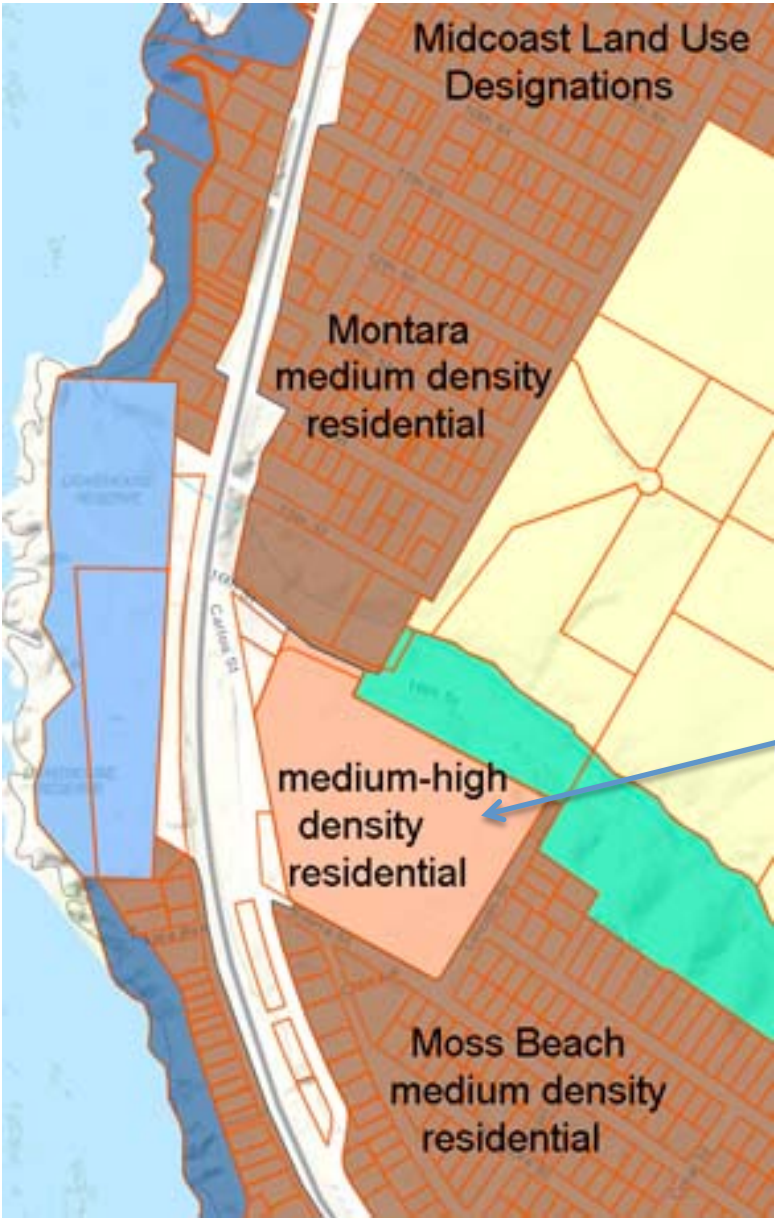


Proposed 71-Unit MidPen Affordable Housing Community
on 11 acres at Carlos & Sierra St, Moss Beach
PRE2017-00032



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



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

MidPen Design



- 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 homelessness 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 in order to target people who 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



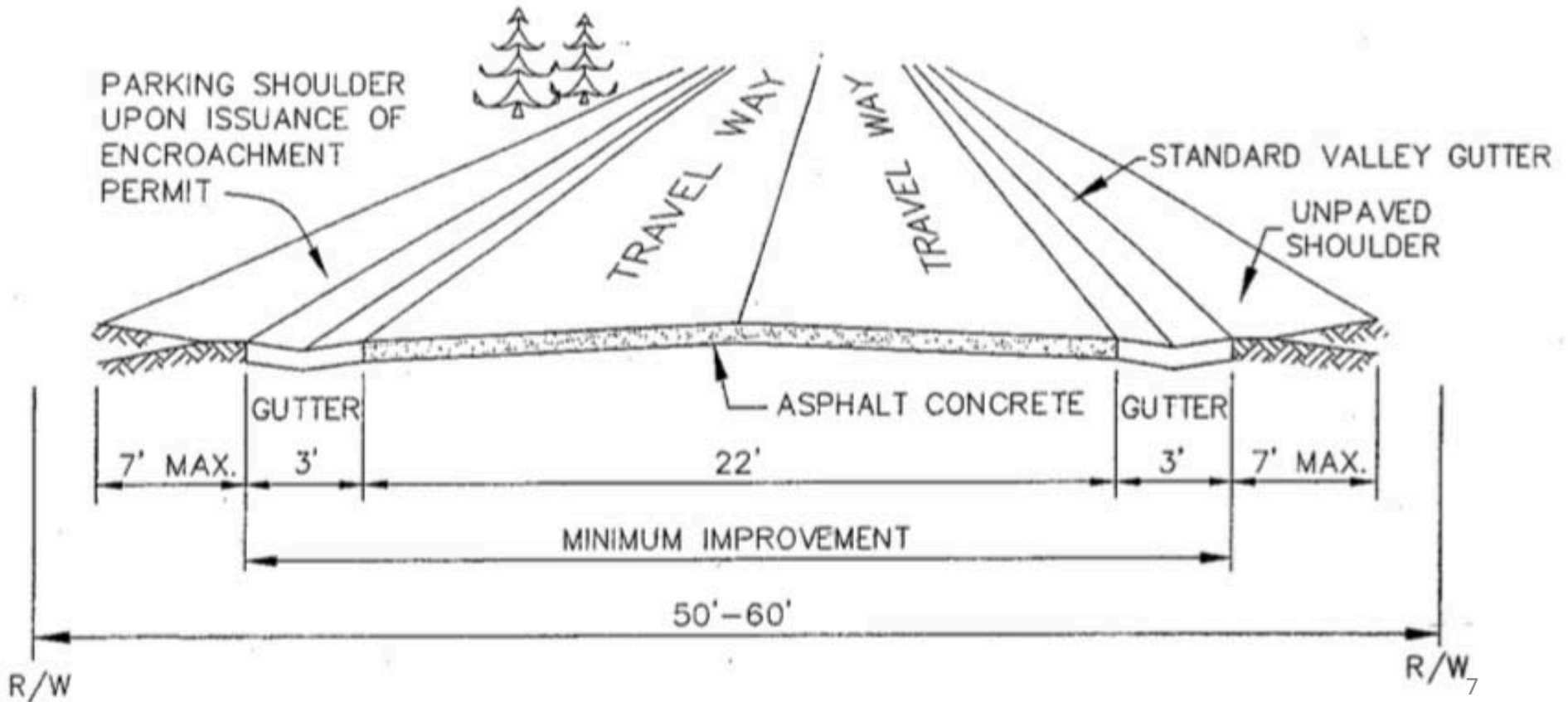
Road Standards for Montara, Moss Beach, Princeton, Miramar, adopted 1994
(most Moss Beach Heights street rights-of-way are 50 ft, with a few segments at 40 ft)

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: _____

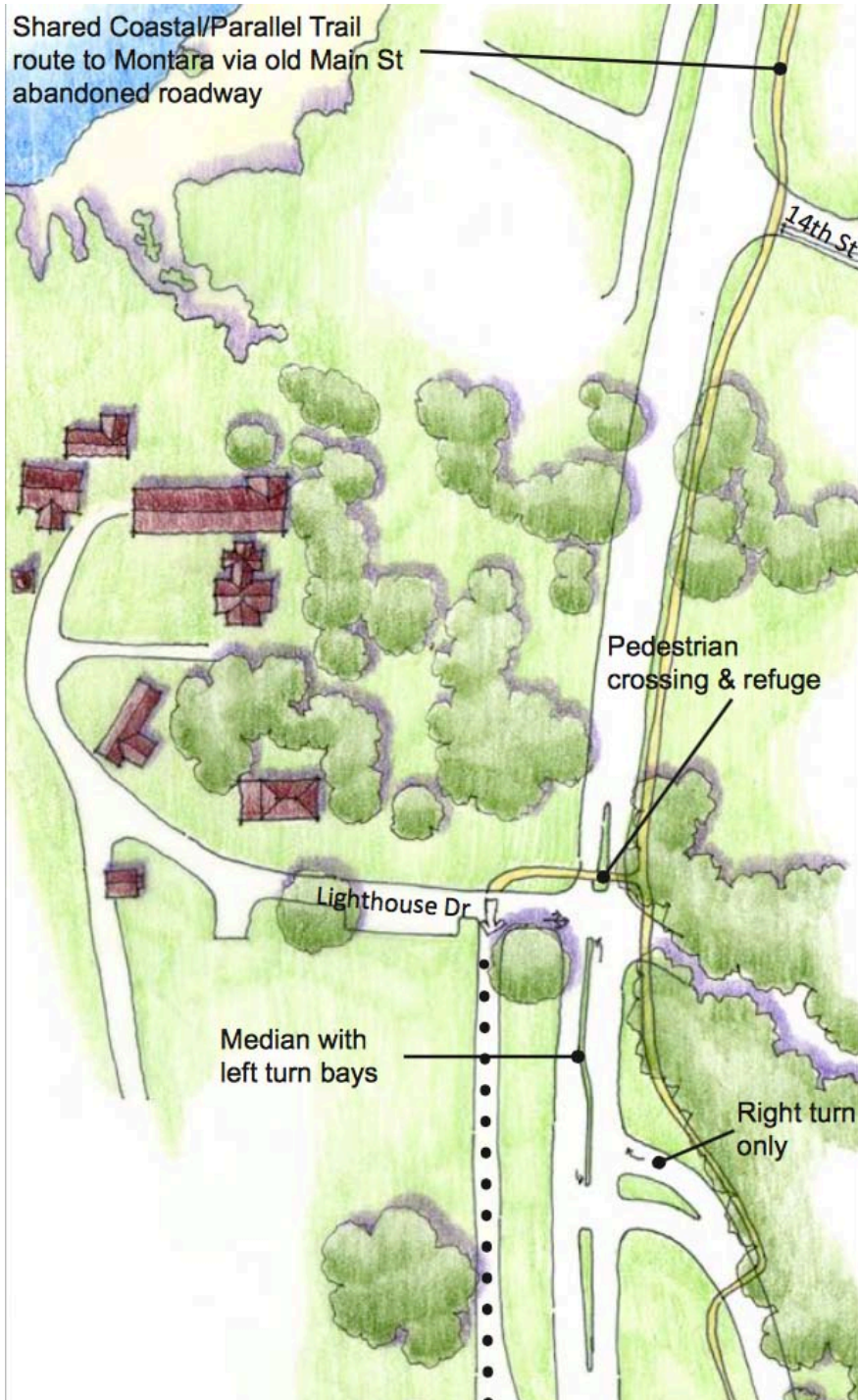


Bike/Pedestrian Mobility

- 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



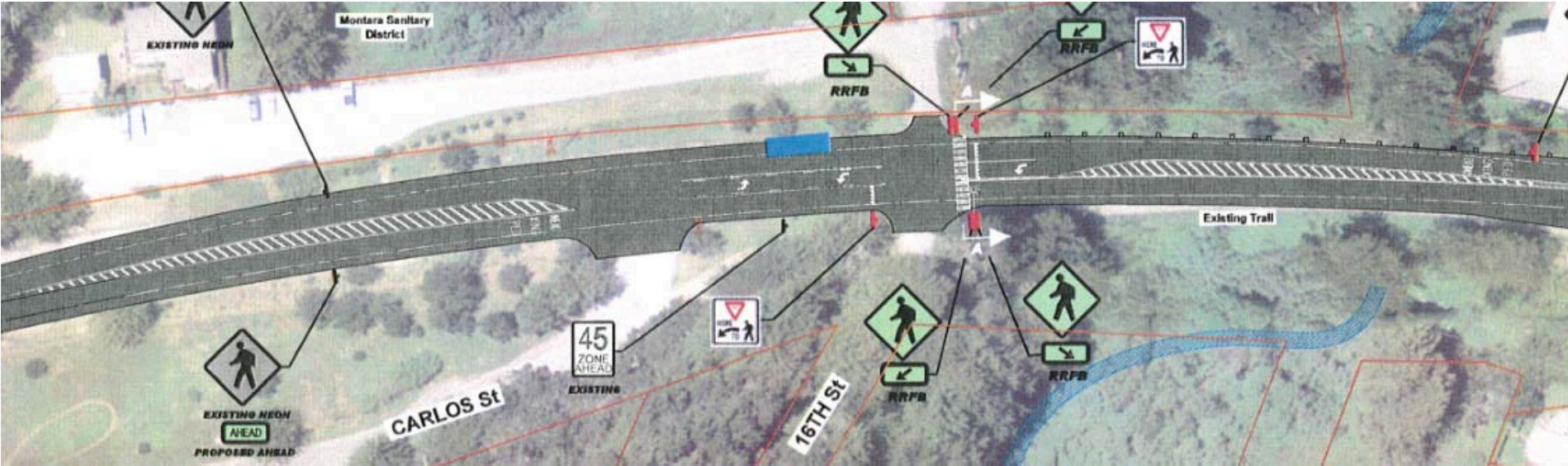
Lighthouse/16th St crossing & east-side trail 16th-14th improvements



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

