

Cypress Point Affordable Housing Community

PLN2018-00264 – APN# 037-022-070

11 acres at Carlos & Sierra, Moss Beach

Midcoast Community Council
August 22, 2018





Building simulation
for size/location only

- 71 units (including one manager unit)
- 16 one-bedroom
- 37 two-bedroom
- 18 three-bedroom
- ~210 residents
- 2 onsite parking spaces per unit
- Resident amenities: community room, laundry, computer lab, after-school program space, community garden
- Buildings: 2-story, 3- to 4-plexes designed to blend with home size/spacing of surrounding neighborhood, clustered to preserve open space.
- Half the 11-acre site preserved as open space with walking trails around exterior of developed area available to the surrounding community.

2-Phase Approval Process

Phase 1: Local Coastal Program (LCP) amendment – 3 public hearings:

1. Planning Commission
2. Board of Supervisors – Local government not required to do CEQA analysis for LCP amendment.
3. CA Coastal Commission (CCC)

CCC process for certifying LCP amendments includes the “functional equivalent” of CEQA (CA Environmental Quality Act). Application provides information often found in a CEQA document to assist CCC in their review.

Phase 2: Coastal Development Permit (CDP) –

1. Coastside Design Review Committee – public hearing
2. CEQA – County will consider the CCC review to determine what, if any, supplemental analyses are required. An “Initial Study” will determine the level of additional environmental review required, such as Mitigated Negative Declaration (Neg/Dec) or Environmental Impact Report (EIR). Document is published for several weeks for public review & written comment to Planner.
3. Planning Commission hearing for CEQA and project decision.

Comprehensive Transportation Management Plan

Key Pending Midcoast Long-Range Planning Project



- **2012** – Midcoast LCP Update required development of a Comprehensive Transportation Management Plan (CTMP) to address cumulative traffic impacts of Midcoast development on Highway 1 & 92, including policies to offset and mitigate for significant cumulative impacts of residential development on public access to the beach.
- **2014** – Connect the Coastsides project to develop CTMP commenced.
- **2016-March** -- Draft report recommends system improvements, alternative transportation standards; and evaluates mandatory sub-standard lot merger, lot retirement, and traffic mitigation fees for new development.
- **2018-Fall** – Latest timeline for final draft plan: public presentation Oct 2018.

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>

Planning Permit Application Referral

County Planning staff review of projects includes request to various agencies for review and comment in their area of expertise. This info is used in preparation of the staff report for the decision makers.

MidPen project referrals sent to staff:

- County Departments: Building, Public Works, Environmental Health
- Coastside Fire Protection District
- Montara Water & Sanitary District (locally owned)
- Sonoma State Anthropological Studies Center (Cultural Resources)
- CA Dept Fish & Game
- Caltrans
- SamTrans
- California Coastal Commission (CCC)
- Midcoast Community Council (MCC) -- advisory to BoS -- no staff

MCC Aug 22, 2018:

Consideration of MCC initial comments on the application submittal.

The key challenge to this project is the isolated rural site without adequate transit or bike/pedestrian facilities, leaving residents dependent on their automobiles to reach jobs and services on already congested roads.



Local Coastal Program (LCP) amendment

- Amend Zoning Regulations to reduce maximum number of dwelling units from 148 to 71.
- Amend Land Use Plan to reduce zoning designation from medium-high to medium density residential.
- Amend LCP 3.15(d) to allow for 100% of units, apart from resident manager's unit, to serve low or moderate income households.

PUD-124: 148 units
21% low income; 14% moderate



71 units: all low income ?



Affordability and Residency Preferences for Local Workers

A Key Project Objective:

Improve the **jobs/housing balance** and **jobs/housing fit** in the Midcoast region by providing affordable dwelling units near Midcoast jobs.

Jobs/housing balance measures the balance between number of housing units and number of jobs in an area. A balance between jobs and housing reduces the number of vehicle trips to/from outside the area.

Jobs/housing fit measures local housing prices vs income distribution of workers, and thus whether workers in an area can find housing they can afford near their jobs.

A **portion** of the units would include a preference for households who already live or work in the region.

MCC comments:

- MCC would prefer that the preference apply to all units. Every new residential unit that does not provide affordable housing for our local workforce, adds to our coastal jobs-housing imbalance and traffic congestion.
- MCC requests that the proposed LCP amendment match the rest of the submittal regarding low income affordability.
- Please clarify how the proposed income restrictions would provide a Coastside jobs-housing fit.

Project Construction Phasing

Applicant requests construction of all 71 units in one phase.

Unless the Planning Commission, Board of Supervisors, or Coastal Commission requires that the project be built in phases, the building permit for the entire project can be issued as soon as all relevant code requirements have been addressed.

MCC comment:

Approving more than the annual limit of 40 residential units/year cannot be justified if many of those units will go to residents commuting to jobs out of the area.

Midcoast Residential Growth Rate Limit

- New residential construction is limited to **40 dwelling units/year** (LCP Policy 1.23).
- New second units are included in the annual limit. (No second units allowed in multi-family housing)
- Limit applied at time building permit is issued.
- New **units with affordability restrictions can exceed annual limit, but growth rate 3-year average must not exceed 40 units/year.** LCP Policy 1.23(d)

Actual growth rate:

- 2014 – 11 units
- 2015 – 24
- 2016 – 32
- 2017 – 13

Public Transit

SamTrans #17

Southbound bus stop at Carlos/Hwy 1 (safe crossing needed)

Northbound bus stop at 14th St/Hwy 1(Parallel Trail needed)

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

Nearest stop at those times well outside 1/4 mile range of
convenience:

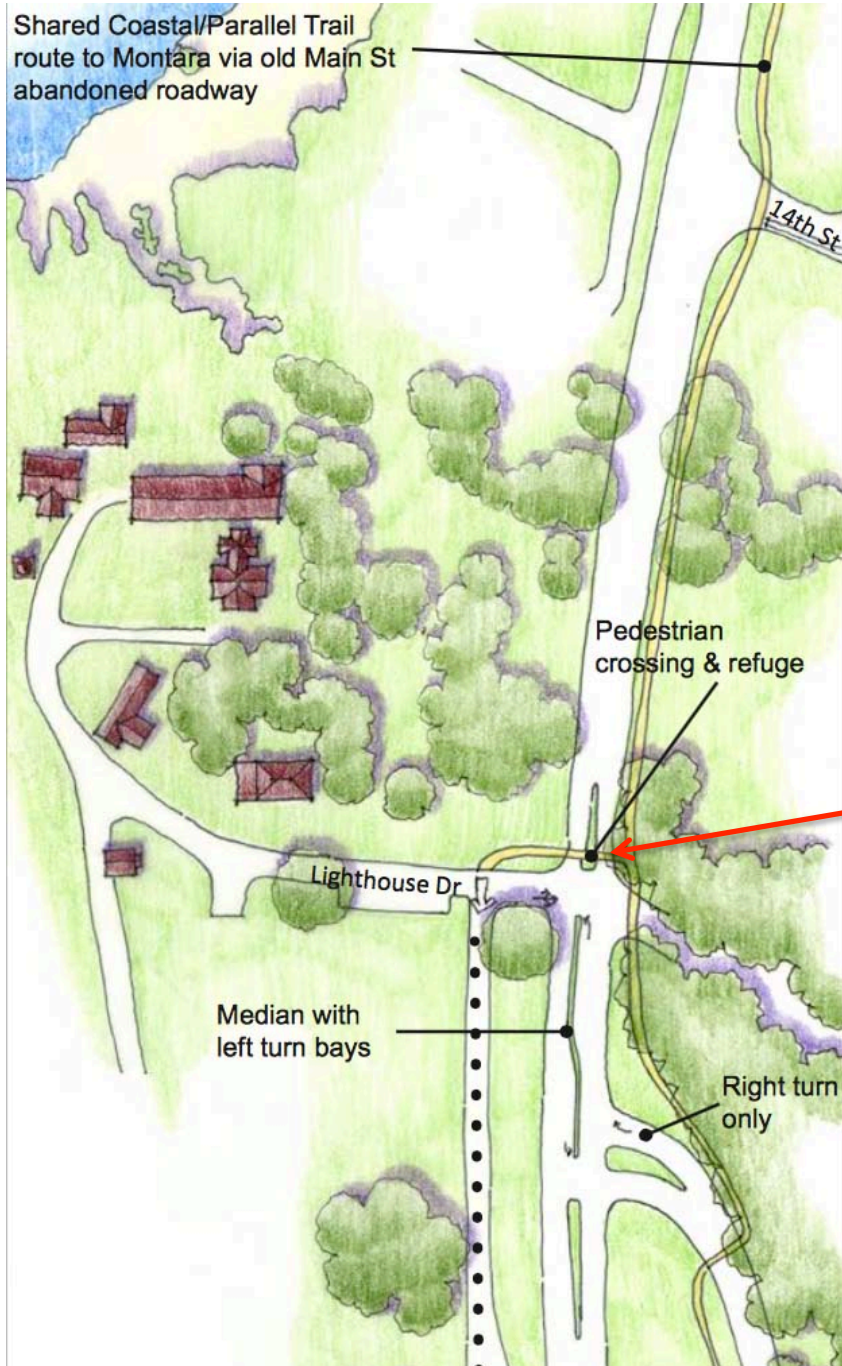
- 1/2 mile to 7th & Main
- 3/4 mile to Etheldore/Sunshine Valley

Mitigation TRAF-5B proposes to remove bus stop at lighthouse
hostel, and re-route all buses via Sunshine Valley Rd.

MCC comment explains how this would actually diminish bus
service at the project site. Without convenient school/
commuter bus service at this location on the highway corridor,
or a project-sponsored shuttle to and from local jobs, this
project cannot be justified.



2012 Hwy 1 Safety & Mobility Study concept plan:



Lighthouse/ 16th and Carlos

Parallel Trail will follow Carlos in Moss Beach, & share Coastal Trail north of 16th via Main.

Coastal Trail 2-stage highway crossing at lighthouse, or overcrossing at road cut

Carlos right turn only

Long-Term Option: Pedestrian Overcrossing



Bike/Pedestrian Safety & Mobility

MCC key comments:

The need for safe highway crossing at the lighthouse/16th cannot be brushed aside by saying there is no need for residents to cross the highway because the bus stop has been removed. Two crossing concepts were included in the 2012 Mobility Study – a raised median refuge island for 2-stage crossing and an overcrossing to the south where the road cut makes that feasible.

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.

Highway Access & Safety

LOS = Level of Service

A to F grade measuring wait time

Carlos

Mitigation TRAF-2B proposes to decrease hazards by closing Carlos north of the project entrance to all vehicles except emergency services.

MCC comment: The Mobility Study and Connect the Coastside show this intersection as right turn only entering the highway and continued use of the center left turn lane eastbound into Carlos. MCC prefers that plan. Feasibility of re-routing Carlos to 16th for safer vehicle highway access needs further analysis.

Vallemar/Etheldore and lighthouse/16th

Mitigation TRAF-3B proposes to address LOS by restricting peak hour left turns entering the highway at these intersections.

MCC comment: As long as there is lane space on Vallemar so that left-turning vehicles do not block those turning right, turning movements should not be restricted simply to achieve a better LOS rating. A similar right-turn-only restriction proposed for lighthouse/16th during PM peak period seems unnecessary to address LOS at that lightly used intersection.

Highway Access & Safety – California/Wienke

Mitigation TRAF-1A proposes to address LOS by converting intersection control at California/Wienke to roundabout or signal, to be determined by Intersection Control Evaluation study required by Caltrans.

California meets the signal warrant under existing conditions.

MCC comment: Additional project trips at this intersection should be re-calculated for keeping Carlos open and should also consider that all new and re-assigned traffic will not necessarily use California for highway access. When a queue builds, motorists often choose among the three other adjacent intersections to spread out the wait time to enter the highway.

MCC and the community are adamantly opposed to any more traffic signals in the Midcoast. A signal at California, stopping highway traffic, and added pollution-spewing stacking lanes further splitting our town, would destroy the community vision for a context appropriate village circulation plan as was outlined in the Safety & Mobility Study. A roundabout at each end of Moss Beach would calm traffic without stopping it, provide safe pedestrian crossings, and convenient U-turns to avoid making left turns onto the highway, improving LOS at all intersections.

Addendum

Project Objectives:

1. Provide a significant number of low income affordable housing units in a vibrant, safe, well- designed community that respects the coastal character of the Midcoast region.
2. Provide affordable housing in the Midcoast region at cost effective densities that are competitive for financing.
3. Address housing needs of households, families and workers in the Midcoast region.
4. Provide housing for a diverse range of low income workers and families.
5. Improve the **jobs/housing balance** and **jobs/housing fit** in the Midcoast region by providing affordable dwelling units near Midcoast jobs.
6. Provide informal recreational opportunities for Midcoast residents and the general public by providing access to a trail on undeveloped portions of the site.
7. Be consistent with the character of the surrounding neighborhood by adhering to the existing development guidelines to the extent feasible.

Water/Sewer Capacity

Montara Water & Sanitary District (MWSD) – local public ownership (Moss Beach & Montara) with locally-elected Board of Directors. Member of Joint Powers Authority – SAM (Sewer Authority Midcoastside).

LCP designates affordable housing as priority land use for which water & sewer capacity is reserved.

MWSD Public Works Plan, monitored by CCC and SMC, required reserved water capacity for the affordable housing site.

District's sewer engineer will evaluate impacts and requirements when specific project plans are submitted. Project-specific infrastructure upgrades would be paid by developer.

Width of County Street rights-of-way (ROW) in Moss Beach Heights subdivision

50 feet

Buena Vista
Sierra
Kelmore
Stetson
Etheldore
Pearl
Coral
Admiral
Carlos -- 60' south of California

40 feet

California – 60' west of Etheldore
Vermont – 50' west of Etheldore
Virginia -- 50' west of Etheldore
Vallemar
Juliana

California Environmental Quality Act (CEQA)

- Requires state & local agencies to identify significant impacts of their actions and avoid or mitigate those impacts, if feasible.
- Applies to most development proposals that require discretionary government approval, plus many government decisions such as adoption of a general plan.
- At minimum, Initial Study of project and environmental effects is required.

<https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Initial-Study-Checklist-10-17.pdf>

- Mitigated Negative Declaration (Neg/Dec) applies where mitigation measures reduce impacts to less than significant.
- Environmental Impact Report (EIR) is required if there are one or more “Potentially Significant Impact” entries when the determination is made.
- Public review of CEQA doc before adoption: Comments on correctness, completeness or adequacy are submitted to Lead Agency.
- Enforcement: Public agencies are entrusted with compliance with CEQA. Provisions are enforced, as necessary, by the public through litigation.