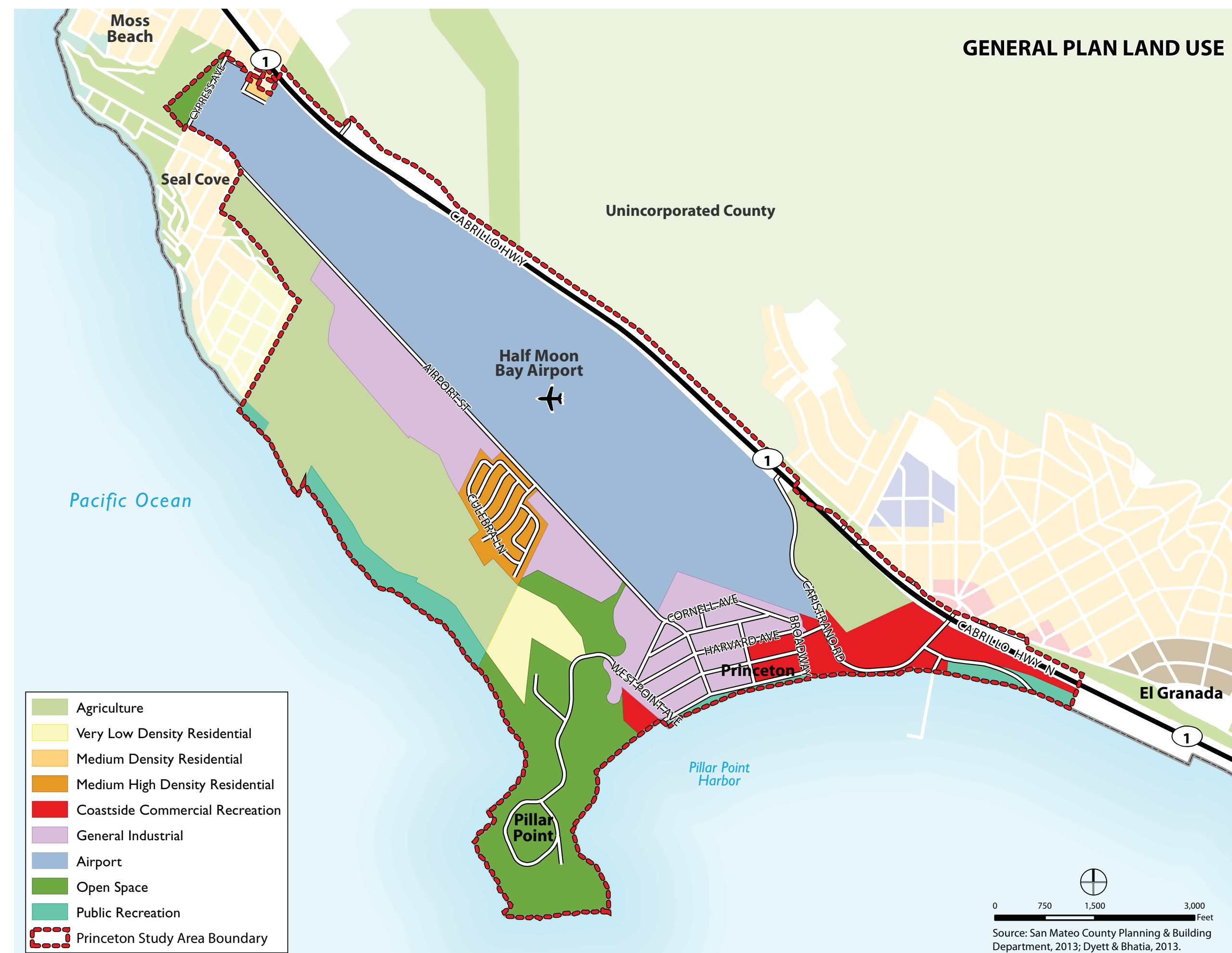


What is Plan Princeton?

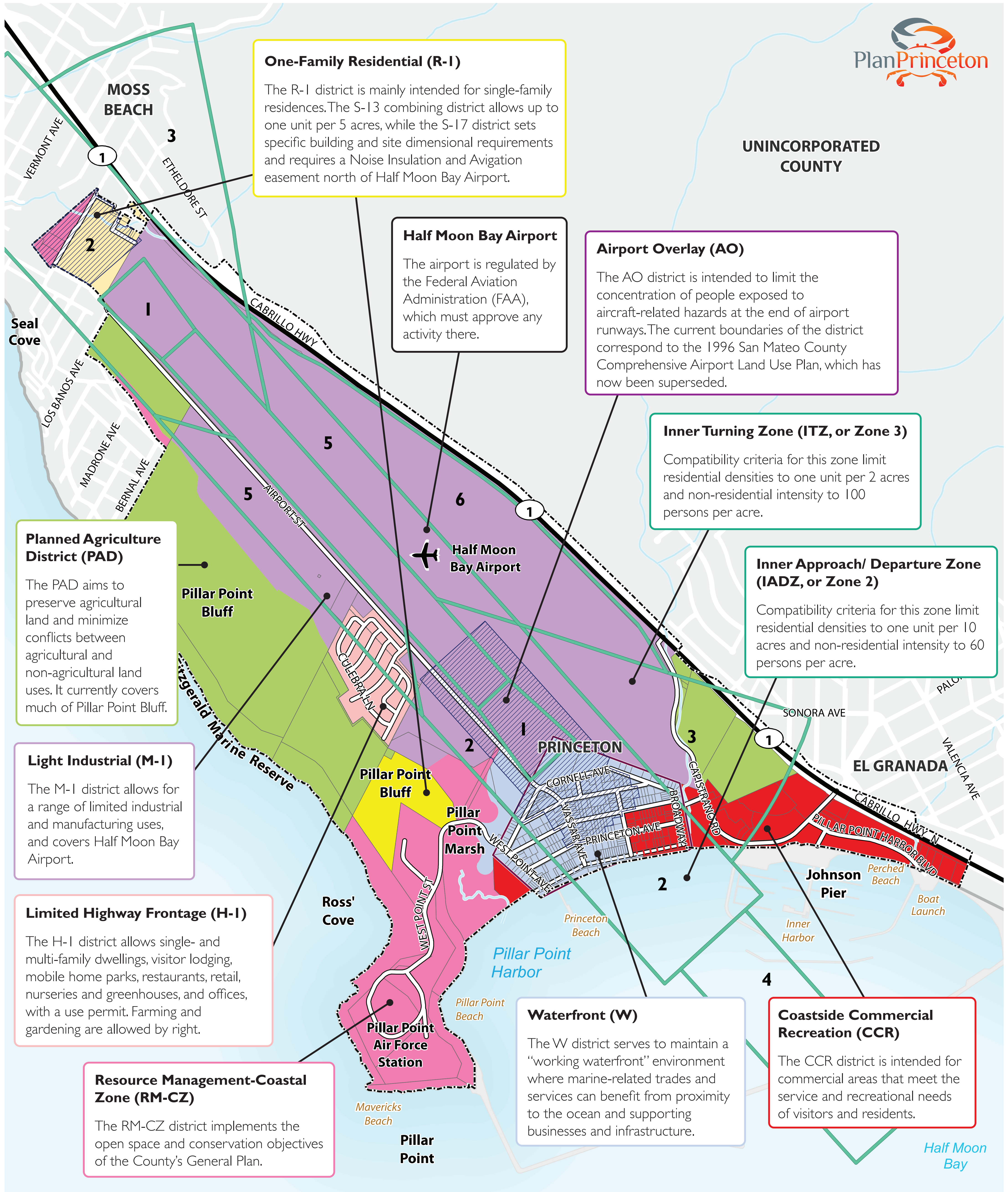
Plan Princeton is an effort to update the land use plans, development polices and zoning regulations applicable to Princeton and its environs. The Plan will incorporate a set of policies, programs, and standards that form a blueprint for physical development and resource protection throughout the community.

Plan Princeton will:

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



Existing Zoning and Airport Compatibility Zones



One-Family Residential (R-1)
 The R-1 district is mainly intended for single-family residences. The S-13 combining district allows up to one unit per 5 acres, while the S-17 district sets specific building and site dimensional requirements and requires a Noise Insulation and Avigation easement north of Half Moon Bay Airport.

Half Moon Bay Airport
 The airport is regulated by the Federal Aviation Administration (FAA), which must approve any activity there.

Airport Overlay (AO)
 The AO district is intended to limit the concentration of people exposed to aircraft-related hazards at the end of airport runways. The current boundaries of the district correspond to the 1996 San Mateo County Comprehensive Airport Land Use Plan, which has now been superseded.

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.

Inner Approach/ Departure Zone (IADZ, or Zone 2)
 Compatibility criteria for this zone limit residential densities to one unit per 10 acres and non-residential intensity to 60 persons per acre.

Planned Agriculture District (PAD)
 The PAD aims to preserve agricultural land and minimize conflicts between agricultural and non-agricultural land uses. It currently covers much of Pillar Point Bluff.

Light Industrial (M-I)
 The M-I district allows for a range of limited industrial and manufacturing uses, and covers Half Moon Bay Airport.

Limited Highway Frontage (H-I)
 The H-I district allows single- and multi-family dwellings, visitor lodging, mobile home parks, restaurants, retail, nurseries and greenhouses, and offices, with a use permit. Farming and gardening are allowed by right.

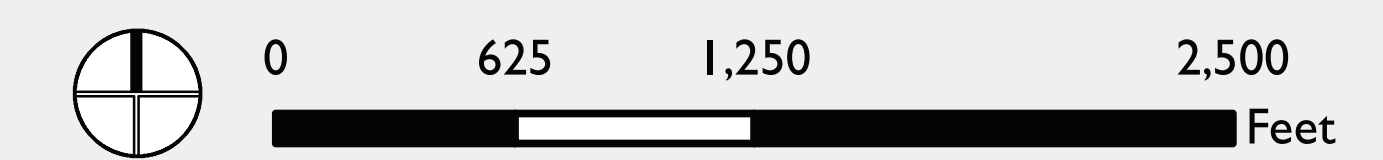
Resource Management-Coastal Zone (RM-CZ)
 The RM-CZ district implements the open space and conservation objectives of the County's General Plan.

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.

Coastside Commercial Recreation (CCR)
 The CCR district is intended for commercial areas that meet the service and recreational needs of visitors and residents.

Zoning Districts

- Coastside Commercial Recreation (CCR)
- Light Industrial (M-I)
- Limited Highway Frontage (H-I)
- 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
- Airport Overlay Zone
- Airport Safety Zones

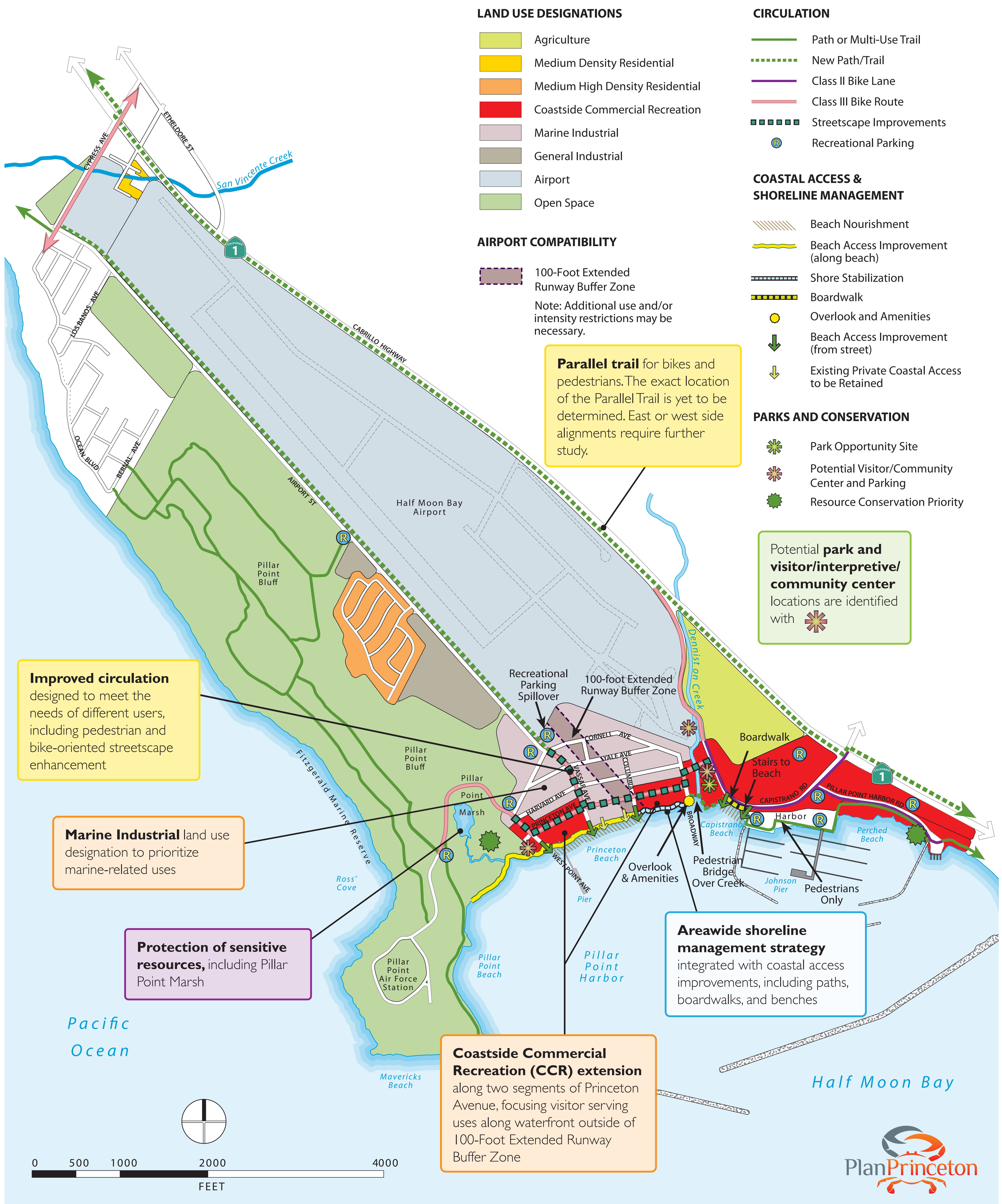


Source: San Mateo County Planning & Building Department, 2013; Dyett & Bhatia, 2013.

Preferred Plan Overview



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

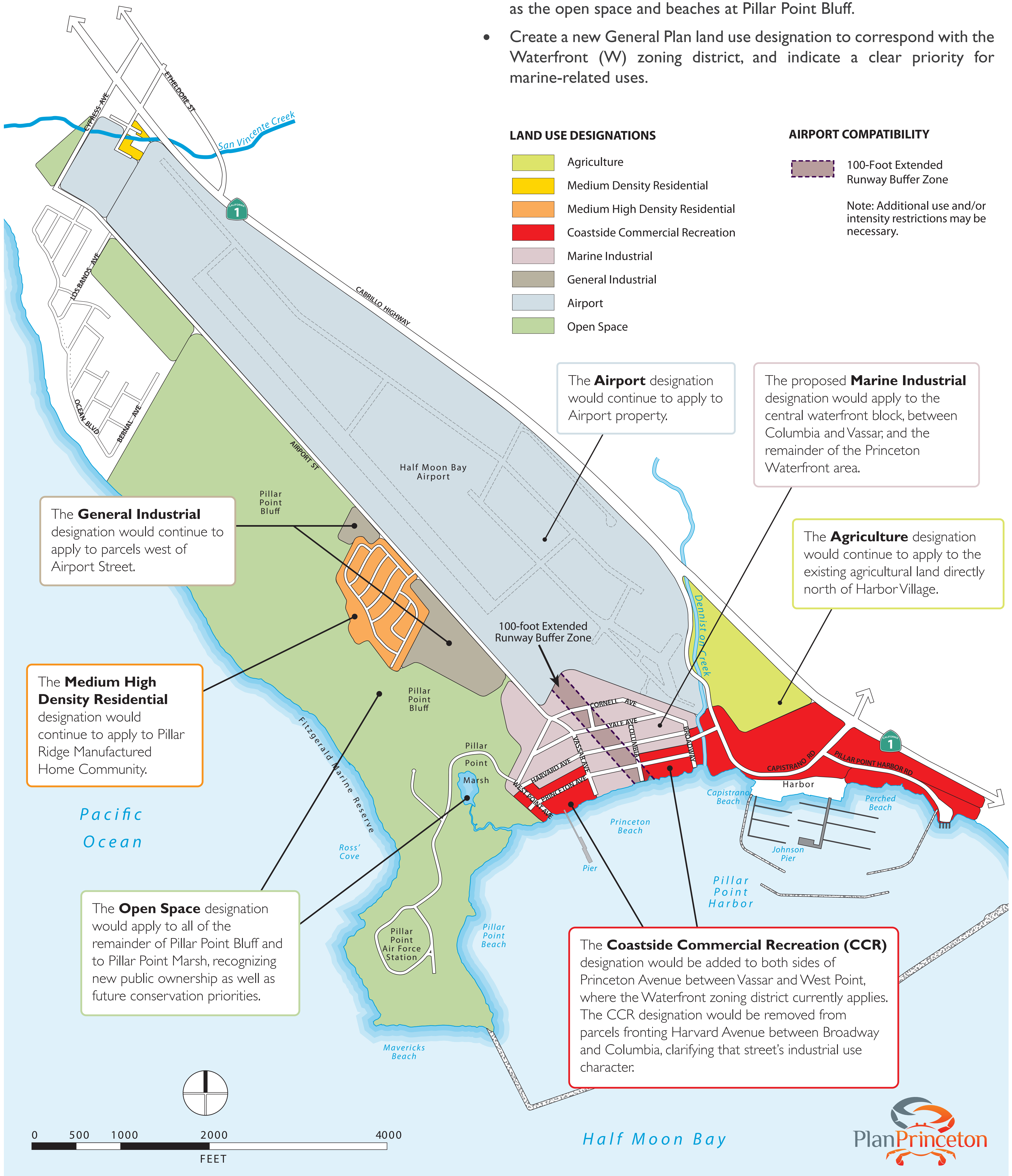


Preferred Plan Land Use Diagram



The Preferred Plan land use direction for Princeton includes:

- Refine the mix of allowed uses to increase flexibility and better align with Coastal Act priorities and market demand.
- Update development and design standards to ensure that future development maintains a small-scale character, through appropriate height and massing controls, including side setback to ensure views to the water.
- Design the land use map and regulations to ensure compliance with Airport Land Use Compatibility Zones' density and intensity criteria.
- Extend the Coastside Commercial Recreation designation to facilitate the development of coastal-related uses and visitor-oriented activities along the waterfront and in close proximity to visitor destinations such as the open space and beaches at Pillar Point Bluff.
- Create a new General Plan land use designation to correspond with the Waterfront (W) zoning district, and indicate a clear priority for marine-related uses.



Land Use Designations

COASTSIDE COMMERCIAL RECREATION

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



Restaurants



Lodging



Commercial recreation

MARINE INDUSTRIAL

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



Marine-related trades



Marine-related clubs and institutions



Marine-related outdoor storage

GENERAL INDUSTRIAL

- General Industrial classification 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

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



Half Moon Bay Airport



Airport-compatible uses

AGRICULTURE

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



Agriculture



Agriculture

OPEN SPACE

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



Pillar Point Marsh



Outdoor recreation



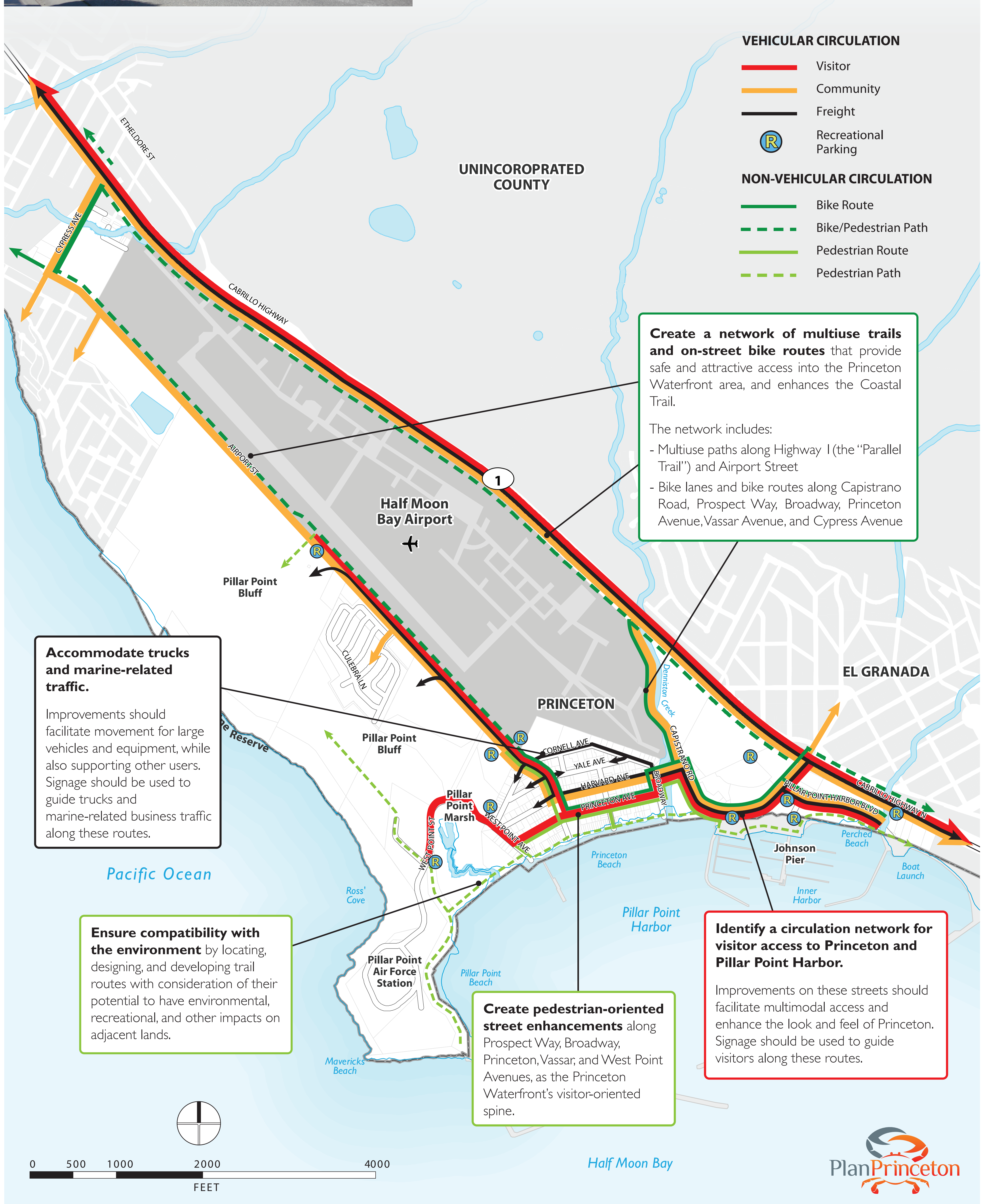
Pillar Point Bluff

Note: Some photos are from outside the Planning Area.

Circulation Diagram



Through street design and wayfinding signs, the Preferred Plan would clarify the circulation pattern in the Study Area. Roadways would better meet the needs of each travel mode and each segment of the Princeton community (businesses, residents), as well as visitors. The Plan would guide pedestrian-oriented streetscape improvements along the Princeton Waterfront, result in new bike facilities connecting to the Parallel Trail, and improve pedestrian access along the shoreline. Visitor traffic will be guided along Capistrano Road from the signalized intersection with Highway 1, while specific routes will be designed to accommodate trucks and marine-related vehicles.



Circulation Components

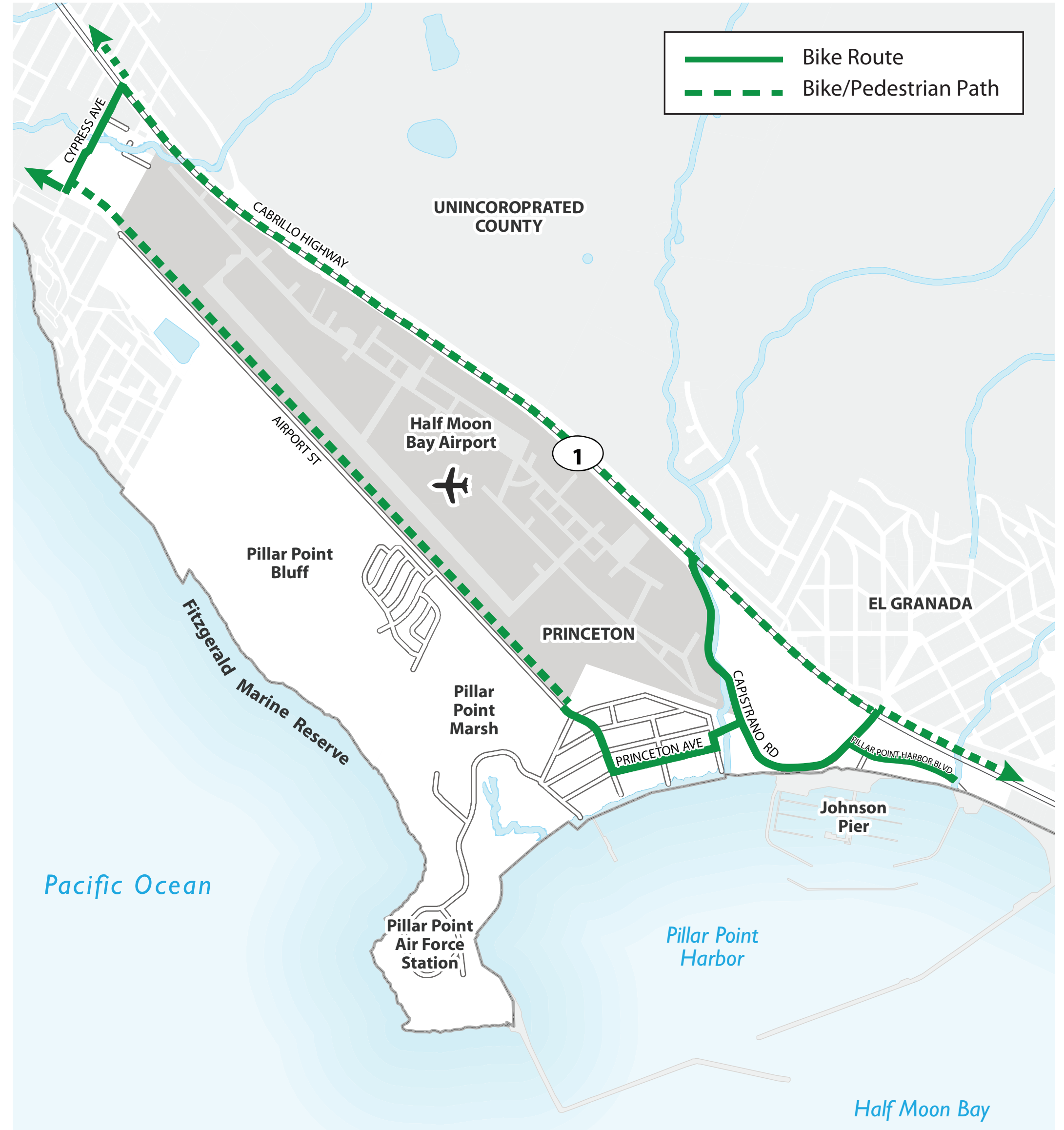
PEDESTRIAN CIRCULATION

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



BIKE CIRCULATION

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



AUTO CIRCULATION

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



TRUCK CIRCULATION

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



Coastal Access and Shoreline Management



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

Enhance access along the Princeton shoreline:

Lateral Access

Improvements may include:

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

Vertical Access

Improvements may include:

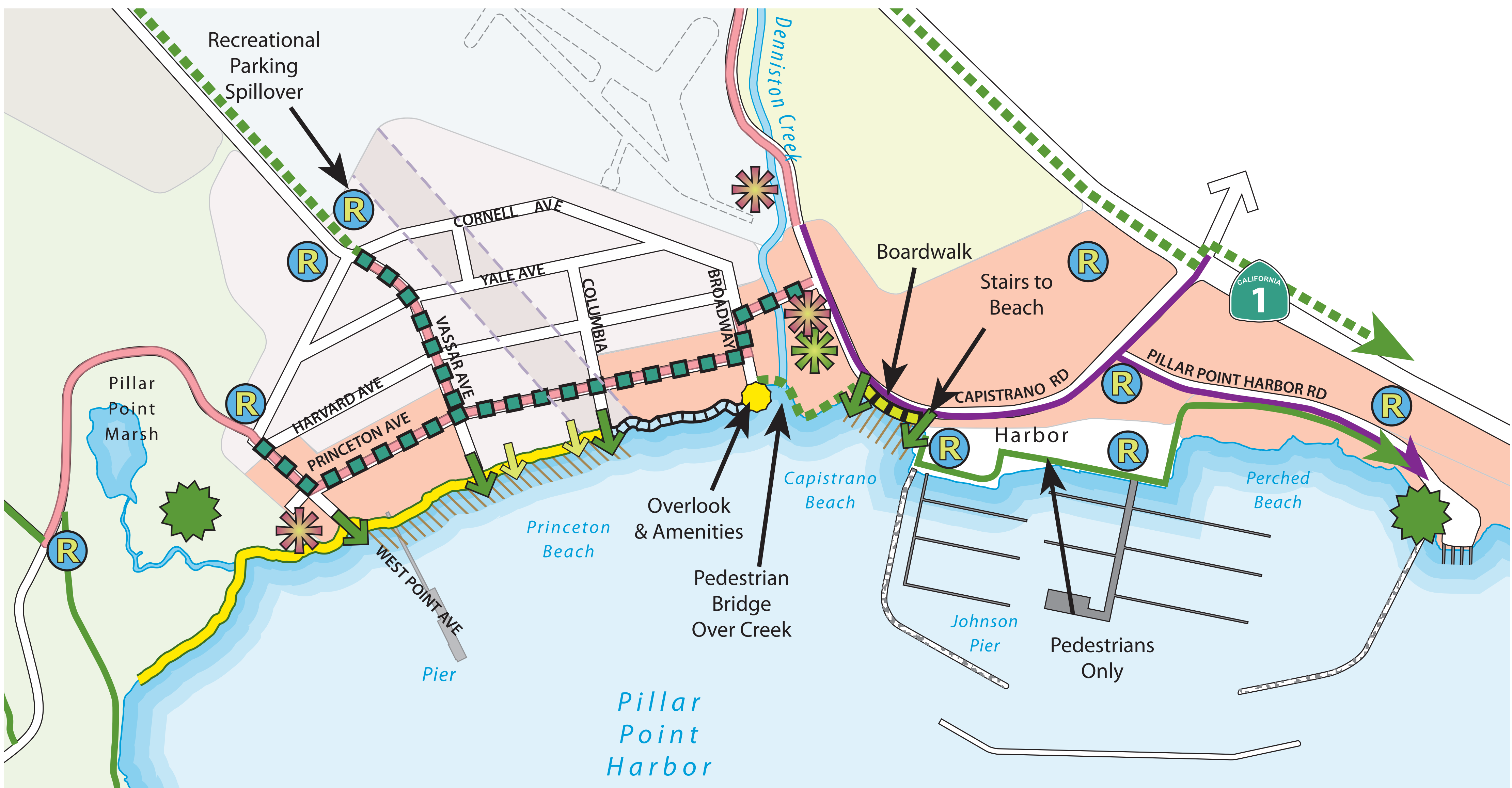
- Stairways to the beach below Capistrano Road
- Improved access to the beach from the end of Columbia, Vassar, and West Point avenues

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

- Incorporate appropriate techniques for shoreline stabilization based on the characteristics of the site and the long-term effectiveness to protect against coastal hazards.
- Any shoreline protection must be applied uniformly and must minimize any impacts to visual and biological/marine resources, as well as reduce any potential to negatively affect public access.

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

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



LAND USE DESIGNATIONS

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

AIRPORT COMPATIBILITY

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

CIRCULATION

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

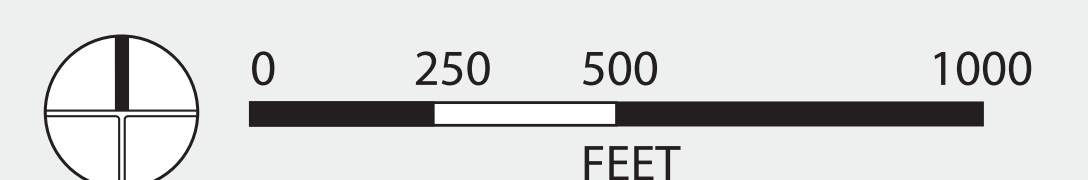
COASTAL ACCESS & SHORELINE MANAGEMENT

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

PARKS AND CONSERVATION

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

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



Parks and Public Facilities



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

Active Use Park

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

Visitor Center

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

Potential Locations:

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

Community Center

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

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



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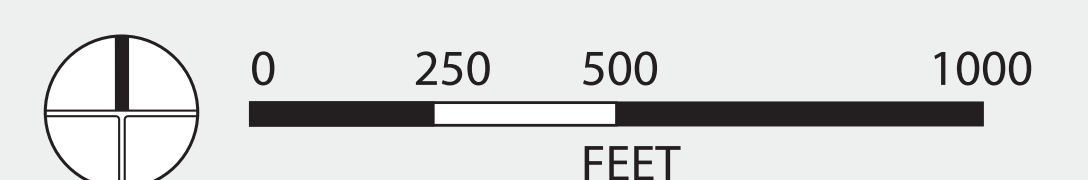
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Note: Certain map elements are lightened to better show parks and public facilities.



Conservation



The Princeton area includes a variety of natural habitat areas, as well as land used for agriculture. The Preferred Plan 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. The Preferred Plan incorporates protection and restoration measures for natural resources, manages public access, and includes policies to preserve agriculture.

