

COUNTY OF SAN MATEO
PLANNING AND BUILDING

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November 15, 2017

Mr. Andrew Bielak
MidPen Housing Corporation
303 Vintage Park Drive, Suite 250
Foster City, CA 95131

Dear Mr. Bielak:

SUBJECT: Summary of Comments and Questions Received at a Public Workshop held on September 20, 2017 regarding a Proposed Planned Unit Development Re-Zoning Located on a Vacant Parcel at 1993 Carlos Street in the unincorporated Moss Beach area of San Mateo County

APN 037-022-070; County File Number PRE 2017-00032

Thank you for your participation in the public workshop. As discussed in Section 6415.5 of the County Zoning Regulations, the public workshop is intended to allow community members and public agency representatives the opportunity to provide an applicant with project input before the preparation of final development plans. The purpose of this letter is to summarize the comments received at the workshop and include additional comments received from other reviewing agencies and interested parties.

Let me emphasize that the purpose of this summary letter is not to render a decision on the merits of this project. Nor is this letter intended to serve as a substitute for future staff analysis if or when a project application is submitted to the County. There were many questions and concerns raised by the community. It is hoped that these questions/issues can be addressed by the project design or supporting analysis if/when an application is submitted.

Key Comments and Concerns of the Community:

Due to the variety of comments received at the workshop, many similar in nature, I have summarized the various comments and organized them into relevant categories, although there may be some overlap of issues. Copies of all submitted comments received as of the date of this letter have been included as attachments. Additionally, the comments that were being recorded on the note pads by the PCRC support staff are included in Attachment B. Comments received from government agencies are included in Attachment C.

1. **Scale (Too Big)**

- The proposed 71-unit housing development seems to be way out of scale for such a small neighborhood.



2. Traffic (Overall Traffic Volume on the Coastside)

- What mitigation measures will be put in place to address traffic during the construction of this project?
- Traffic analysis should include entire commute corridor beyond choke points on 92 and Pacifica.
- The Highway 1 Safety and Mobility Study was based on Caltrans data from before the opening of the tunnel. This data is 7 years old. Coastside residents frequently speak of the increase of traffic since the opening of the tunnel. Also, the MidPen project was not considered in the study at the time of its adoption (2012).
- The crossings as presented in the Cyprus Point Preliminary Traffic Assessment do not sufficiently represent the traffic impact of the MidPen project. Nor can either be presented as a future condition that mitigates the impact of the pedestrian and vehicle traffic.
- The KAI traffic study is looking only at the MidPen development and ignores surrounding measures that are planned by the County. Moss Beach is one of the access choke points for Big Wave and current plans show two additional traffic lights (Connect the Coastside) in Moss Beach.
- How will the traffic flow on Highway 1 be impacted with all the additional signals (maybe one turns into a roundabout), increased traffic volume resulting out of the MidPen and Big Wave developments (ignoring the two proposed Hotels in Montara for now), and an estimated 2 Million annual visitors to the Coastside?
- What is the impact on neighborhood streets and Farallone View Elementary School (many kids walk and bike to school and many roads do not have sidewalks) in Montara and Moss Beach as commuters and tourists try to bypass the gridlock on Highway 1 that will be created by the additional traffic measures and the MidPen and Big Wave developments?

3. Traffic (Project Specific - Safety)

- Blind Curve: MidPen's preliminary traffic report states that there is no room for a deceleration lane for those making a right turn from Highway 1 onto Carlos. Drivers who yield to bicyclists/pedestrians or slow as southbound cars turn left will be at risk of being rear-ended. The traffic report indicates that it might be possible to cut the hillside back to improve visibility south, but feasibility and CalTrans funding for this are not established.

- Car Traffic on Narrow Residential Streets: I am concerned that traffic from the new homes will divert to Carlos and Stetson Streets. Carlos and Stetson will become the most highly trafficked automobile, pedestrian, and bicycle routes in Moss Beach, and the roads are not wide enough to accommodate these activities safely.
 - Signalization of the Highway 1/Carlos intersection, or roundabout and a pedestrian crossing in close proximity will most likely result in a significant increase of accidents. Drivers from the South do not have visibility beyond the curve, and stopped traffic or a pedestrians crossing on Highway 1 will add to the accident risk. A reduction of speed will most likely be ignored by many residents and visitors to the Coastside.
 - Highway traffic calming measures would substantially improve safety at the Carlos and 16th Street intersections with Highway 1 where sight distance is limited. Lower highway speed shortens the sight distance required for safe stopping and cross-traffic movements. The Mobility Study suggests raised medians and other features for traffic calming. In addition to further analysis and refinement of Mobility Study concept plans for the area, please fully assess the feasibility of rerouting Carlos Street to 16th Street for safer vehicle highway access.
4. Hazardous Waste/Site Contamination
- What documents are available regarding the real estate transfer of the property? Was some sort of detailed environmental clearance done and is it available to the public?
 - The project site was formerly a Navy anti-aircraft training center. We request that soil sampling be conducted at the project site, in consultation with the community regarding what contaminants to test for and what locations to sample on the site.
5. Sewer Problems
- There have been numerous sewage system overflows both from the Sewer Authority Mid-Coast sewage treatment plant and pipes, and locally within the Montara Water Sewer District. These repeated, significant sewage spills appear to result, at a minimum, from antiquated and failing pipes. The proposed project should be evaluated for its impact on this failing sewer system, and for the cumulative sewage impact of this proposed project in conjunction with past, present, and future projects. In addition, there should be an analysis of what monetary contributions will be necessary from MidPen to ensure that there are no additional sewage spills resulting from adding the proposed project to the already failing sewage system.

6. Parking

- With room for one or two cars in front of each house, increasing automobile density has the potential to generate a lot of conflict. I have seen cars at MidPen's Moonridge complex overflowing onto Miramontes Point Road. Moss Beach does not have a similar wide empty street that can absorb extra cars.

7. Drainage

- When will storm drainage be addressed? How big is the culvert that passes under Highway 1 for Montara Creek, and what is its capacity? What is the coverage (pavement and roofs) for the planned development, and how will this affect a 10-minute runoff in a 100-year storm event? Will the runoff be considered as a point source for NPDES purposes?

8. Pedestrian Traffic

- A safe crossing is needed at the lighthouse/16th Street for the southbound bus stop and for the Coastal Trail which crosses the highway there. A raised median refuge island, proposed in the Mobility Study, would enable two-stage crossing.
- If this housing project is to proceed, the Parallel Trail segment in this area must be prioritized and implemented, at a minimum between downtown Moss Beach and 14th Street.

9. Jobs (Source of Numbers)

- They stated that we have 1,400 local jobs in El Granada/Princeton, Moss Beach, and Montara but miss to provide the source information. Jan Lindenthal, MidPen's Vice President of Real Estate Development is quoted in the SM Journal "Still, with 1,300 low-income jobs on the midcoast." 1400 vs 1300 with no source information? Where are the jobs?

10. Water

- We request that the project be evaluated for the volume of water (gallons/day) needed for the proposed project, and that these estimates include realistic estimates of water for project residential units, project landscaping, and water for firefighting. Also, the impact of this increased water demand should be evaluated for its impact on water quality to residents in the proposed project and the surrounding Moss Beach community.

11. Population

- The MidPen housing proposal is for 71 units totaling 144 bedrooms. At maximum occupancy, there would be 359 residents, and this does not include guests or visitors to the community center. This development would increase the population of Moss Beach east of Highway 1, where this will be built, by 26%. This population increase will take place in one location all at once, as opposed to several decades of gradual development.

12. Public Transit

- This project highlights the urgent need for expanded Coastside public transit and the funding that it requires. Quite simply, without convenient school and commuter bus service at this location on the highway corridor, this project cannot be justified.
- This site is near a SamTrans bus stop serving the #17 bus. Measures should be taken to ensure safe and convenient access and waiting areas for passengers. These measures should include crosswalks and appropriate pedestrian access to the bus stop. This bus operates on headways of approximately one hour. Measures to increase the level of service should be taken.
- Given the size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and to reduce transportation impacts associated with the project.

Applicable Regulations, Review, and Approvals Required:

As was discussed in the public notice for the workshop, this application will require an amendment to the County's Zoning Regulations, the LCP Land Use Plan Map, and Policies 3.15(b) and (d.1) of the LCP because the existing PUD zoning for this parcel calls for a much different, denser development. The Coastal Commission must approve this change to the County's LCP before the County can act upon a request for a Coastal Development Permit.

Once a formal application for this project is submitted to the County Planning Department, then the project will be scheduled for public hearings at the Planning Commission and Board of Supervisors. If the Board of Supervisors chooses to support the proposed LCP amendment, then the County will forward the proposed amendment request to the Coastal Commission for certification at a public hearing. The Coastal Commission is the final decision making body for any proposed LCP amendment and is responsible for compliance with the California Environmental Quality Act for this first phase.

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission, and the Commission's LCP review and approval program have

been found by the California Resources Agency to be functionally equivalent to the EIR process. For this first phase of this project, the County will only submit the technical studies required to meet the Coastal Commission's LCP Amendment requirements.

Assuming that the Coastal Commission certifies the proposed amendments, then the applicant will be able to apply for a Coastal Development Permit to construct the project. Consideration of this Coastal Development Permit will follow the same path as any other CDP with referrals to the MidCoast Community Council and consideration at the Planning Commission. However, the project does not automatically go to the Board of Supervisors or the Coastal Commission unless appealed. The County will be responsible for addressing California Environmental Quality Act requirements in conjunction with its consideration of the CDP application.

If you have any questions regarding this summary, please contact me at 650/363-1849 or at mschaller@smcgov.org.

Sincerely,



Michael Schaller
Senior Planner

MJS:jlh – MJSBB0674_WJN.DOCX

Attachment A: E-mailed Comments
Attachment B: Notes from the PCRC Support Staff
Attachment C: Government Agency Comments

cc: Board of Supervisors
Planning Commission
Workshop Attendees
Other Interested Parties



County of San Mateo - Planning and Building Department

ATTACHMENT A

From: Ron <[REDACTED]>
Sent: Monday, September 11, 2017 3:04 PM
To: Mike Schaller; renee.ananda@coastal.ca.gov
Subject: Housing Development in Moss Beach

This proposed 71 unit housing development in Moss Beach seems to me way out of scale for such a small neighborhood. I live near by in Montara and I'm not at all in favor of such a large construction. Why 71 units? To maximize the density (read developer profit)?

What happens to mitigate traffic during construction, much less after all the units are occupied? Yet another stoplight on HWY 1? What alternatives have been considered? If there are alternatives, are their descriptions available for public viewing.

Please come up with something on a more appropriate (i.e., smaller) scale.

From: Dorothy <[REDACTED]>
Sent: Wednesday, September 20, 2017 1:58 PM
To: Mike Schaller
Subject: MidPen Pre-App Meeting - Tonight! at 6pm

I am unable to attend tonight but would like to have some input.

Traffic is bad especially on good weather weekends. If each stop light could at least double the amount of lanes before the light and have them merge back after the light a lot of the congestion could be avoided. The light at Frenchman's Creek is terrible. It backs up traffic for at least 3 miles to Coral Reef Ave. If the weather is good the traffic backs up further.

I think there should be more work offered on the whole coastside, not just Half Moon Bay. Is there anyway to get more businesses to come to the coastside so people wouldn't need to commute over the hill?

Years ago I suggested a VERY circuitous route around Highway 1 so that if there is an accident on the road there is a way around it instead of just waiting for the accident to clear. Not just on one side of the road, it would need to cross the highway OFTEN so that no one would use it unless there is an accident or road closure. If you are interested in this and would like to know more please let me know.

The sewer overflowing is also a concern to me. Our infrastructure needs to be updated before anymore homes are built.

Dorothy Baughman [REDACTED]

From: Chris Tyler <[REDACTED]>
Sent: Wednesday, September 20, 2017 8:12 PM
To: mvilchez@pereweb.org; Mike Schaller
Subject: Community input re MidPen

Traffic analysis should include entire commute corridor beyond choke points on 92 and Pacifica.

I suspect most of us commute off the coastside for work.

I would dispute understanding of another speaker that some guarantee could be offered that a privately maintained street could be restricted. Cal subdivision act grants legal use of all subdivision streets to all homeowners by deed.

Chris Tyler

[REDACTED]
Moss Beach, 94038

Mobile

From: David Magnuson <[REDACTED]>
Sent: Wednesday, September 20, 2017 10:33 AM
To: Mike Schaller
Cc: renee.ananda@coastal.ca.gov; MossBeach@midpen-housing.org
Subject: mid-pen project @ Moss Beach

Follow up
Completed

Mr Schaller,

I'm not particularly opposed to the affordable housing project on the hill above me, but I am curious. On behalf of full disclosure, I have a question. As a former Environmental Engineer and Master Planner for the Department of Defense (DoD), I would be interested to know more about the real estate transfer and any preliminary assessment that might have been done on the property.

What documents are available regarding the real estate transfer of the property? Was some sort of detailed environmental clearance done and is it available to the public? Since this property was zoned in 1986 for low-income housing, I assume it had already been turned over to the county. I have searched, but have not found, any documentation regarding the transfer from the federal government. Since 1986 preceded the passage of the "Federal Facilities Act" (H.R. 2194 — 102nd Congress Federal Facilities Compliance Act of 1991 (www.govtrack.us/congress/bills/102/hr2194)), you may be aware that environmental practices on military bases prior to the passage of that bill were often conducted under the concept of sovereign immunity, without oversight by local and state authorities for compliance to environmental law. After the passage of the Federal Facilities Act (FFA), DoD and the Department of Transportation, with state and local input, became much more thorough in screening properties before releasing them, with at least a Preliminary Assessment performed by environmental professionals. Prior to FFA, property was sometimes released with a statement of finding by a real estate specialist that no record of contamination exists.

Maps of the facility that are available online show operations occurred there that might have required more clearance under the FFA than previously (fueling, incineration, garage, utilities). As a minimum, the operations at the facility would have been documented and made available for public comment. Was this done? Can it be elaborated on now in a public forum?

If this information has already been made available, as well it may, please excuse my ignorance. I have not been following this closely, but this is what kind of piqued my interest from the start because of my experience previously working at military bases in the bay area, southwest, northwest and overseas.

sincerely,
David A Magnuson
[REDACTED], Moss Beach

From: Theresa McLaughlin <[REDACTED]>
Sent: Thursday, September 21, 2017 6:50 PM
To: Mike Schaller
Subject: Proposed MidPen development in Moss Beach

Dear Mr. Schaller -

I live in El Granada and am building a home on Stetson Street in Moss Beach. I attended the planning meeting with MidPen yesterday evening and two of the previous workshops, and I would like to share my concerns about the proposal:

- 1) **Blind curve:** Over a year ago I expressed my concern to MidPen about safe access to the development from Highway 1. MidPen's preliminary traffic report states that there is no room for a deceleration lane for those making a right turn from Highway 1 onto Carlos. Drivers who yield to bicyclists/pedestrians or slow as southbound cars turn left will be at risk of being rear-ended. The traffic report indicates that it *might* be possible to cut the hillside back to improve visibility south, but feasibility and CalTrans funding for this are not established.
- 2) **Across from the sewer plant/no accessible trails:** Crossing Highway 1 at Carlos takes you to the sewer plant with no trails up or down the coast. You also reach the Point Montara lighthouse which has no space or public restrooms; access to the small beach is down a steep hill and limited to 1 hour to protect Fitzgerald Marine Reserve wildlife. In many parts of Half Moon Bay and El Granada you can cross Highway 1 and find yourself on a well maintained, paved trail that lets differently-abled people walk/run/bike/fish/have a picnic and enjoy the beautiful Pacific Ocean. In Moss Beach if we cross at Vermont or California we can get to the Fitzgerald Marine Reserve (where beach access is limited to 1 hour) and Airport St provides bicycle access to the Harbor in El Granada. Carlos Street is an exceptionally bad spot to pour development resources.
- 3) **Segregated feel of the complex:** MidPen is creating an economically segregated housing complex with different governance than the rest of Moss Beach. The city-within-a-city will have after school programs, exercise facilities, and a community meeting room - essentially creating a non-centrally located community center that excludes 75% of the Moss Beach population. Perhaps they will allow non-MidPen residents access to these facilities for a fee, but non-MidPen residents will be second class citizens, experiencing the problems of additional population without the benefits of amenities and services accessible to the entire town.
- 4) **Car traffic on narrow residential streets:** I am concerned that traffic from the new homes will divert to Carlos and Stetson Streets. Right now I see many of my neighbors out walking their dogs, riding bikes, or playing basketball. This won't be possible if 20% of the town starts driving down these narrow roads. Stetson and Carlos are also the natural routes for pedestrians from the new development to get to the market, post office, Moss Beach Park, library BookMobile, Latter Day Saints Church, and to cross highway 1 at California to get to the Fitzgerald Marine Reserve. Many non-MidPen pedestrians would take Carlos and Stetson to access the open space required as part of the development. Carlos and Stetson will become the most highly trafficked automobile, pedestrian and bicycle routes in Moss Beach, and the roads are not wide enough to accommodate these activities safely.
- 5) **Parking:** Many Moss Beach residents have no off-street parking or work trucks that don't fit in the garage/driveway. With room for one or two cars in front of each house, increasing automobile density has the potential to generate a lot of conflict. I have seen cars at MidPen's Moonridge complex overflowing onto Miramontes Point Road - Moss Beach does not have a similar wide empty street that can absorb extra cars.
- 6) **5 miles from the nearest supermarket.** Most residents in Moss Beach will need cars because the location is distant from transit hubs and commerce centers. The bus comes once an hour and stops running at 8 in the evening.
- 7) **Three planned developments, no urban planning:** In addition to MidPen, Seton Hospital has proposed development on their site across from the planned Big Wave project. We have three large developments on the north and south ends of Moss Beach that seem to be happening in parallel isolation.

Thank you for your time at the workshop yesterday. I was surprised by the Conflict Mediator format - maybe they should just call it Meeting Facilitation? Posting an agenda in advance might help calibrate people's expectations. Also, I had trouble finding the room where the meeting was being held - some signs outside would be helpful if other meetings are held at the school. I agree that microphones would help, too, just adding it here in case my vote helps you make a case for it next time.

Thank you again and best regards,

JQ Oeswein Statement Regarding the Environmental History of Farallon Heights:

Good evening. My name is JQ Oeswein. I am a resident of Moss Beach and a leading member of the Resist Density Organization.

The site of this proposed development, historically known as Farallon Heights, was formerly part of the U.S. Navy Point Montara Anti-Aircraft Training Center during WWII. The types of military activities conducted on the site made use of many supplies and materials such as fuels, oils, tar, cleaning fluids, solvents, brake fluid, antifreeze, pesticides and building materials – many of which are known today to produce environmental toxins. In addition, there was at least one underground fuel tank, one or more power transformers and an incinerator, which can also produce toxic contamination. The Navy's standard operating procedure at the time would have been to dump, bury or burn waste and refuse, which often included the above supplies and materials. Available records suggest that no assessment for or cleanup of toxins was done by the military either before or after they abandoned the facility in 1946.

Additionally, asbestos, used for construction of the Navy buildings and for construction of the elementary school built on the site in 1949, is still clearly visible and abundant today. Unfortunately, the site has also been used on many occasions as an illegal dump for unwanted furniture, appliances, clothes, oil, diesel fuel and other items, increasing the possibility of additional contamination.

An EIR submitted in 1985 as part of a previous development proposal did not address any of this potential contamination. From the presentation MidPen made to the SF Coastal Commission Staff in August, it appears that MidPen is considering a tiered environmental impact assessment or negative declaration based on the 1985 EIR.

Our knowledge and regulation of environmental issues have advanced significantly since 1985. We know now that any activities that disrupt the soils on the Farallon Heights site will likely create exposure pathways to residual contaminants if present. Exposure may lead to release of toxins into the air and cause run-off of toxins into the adjacent Montara Creek, a

source of drinking water for the Montara/Moss Beach community. Such activity would risk pollution of the community's air and water, as well as that of the adjacent federally protected Fitzgerald Marine Reserve.

Therefore, prior to any development of Farallon Heights, a new and thorough environmental assessment should be done which takes into account the above-mentioned risks for contamination. Since this land was a formerly used defense (FUD) site, evaluation of the land and assessment of potential toxins based on military records and usage, as well as recommendation for remedial actions, should be overseen by the California Department of Toxic Substances Control.

From: David Magnuson <[REDACTED]>
Sent: Thursday, September 21, 2017 9:59 PM
To: Mike Schaller
Subject: MidPen Moss Beach, comment & questions

Additional comment on Traffic Impact Study

- The *Highway 1 Safety and Mobility Study* is discussed on pages 2 through 4 of the Kittleson & Associates' *Cyprus Point Preliminary Traffic Assessment*. The *Highway 1 Safety and Mobility Study* states in part (Page 3, paragraphs 3 and 4):

2010 Caltrans data indicate that the average daily traffic volume on the highway is 13,900 vehicles south of the intersection with Vallemar/Etheldore Streets in Moss Beach, and 15,000 north of the intersection. During the month of heaviest recorded traffic flow, the volume increases by 600. Posted speed limits vary from 45 mph heading south from Devils Slide through Montara, to 50 mph south of Montara through Moss Beach, to 55 mph south of Moss Beach past Half Moon Bay Airport.

At the northern end of the study area a new tunnel and bridges bypass the portion of the Highway 1 roadway at Devils Slide that has been subject to landslides are expected to open in 2012...

The *Highway 1 Safety and Mobility Study* goes on to mention the possibility of a big wave project but makes no mention of the MidPen project that is the subject of the *Cyprus Point Preliminary Traffic Assessment*.

Based on the above statements, I want to point out that the *Highway 1 Safety and Mobility Study* was based on Caltrans data from before the opening of the tunnel. This data is 7 years old. Coastside residents frequently speak of the increase of traffic since the opening of the tunnel. Also, the MidPen project was not considered in the study at the time of its adoption (2012).

The *Highway 1 Safety and Mobility Study* is a planning document does not represent anything that is budgeted or in design for the specific area of the Carlos and 16th Street intersections with Highway 1.

In conclusion, the crossings as presented in the *Cyprus Point Preliminary Traffic Assessment* do not sufficiently represent the traffic impact of the MidPen project. Nor can either be presented as a future condition that mitigates the impact of the pedestrian and vehicle traffic.

Additional questions:

- I am assuming that the *Cyprus Point Preliminary Traffic Assessment* does not meet, and was not intended to meet, the requirements of a Traffic Impact Study for San Mateo county. As a preliminary study, its utility as a planning document is to be used to make a determination if a Traffic Impact Study will be needed, and perhaps to address the concerns of the community. Is this correct? At what point will a determination as to the requirement for a full TIS be made, and will there be public input into that decision?

- *Traffic Impact Study Requirements*, County of San Mateo, 9/1/13, states in part (Section IV [TIS Report Contents](#), Paragraph C [Analysis Methodology and Software Requirements](#), subparagraph 1)) states in part:

Trip Generation- Tabulate the estimated number of daily trips and AM and PM peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included in the report. *The trip generation rates contained in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual should generally be used.* (italics mine)

Was the ITE *Trip Generation Manual* used to generate the trips for the *Cyprus Point Preliminary Traffic Assessment*? If so, could you share a breakdown for me of the methodology and parameters, including the ITE Zoning Code used? Actual sections of the text and tables would be nice. If assumptions were made, like school bus service to the facility, carpooling, transit, please let us know.

2010 Caltrans data indicate that the average daily traffic volume on the highway is 13,900 vehicles south of the intersection with Vallemar/Etheldore Streets in Moss Beach, and 15,000 north of the intersection. During the month of heaviest recorded traffic flow, the volume increases by 600. Posted speed limits vary from 45 mph heading south from Devils Slide through Montara, to 50 mph south of Montara through Moss Beach, to 55 mph south of Moss Beach past Half Moon Bay Airport. At the northern end of the study area a new tunnel and bridges bypass the portion of the Highway 1 roadway at Devils Slide that has been subject to landslides are expected to open in 2012.

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From: Theresa McLaughlin <[REDACTED]>
Sent: Friday, September 22, 2017 9:04 AM
To: Mike Schaller
Subject: Re: Proposed MidPen development in Moss Beach

Good morning. This is outside the scope of the feedback request, but I thought I would describe where I think higher density development would make more sense on the coastside:

1) South of Miramar and east of Highway 1: The highway is further from the shore allowing safe bicycle paths and possibly widening the highway to two lanes. There is a large ribbon of accessible beach that does not get as crowded on the weekends. Taller buildings could be placed closer to the foothills, providing a view for residents and preserving the views of existing homes and visitors.

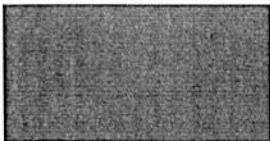
2) Close to Rt 92 and walking distance to downtown Half Moon Bay. People could function without a personal vehicle, but include parking decks anyway (again, closer to the foothills) to expand available Park and Ride spaces. (This would also give apartments built above the deck a better view.) Give tourists the option to park (free?) close to 92 so that they do not have to sit through so many lights. It won't work for everyone but it will take some stress off Main Street.

3) Taller apartment buildings between organic farm fields and the foothills, again south of Miramar and as close to HMB as possible. The pairing of higher density housing and organic agriculture is popular. There are homes in Livermore around vineyards, for example.

People are still very concerned about traffic, but it will also be easier to widen Hwy 1 to two lanes south of Miramar/El Granada, which will help manage the growing population. (At Surfer's Beach in El Granada and just north of Carlos St in Moss Beach Hwy 1 experienced erosion over the winter that took out the shoulder on the southbound side. We are worried about maintaining 1 lane in each direction north of El Granada.)

I know Half Moon Bay is proposing a development near the high school. This makes intuitive sense to me, both for current and future residents. I hope San Mateo County can find other opportunities to encourage Smart Growth like that on the coastside.

Sincerely,
Theresa



On Thu, Sep 21, 2017 at 6:50 PM, Theresa McLaughlin <[REDACTED]> wrote:
Dear Mr. Schaller -

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indicates that it *might* be possible to cut the hillside back to improve visibility south, but feasibility and CalTrans funding for this are not established.

2) Across from the sewer plant/no accessible trails: Crossing Highway 1 at Carlos takes you to the sewer plant with no trails up or down the coast. You also reach the Point Montara lighthouse which has no space or public restrooms; access to the small beach is down a steep hill and limited to 1 hour to protect Fitzgerald Marine Reserve wildlife. In many parts of Half Moon Bay and El Granada you can cross Highway 1 and find yourself on a well maintained, paved trail that lets differently-abled people walk/run/bike/fish//have a picnic and enjoy the beautiful Pacific Ocean. In Moss Beach if we cross at Vermont or California we can get to the Fitzgerald Marine Reserve (where beach access is limited to 1 hour) and Airport St provides bicycle access to the Harbor in El Granada. Carlos Street is an exceptionally bad spot to pour development resources.

3) Segregated feel of the complex: MidPen is creating an economically segregated housing complex with different governance than the rest of Moss Beach. The city-within-a-city will have after school programs, exercise facilities, and a community meeting room - essentially creating a non-centrally located community center that excludes 75% of the Moss Beach population. Perhaps they will allow non-MidPen residents access to these facilities for a fee, but non-MidPen residents will be second class citizens, experiencing the problems of additional population without the benefits of amenities and services accessible to the entire town.

4) Car traffic on narrow residential streets: I am concerned that traffic from the new homes will divert to Carlos and Stetson Streets. Right now I see many of my neighbors out walking their dogs, riding bikes, or playing basketball. This won't be possible if 20% of the town starts driving down these narrow roads. Stetson and Carlos are also the natural routes for pedestrians from the new development to get to the market, post office, Moss Beach Park, library BookMobile, Latter Day Saints Church, and to cross highway 1 at California to get to the Fitzgerald Marine Reserve. Many non-MidPen pedestrians would take Carlos and Stetson to access the open space required as part of the development. Carlos and Stetson will become the most highly trafficked automobile, pedestrian and bicycle routes in Moss Beach, and the roads are not wide enough to accommodate these activities safely.

5) Parking: Many Moss Beach residents have no off-street parking or work trucks that don't fit in the garage/driveway. With room for one or two cars in front of each house, increasing automobile density has the potential to generate a lot of conflict. I have seen cars at MidPen's Moonridge complex overflowing onto Miramontes Point Road - Moss Beach does not have a similar wide empty street that can absorb extra cars.

6) 5 miles from the nearest supermarket. Most residents in Moss Beach will need cars because the location is distant from transit hubs and commerce centers. The bus comes once an hour and stops running at 8 in the evening.

7) Three planned developments, no urban planning: In addition to MidPen, Seton Hospital has proposed development on their site across from the planned Big Wave project. We have three large developments on the north and south ends of Moss Beach that seem to be happening in parallel isolation.

Thank you for your time at the workshop yesterday. I was surprised by the Conflict Mediator format - maybe they should just call it Meeting Facilitation? Posting an agenda in advance might help calibrate people's expectations. Also, I had trouble finding the room where the meeting was being held - some signs outside would be helpful if other meetings are held at the school. I agree that microphones would help, too, just adding it here in case my vote helps you make a case for it next time.

Thank you again and best regards,
Theresa

From: Amy Paulson <[REDACTED]>
Sent: Friday, September 22, 2017 4:33 PM
To: Mike Schaller
Subject: MidPen Pre-Application Meeting in El Granada

Follow up
Completed

Dear Mr. Schaller,

Thank you for hosting the pre-application workshop for MidPen's proposed development in Moss Beach. I wasn't comfortable sharing my comments in that forum so I am writing to share my concerns about the Cypress Point MidPen development proposed for Moss Beach.

I am an eight year resident of Moss Beach Heights along with my spouse and 3 children. I first learned about MidPen's proposed development in 2/2016 and have remained engaged in the process, attending all of the public events and reading all of the information presented.

Here are my concerns:

1. It seems unacceptable that there is still no answer to ingress and egress into the development. How are people going to enter and exit the development? It is a simple question that hasn't been answered and with the suggestion of making Carlos a one-way in sections raises further logistical and safety questions. How can the community engage in a real conversation about this development and offer solutions or suggestions without knowing how future residents will enter and leave the community? The MidPen representative said he hoped the community would offer solutions at that workshop. I believe an expert should look at this issue, review the streets in the adjacent neighborhood, intersection to HWY 1 and propose viable solutions. Each of the solutions offered are flawed and nothing should move forward on this development until this basic question is answered and a plan is developed.
2. I am assuming that the question about ingress/egress is being kicked down the road because the real plan is just to not do anything substantial and filter all of the traffic from this proposed development through the adjacent neighborhood. Who is responsible for improving the infrastructure for this neighborhood when that happens? Most of the houses in the neighborhood were built in the 70's. Most of the roads in this neighborhood have sections that are narrow, one lane in sections, lack cross walks, sidewalks, and most intersections don't have simple traffic control mechanisms like stop signs. Frankly, with 3 young children, I have many safety concerns with the neighborhood roads now and adding 100's of additional cars will only compound those issues. Daily I see people flying through the numerous intersections that have no stop signs and narrowly avoid collision. Who is responsible for these safety concerns?
3. I also wanted to comment on the number of parking spots provided for the proposed Cypress Point development. The PUD requires 2 spots/unit. The proposed development as presented includes 2.26 spots/unit.

The developer's Moonridge property is similarly situated to this development in that they are off HWY1, removed from most community-oriented services, and aren't located near a transportation corridor. The MidPen website states the parking ratio is 1.8 at MoonRidge. In an email from MidPen's General Manager of Operations and Leasing to another community member, they wrote the following in reference to parking:

"The simple truth is that when Moonridge was built 20 years ago the parking ratio was different and community was "under-parked" with large units at this community and only 1 parking space per unit assigned/available to the residents to park their car. Most households in the area have 2 cars per household... It's a problem we recognize and yet the street in front of the community is a public street and our residents are certainly permitted to park on it. "

I have copied the original email below my message. It was a long email string, so I highlighted the only portion that I am referencing and concerned with.

It seems to me that if 1 parking space per unit left MoonRidge "under-parked", 2.26 spots per unit is narrowly meeting the demand for parking. Residents of this development will host guests, have teenagers that have cars, and could own recreational or commercial vehicles, so most units will likely need more than 2.26 spots. The future residents of this proposed development will have a large dependency on single occupancy vehicles since it is far from job centers, very little public transport, no safe options for bikes or pedestrians, and a high VMT to community-oriented services. MidPen's plan needs to be adjusted to accommodate a more realistic projection of demand for parking spaces.

I would also question whether the developer feels that an acceptable solution for parking at Cypress Point is to overflow into the streets adjacent to the property as they state above is a common practice and acceptable solution for the MoonRidge development. Given the semi-rural nature of Moss Beach Heights the roads adjacent to the development lack curbs, are narrow, no sidewalks, and can't safely handle overflow parking.

4. Finally, I would like to comment on the meeting itself. I was extremely uncomfortable in this meeting. It was disorganized, chaotic and uncontrolled at best. While I don't condone all the actions of all of the community members present at this meeting, I believe a large reason for the community's reaction was the lack of transparency. The fact that there would be a third party moderator, the agenda, and the format itself should have been announced prior to the meeting. It was concerning that there was no formal opportunity to make public comments (yes, some people jumped up to make comments but the opportunity should have been formally given to all people in the room) and it was a waste of time for me to listen to people ask questions, then re-phrase the question for note-takers, that weren't directly addressed during the meeting. Also, I have heard from fellow community members that see hosting the meeting in El Granada instead of Moss Beach or Montara as a way to reduce the number of participants. I don't mean to be negative but only want to provide constructive feedback as a community member who came to this meeting with an open mind.

If you would like to discuss the contents of my email, please reach out at the email or phone below.

Thank you for your time.
Amy Paulson



----- Forwarded message -----

I sent this email and I am awaiting a response from Mid Pen. I thought this might be of interest.

Sent from my iPhone

Begin forwarded message:

From: [dennis.shapses@\[REDACTED\]](mailto:dennis.shapses@[REDACTED])
Date: October 22, 2016 at 9:57:13 PM PDT
To: Felix AuYeung <fauyeung@midpen-housing.org>
Cc: Kimberly Wolcott <kwolcott@midpen-housing.org>
Subject: Re: Moss Beach - Third Community Open House

Thank you for the update. The statement about the cars on the street was my assumption. The officers were very clear that this subletting is going on, why would they invent this fact? In addition, how could your organization possibly know who's living in the unit illegally. Prior to your visits the sub tenants would be conveniently gone, unless you do surprise visits (which I presume would be intrusive if not illegal)

The ambulance discussion was of major concern as the officers statement about ambulances coming and going thru the night reminded me of my previous conversation with a hospital administrator. Are you alerted when ambulances go in and out at night?
Why the need for a Sheriff sub station, is there a concern about gang activity?
Thank you again for your response
Sent from my iPhone

On Oct 21, 2016, at 5:58 PM, Felix AuYeung <fauyeung@midpen-housing.org> wrote:

Hi Dennis,

Please see Kim's response below. Thanks,

Felix

From: Kimberly Wolcott
Sent: Friday, October 21, 2016 5:39 PM
To: Felix AuYeung; Debra Sobeck
Cc: Andrew Bielak
Subject: RE: Moss Beach - Third Community Open House

Hi Dennis,

I apologize for the delayed response as I was out of the office.

In response to your questions, I am also surprised to hear there were officers stating we do not enforce our rules. We work very closely with the Sheriff's Department, in fact they have a substation at our site. In our regular communication with members of the Sheriff's Department we have heard just the opposite of what you have stated in your email. In our communication with the Sheriff's Department we have routinely asked the Sheriff's Department's to alert us if they are seeing any unusual and/or recurring issues at the community. To date, we've had no notifications from the Sheriff's Department that there are problems which we should be addressing. Additionally, whenever we think we see a problem, we immediately contact them and address our concern. Point in fact, a few months ago, we had an isolated incident of graffiti on our site, the first we had experienced in years and we immediately called the Sheriff's Department, took pictures, sent it to their Graffiti Task Force, requested additional patrols, etc... Whenever we see an issue, we take pro-active action to immediately address the issue and resolve it. We've had no further incident.

The Sheriff's Department has built a strong relationship with the residents at Moonridge over recent years which has resulted in increased collaboration and communication between the community and Sheriff's Department which I think we all feel has had a very positive impact on the community. MidPen has partnered with the Sheriff's Department and they hold a Citizen's Academy and a

youth and teen program at the community. In fact, one of the youth at our community was just admitted to the Sheriff Department's Officer's academy, a source of great pride within the community.

As for folks sub-leasing their units we have policies and practices in place to monitor this, every year our residents are required to re-certify and update all household information, in addition we conduct semi-annual unit inspections and have several agency inspections throughout the year. This is something if found we immediately address as it is a violation of the lease. I realize there may be a misconception regarding the number of cars surrounding the community and why people might believe this is due to the residents having unauthorized occupants. However, the simple truth is that when Moonridge was built 20 years ago the parking ratio was different and community was "under-parked" with large units (2,3, and 4 bedroom units) at this community and only 1 parking space per unit assigned/available to the residents to park their car. Most households in the area have 2 cars per household and the residents at Moonridge are no different with most of our families having two working heads of households. It's a problem we recognize and yet the street in front of the community is a public street and our residents are certainly permitted to park on it.

In regards to the ambulance issue you referenced, I have not heard anything like this in the entire time I have been working at Moonridge/MidPen. In fact I asked around and no one I spoke to has ever heard of this issue. We have two on-site management representatives who live in this community and would most assuredly be familiar with ambulances coming on and off the site with any frequency and when queried they were not familiar with this type of circumstance. And quite frankly, if I believed that the hospital were indeed turning away the Moonridge residents I think we would have a bigger issue on our hands and I would be conducting considerable research into that matter. Can you tell me where you this information came from?

Please let me know if you have additional questions or would like to meet and discuss your concerns further as I would be happy to meet with you and address any additional concerns you may have.

Thanks,

Kim Wolcott, General Manager of Operations and Leasing

MidPen Property Management

303 Vintage Park Drive Suite 250

Foster City, CA. 94404

t.(650) 356-2916 c. (650) -242-2135 f.(650) 357-9766

kwolcott@midpen-housing.org

www.midpen-housing.org

<image003.jpg>

From: Felix AuYeung
Sent: Monday, October 17, 2016 1:28 PM
To: Kimberly Wolcott; Debra Sobeck
Cc: Andrew Bielak
Subject: FW: Moss Beach - Third Community Open House
Importance: High

From: dennis.shapses@[REDACTED]
Sent: Monday, October 17, 2016 1:24 PM
To: Felix AuYeung
Subject: Re: Moss Beach - Third Community Open House

Felix,

I left a message on your voicemail. New concern local officers told me that MoonRidge is not well managed as multiple families are living in one apartment. The description is that they rent out rooms to family members (it's like winning the lottery) and that's why there are so many cars. Management does not enforce the rules. In addition ambulances run in and out of the place. As discussed before the local hospital is directing ambulances from MoonRidge away from the hospital. Your company may build good low cost housing units but it sounds as if you do not enforce the covenants. I was surprised at their response . Have you addressed these issues at the community meetings
Sent from my iPhone

From: Harald <[REDACTED]>
Sent: Tuesday, September 26, 2017 3:37 PM
To: Mike Schaller
Cc: renee.ananda@coastal.ca.gov; Dave Pine; Carole Groom; Don Horsley; Warren Slocum; David Canepa
Subject: Concerns - MidPen Housing Development in Moss Beach

Dear Mr Schaller,

I'm a resident of Moss Beach and want to share a couple of concerns. The following statements and comments express my own opinion but summarize concerns that were / are raised by many community members:

1. MidPen Pre App workshop and approach

The workshop became hostile after the audience realized that we will have table discussions instead of a public forum. This came across as a "trick" to contain and limit information sharing across the audience. The third party facilitator missed to read the audience, insisted on her process and we lost 20 plus minutes debating the approach. In addition, the meeting started late.

MidPen's slides lacked clarity (how can they miss to note the community center), did not address issues that were raised since day one, contained wrong/ misleading information and lacked source information. For instance - preference for locals: this violates existing laws but MidPen continues to make that point. They stated that we have 1400 local jobs in El Granada / Princeton, MB, and Montara but miss to provide the source info. Jan Lindenthal, MidPen's vice president of real estate development is quoted in the SM Journal "Still, with 1,300 low-income jobs on the midcoast." 1400 vs 1300 with no source information? Where are the jobs? There is a low level of confidence in the quality of the minutes that will come out of the Pre App meeting as the note takers on the flip charts seemed to struggle to keep up with the discussion. Why was the workshop not recorded and why did the county not publish the date and time of the workshop to the impacted neighborhoods? The MCC published the date and time. MidPen published workshop minutes in the past but they were summarized and missed many critical points that were made by the community and have not been addressed in the recent proposal.

MidPen tried to sell "pluses" where they "gave in" based on community input but it turned out that they are required by law to offer for instance a certain number of parking spots per unit or meet certain LCP requirements. MidPen did not share a timeline with the community but I understand that they did in a session with the CCC and County staff. Why is that? They claim to work with the impacted community and make it a transparent process.

2. KAI traffic impact assessment study from June 2017

The study downplays the impact and states that the project will not significantly impact the adjacent Highway 1/ Carlos Street intersection and has "sufficient operational capacity."

How can an additional couple of hundred daily car trips plus visitors to the community center have no impact? There is no walk-ability. How will an additional pedestrian crossing to Point Montara plus a couple of hundred cars accessing Highway 1 at a dangerous blind curve impact traffic flow on Highway 1?

Calculation of increase in traffic volume

The KAI traffic assessment report states "The project is expected to add 37 trips during a typical weekday AM peak hour, 45 trips during a typical weekday PM peak hour..."

How does the math work? Why doesn't the report provide the underlying assumptions?

We are looking at 71 units with an average of 1-3 cars per unit translating to approx 100-200 cars plus x daily visitors to the new community center. 100-200 cars times 3-4 trips per day translate to approx. 300 – 800 daily car trips in and out of the development plus x daily visitors to the community center. Now add 1500 daily car trips in and out of the Big Wave development and we have the perfect gridlock between El Granada and Montara. Plus an estimated 2 Mio annual visitors to the Coastsides...

Blind Curve – risk of significant increase of car accidents

Signalization of the Highway 1 / Carlos intersection, or roundabout and a pedestrian crossing in close proximity will most likely result in a significant increase of accidents. Drivers from the South do not have visibility beyond the curve and stopped traffic or a pedestrian crossing on Highway 1 will add to the accident risk. A reduction of speed will most likely be ignored by many residents and visitors to the Coastsides .

Cumulative effects

The KAI traffic study is looking only at the MidPen development and ignores surrounding measures that are planned by the County. Moss Beach is one of the access choke points for Big Wave and current plans show 2 additional traffic lights (Connect the Coastsides) in Moss Beach:

- Highway 1 / Cypress Ave intersection to channel a subset of 1500 daily car trips in and out of the Big Wave development
- Highway 1 / California intersection
- Plus whatever the decision is for the Highway 1 / Carlos intersection

How will the traffic flow on Highway 1 be impacted with all the additional signals (maybe one turns into a roundabout), increased traffic volume resulting out of the MidPen and Big Wave developments (ignoring the 2 new Hotels in Montara for now) and an estimated 2 Mio annual visitors to the Coastsides?

Creation of Parallel Roads

What is the impact on neighborhood streets and Farallone View Elementary School (many kids walk and bike to school and many roads do not have sidewalks) in Montara and Moss Beach as commuters and tourists try to bypass the gridlock on Highway 1 that will be created by the additional traffic measures and the MidPen and Big Wave developments?

The KAI study references outdated and incomplete traffic / transportation studies i.e. Connect the Coastsides that do not reflect current Coastsides traffic realities.

The outlined solutions do not address the concerns and will significantly increase the risk for accidents.

3. Failing Infrastructure: Sanitary Sewer Overflows (SSOs)

Resist Density just released information about an environmental disaster on the Coastsides - a total of 101 sewage overflows (20 Category 1!!!) were recorded from Half Moon Bay to Montara from 2011 to mid 2017, according to public records. These findings raise significant questions as to whether the infrastructure can accommodate any more large development. The overflows are not isolated to specific locations and seem to indicate a systemic issue with the underlying infrastructure and capacity of the sewage systems.

How did a large brewery (as part of Big Wave and declared as “minor modification” instead of an office building) get approved knowing that large and problematic amounts of waste water are a byproduct of beer brewing? Does the underlying and failing infrastructure need to get fixed to stay in compliance with existing environmental laws before large developments can be added to the system?

4. Site Contamination

Detailed maps of the facility and military usage are available. The types of military activities conducted on the site made use of many supplies and materials such as fuels, oils, tar, cleaning fluids, solvents, brake fluid, antifreeze, pesticides and building materials – many of which are known today to produce environmental toxins. In addition, there was at least one underground fuel tank, one or more power transformers and an incinerator. Burning waste in an incinerator is now known to produce toxins. The Navy’s standard operating procedure at

the time would have been to dump, bury or burn waste and refuse, which included the above supplies and materials. Extensive research did not reveal any records that the site has been cleaned up. I have 2 children and I'm very concerned about the potential release of toxins in the air and / or our drinking water as part of the housing development.

5. Safety and Disaster Preparedness

Accessibility for medical emergencies and first responders is already constrained and will be further reduced by large- scale developments without making adjustments to the existing infrastructure. Evacuation routes in case of major disasters (i.e. Earthquake, Tsunami, Fire) won't be accessible for Coastside residents and would strand the whole community and tourists. Many weekends are already a traffic nightmare for the Coastside. Recent data (provided by a Fireboard member) show that we had 951 medical aid responses and 82 traffic accidents between January and July 2017. This data reflects 7 months of 2017 only and indicate a very concerning trend. What are the plans to ensure safety, accessibility and disaster preparedness for the Coastside? Or is that up to the community to figure it out after another large scale development is approved without the supporting infrastructure in place?

Thank you for your consideration.

Sincerely,

Harald Herrmann, Moss Beach

From: Theresa McLaughlin <[REDACTED]>
Sent: Friday, October 27, 2017 11:54 AM
To: Mike Schaller
Subject: clarifying concerns about accessibility at proposed MidPen site in Moss Beach

Hello, Mr. Schaller. I want to add to a point I tried to make in an email I sent to you on Sept 22 regarding the proposed MidPen development in Moss Beach. There is a social justice concern associated with locating affordable housing far from areas where the state will make investments in amenities like bicycle paths, public transportation and libraries and to preserve public access to coastal areas as sea levels rise. I frequently see residents pushing strollers or riding mobility scooters on the shoulder of Hwy 1 just north of the intersection with Hwy 92, and I can't wait for them to have a proper paved trail. This important trail in Half Moon Bay proper has been years in the making, and it is unlikely that similar trails will be funded in Moss Beach. Safe pedestrian/bicycle trails are not frivolous amenities - they facilitate healthy lifestyles.

Crossing Highway 1 at Carlos St in Moss Beach takes you to the sewer plant with no trails up or down the coast and *no potential for coastal trails because the bluff has already eroded to the private property lines*. You also reach the Point Montara lighthouse which has no space or public restrooms; access to the small beach is down a steep hill and limited to 1 hour.

- One mile north of Carlos is Montara State Beach, which due to the steep cliffs has no facilities accessible to the disabled. There are no trails - it is one mile of traveling on the shoulder of Hwy 1.
- One mile south of Carlos is the Fitzgerald Marine Reserve where beach access is limited to 1 hour, beach activities are limited to protect wildlife, and the steep cliffs limit access for the disabled. The FMR is beautiful, but for traditional beach activities many Cypress Point residents will need to drive south.
- Three miles south, in El Granada and Half Moon Bay you can cross Highway 1 and find yourself on a well maintained, paved trail that lets differently-abled people walk/run/bike/have a picnic and enjoy the beautiful Pacific Ocean.
- South of Miramar/El Granada short stairways take you to a five mile ribbon of sandy beach that supports a wide range of activities including fishing, swimming, walking, etc.

Last winter the southbound shoulder of Hwy 1 was damaged by erosion at Surfer's Beach in El Granada and just north of Carlos Street in Montara, forcing bicycles into the travel lanes of Hwy 1. Between El Granada and Pacifica there are many areas where there is no shoulder, no bicycle paths, no room to build them, and no room to add lanes to Hwy 1.

Please try crossing Hwy 1 at Carlos Street and walking up and down the coast. Imagine yourself in a mobility scooter or wheelchair at Carlos and Sierra heading to the post office or just going outside for some exercise. Then try the same at Coronado St in El Granada. The pedestrian/bicycle trail in El Granada is vastly superior and well-used by all. Affordable housing residents should have access to these types of government-funded improvements.

Sincerely,

Theresa

Theresa McLaughlin
[REDACTED]

From: Theresa McLaughlin <[REDACTED]>
Sent: Saturday, October 28, 2017 12:16 AM
To: Mike Schaller; Don Horsley
Subject: Affordable housing should include options for residents to build equity

Buying a home in the Bay Area is very difficult. Condominiums used to be an affordable option, but now homebuyers must compete with investors who can pay cash then rent the unit out. Building more affordable rental housing is a partial solution, but the equity generated by rent payments remains in the hands of the developer/management company. An affordable complex where residents can purchase or rent-to-own all or part of the value of their unit would provide the chance for residents to build some equity. I was surprised to see that MidPen participates in a Stewardship program called Hello Housing that provides long term management of below market, owner-occupied housing. Similar to rent-controlled units, there is a limit on the purchase price when the unit is sold, and the new buyer must also meet the affordable residence requirements.

Rent-to-own may not work for everyone, but I believe we should make at least a portion of affordable housing complexes rent-to-own or owner occupied.

Best regards,
Theresa

Theresa McLaughlin
[REDACTED]

From: David Magnuson <[REDACTED]>
Sent: Thursday, September 21, 2017 10:48 AM
To: Mike Schaller
Subject: MidPen moss beach project

Mr Schaller,

I attended the meeting last night. Thank you for coming out here. I don't feel that your intended purpose was accomplished at that meeting. I prefer meetings where written comments and questions are solicited ahead of time and discussed at the meeting. I think public brainstorming in this forum is going to make too much thunder.

The county planners normally send out notices ahead of time to the affected community explaining what the meeting is about. The notice that I received was from the Resist Density group, and it did not explain who was conducting the meeting or why. You are listed as a Senior Planner, so I am at a loss to figure why this meeting wasn't announced through San Mateo County as a planning meeting. In future, if you would like to build an email database to contact involving meetings for this project, please include my email address. Thank you.

It's desirable to place lower income housing in a higher income area for many reasons. In the past, counties were required to meet affordable housing requirements in order to qualify for some federal matching funds. My sense is that, consequently, the county would hope that mid-pen could make this work. That said, it doesn't look to me like either the county or mid-pen is conforming to good risk management practices in presenting the case to a highly concerned community, severely eroding trust.

When the A/E stated that the number of parking spaces as 'more than adequate' at 2.2 spaces per unit, without breaking it down by bedrooms, guest parking, whether any 'affordable housing' dispensations for compact cars, etc, like the San Mateo zoning code (Dec 2012) does (Section 6117), he gave me the impression of patronizing the audience. He was quickly countermanded by an audience member for 'just meeting the requirements'. As A/E's face perception of being 'hired guns' in meetings like this, he should be more careful. Also, it appears that most of the parking is detached, is that to code? BTW, is there a section 6305 to the aforementioned zoning code? It may be that MidPen is used to dealing with less informed, less affluent communities that are seeking more affordable housing. This community is able to attract multi-million dollar housing to contribute to its tax base and QOL. MidPen should be able to compete with well-funded developers for the community to welcome them to this desirable property, and not rely too much that its charitable connections will cause sharp-eyed neighbors to overlook anything.

Overall, the presentation left me with the vague feeling that maybe MidPen doesn't have the resources to develop this, sort of demanding, site. A good cause is one thing, but the safety and impacts to the community have to be adequately addressed. If there are to be further attempts to address them, this should be laid out clearly. Even the process is unclear at this point. Will MidPen commit or not? I might suggest a working group meeting monthly eventually, with members of the Resist Density coalition included with other residents and the affordable housing community, each reporting to its constituents. How about a schedule? Everybody's got one, they're like opinions. Not all are realistic. At this rate, I'd say that a 15 year time line, like BigWave, is sanguine.

Here are some questions:

General Comment - At each meeting, the stage the project is at should be clearly explained, as well as what comes next, what submittals are expected, and what public comment opportunities there will be. The Traffic Study and Concept Plan are very preliminary, and that should be emphasized. MidPen's traffic study did not offer up much detail on how trip times were calculated, what assumptions were used, traffic flow patterns, etc. Never should anything be sugar-coated or glossed over. MidPen needs to be proactive and acknowledge up front that it will be expensive to develop this site safely.

- Please ask MidPen to include a list of assumptions and a glossary of studies to the traffic report, like the *California Manual on Uniform Traffic Control Devices (MUTC)* and, particularly, San Mateo County's 2015 *Preliminary Congestion Study for the Highway 1 Congestion and Safety Improvement Project*. An URL where it might be available to the public, if available, would be useful. Also, the footnotes should be included, for example, who publishes, *2000 Highway Capacity Manual* (footnote 5). They'd lose big points on the PE test if they used a citation without referencing the source :) Traffic engineering used to be a pretty fluid applied science, with various handbooks and practices adopted in different areas, and citations are important.

- What is the meaning of changing the zoning from PUD to PUD-Affordable? Why would we do this and what is the effect on the constraints on the property? Can you explain the zoning code 6190 to us and 6182?

- As a non-profit operating the affordable housing complex, would MidPen pay the same property tax assessments as its neighbors?

- When will storm drainage be addressed? How big is the culvert that passes under highway 1 for Montara Creek, and what is its capacity? What is the coverage (pavement and roofs) for the planned development, and how will this affect 10 minute runoff in a 100 year storm event? Will the runoff be considered as a point source for NPPDES purposes?

- I would probably question their assumptions about trips generated by this project if they were stated, as well as sampling times, and the unaddressed effects of future traffic loadings generated by other signals and down road effects on local traffic turning onto the highway. I believe it would have served the project better if this report had been marked 'Draft' and at least a 60 day review period (30 day internal and 30 day public) were instigated. Sorry if I missed anything like that.

- Additional pedestrian traffic should also be addressed. Occupants and their kids will be crossing Highway 1 to access the beach at the light house. A/Es have limited time to spend onsite. Also, future traffic must be considered. The BigWave project does affect traffic patterns since people will leave that site out of sequence with the traffic light at Princeton. As one who is here and crosses the highway as a pedestrian at both 16th and Vallemar, I believe that traffic warrants that the report should have shown an option to make Carlos street 2-lane to the entrance of the project and install a traffic signal with pedestrian lane and 2 left turn lanes (one to Carlos, one to 16th), with appropriate widening of the road and signage. The county should consider pushing 16th through to Vallemar to reduce the very awkward situations that arise when cars are waiting opposite each other to turn onto Highway 1 from Vallemar and Eseldore, which will be aggravated by traffic and pedestrians from this project.

- Off topic: The MCC does a great job with its website. I heard once its members are unpaid and that this is an advisory board, and its decisions are not binding. Is this true?

David Magnuson

██████████



Date: September 26, 2017

To: Michael Schaller, Senior Planner, San Mateo County Planning & Building Dept.

From: Resist Density

Re: Pre-Application Meeting for proposed MidPen Housing Cypress Point, Moss Beach
PRE2017-00032, APN 037-022-070

Via Email

Dear Mike,

Thank you for hosting the pre-application meeting for MidPen Housing's proposed Cypress Point project. Attached is a list of Resist Density's concerns for the record. In addition, we would like to submit the following questions to MidPen, and add these to the record.

- 1) The project site was formerly a Naval anti-aircraft training center. We request that soil sampling be conducted at the project site - in consultation with the community regarding what contaminants to test for and what locations to sample on the site.
- 2) We request that the project be evaluated for the volume of water (gallons/day) needed for the proposed project, and that these estimates include realistic estimates of water for project residential units, project landscaping, and water for fire fighting. Also, the impact of this increased water demand should be evaluated for its impact on water quality to residents in the proposed project and the surrounding Moss Beach community.
- 3) There have been numerous sewage system overflows both from the Sewer Authority Midcoast sewage treatment plant and pipes, and locally within the Montara Water Sewer District. These repeated, significant sewage spills appear to result, at a minimum, from antiquated and failing pipes. The proposed project should be evaluated for its impact on this failing sewer system, and for the cumulative sewage impact of this proposed project in conjunction with past, present and future projects. In addition, there should be analysis of what monetary contributions will be necessary from MidPen to ensure that there are no additional sewage spills resulting from adding the proposed project to the already failing sewage system.
- 4) MidPen had a preliminary traffic study prepared by Kittelson Associates in June, 2017 which admitted that the proposed project would increase traffic at the Etheldore/Highway 1 and/or the California/Highway 1 intersections for existing and future trips that would otherwise access Highway 1 at Carlos Street. However, Resist Density believes this study underestimated existing traffic conditions, particularly weekend traffic since the opening of the Lantos Tunnel. This study has underestimated traffic that would be added by the proposed project. The study also did not consider Highway 1 pedestrian crossing proposed under the LCP for this area.

5) Additional traffic analysis – with input from the community – should accurately evaluate existing traffic conditions, project traffic impacts and cumulative traffic impacts at Carlos Street, Etheldore Street and California Street.

6) The last EIR that was done for this site was completed in 1985. This prior EIR did not consider the impacts of the current sewage failures, nor consider greenhouse gas impacts. In addition, there have been numerous changed circumstances in the intervening period. We request that a new EIR be prepared for the project given these factors and given that the last review was done 32 years ago.

7) The current zoning for this site allows for affordable housing on 6 acres leaving approximately 5 acres as open space. We request that MidPen consider scaling back the currently proposed project, in order to have the project better fit with the neighborhood and in recognition of the existing zoning.

Thank you for the opportunity to comment.



Sensible planning and protection
for the San Mateo County Midcoast

Key Concerns for MidPen Pre-App Meeting 9/20/17

Proposed Development of Parcel APN 037-022-070 in Moss Beach
(across from Point Montara Lighthouse)

MidPen's proposed 71-unit housing development discussion has two tracks — the critical housing shortage, which we all recognize, and the inappropriate location for such a large development. Resist Density's concerns focus on the inadequate infrastructure and health / safety dangers of this project.

Increased Traffic

There are no alternative routes on the coast – there is only one road in, through and out. The Midcoast section of HWY 1 is a critical daily travel corridor, and it is limited to one lane in each direction along the scenic portion of Montara. Adding a large housing development to the Midcoast will only compound increased traffic that has occurred since the Lantos tunnel opened in 2013. MidPen has not provided any traffic mitigation solutions for the hundreds of additional cars of this development. Furthermore, "Connect the Coastside" Transportation Management Plan proposes the addition of multiple crosswalks and at least 2 traffic lights in Moss Beach without any recommendation to improve public transit. Questions of disaster preparedness and emergencies requiring first-responder access are coming to head as traffic worsens.

MidPen Traffic Assessment is Lacking

As part of MidPen's Pre-Application, it has released an initial traffic assessment by KAI consultants. The whole premise of KAI's findings that the MidPen project will not significantly impact the HWY 1 / Carlos Street intersection is flawed. We question KAI's numbers of projected car trips the MidPen development will create. How did they arrive at these numbers? Further, it does not take into account the cumulative impact the MidPen project will have when combined with the Big Wave large-scale commercial project, 2 proposed hotels, infill building and second units, and increasing coastal tourism traffic.

No Solution to Dangerous Blind Curve

The proposed MidPen Housing development is located at a dangerous blind curve on Highway 1. KAI field measurements at the HWY 1/Carlos Street intersection found that the sight distance to the South was 305 feet, or about half of Caltrans' required corner sight distance of 605. By KAI's own assessment, grading and/or tree removal will be insufficient to meet the required sight distance due to the vertical dip.

All 3 Possible Intersection Controls are Unacceptable

In addition to the insufficient sight distance, KAI's traffic study recognizes that there are overlapping and conflicting left turns using the same lane for drivers entering Carlos and drivers entering Pt Montara Lighthouse. The pedestrian crossing of HWY 1 is also unsafe. Three intersection controls are evaluated but all have drawbacks and none solve the sight distance problem for drivers or pedestrians:

- 1) Signal/Traffic light control – evaluated, and not warranted
- 2) Roundabout - does not solve the sight distance problem and may be too expensive
- 3) Stop Control - essentially what already exists except add a no-left-turn off Carlos.

Roads Safety - Concerns for Children and Pedestrians

There is no safe way to make a left (southbound) turn off Carlos onto HWY1. The KAI study fails to mention the impact that hundreds of additional cars will have on neighborhood roads, and doesn't note that these roads are substandard - too narrow and lacking sidewalks - posing a safety risk for pedestrians and children

who will have to share the same roads with impatient drivers. Even the proposal to make Carlos one-way southbound doesn't assess traffic impacts to neighborhood streets or the Etheldore intersection.

Population Increase of 26%

The MidPen housing proposal is for 71 units totaling 144 bedrooms. At maximum occupancy, there would be 359 residents. And this doesn't include guests or visitors to the community center. This development would increase the population of Moss Beach East of HW 1, where this will be built, by 26%. This population increase will take place in one location all at once, as opposed to several decades of gradual development.

Failing Sewer System – SSOs

The sewer infrastructure on the coast is failing. There have been approximately 101 Sanitary Sewage Overflows (SSOs) over the last 5.5 years, many of which are a result of failed or broken pipes and root intrusion. These overflows endanger public health and the environment. This failing sewer system must be addressed before additional development is approved. What is the assessment of bringing a 71-unit housing development online all at once?

Water Capacity

Montara Water and Sanitary District states it has plenty of water for this project. In addition to water quantity, there is concern for water allotment, pressure and distribution. Is the water distribution system capable to handle the added burden of an emergency such as a large fire? Is the water infrastructure capable to handle this pace of growth and emergencies? Has this been assessed?

Potential for Environmental damage and the Critical Coastal Area (CCA)

The 11-acre property is located approximately 200 feet from the Fitzgerald Marine Reserve, an identified CCA. It deserves special protection due to its close proximity to Montara Creek that runs directly into the Fitzgerald Marine Reserve. The scale of the MidPen development would cause substantial disruption and removal of earth, trees and structures with possible toxic hazards. Comprehensive testing must be made throughout the site to check for contamination and toxins such as asbestos, lead, solvents and other chemical compounds that were commonly used at military facilities like these. The site is located on a hill, so any runoff would head directly toward the creek and ocean below.

Cumulative Effects

The impacts of a large housing development, when combined with other nearby developments such as the approved Big Wave project in Moss Beach (estimated 1500 car trips per day), two proposed hotels in Montara, and the annual infill of new homes, second units, and buildings, will further stress the environment and the public utility infrastructure of this coastal community. With a large brewing company proposed for Big Wave In Moss Beach, what is the projected cumulative impact of these projects on Hwy 1, traffic, the environment and the infrastructure?

Inappropriate / Isolated Location

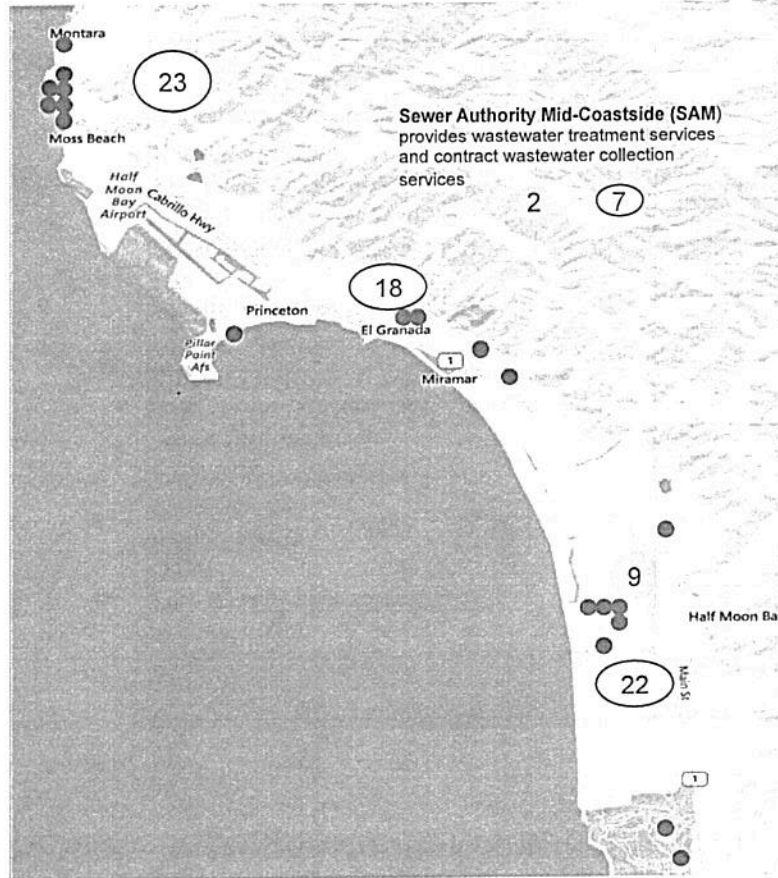
Moss Beach is isolated, located seven miles in either direction from the nearest town centers of Half Moon Bay and Pacifica. The Sierra Club Loma Prieta chapter has come out against the MidPen project stating: "*there could hardly be a much worse location for affordable housing in the urbanized Mid-Coast.*" This potential development would have a significantly high Vehicle Miles Traveled (VMT) designation, limited walkability, and offers no meaningful public transportation. Lack of access to groceries, jobs, schools, pharmacies, and community-oriented services will make residents dependent on driving, which is a financial burden for affordable housing residents, plus increases traffic problems.

Antiquated Zoning

The outdated zoning for this parcel was completed in 1986 based on plans for a multi-lane Hwy 1 bypass around Devil's Slide, and additional infrastructure that never was, nor will be, carried out due to legislation and the purchase of Rancho Corral de Tierra by POST. This 11-acre parcel should have been rezoned to reflect the revised situation and population projections, but was not. We advocate for a rezoning of this property to more accurately reflect infrastructure constraints and current realities.

Failing Infrastructure: Sanitary Sewer Overflows (SSOs)

A total of 101 overflows were recorded from Half Moon Bay to Montara from 2011 to mid 2017, according to public records. These findings raise significant questions as to whether the infrastructure can accommodate any more large development.



Definitions:

- Category 1: A spill of any volume of untreated or partially treated wastewater that reaches a drainage channel to or directly reaches the surface water (e.g. the ocean)
- Category 2: A spill of 1,000 gallons or more
- Category 3: A spill of under 1,000 gallons
- For 2 and 3, the spill does not reach a drainage channel or surface water.

• Overflows are not isolated to specific locations and seem to indicate a systemic issue with the underlying infrastructure and capacity of the sewage systems.

Agency / Category	Count	Category 1	Category 2	Category 3	Total
El Granada	19	1	0	18	19
Half Moon Bay	39	8	9	22	39
Montara	28	5	0	23	28
SAM	15	6	2	7	15
Total	101	20	11	70	101

• A total of 20 Category 1 overflows were recorded and released 883,763 gallons to drainage channels leading to surface water e.g. ocean. The San Francisco Regional Water Quality Control Board has issued a \$522,700 penalty for a 344,000-gallon spill at Miramar Beach that was discovered in early March 2017. SAM engineers originally estimated the spill was 756,000 gallons and later lowered the estimate to 746,000 (included in table below) and finally reduced it to 344,000 gallons*.

Agency / Category	SSO Vol	Vol of SSO		
		Recovered	Reached Surface Water	
			Not Accounted For	
Granada SD	3,055	1,295	1,125	635
Half Moon Bay City	167,018	8,781	104,739	53,498
Montara	17,744	9,401	12,970	(4,627)
SAM	776,274	15,470	* 764,929	(4,125)
Total	964,091	34,947	883,763	45,381

Source:

- Records obtained by Resist Density through Public Records Act request
- Information tabulated through manual review of approximately 10,000 pages of minutes, dashboards, etc., as summarized information was not available. Best effort was employed to assure accuracy.
- See appendix for detail by SSO

*Source: HMB Review - State fines SAM \$522,000 for March sewer spill; August 24, 2017



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Causes of Sanitary Sewer Overflows (SSOs) on the Coastside

Root intrusions, structural problems and failures with the pipes, debris, and grease (FOG) are responsible for approximately 80% of the SSOs.

Cause / Agency	El Granada	Half Moon Bay	Montara	SAM	Total
Root intrusion	10	7	12		29
Pipe structural problem/failure	2	1	6	13	22
Debris	6	10	4		20
Grease (FOG)		11	2		13
Excessive rain		2			2
Flow exceeded capacity		2			2
Pump station failure				2	2
4 manholes blocked, cause not specified			1		1
City contractor fault, main line plugged		1			1
Main plug broke		1			1
Maintenance contractor fault		1			1
N/A	1				1
Pump failure (excessive rain)			1		1
Pump station power failure			1		1
Rainfall exceeded design		1			1
Resident digging		1			1
Root intrusion and debris			1		1
Surcharged pipe		1			1
Grand Total	19	39	28	15	101

Source:

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Sanitary Sewer Overflows (SSOs) 2011 – mid 2017 1 of 3

EVENT ID	Responsible Agency	SSO Category	Date	Year	SSO Address	SSO City	SSO Vol	Vol of SSO Recovered	Vol of SSO Reached Surface Water	Not Accounted	SSO Failure Point	Cause
760434	Granada SD	Category 3	1/7/2011	2011	557 Isabella Avenue	EL Granada	5	5	0	-	Main	Root intrusion
772989	Granada SD	Category 3	11/10/2011	2011	838 Ferdinand Avenue	EL Granada	40	20	0	20	Main	Root intrusion
786807	Granada SD	Category 3	9/27/2012	2012	260 balboa Avenue	el granada	5	5	0	-	N/A	N/A
789296	Granada SD	Category 3	12/23/2012	2012	West Point & Stanford Ave	Princeton By the Sea	1,125	0	1,125	-	Main	Pipe structural problem/failure
789570	Granada SD	Category 3	11/19/2012	2012	577 columbus Street	el granada	1	0	0	1	Upper Lateral	Root intrusion
791731	Granada SD	Category 3	2/14/2013	2013	Columbus & Portola Ave	El Granada	25	25	0	-	Main	Root intrusion
791764	Granada SD	Category 3	2/16/2013	2013	35 valencia st	el granada	150	50	0	100	Main	Root intrusion
792290	Granada SD	Category 3	3/1/2013	2013	523 Balboa Avenue	El Granada	25	0	0	25	Main	Debris
797045	Granada SD	Category 3	7/16/2013	2013	san pablo san pablo Avenue	half moon bay	50	0	0	50	Main	Pipe structural problem/failure
800431	Granada SD	Category 3	10/19/2013	2013	San Pablo and Alameda Ave	El Grenada	400	350	0	50	Gravity Mainline	Root intrusion
804314	Granada SD	Category 3	1/22/2014	2014	23 Alameda Ave.	El Grenada	577	400	0	177	Gravity Mainline	Debris
807692	Granada SD	Category 3	5/27/2014	2014	855 Palma Street	El Grenada	165	35	0	130	Gravity Mainline	Debris
818101	Granada SD	Category 3	8/30/2015	2015	Portola Ave & Del Monte	El Grenada	5	0	0	5	Gravity Mainline	Debris
819024	Granada SD	Category 3	10/19/2015	2015	643 Isabella St	El Grenada	20	0	0	20	Gravity Mainline	Root intrusion
822599	Granada SD	Category 3	2/16/2016	2016	557 Isabella RD	El Grenada	1	0	0	1	Gravity Mainline	Root intrusion
822826	Granada SD	Category 3	3/6/2016	2016	60 San Pablo Ave	El Grenada	350	300	0	50	Gravity Mainline	Debris
823065	Granada SD	Category 3	3/15/2016	2016	523 Ave. Balboa	El Grenada	1	1	0	-	Gravity Mainline	Root intrusion
823122	Granada SD	Category 3	3/12/2016	2016	16 The Alameda	El Grenada	100	100	0	-	Gravity Mainline	Root intrusion
826956	Granada SD	Category 3	7/29/2016	2016	Vassar St	Princeton	10	4	0	6	Gravity Mainline	Debris
760368	Half Moon Bay City	Category 3	1/5/2011	2011	401 Greenbrier Road	Half Moon Bay	500	0	500	-	Main	Root intrusion
761335	Half Moon Bay City	Category 3	1/15/2011	2011	408 casa de mar Avenue	Half Moon Bay	5	5	0	-	Lower Lateral	Grease (FOG)
766171	Half Moon Bay City	Category 3	5/2/2011	2011	600 Grove Street	Half Moon Bay	20	10	0	10	Main	Grease (FOG)
766170	Half Moon Bay City	Category 3	5/3/2011	2011	416 grove Street	Half Moon Bay	500	400	0	100	Main	Grease (FOG)
766857	Half Moon Bay City	Category 3	5/22/2011	2011	Main Street & Stone Pine Rd	Half Moon Bay	25	0	0	25	Main	Grease (FOG)
770038	Half Moon Bay City	Category 3	8/20/2011	2011	901 alsace lorraine Street	Half Moon Bay	329	329	1	(1)	Main	Debris
771701	Half Moon Bay City	Category 3	10/2/2011	2011	307 church Street	Half Moon Bay	25	25	0	-	Main	Grease (FOG)
772135	Half Moon Bay City	Category 3	10/16/2011	2011	170 correas Street	Half Moon Bay	15	0	0	15	Main	Grease (FOG)
773019	Half Moon Bay City	Category 2	11/13/2011	2011	Oak street	Half Moon Bay	3,000	300	0	2,700	Main	Debris
775005	Half Moon Bay City	Category 1	12/4/2011	2011	509 Ocean Street	Half Moon Bay	500	0	500	-	Main	City contractor fault, main line plugged
774252	Half Moon Bay City	Category 3	12/17/2011	2011	411 bayhill Rd	Half Moon Bay	625	0	0	625	Main	Debris
775914	Half Moon Bay City	Category 3	1/16/2012	2012	555 kelly Avenue	Half Moon Bay	25	25	0	-	Main	Main plug broke
776850	Half Moon Bay City	Category 3	2/4/2012	2012	815 First Avenue	Half Moon Bay	150	150	0	-	Main	Debris
777065	Half Moon Bay City	Category 3	2/9/2012	2012	717 Main Street	Half Moon Bay	4	4	0	-	Main	Maintenance contractor fault

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Sanitary Sewer Overflows (SSOs) 2011 – mid 2017 2 of 3

EVENT ID	Responsible Agency	SSO Category	Date	Year	SSO Address	SSO City	SSO Vol	Vol of SSO Recovered	Vol of SSO Reached Surface Water	Not Accounted	SSO Failure Point	Cause
781589	Half Moon Bay City	Category 1	5/23/2012	2012	Turnberry Road (15th hole go	Half Moon Bay	750	150	600	-	Main	Root intrusion
782248	Half Moon Bay City	Category 3	6/19/2012	2012	363 poplar	Half Moon Bay	3	0	0	3	Main	Debris
789048	Half Moon Bay City	Category 3	12/2/2012	2012	kelly ave Avenue (half moon	Half Moon Bay	200	0	0	200	Main	Excessive rain
789292	Half Moon Bay City	Category 2	12/23/2012	2012	Balboa Boulevard (St.Francis	Half Moon Bay	10,125	500	0	9,625	Main	Flow exceeded capacity
803996	Half Moon Bay City	Category 1	2/17/2014	2014	507 Terrace Ave	Half Moon Bay	2,063	0	2,063	-	Gravity Mainline	Debris
805804	Half Moon Bay City	Category 3	3/21/2014	2014	7-11 parking lot (Main & 92)	Half Moon Bay	3	0	0	3	Gravity Mainline	Debris
805803	Half Moon Bay City	Category 3	3/21/2014	2014	196 San Mateo Road	Half Moon Bay	449	200	0	249	Gravity Mainline	Pipe structural problem/failure
806329	Half Moon Bay City	Category 3	5/21/2014	2014	217 Miramontes Ave	Half Moon Bay	500	0	0	500	Gravity Mainline	Grease (FOG)
807222	Half Moon Bay City	Category 2	6/23/2014	2014	Ocean and Valez	Half Moon Bay	5,550	0	0	5,550	Gravity Mainline	Grease (FOG)
808001	Half Moon Bay City	Category 2	7/27/2014	2014	260 Magnolia	Half Moon Bay	1,250	0	0	1,250	Gravity Mainline	Grease (FOG)
808911	Half Moon Bay City	Category 2	8/30/2014	2014	170 Correas Street	Half Moon Bay	8,250	0	0	8,250	Gravity Mainline	Debris
810402	Half Moon Bay City	Category 3	9/11/2014	2014	683 Myrtle Street	Half Moon Bay	675	0	0	675	Gravity Mainline	Root intrusion
810421	Half Moon Bay City	Category 3	9/24/2014	2014	First Ave/Myrtle Street	Half Moon Bay	330	330	0	-	Gravity Mainline	Root intrusion
811604	Half Moon Bay City	Category 1	12/11/2014	2014	751 First Avenue	Half Moon Bay	99,850	0	99,850	-	Manhole	Rainfall exceeded design
816683	Half Moon Bay City	Category 2	7/16/2015	2015	409 Granelli Ave	Half Moon Bay	3,581	75	0	3,506	Upper Lateral (Pu	Grease (FOG)
816685	Half Moon Bay City	Category 2	7/16/2015	2015	409 Granelli Avenue	Half Moon Bay	3,581	3,581	0	-	Gravity Mainline	Grease (FOG)
817579	Half Moon Bay City	Category 3	8/14/2015	2015	551 Myrtle St	Half Moon Bay	600	600	0	-	Gravity Mainline	Resident digging
817401	Half Moon Bay City	Category 2	8/15/2015	2015	1st Ave/Myrtle street	Half Moon Bay	1,875	1,875	0	-	Gravity Mainline	Debris
817535	Half Moon Bay City	Category 3	8/20/2015	2015	604 Grove st	Half Moon Bay	50	0	0	50	Gravity Mainline	Debris
819457	Half Moon Bay City	Category 3	11/12/2015	2015	411 Bayhill Road	Half Moon Bay	150	0	0	150	Gravity Mainline	Root intrusion
827159	Half Moon Bay City	Category 3	8/9/2016	2016	675 Myrtle	Half Moon Bay	15	2	0	13	Gravity Mainline	Root intrusion
828254	Half Moon Bay City	Category 3	9/17/2016	2016	1230 Loryn Ln	Half Moon Bay	20	20	0	-	Gravity Mainline	Root intrusion
831439	Half Moon Bay City	Category 1	1/4/2017	2017	220 Kelly ave	Half Moon Bay	1,125	0	1,125	-	Gravity Mainline	Flow exceeded capacity
832910	Half Moon Bay City	Category 2	2/20/2017	2017	400 Balboa Blvd	Half Moon Bay	20,000	0	0	20,000	Manhole	Surcharged pipe
833893	Half Moon Bay City	Category 1	3/21/2017	2017	212 Kelly St	Half Moon Bay	300	200	0	-	Lower Lateral (Pu	Excessive rain
764426	Montara	Category 3	3/15/2011	2011	387 Fourth Street	Montara	10	0	0	10	Main	Root intrusion
765329	Montara	Category 1	4/9/2011	2011	140 beach way Way	Montara	50	0	50	-	Main	Pipe structural problem/failure
768827	Montara	Category 3	7/21/2011	2011	821 Ocean Boulevard	Moss Beach	10	0	0	10	Lower Lateral	Pipe structural problem/failure
772467	Montara	Category 3	10/27/2011	2011	11th St & Main St.	Montara	10	0	0	10	Main	Root intrusion
775101	Montara	Category 3	1/2/2012	2012	741 edison Street	Montara	75	75	0	-	Main	Debris
781477	Montara	Category 3	5/18/2012	2012	Marine blvd and Park way	Moss Beach	400	400	0	-	Main	4 manholes blocked, cause not specified
781676	Montara	Category 1	5/29/2012	2012	Nevada ave Avenue	Montara	1000	0	1000	-	Main	Pipe structural problem/failure
788653	Montara	Category 3	12/1/2012	2012	391 6th St	Montara	50	50	0	-	Main	Root intrusion
789127	Montara	Category 1	12/17/2012	2012	Virginia Avenue & Cabrillo Hi	Montara	100	80	20	-	Main	Grease (FOG)
792729	Montara	Category 3	3/17/2013	2013	8th street farallones Avenue	Montara	750	0	0	750	Main	Debris
810250	Montara	Category 3	9/9/2014	2014	541 Franklin Street	Montara	75	0	0	75	Gravity Mainline	Root intrusion

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Sanitary Sewer Overflows (SSOs) 2011 – mid 2017 3 of 3

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811405	Montara	Category 3	12/11/2014	2014	100 7th Street	Montara	875	0	0	875	Pump Station-Cor	Pump failure (excessive rain)
811783	Montara	Category 3	12/20/2014	2014	Carlos & Admiral Street Inter	Moss Beach	530	530	0	-	Gravity Mainline	Root intrusion
812110	Montara	Category 3	12/31/2014	2014	140 San Lucas	Moss Beach	5	5	0	-	Gravity Mainline	Debris
812107	Montara	Category 3	1/3/2015	2015	1350 Main Street	Montara	265	265	0	-	Gravity Mainline	Root intrusion
815400	Montara	Category 3	5/21/2015	2015	Valleomar Pump Station (Valle	Moss Beach	750	750	0	-	Force Main	Pipe structural problem/failure
815622	Montara	Category 3	5/29/2015	2015	121 Bernal Ave	Moss Beach	1	1	0	-	Gravity Mainline	Debris
816620	Montara	Category 3	7/10/2015	2015	286 11th st	Montara	100	50	0	50	Gravity Mainline	Root intrusion
819235	Montara	Category 3	10/7/2015	2015	510 6th St	Montara	10	0	0	10	Manhole	Root intrusion
819022	Montara	Category 3	10/15/2015	2015	741 Edison st	Montara	75	0	0	75	Gravity Mainline	Root intrusion
819236	Montara	Category 3	10/28/2015	2015	441 Franklin St	Montara	5	0	0	5	Gravity Mainline	Grease (FOG)
824672	Montara	Category 3	5/17/2016	2016	676 Sierra Street	Moss Beach	20	15	0	5	Gravity Mainline	Root intrusion and debris
825290	Montara	Category 3	5/21/2016	2016	2015 Carlos St.	Moss Beach	225	150	0	75	Gravity Mainline	Root intrusion
825159	Montara	Category 3	5/28/2016	2016	121 Bernal Ave	Moss Beach	3	0	0	3	Gravity Mainline	Pipe structural problem/failure
825687	Montara	Category 3	6/17/2016	2016	851 Loma Vista St	Moss Beach	420	0	0	420	Gravity Mainline	Root intrusion
827060	Montara	Category 1	8/7/2016	2016	2015 Carlos St.	Moss Beach	900	0	900	-	Gravity Mainline	Root intrusion
831952	Montara	Category 1	1/22/2017	2017	8150 Cabrillo hwy	Montara	11000	7000	11000	(7,000)	Pump Station-Pov	Pump station power failure
832361	Montara	Category 3	1/30/2017	2017	140 Beach Way	Moss Beach	30	30	0	-	private force main	Pipe structural problem/failure
764829	SAM	Category 3	3/24/2011	2011	West Point Avenue (Princeto	El Granada	870	870	0	-	Influent main line	Pump station failure
773427	SAM	Category 3	11/22/2011	2011	Valleomar Street (pump statio	Moss Beach	20	0	0	20	Force Main	Pipe structural problem/failure
773484	SAM	Category 1	11/24/2011	2011	Valleomar Street (pump statio	Moss Beach	200	0	100	100	Force main	Pipe structural problem/failure
776285	SAM	Category 1	1/21/2012	2012	Coronado Street & Obispo Rd	El Granada	3136	500	2636	-	Main	Pipe structural problem/failure
776355	SAM	Category 3	1/24/2012	2012	2084 valleomar Street	Moss Beach	500	0	0	500	Main	Pipe structural problem/failure
776402	SAM	Category 1	1/25/2012	2012	Coronado Street & Obispo Rd	El Granada	500	0	500	-	Main	Pump station failure
798461	SAM	Category 3	9/4/2013	2013	141 california Avenue	El Granada	5	0	0	5	air release valve	Pipe structural problem/failure
803569	SAM	Category 3	2/2/2014	2014	Valleomar St (near 2066 Vallen	Moss Beach	693	0	693	-	Force Main	Pipe structural problem/failure
811436	SAM	Category 3	12/13/2014	2014	2066 Valleomar Street	Moss Beach	500	0	0	500	Force Main	Pipe structural problem/failure
821237	SAM	Category 3	1/20/2016	2016	Between 2166 and 2150 valle	Moss Beach	625	400	0	225	Force Main	Pipe structural problem/failure
829271	SAM	Category 2	10/19/2016	2016	470 Fortado Lane	Half Moon Bay	2400	500	0	1,900	Force Main	Pipe structural problem/failure
833531	SAM	Category 2	3/1/2017	2017	311 Magellan Ave	Half Moon Bay	* 746000	13000	746000	(13,000)	Force Main	Pipe structural problem/failure
834198	SAM	Category 1	4/2/2017	2017	Furtado Lane & Cabrillo Highw	Miramar	15000	0	15000	-	Force Main	Pipe structural problem/failure
834641	SAM	Category 2	4/16/2017	2017	501 Alto Ave	Half Moon Bay	5625	0	0	5,625	Force Main	Pipe structural problem/failure
835414	SAM	Category 3	5/16/2017	2017	3029 Cabrillo Hwy		200	200	0	-	Force Main	Pipe structural problem/failure

Definitions:

- Category 1: A spill of any volume of untreated or partially treated wastewater that reaches a drainage channel to or directly reaches the surface water (e.g. the ocean)
 - Category 2: A spill of 1,000 gallons or more
 - Category 3: A spill of under 1,000 gallons
- For 2 and 3, the spill does not reach a drainage channel or surface water.

Source:

- Records obtained by Resist Density through Public Records Act request
- Information tabulated through manual review of approximately 10,000 pages of minutes, dashboards, etc., as summarized information was not available. Best effort was employed to assure accuracy.
- See appendix for detail by SSO

* The San Francisco Regional Water Quality Control Board has issued a \$522,700 penalty for a 344,000-gallon spill at Miramar Beach that was discovered in early March 2017. SAM engineers originally estimated the spill was 756,000 gallons and later lowered the estimate to 746,000 (shown in table above) and finally reduced it to 344,000 gallons. Source: HMB Review - State fines SAM \$522,000 for March sewer spill, August 24, 2017



Sensible planning and protection for the San Mateo County Midcoast

ResistDensity.Org



*Sensible planning and protection
for the San Mateo County Midcoast*

To: San Mateo County Board of Supervisors
From: Resist Density Board of Directors
Re: Allocation of Measure K Funding for MidPen Moss Beach Housing Project
Date: October 31, 2017

We are writing to express our **deep concern with the upfront allocation of \$1.5 million** (\$.5 million previously allocated) for the MidPen Cypress Point proposed project **before an actual application, EIR, or comprehensive traffic study is submitted.**

There are serious problems with this location for an affordable housing project - or luxury project for that matter - on the Coastside. The property is ill-suited for a large cluster of housing units. It is located at a dangerous blind curve on Highway 1, isolated from any community-oriented services, lacking infrastructure, adequate transit and walkability. This development could increase the population of Moss Beach East of HWY 1 by 26% and worsen traffic problems, road safety, and environmental conditions.

In response to MidPen's pre-application, we have raised the following questions to the County. We have yet to receive any response, and we call on the Board of Supervisors to address these community concerns before any allocation of funds is approved:

- 1) As you know, the site was formerly a top-secret Naval anti-aircraft training center. We request that MidPen conduct soil samples in consultation with the community regarding what contaminants to test for and what locations to sample on the site.
- 2) This location is in a "Very High Fire Hazard Severity Zone." We request from MidPen an estimate of GPD (gallons/day) of water for projected residential units, plus landscaping, plus water for fighting fires, and the impact of increased demand on water flow should a major fire incident occur.
- 3) There have been numerous sewage system overflows both from the sewage treatment plant, SAM, and locally within the MWSD. Both systems appear to suffer from aging pipes at a minimum. How has the system been evaluated or how will it be improved to assure the systems will be adequate to handle this and other large-scale project?
- 4) MidPen provided a preliminary traffic study that left many factors out. In addition to what has already been addressed in our key concerns, MidPen must address the problems at the intersection of Carlos Street and Etheldore as compounded by the traffic on Highway 1 now that the Lantos Tunnel has contributed to a significant increase in Highway traffic, as well as the blind curve. A traffic study must also extend beyond the MidPen property boundaries and include the cumulative impacts of other developments like Big Wave.
- 5) The last EIR that was done for this site was completed in 1985. Many significant factors have changed, new alternatives should be considered and new standards for safety are now available. We request that Mid Pen prepare a new EIR for the project as the last review was done 32 years ago.

Thank you for your consideration.

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Lisa Ketcham Dave Olson Claire Toutant Dan Haggerty Chris Johnson Brandon Kwan
Chair Vice-Chair Secretary

Date: September 27, 2017
To: Michael Schaller, Project Planner
CC: Steve Monowitz, Community Development Director
Renée Ananda, CCC Coastal Program Analyst
From: Midcoast Community Council/ Lisa Ketcham, Chair
Subject: **Proposed 71-Unit MidPen Affordable Housing Community on 11 acres
at Carlos & Sierra St, Moss Beach – PRE2017-00032, APN 037-022-070**

MCC has closely followed the evolution of the proposed affordable housing community beginning with hosting a MidPen Housing introduction at our 2/10/16 meeting with 45 members of the public in attendance. MCC bi-monthly meetings provide a forum for video-recorded public comment. MCC website includes an Affordable Housing page with accurate background information and timely news posts with updates on this development proposal. Individual MCC members attended all three MidPen open house community meetings in 2016 and the County Pre-Application Workshop on 9/20/17.

Many of the community concerns regarding the proposed project are long-standing Midcoast issues that are the subject of the Highway 1 Safety & Mobility Improvement Studies (Mobility Study), the Midcoast Highway 1 Crossings Project and the soon-to-be-released wrap up of Connect the Coastside. Each of these planning efforts has a page with all source documents on the MCC website. Some of our comments here relate to the larger issues, but the hope is that this project will focus County attention to address these needs in Moss Beach.

Development Density

MCC has consistently advocated for the need to significantly reduce Midcoast residential buildout numbers. The 71-unit project reduces the overall number of units on this parcel to less than half of the 148 allowed under current PUD zoning while increasing the affordable portion to 100%. The project will include an LCP zoning amendment to change medium-high density to medium density residential, consistent with the surrounding neighborhood.

Public Transit

The project site is located on the Highway 1 corridor adjacent to SamTrans Route 17 bus stop. Route 17 directly reaches Coastside job hubs in Half Moon Bay, Princeton, and Pacifica (10 minutes to Linda Mar and 25 minutes to downtown HMB). Current #17 service is hourly on weekdays, and every two hours on weekends. However, on weekdays at this location there is no southbound AM or northbound PM service because #17 is routed via Sunshine Valley Road at those times. Route #18 has limited weekday service to Middle and High School in HMB but is also routed via Sunshine Valley.

This project highlights the urgent need for expanded Coastside public transit and the funding that requires. Quite simply, without convenient school and commuter bus service at this location on the highway corridor, this project cannot be justified.

Bike/Pedestrian Mobility

A safe crossing is needed at the lighthouse/16th St. for the southbound bus stop and for the Coastal Trail which crosses the highway there. A raised median refuge island, proposed in the Mobility Study, would enable two-stage crossing, one direction of traffic at a time, without the need to stop traffic, which is particularly important where sight distance is limited. The community preference for that plan was thwarted in 2015 when Crossings Project traffic engineers estimated it would require extensive road widening and cost \$4.6M. The only other choice offered was painted crosswalk with flashing beacons for \$520K. In 2016 Connect the Coastside estimated only \$170K for the Mobility Study concept plan the community had initially strongly supported. This discrepancy needs to be sorted out and the community allowed another look at a preferred alternative with the proposed new housing in mind.

Another detail usually overlooked, is that in 2012, Caltrans widened the pavement and added the center left-turn lanes at Carlos and 16th without any public process or consideration of the Mobility Study concept plans just adopted. Vehicle safety was improved at the expense of bike/pedestrian safety.

Trail surface and safety improvements are needed on the east side of the highway between 16th and 14th across the Montara Creek ravine. This trail segment serves both the Coastal Trail and the future Midcoast Parallel (Multi-Modal) Trail. A popular concept plan is included in the Mobility Study. MCC has advocated for more simple near-term improvements to no avail. Residents of the MidPen project will need to use this trail to access the northbound bus stop at 14th St, unless space could be made to move the bus stop to 16th St.

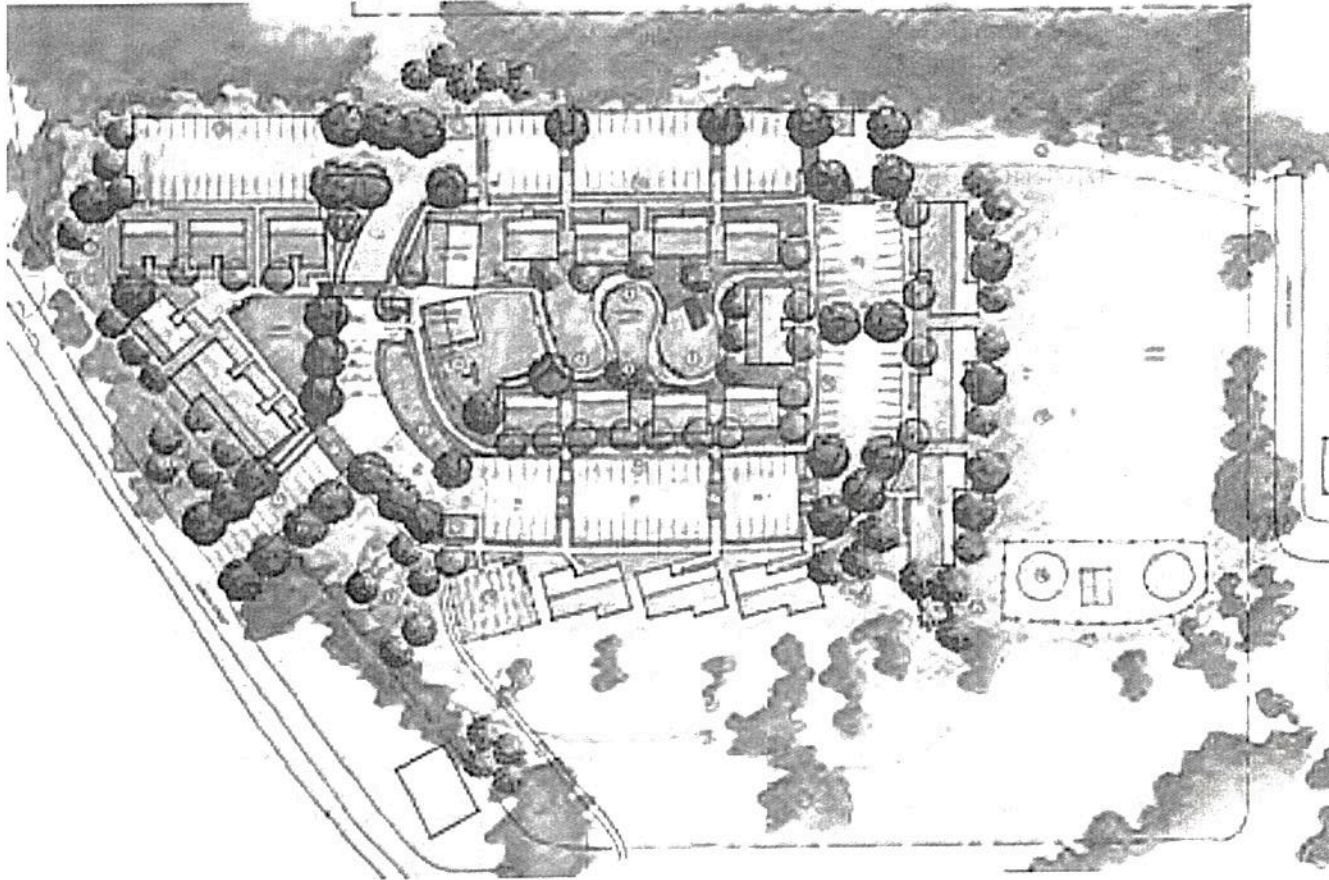
If this housing project is to proceed, the Parallel Trail segment in this area must be prioritized and implemented, at a minimum between downtown Moss Beach and 14th St. Creating a bike/pedestrian-friendly community and calming highway traffic will help draw the kind of neighborhood commercial businesses needed to serve existing and future residents.

Vehicle Highway Access & Safety

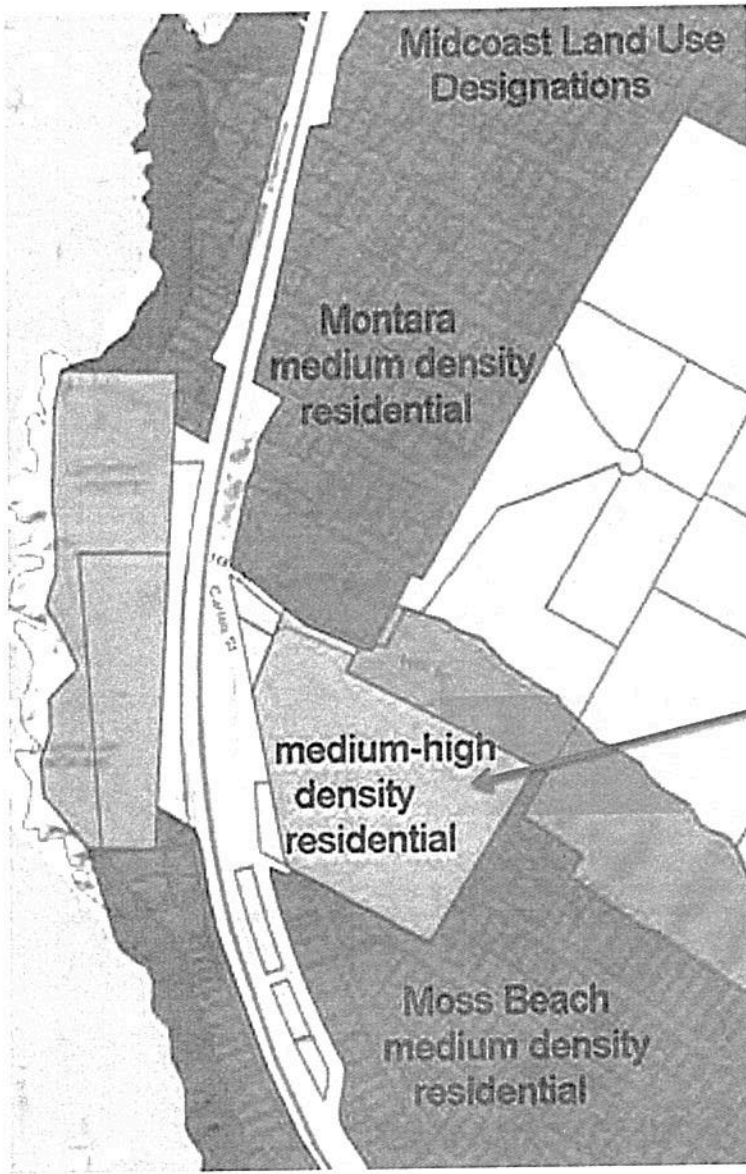
Highway traffic calming measures would substantially improve safety at the Carlos and 16th St intersections with Highway 1 where sight distance is limited. Lower highway speed shortens the sight distance required for safe stopping and cross-traffic movements. The Mobility Study suggests raised medians and other features for traffic calming. In addition to further analysis and refinement of Mobility Study concept plans for the area, please fully assess the feasibility of rerouting Carlos St to 16th St for safer vehicle highway access.

Thank you for the opportunity to comment.

Proposed 71-Unit MidPen Affordable Housing Community
on 11 acres at Carlos & Sierra St, Moss Beach
PRE2017-00032



Midcoast Community Council
9/27/2017 (L.Ketcham)



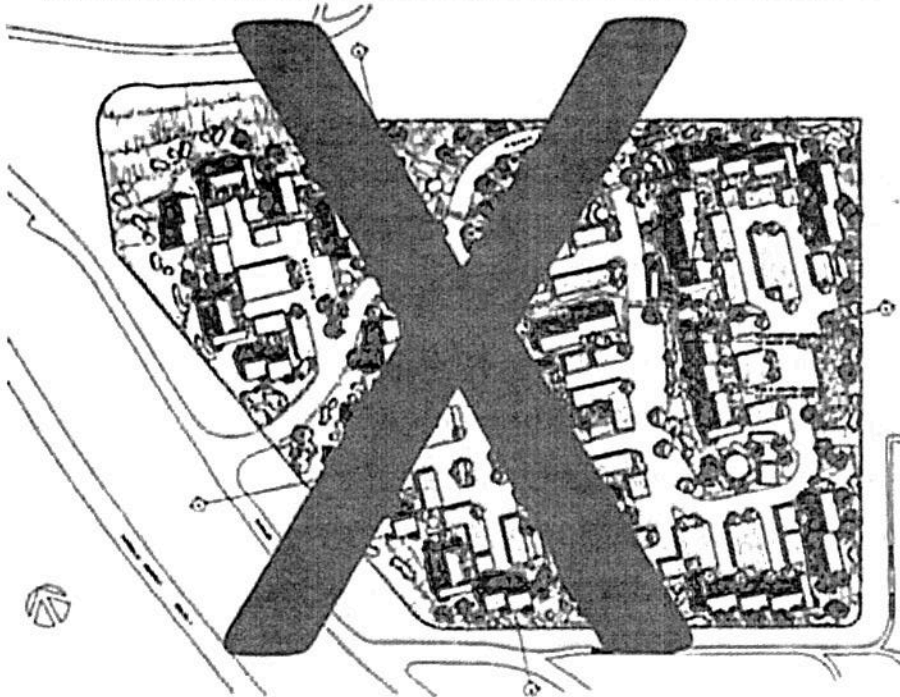
Development Density

Medium-high density zoning will be changed by LCP amendment to medium density – the same as the surrounding single-family neighborhoods.

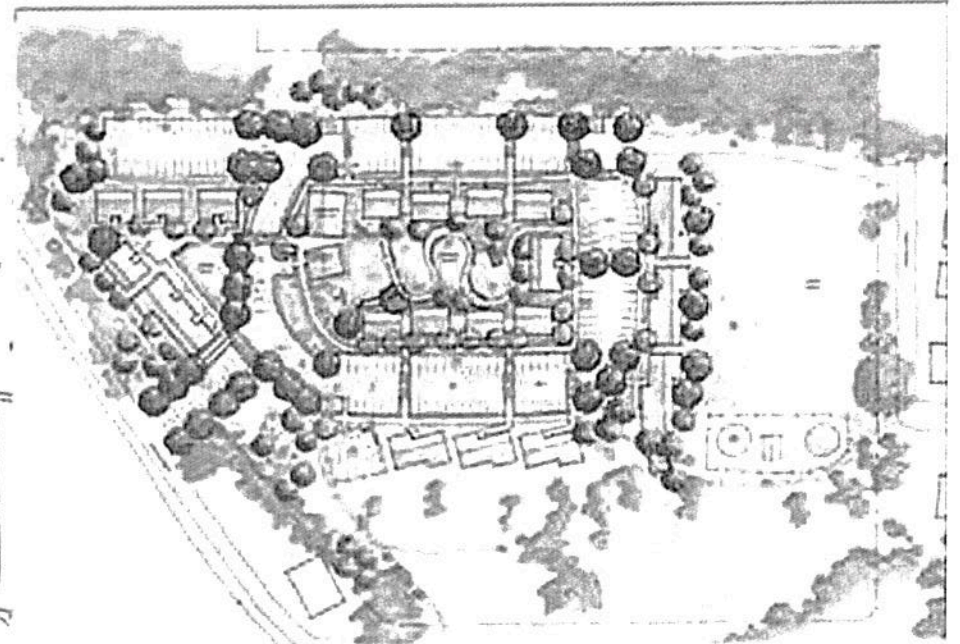
Second units are not allowed in multi-family housing, but are allowed in single-family neighborhoods.

Previously Approved PUD Design

MidPen Design



- 148 Units
- No public open space
- 2 parking spaces/unit
- 35% affordable



- 71 Units
- Half public open space
- 2.27 parking spaces/unit
- 100% affordable

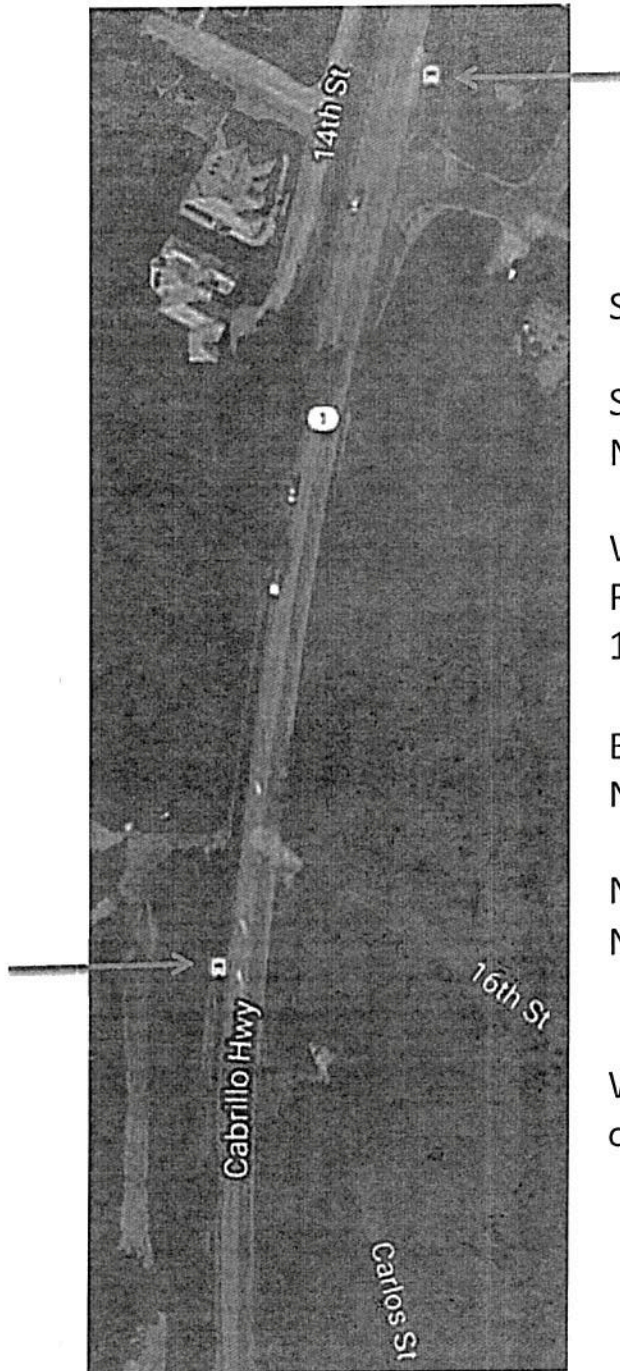
Economic Demographic (AMI = average county median income)

The units will be targeted towards a range of incomes – the lowest will be targeted to households earning 30% AMI, whereas the highest will be 80% of AMI. There will also be units targeted at income levels in between that – so targeted to incomes at 40%, 50%, and 60% AMI.

- A family of four seeking to live in a unit targeted to 80% of AMI could earn at most \$105K, or a household of two people could earn at most \$84K.
- For units targeted to 30% AMI, a family of a four could earn up to \$39K, or a two-person household could earn up to \$32K.
- Most families would be earning somewhere in between these numbers in order to be eligible to live at the development

This is not a “Section 8” development. Under County requirements, MidPen will be required to reserve four units for households that are at risk of homeless and can use Section 8 tenant-based vouchers. Beyond those four units, MidPen is not targeting any units towards households with Section 8 vouchers.

MidPen is specifically planning on implementing a Coastside work preference so we can target people who do have jobs on the Coastside.



Public Transit

SamTrans #17

Southbound bus stop at Carlos/Hwy 1
Northbound bus stop at 14th St/Hwy 1

Weekdays hourly – weekends every 2 hrs
Reaches Coastside job hubs in HMB, Princeton, Pacifica
10 min to Linda Mar – 25 min to downtown HMB

But!!

No weekday #17 service southbound AM or northbound PM,
when route follows Sunshine Valley Rd
No #18 school service to HMB

Nearest stop at those times is Montara Main/6th, 0.6 miles away, or
Etheldore/Sunshine Valley, 0.8 miles away.

Without convenient school/commuter bus service at this location
on the highway corridor, this project cannot be justified.

Carlos St - Hwy 1 intersection

Initial traffic count & study:

- Limited usage under existing conditions
- No significant intersection delay due to project (therefore no need to evaluate intersection control)

Safety concerns:

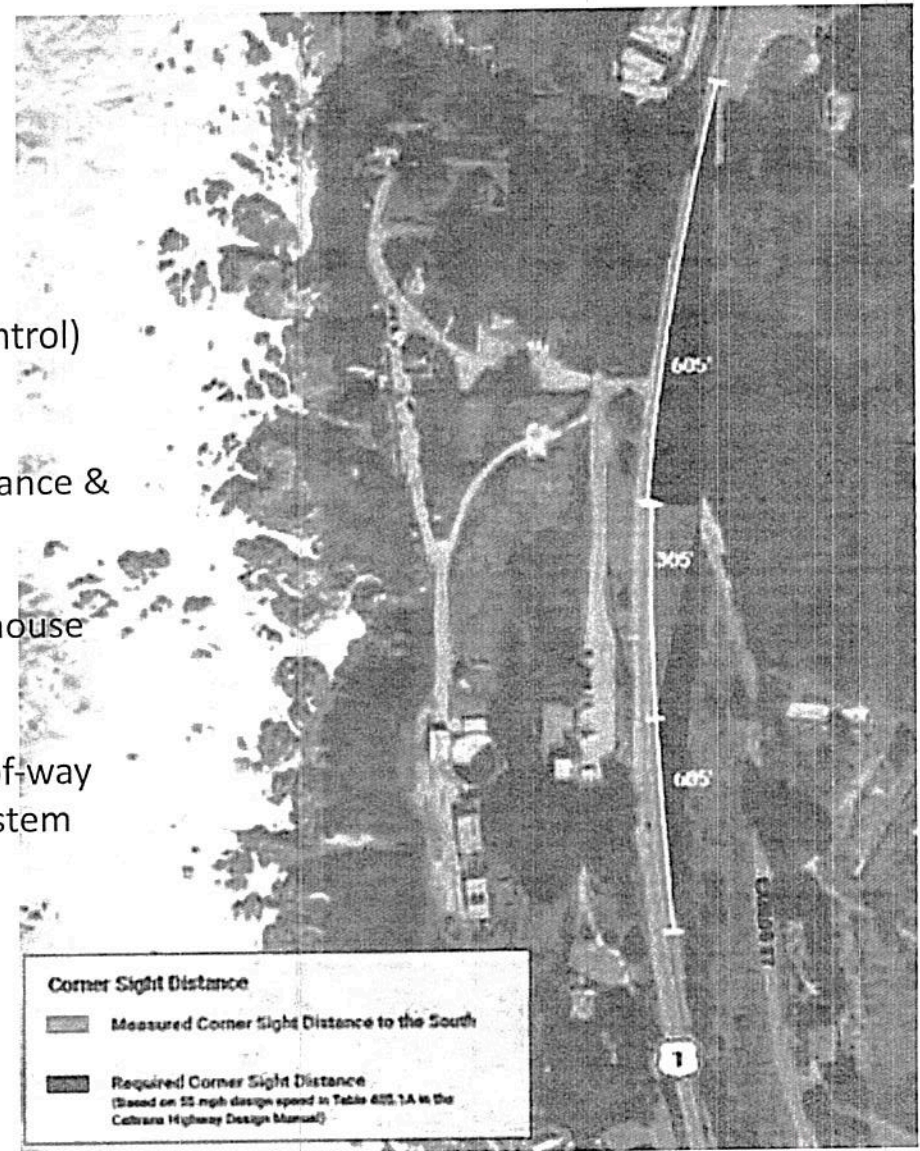
- Left turn onto hwy unsafe due to poor sight distance & 50 mph speed
- Right turn off hwy is sharp U-turn
- Two-way center left-turn lane shared with lighthouse

Neighborhood streets:

- substandard development but adequate right-of-way
- some streets not in County-maintained road system

MidPen next steps:

- Detailed traffic study
- Solicit community input on options
- Coordinate with County/Caltrans



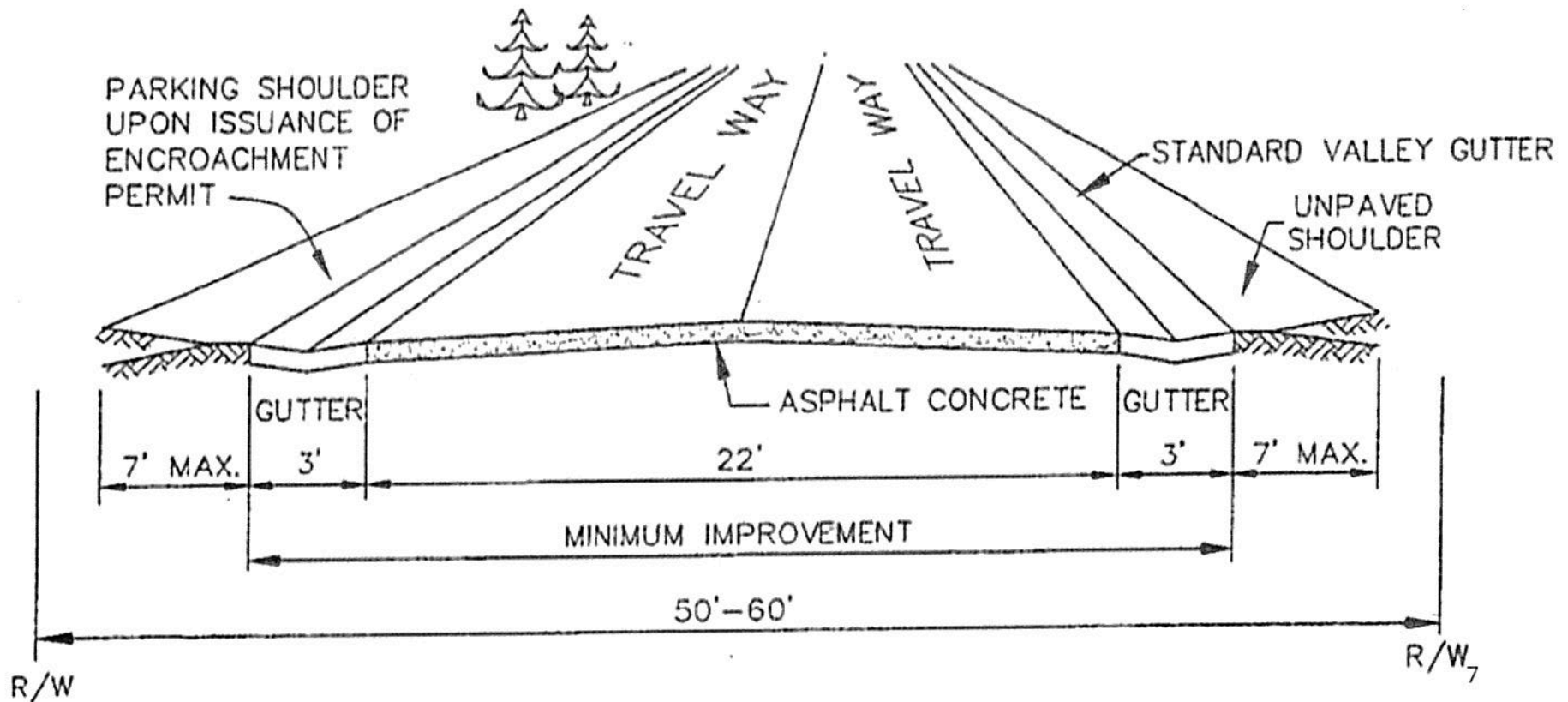
Road Standards for Montara, Moss Beach, Princeton, Miramar, adopted 1994
 (most Moss Beach Heights street rights-of-way are 50 ft, with a few segments at 40 ft)

SAN MATEO COUNTY DEPARTMENT
 OF
 PUBLIC WORKS

 REDWOOD CITY
 CALIFORNIA

DRAWN BY: D.P.
 CHECK BY: J.A.L.
 APPROVED BY: N.R.C.

SCALE: NONE
 DATE: 4/97
 REVISED: _____

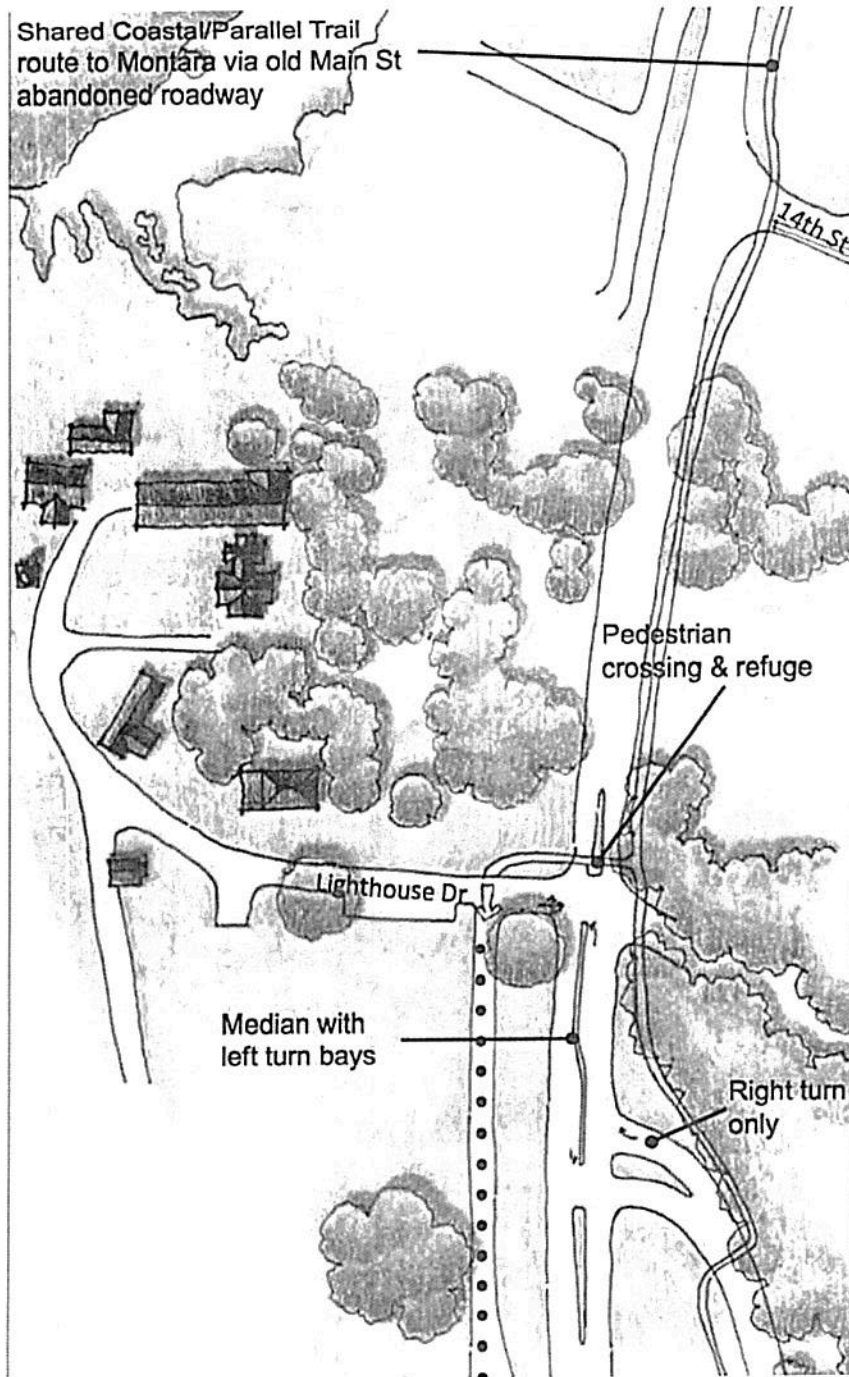


Bike/Pedestrian Mobility

- Safe crossing needed at lighthouse/16th St. – Raised median refuge island enables 2-stage crossing, one direction of traffic at a time, without the need to stop traffic.
- Parallel Trail segment in this area must be prioritized and implemented.

Vehicle Highway Access & Safety

- Highway traffic calming measures to reduce speed & improve safety
- Further analysis/refinement of Mobility Study concept plans for the vicinity.
- Feasibility of rerouting Carlos St to 16th St for safer vehicle highway access and deletion of 2-way center turn lane.



2012 Hwy 1 Safety & Mobility Study
concept plan – lighthouse area

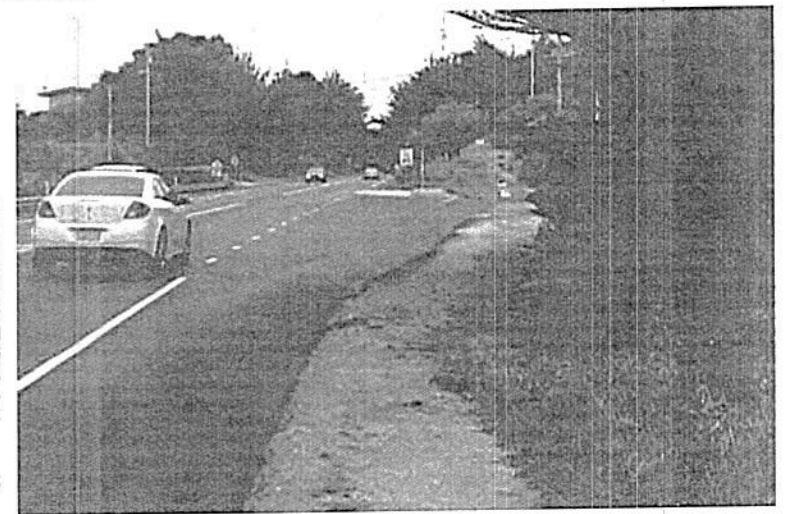
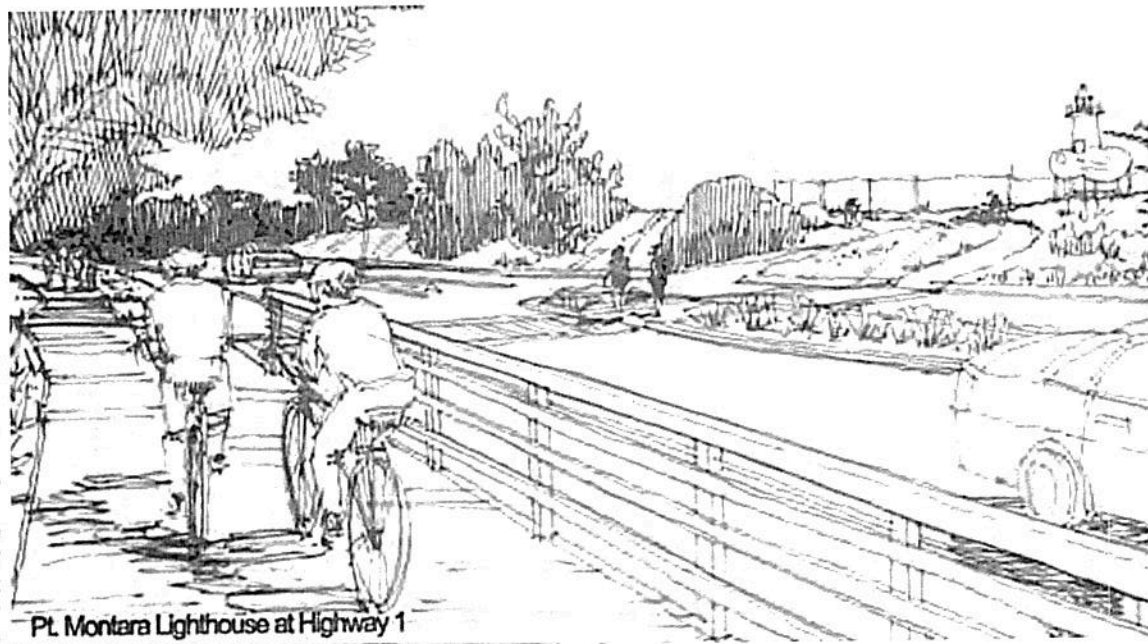
Right-turn only proposed at Carlos

West-side Coastal Trail crosses highway at
Lighthouse.

Parallel Trail on east side follows Carlos thru
Moss Beach and shares Coastal Trail north of
16th via east-side highway and old Main St
abandoned roadway north of 14th

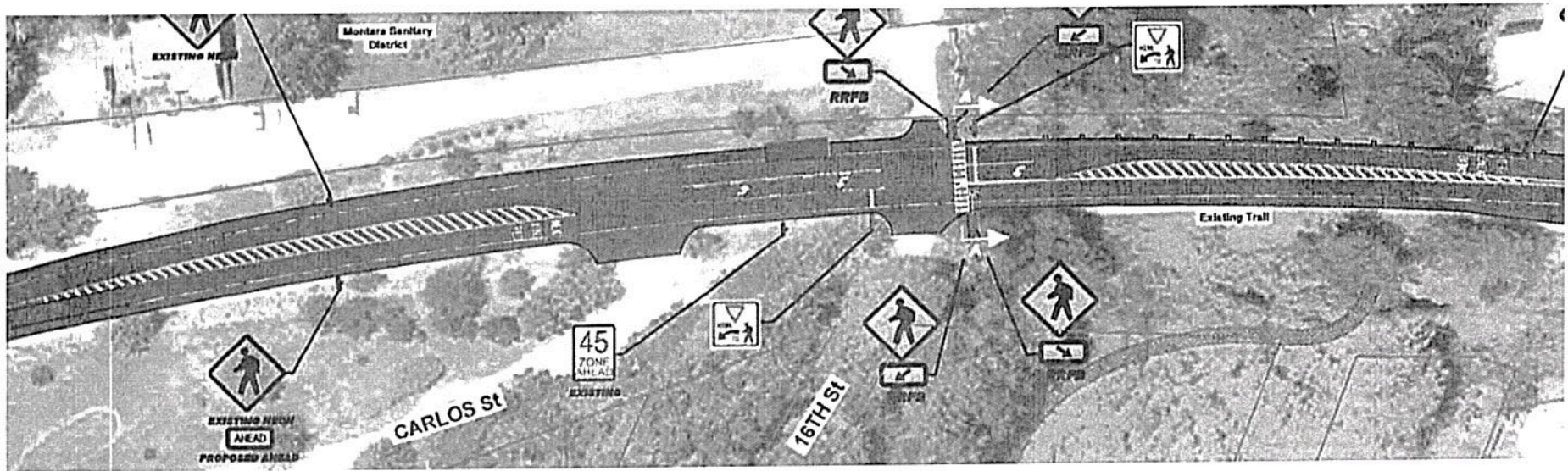


Lighthouse/16th St crossing & east-side trail 16th-14th improvements

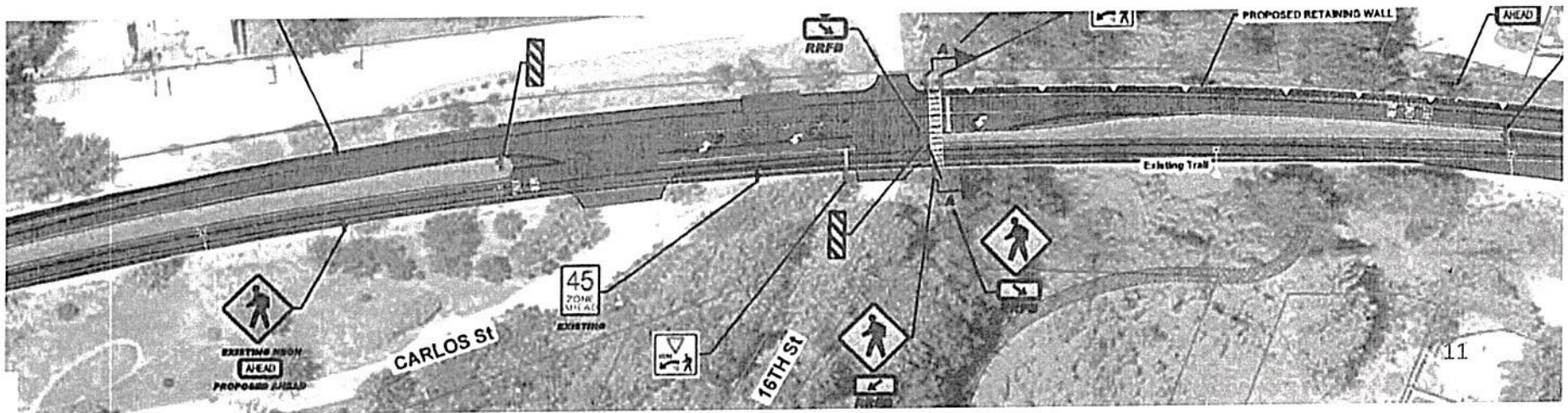


Mobility Study concept plan for east-side trail across ravine & crossing with refuge island

2015 Lighthouse/16th crossing, design Alternative 1:
painted crosswalk with pedestrian-operated flashing beacon



2015 crossing design Alternative 2: raised medians with refuge island





County of San Mateo - Planning and Building Department

ATTACHMENT B



San Mateo County Planning Department Pre-Application Public Workshop
El Granada Elementary School
Multi-Purpose Room
400 Santiago Avenue
El Granada, CA 94019
6:00-8:00 Scheduled
Facilitators Agenda

Purpose: The purpose of the Pre-Application Public Workshop is to provide for and foster early public involvement and input on a major development project and, to the extent feasible, resolve potential issues before the applicant submits the necessary Planning applications initiating the County's formal review process. The public workshop is for informational purposes only and shall not confer or imply any approval or rejection of the proposed project by the County of San Mateo.

Objectives

- Educate community on Planning Department protocol and process, and applicant project
- Obtain community feedback on proposed planning project

1. Questions

- Will planning commission meeting be held on the coast?
- *Moonridge* – What is parking allocation per unit?
- Will they have access mid-post to the Community Center?
- *Referencing the map:* Will the private road remain private?
- How are you going to enforce the parking for family being allocated?
- How are you saying that the acreage is comparable when it is congested?
- If you restrict Carlos Street, will all the residents have to go around N/S?
- Why the change → to low income housing → 70 plus → instead 30 that was promised?
- How many students will be expected to live in this double housing?
- What schools will they attend? What is the mode of transportation?
- Any traffic studies → around time?
- Where will they be working → as it pertains to impact to traffic/public transportation as this pertains to the rush hour → 2pm?

- Clarify the density → compared to number of people to vs. the density of outside?
- Why didn't the study represent the traffic patterns? What was the due process → why wasn't it transparent?
- Was the safety of the general public considered → Carlos St?
- What do they have planned for families as it pertains to → basketball etc → Community Center → address the needs now → than to start later
- What are the plans for public services, disaster preparedness → FD etc. How is Mid-Pen addressing this?
- And the security for the parking lot? Lights etc. How are they addressing the fire emergency services? 16th/15th? What is the fire plan?
- How much overcrowding is there in each household? / Income class in the community? Social and Environment problem.
- *Referencing affordable housing*: If there is also an increase in crime, how will that be managed?
- Who is keeping track of the 2nd units?

2. Additional Community Questions

- What about all the extra traffic? (No local jobs so all the complex residents will be commuters)
- Will "complex" residents be permitted to have over-flow parking on local streets outside the complex?
- Have you thought about the burden on low-income residents who must drive to jobs if gas goes back up to \$4.00 per gallon? (The closest grocery stores are 14 miles round trip – jobs are mainly "over the hill")
- Will San Mateo County build a Community Center for unincorporated Mid-Coast residents? If so, when? (The proposed complex will have "their own" community center tax payers will subsidize!!)
- Have you considered a lower-density project with a community center that everyone can use?
- Have you considered creating a Seniors-only Complex on this site instead of for families w/ many cars?

- Have you considered the over-all effect of traffic and high-cost of living in the area on the less affluent residents? Please don't shoe horn this in because of Zoning!
- What about the increased crime statistics on the Mid-Pen subsidized housing projects?
- Given the financing of the Mid-Pen Project – how can units legally be set aside for local current responses?
- What percentage of units? – Working in area does not meet the HUD mandate.
- Will the County Supervisors support a citizen's oversight board (staged rotation) to monitor county, public funds, investors on supporting non-profit organizations? Public money involved in developments skirt the bid process etc.
- Are there other more accessible sites on the coast side that are available and/or being considered for low-income housing?
- What will the county be investing to provide infrastructure for the proposed community?
- Can local workers be given preference for housing in the proposed community? – Is such preference legal?
- What will the county do to address infrastructure issues that arise with the development of this community? i.e. traffic, sewer, environmental impact
- I would like to question how the parking ratio of 2.27 spots per unity was derived.
- Why do you feel that this number adequately addresses the parking requirements for residents?
- Do you feel it is an acceptable solution for parking at Cypress Point to overflow into the streets adjacent to the property?
- What will the county do to prevent bullying and harassment by resistdensity.org in future meetings?
- How many persons are allowed to live in each dwelling?
- Why PUD – PUD affordable zoning change?
- Does Mid-Pen, as a non-profit, pay property tax?

3. Comments/Suggestions

- Told access that privately maintained roads would remain private. (Lincoln, Sierra, Buena Vista)
- Miscalculation of usage of acreage that is not representative
- Parking 2.27 is not roundable to 3
- Consider shuttle service to schools, HMB, general services
- Please build this sort of project on Transit Corridors in Daly City – Redwood City – Foster City – San Mateo and once the infrastructure on the Coast improves – build it later!
- Consider response time of fire department using Carlos St.; also response going South; utilization both ways
- Pillar Ridge is already designated low-income
- Recreational facilities available to general public before adding additional low-income housing
- Cannot provide for emergency services
- Tourist/holiday/traffic
- Heavy traffic during rush hour
- Infrastructure not ready for affordable housing – fix it so that HMB can be ready
- Previous slides → Meeting in September? → Is this still the case?
- Next time need mics
- Are slides available? → Can be included in attachment
- County has made promise about serving needs of disabled, first – so where is that?
- How can you guarantee the 2-3 car spaces per household – especially given the cost of housing and the doubling up on housing
- I applaud Mid-Pen's pursuit of affordable housing, however this truly is not an appropriate location for it. Please consider a community with sufficient infrastructure
- There's plenty of room to widen that street 2-way to project entrance & install traffic light
- Maybe do community meeting to present process & explain how approval is built through studies and opportunity for public comment

- Traffic analysis should include entire commute corridor to the San Mateo Peninsula
- Traffic analysis should account for
 - Increased tourism
 - Other anticipated projects
- Lack of fire support in heavily wooded area is prime to a major fire
- More police are needed as the Sherriff of Fire if closed at night

3. Information

- Mschaller@smcgov.org
- Mvilchez@pcrcweb.org - Michelle Vilchez



County of San Mateo - Planning and Building Department

ATTACHMENT C

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life*

September 25, 2017

GTS # 04-SM-2017-00118

GTS ID: 7281

SM-001-53.833

Mike Schaller, Senior Planner
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063

Cypress Point Planning Permit Application Referral

Dear Mr. Schaller:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Cypress Point project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the July 18, 2017 Planning Permit Application Referral. Further comments may be forthcoming pending final review. Due to issues associated with access to the STN, further coordination between Caltrans and the Lead Agency will be necessary.

Project Understanding

Major Development Pre-Application for the construction of 71-unit affordable housing community (16 1-BR, 37 2-BR, 18 3-BR) of two-story structures with dedicated open space and walking trails, on a 10.875 acre site (currently zoned PUD-124); project would minimally require a rezoning and CDP. All except manager's unit will be rented to individuals earning less than 80% Area Median Income (AMI). The project will be accessed from Carlos Street, and is less than 750 feet from the intersection of Carlos Street and State Route (SR) 1.

Lead Agency

As the Lead Agency, the County of San Mateo is responsible for all project mitigation, including

any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Multimodal Planning

This project plans to include dedicated bicycle and pedestrian facilities. Areas adjacent to the project site have proposed Class I Bike Paths, and Class II Bike Lanes associated with the Highway 1/Coastal Trail/Parallel Trail, as outlined in the *2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan*. Measures, such as the construction of proposed bicycle and pedestrian facilities that connect the project site to regional activity nodes, and strategies outlined in the *Highway 1 Safety and Mobility Study*, including roadway design features to reduce vehicle speed should be taken to ensure safe accessibility and mobility to project residents and other users.

This site is near a Samtrans bus stop serving the #17 bus. Measures should be taken to ensure safe and convenient access and waiting areas for passengers. These measures should include crosswalks and appropriate pedestrian access to the bus stop. This bus operates on headways of approximately one hour, measures to increase the level of service should be taken.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 5a: Rural Towns** where location efficiency factors, such as community design, are moderate to high and regional accessibility is low. Given the size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Lower parking ratios;
- Subsidize transit passes on an ongoing basis;
- Project design to encourage walking, bicycling and convenient transit access;
- Bicycle repair station(s);
- Secured bicycle storage facilities;
- The establishment of subsidized shuttle, vanpool, or rideshare services between major regional housing, employment, and activity centers.
- Charging stations and designated parking spaces for electric vehicles;
- Parking cash out/parking pricing;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project

does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on I-880 and other nearby State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Access Management

In the documents provided to Caltrans, issues regarding access to the site via Carlos Street at SR 1 are noted. The major issues, as outlined in the memo: *Cypress Point Preliminary Traffic Assessment*, include sight distance, traffic speed, overlapping left turns, and pedestrian crossings. The high speeds and geometry of these intersections require interventions to address both traffic movement, and make the street safe for vulnerable users. Approaches that can achieve these goals will likely involve a realignment of the intersections at this project site, studies of which should include roundabouts and consolidating access points to SR 1, as well as efforts to reduce vehicle speed using design features. These features could include a hard median, hard shoulders and sidewalks, roundabouts, and the establishment of transition zones including gateway treatments delineating populated areas.

The Lead Agency should also provide a study of possible alternatives for intersection alignment at Carlos Street and SR 1; alternative alignments should include stop controlled, yield controlled, and signal controlled alignments, options altering or limiting turning movements at Carlos Street, and options that involve a natural reduction of speed using design features. Please provide a Synchro Software intersection analysis study for these alignments for our review and comments.

For future reviews, please provide a clear copy of the lane configuration illustrations of the project-proposed trail crossings at the Point Montara intersection for our review and comments.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

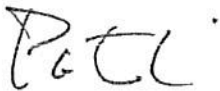
Mr. Mike Schaller, County of San Mateo
September 25, 2017
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Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or jake.freedman@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse