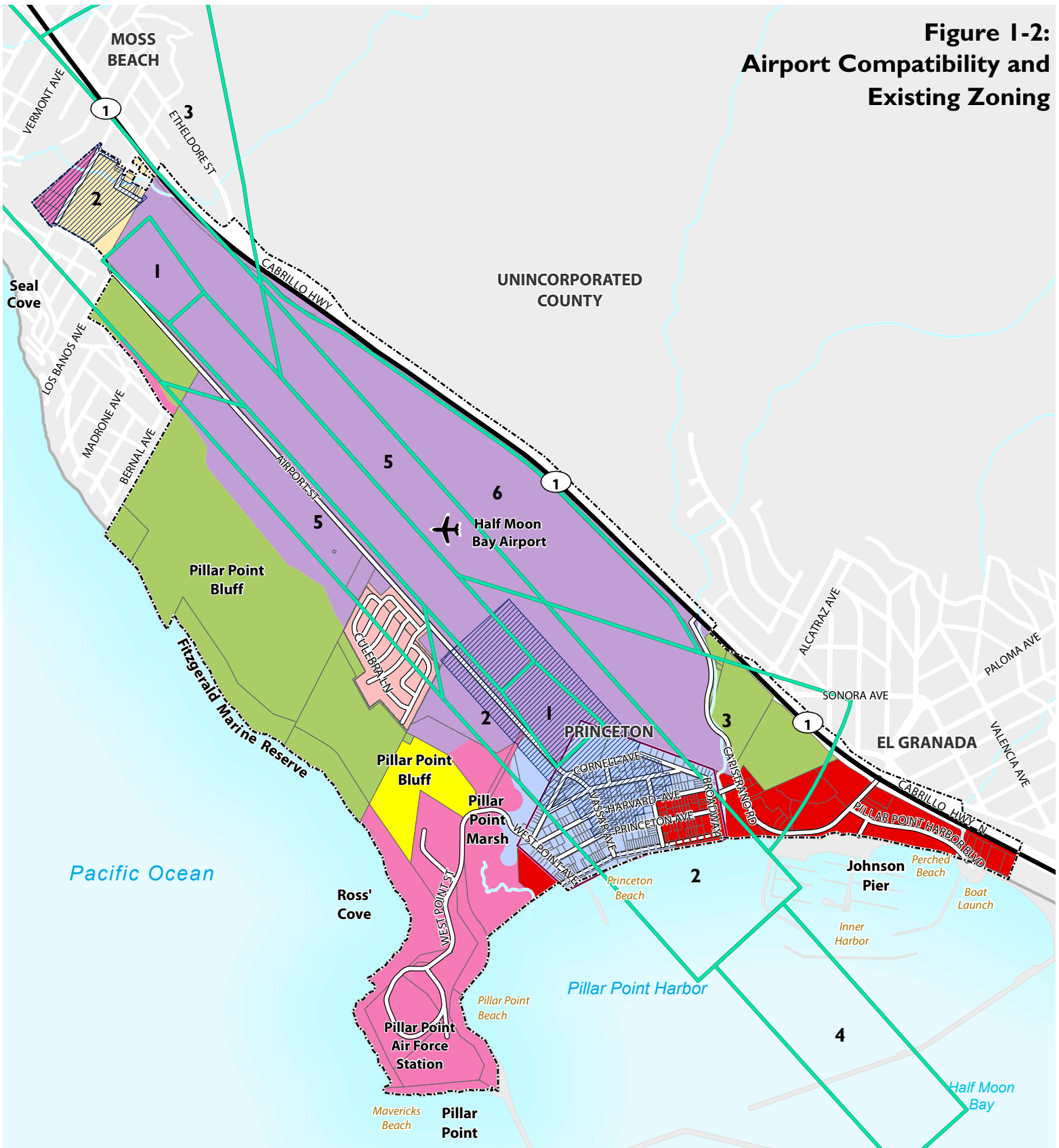
Resource Management-Coastal Zone (RM-CZ)

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**



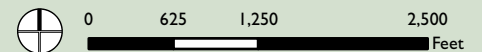
Zoning Districts

- Coastside Commercial Recreation (CCR)
- Light Industrial (M-1)
- Limited Highway Frontage (H-1)
- One Family Residential (R-1/S-13)
- Planned Agricultural District (PAD)
- 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

- 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.



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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.

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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.

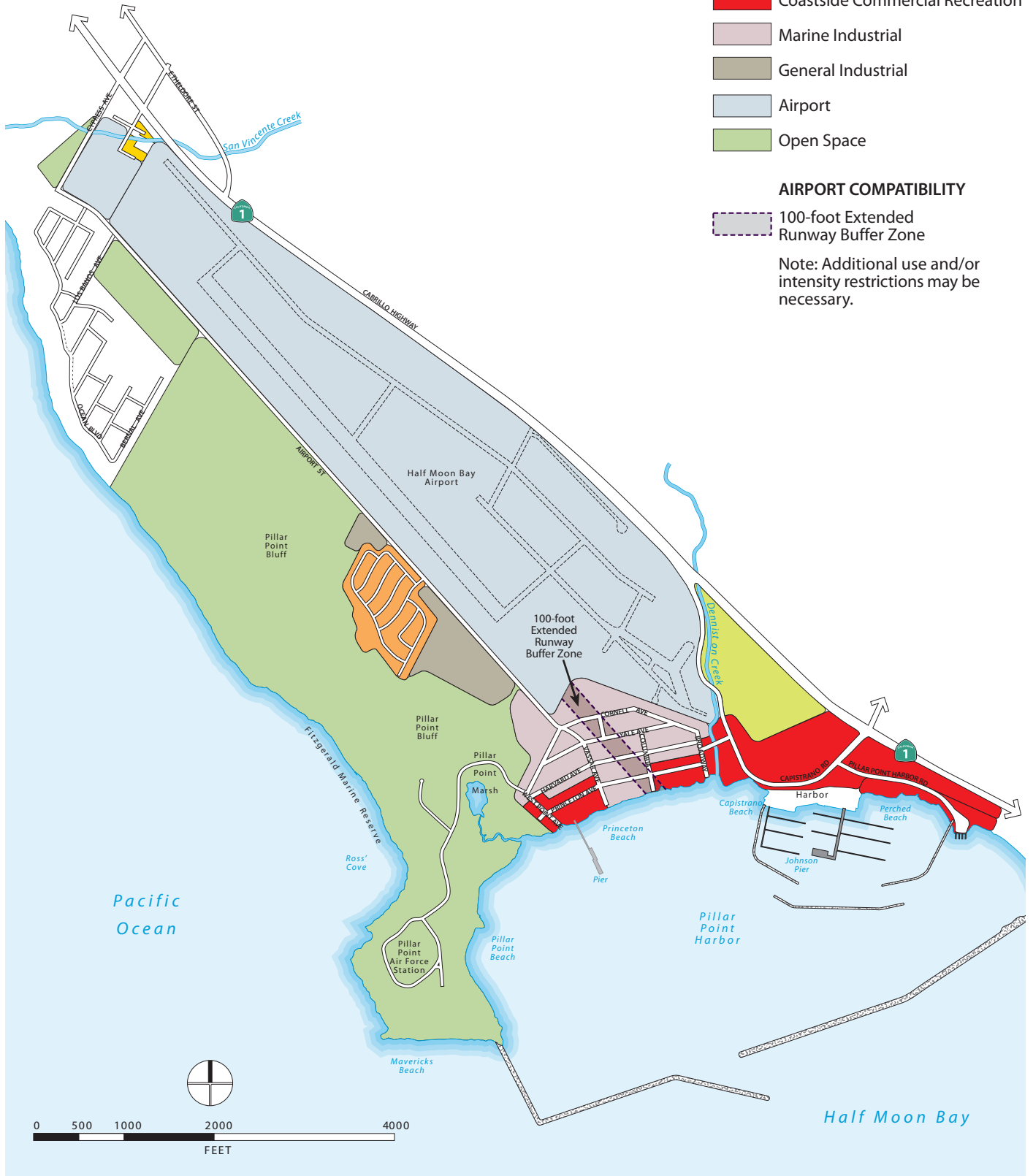


Figure 2-2: Land Use Designations

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

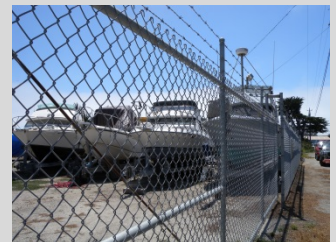
Uses in Shoreline Area limited to marine-related trades and services and other coastal-related uses including recreational uses. Light industrial and storage uses allowed on inland sites. Caretakers' units allowed as accessory use, up to 25 percent of developed parcels in the district.



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.



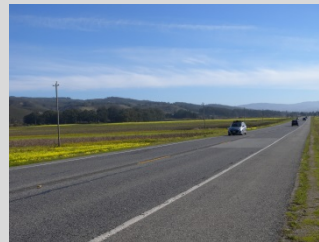
Half Moon Bay Airport



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.

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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”).*

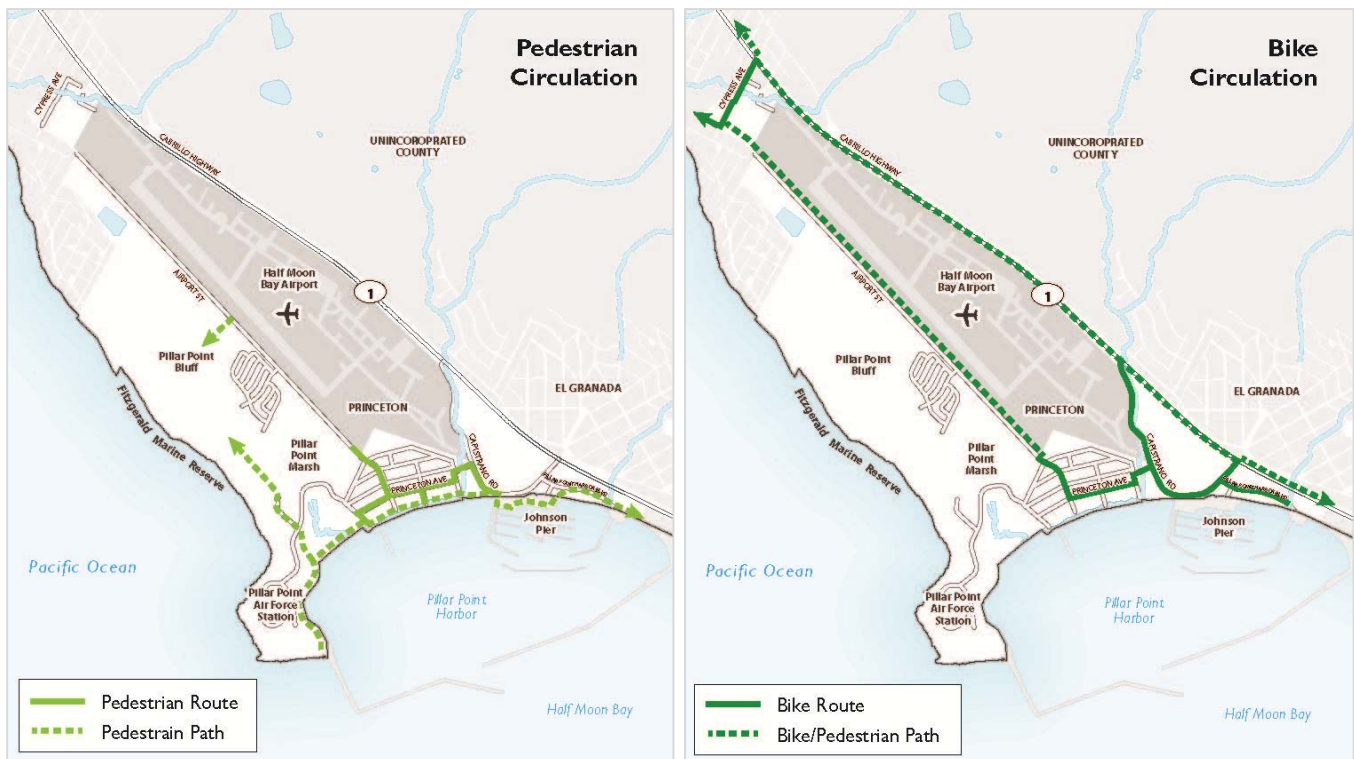


Figure 3-1: Preferred Plan Circulation Diagram



UNINCORPORATED COUNTY

Half Moon Bay Airport

Pillar Point Bluff

PRINCETON

EL GRANADA

Pillar Point Air Force Station

Johnson Pier

Vehicular Circulation

- █ Visitor
- █ Community
- █ Freight

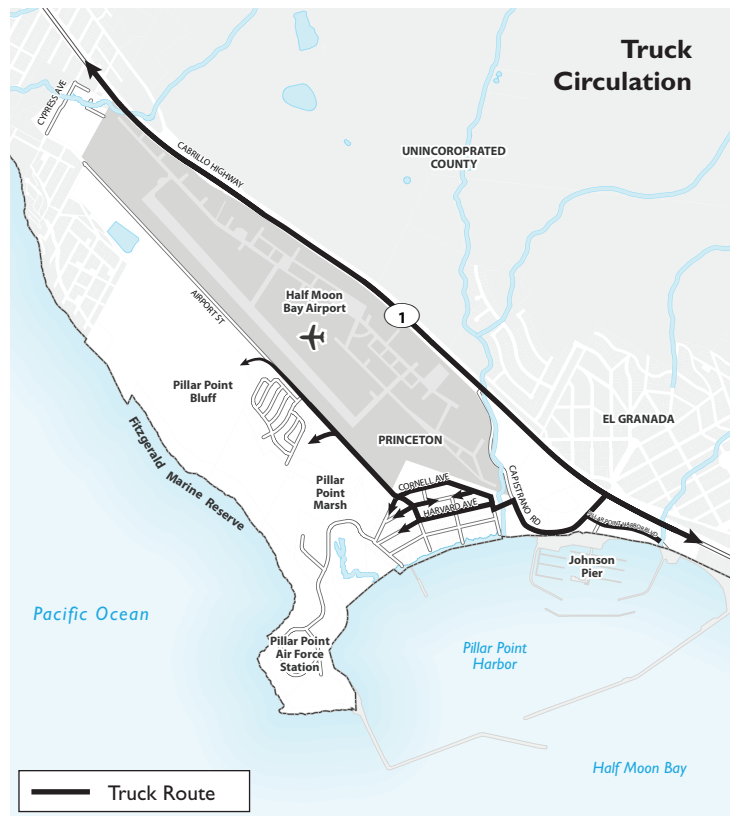
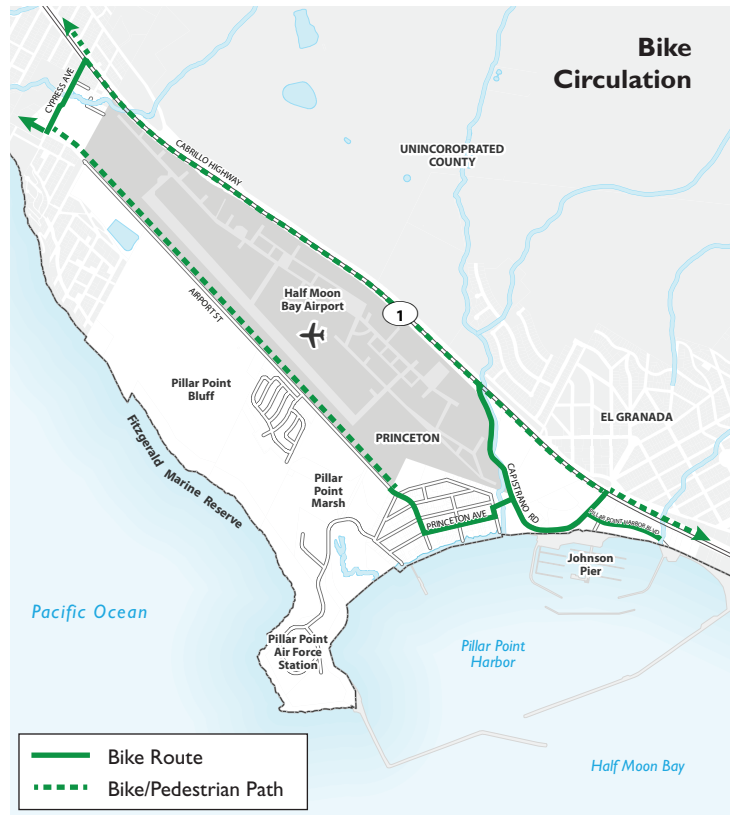
Non-vehicular Circulation

- █ Bike Route
- - - Bike/Pedestrian Path
- █ Pedestrian Route
- - - Pedestrian Path

 Recreational Parking



Figure 3-2: Preferred Plan Circulation Components



AUTO AND TRUCK CIRCULATION

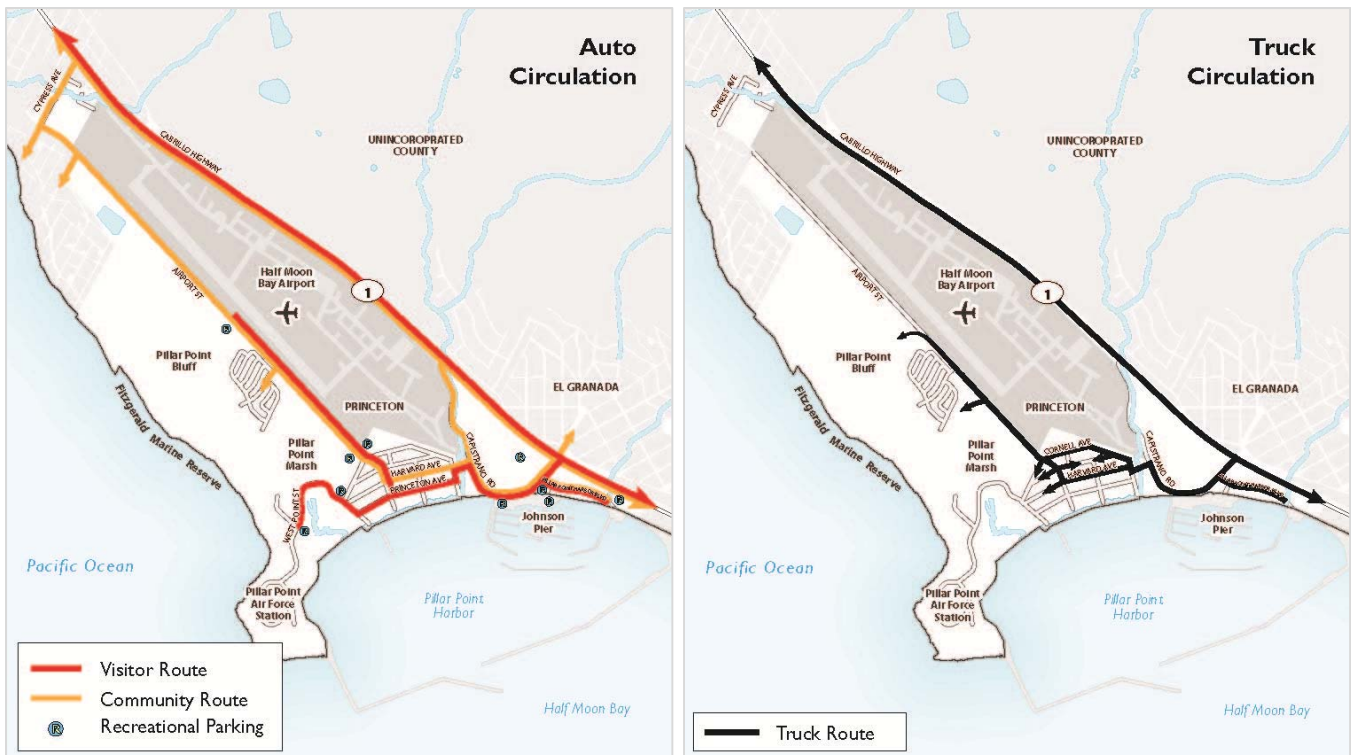
Access into and through the Princeton area for vehicles should be designed so that each user group’s experience is safe, efficient, and attractive. This may be done through roadway design and signage. The three key groups to consider are marine and freight vehicles; visitors; and community residents.

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.

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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.

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