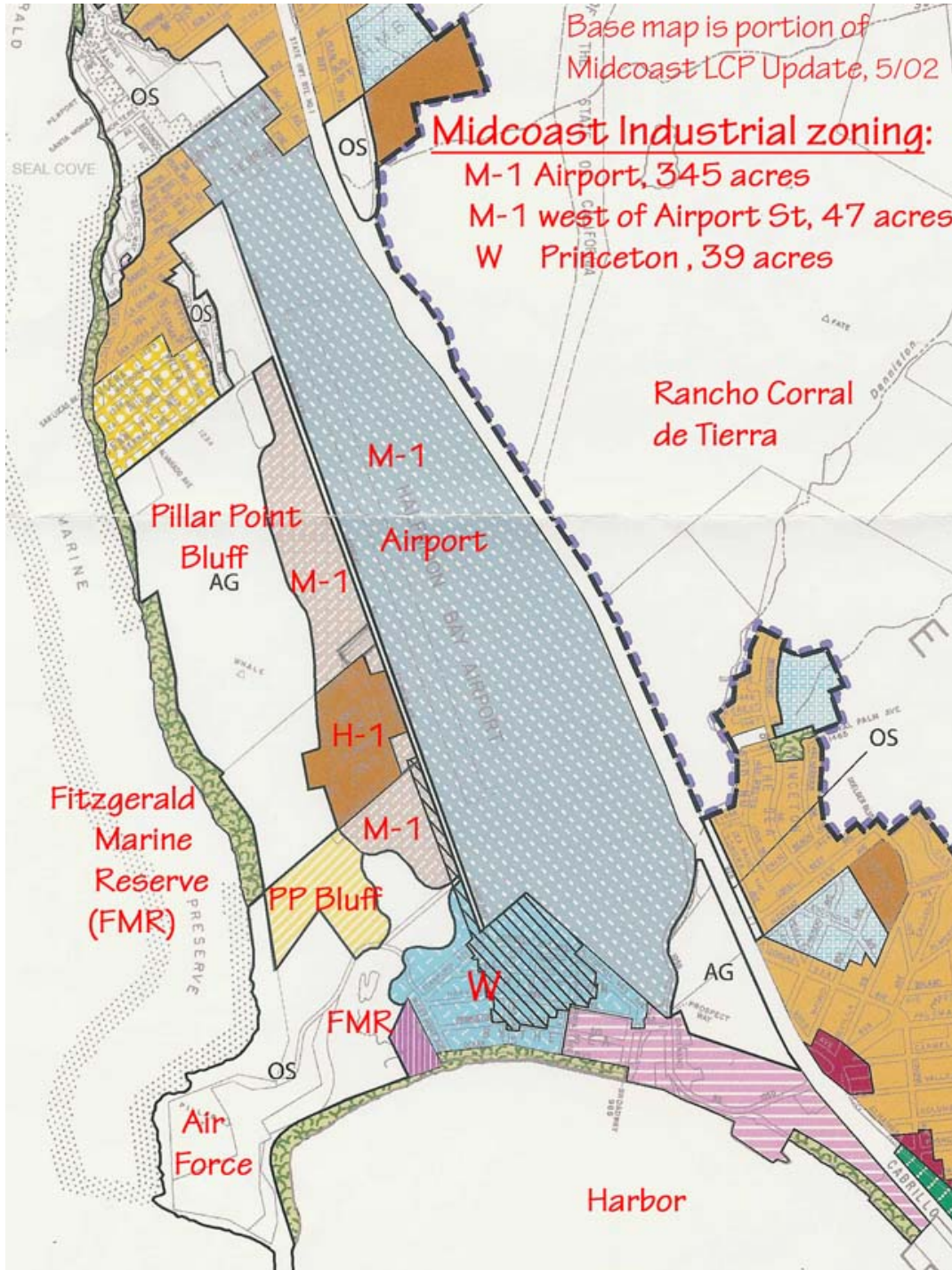









Light industrial zones on Midcoast: M-1 and W



MCC presentation 4/25/12  
by Lisa Ketcham





-  General Plan: AIRPORT Zoning: M-1 Permitted Uses: Airport, light industrial
-  General Plan: INDUSTRIAL Zoning M-1 Permitted Uses: Light industrial, manufacturing and R&D Minimum parcel size: 5,000 sq.ft.
-  General Plan: MEDIUM-HIGH DENSITY RESIDENTIAL Zoning: R-3-A (Affordable/ market housing mix) Minimum Parcel Size: None Maximum Density: One unit per 2,500 sq. ft. parcel area
-  General Plan: INDUSTRIAL Zoning: W Permitted Uses: Waterfront/ marine industrial and light industrial Minimum parcel size: 5,000 sq.ft.
-  AIRPORT OVERLAY (AO) DISTRICT
-  General Plan: COASTSIDE COMMERCIAL RECREATION Zoning: CCR Permitted Uses: Visitor serving facilities; e.g. restaurants and lodging; Residential (mixed use only)
-  General Plan: PUBLIC RECREATION Zoning: RM-CZ Permitted Uses: Parks, recreation facilities, open space; Residential

M-1 light industrial zoning regulations have many outdated uses unsuitable for the Midcoast such as manufacturing steam engines or automobiles.

The building height limit is 75 feet – taller than the coastal bluffs.

An M-1 zoning update specific for the Midcoast is long overdue.





Existing warehouses in the M-1 zone do not exceed 24 feet tall.  
A standard 28-foot height limit would be appropriate.

Zoning regulations such as 75-foot building height limits are an invitation  
to develop or redevelop to the maximum allowed.



M-1 zoning surrounds the Pillar Ridge community on 3 sides. Though designated medium-high-density residential in the County General Plan, its H-1 zoning is not defined as residential, thus no building setbacks are required in the adjoining M-1 zone.



In 2009, in response to MCC and Pillar Ridge HOA letters regarding the need for a Midcoast M-1 zoning update, Supervisor Gordon acknowledged the need and also surprise that this issue was not looked at during the LCP update. He wrote:

“This update would likely be accomplished with the creation of a new M-1 section unique to the Midcoast. Any update would likely take into consideration the types of uses in the adjacent Waterfront District, and the unique position of the affected parcels between residential, open space, and airport uses. Since several of the parcels are in the airport overlay, and the airport property itself is zoned to allow M-1 uses, it seems practical for the County to pursue this code update in conjunction with its Airport planning processes.”

Now in 2012, grant funding has been obtained to update the Airport Land Use Plan. The Supervisors now want to update the Princeton Waterfront zoning. Midcoast M-1 zoning update should be included.



Princeton Waterfront zoning allows buildings 36 feet tall with no setbacks. On narrow substandard lots, buildings are limited to 30 feet tall, such as this solid row of 3-story houses looming over the beach.





Wall of 30-foot-tall buildings blocks all coastal views from the westernmost block of Princeton Avenue – route of the CA Coastal Trail.  
Is this our vision for the rest of Princeton shoreline?





New yacht club building is one-story & set well back from the beach.  
How can we save these views of the Princeton shoreline from overdevelopment?



## Conclusion & Recommendation

MCC send letter to Board of Supervisors:

- Prioritize zoning updates for Midcoast 'M-1' and Princeton 'W'.
- Consider a quick building height limit reduction for M-1 to 28 feet.
- Re-zone Pillar Point Bluff 'M-1" parcel to reflect its open space status.

These actions were requested in 2009 MCC letter, except for 'W' zone. Supervisors are moving forward on Airport Land Use Update and Princeton Waterfront zoning update. We should support the Waterfront update and urge the inclusion of Midcoast M-1 update in the process.