

# MidPen Housing Corporation Moss Beach Development Community Open House #2

HELD JULY 11, 2016  
3:00 TO 8:00 PM



August 2016

Members of the Midcoast Community:

We very much appreciate the time so many of you took to attend the second Community Open House on July 11, 2016 at Farallone View Elementary School to review the initial development schemes for MidPen Housing's proposal for affordable housing on the Moss Beach property located at Carlos and Sierra Streets. Approximately 100 community members attended the event and we received 35 written comments and substantial verbal feedback on two initial proposed site plan schemes. This report includes a summary of the comments and answers to specific questions submitted.

We understand that the community continues to have many concerns about development of this infill site, which is designated as one of three priority sites for affordable housing by the County of San Mateo. Our intent is to implement the land use policies approved for the site by the County of San Mateo by developing affordable housing at below the designated medium-high residential density to match the surrounding neighborhood. We are committed to building no more than 80 homes on this site and to dedicating a significant portion of the site to natural open space.

We are committed to a transparent public process, in a manner that is respectful of the community, its residents, and its history; and, with a design approach that respects the neighborhood and character of the town of Moss Beach, and incorporates state-of-the-art sustainability features.

We appreciate your participation in the process, will continue to seek input from the community and review all comments carefully, and look forward to working with the community in a collaborative effort throughout the development process.

Sincerely,

*MidPen Housing*  
*mossbeach@midpen-housing.org*

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## ABOUT MIDPEN HOUSING CORPORATION

### Building Communities

MidPen Housing is one of the nation's leading non-profit developers, owners and managers of high-quality affordable housing. In the 45 years since MidPen was founded, we have developed over 100 communities and 7,600 homes for low-income families, seniors and special needs individuals throughout Northern California. Our developments are award-winning and nationally recognized.

### Changing Lives

At MidPen, it's about the mission and the people we serve. We build beautiful buildings but our vision goes well beyond that. Our work at MidPen is driven by the belief that safe, affordable housing provides the foundation people need to advance other areas of their lives and to contribute to their communities. We've seen this happen time and again.

### Core Expertise

- **Real Estate Development:** extensive experience in site acquisition and neighborhood planning, local entitlement requirements, community outreach, design and construction management.
- **Financing:** a solid track record in securing both public and private funding for affordable housing and proven expertise in positioning projects for long-term financial sustainability.
- **Property and Asset Management:** quality on-site property management and appropriate capital investments that ensure sustainable operations and maintain our portfolio's long-term value.
- **Resident Services:** comprehensive on-site support services and programs to help our residents improve their lives including academic based after school program, teen groups, financial literacy classes and health and wellness programs for seniors. These services are delivered directly by trained MidPen staff and a network nearly 200 service provider partners.

### Track Record

- Developed or rehabbed over 7,600 affordable homes
- An additional 1,460 affordable homes are in construction, entitlement or pre-development
- Manage 87 properties with a total of 6,415 units
- Provide homes for more than 15,600 Northern California residents
- Invest \$6.3 million annually in resident services; partner with nearly 200 service providers
- Work in 11 counties: Alameda, Contra Costa, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, and Yuba
- Developed 1,332 homes in San Mateo County and 384 of these on the coast
- Have received over 100 industry awards and honors for our work

## Site Information

Site Address	Carlos and Sierra Street, Moss Beach
Acres	10.875
Current Use	Undeveloped except for two water tanks
General Plan Designation	Medium-High Density Residential
Zoning	PUD-124/CD
Local Coastal Program Policy Designations (LCP)	Medium High Density Residential and Affordable Housing
Jurisdiction	County of San Mateo

## Proposed Use

MidPen Housing is proposing up to 80 affordable residential rental homes on the site, targeted for the workforce on the coast. The proposed number of units is significantly fewer units than permitted by current zoning and land use designations. MidPen Housing intends to cluster the units in order to maximize natural habitat and usable open space on the site. The density of the proposed use is 7.4 units per acre. The site also includes a community room, playground and park area and a management office.

## Zoning

The site is zoned PUD-124, Ordinance 3089 – March 11, 1986. The property was previously known as Farallone Heights in Moss Beach; Assessor’s Parcel Number 037-022-040. The approved PUD for the site allows for the following uses: a) residential development and related parking facilities for affordable and market rate housing as defined in Policies 3.19, 3.28 and 3.29 of the County Local Coastal Program; and b) residential uses for residents of the housing complex, i.e., exercise course, play area, tot lots, barbecue areas, etc. up to a total of 148 units.

Source: *County of San Mateo Zoning Regulations, January 2016, Chapter 9.5.1 and PUD-124, Page A-4.*  
[http://planning.smcgov.org/sites/planning.smcgov.org/files/2012\\_ZoneReqs%5BFINAL%5D\\_0.pdf](http://planning.smcgov.org/sites/planning.smcgov.org/files/2012_ZoneReqs%5BFINAL%5D_0.pdf)

## General Plan Designation

The County’s General Plan designates the site as Medium-High Density Residential.

Source: <https://data.smcgov.org/Government/General-Plan-Land-Use-for-San-Mateo-County/f2wq-qjt4>

## Mid-Coast Land Use Plan and Local Coastal Program Policies

The San Mateo County Mid-Coast Local Coastal Program (LCP), issued in June 2013, defines the urban/rural boundary as a tool to confine new development to existing urban areas and rural service centers in order to:

- discourage urban sprawl,
- maximize the efficiency of public facilities, services, and utilities,
- minimize energy consumption,
- encourage the orderly formation and development of local governmental agencies,
- protect and enhance the natural environment,
- revitalize existing developed areas, and
- concentrate new development in urban areas and rural service centers by requiring the “infilling” of existing residential subdivisions and commercial areas.

The site is designated as Medium-High Density Residential in this plan and allows for 8.1 to 16 dwelling units acre (compared to 8.8 to 17.4 units per acre in the General Plan). The site is also designated for affordable housing in the County of San Mateo Local Coastal Program Policies document issued in June 2013 by the Planning and Building Department of San Mateo County, Item 3.15, page 3.4. In addition to this site, there is a 12.5-acre site northeast of Etheldore Street in South Moss Beach and a 6-acre site in North El Granada that were also designated for affordable housing

Source:

[http://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC\\_Midcoast\\_LCP\\_2013.pdf](http://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf)

## 2016 San Mateo County Income Limits for Affordable Housing

Income Level	Household Size and 2016 Annual Income Limits (\$)					
	1	2	3	4	5	6
30% AMI	\$25,830	\$29,520	\$33,210	\$36,900	\$39,870	\$42,810
60% AMI	\$51,660	\$59,040	\$66,420	\$73,800	\$79,740	\$85,620
80% AMI	\$68,880	\$78,720	\$88,560	\$98,400	\$106,320	\$114,160

## **COMMUNITY ENGAGEMENT PROCESS**

Prior to submitting a proposal to the County, MidPen is conducting voluntary outreach in the community to better understand the issues and challenges of the neighborhood. Once a plan is submitted to the County, the community will also have opportunity to participate in the formal public process, review the plan, and provide comments to MidPen and the County.

### **June through August 2016**

MidPen has reached out to the community through a variety of means, including launching an informative webpage about the proposed development with project information and Q&A, hosting open house events, and soliciting feedback from the community through other opportunities such as email, one-on-one meetings, or small group meetings. Please visit the Moss Beach webpage at <http://www.midpen-housing.org/moss-beach/> for additional information or to submit your comments.

#### Open House 1: General Community Input on Developing the Site

March 16, 2016, 6:30 to 9:30 pm

Farallone View Elementary School, Le Conte Avenue, Montara

Attendance: approximately 200

#### Open House 2: Presentation of Preliminary Site Development Schemes

July 11, 2016, 3:00 to 8:00 pm

Farallone View Elementary School, Le Conte Avenue, Montara

Attendance: approximately 100

#### Open House 3: Refinement of Site Development Schemes

August 18, 2016, 3:00 to 8:00 pm.

Farallone View Elementary School, Le Conte Avenue, Montara

### **September to December 2016**

MidPen will use the feedback from the community engagement process to prepare the application for development of the site.

### **Late 2016 or early 2017**

- MidPen will submit a pre-application to the County of San Mateo and the Midcoast Community Council (MCC) will schedule a Pre-Application Hearing. The community is invited to attend this public hearing to comment on the proposed application. MidPen will then refine the proposal and submit the application to the County of San Mateo.
- County-led community outreach will occur through the public approval process after the proposal is submitted.

## OVERVIEW OF DEVELOPMENT SCHEMES

Two development schemes were presented to the community at Open House #2.

### Scheme A

Scheme A includes 145 parking spaces and 80 units with open space on the northern, eastern and southern sides of the site. The unit mix includes 20% one-bedroom units, 55% two-bedroom units and 25% three-bedroom units. The entrance to the site is on Carlos Street.



CARLOS STREET AFFORDABLE HOUSING





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**Scheme B**

Scheme B includes 145 parking spaces and 80 units and clusters development on the southern half of the site to maximize open space on the northern half of the site. The unit mix includes 20% one-bedroom units, 55% two-bedroom units and 25% three-bedroom units.



**CARLOS STREET AFFORDABLE HOUSING**



## **SUMMARY OF COMMENTS RECEIVED AT THE SECOND OPEN HOUSE**

Comments, questions and suggestions are reviewed carefully and used to tailor the proposed site plan to the community's natural environment, character, and challenges. Community input is critical to the process and we appreciate your time, participation, and thoughtful comments and concerns.

### **Preference for Scheme A or Scheme B**

Attendees overwhelmingly preferred Scheme A to Scheme B in both written and oral feedback at the Open House. Attendees preferred Scheme A due to the open space buffer along Sierra Street.

### **Community Priorities Expressed Regarding Development Schemes**

- More parking on-site to discourage parking on local streets.
- Buffers between the development and neighbors on Lincoln Street, Sierra Street, Carlos Street and 16<sup>th</sup> Street.
- A lower unit count to fit in better with the neighborhood and enable more parking on-site.
- Access on Carlos Street rather than Sierra or Lincoln.
- Preserving existing views to the extent possible for Lincoln Street neighbors.

### **Current neighborhood issues identified by attendees**

- Safety of children that currently use Carlos and Sierra Streets to play.
- Lack of school buses to transport children to and from school.
- Traffic and long travel times on Highway 1 during peak commute hours, school drop-off and pick-up hours, weekends, and holidays.
- On-street parking capacity on Carlos Street.
- Carlos Street – turning onto the street and its narrow width.
- Safety of the southbound entrance onto Highway 1.

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- Lack of public transit serving Moss Beach.
- Speed of cars along Carlos Street.

**Concerns expressed about the proposed development**

*Responses provided by MidPen*

	<b>Concerns</b>	<b>MidPen Response</b>
1.	Traffic from the development will further limit access onto Highway 1.	MidPen will be completing a traffic analysis as part of the Environmental Review process. We are committed to working closely with Caltrans and the County during the Environmental Review process to find feasible and practical solutions to enhance the safety of this intersection.
2.	Potential negative impacts on wildlife on the site.	MidPen has completed a biotic site survey. This survey found no evidence of endangered or special status species on the site. Our approach to the design of the site is to maximize the usable open space on site as well as preserving mature trees and existing habitat. The Environmental Impact Report (EIR) to be completed under the California Environmental Quality Act (CEQA) will identify and address any potential negative impacts on wildlife and appropriate actions and mitigations at this infill site.
3.	Potential increase in noise levels from both construction and new residents.	We will work closely with the County, the Moss Beach community, and the selected construction company to minimize and mitigate issues associated with construction, such as construction schedules, worker transportation to the site, parking, noise, work hours, site cleanliness and others. We and our contractors take these issues seriously, and we are committed to selecting a construction firm that has a strong management team and strong track record of being sensitive to neighborhood impacts during construction. As in all of our developments, there will be a professional staff member from MidPen living on site when residents move in.

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	<b>Concerns, continued</b>	<b>MidPen Response</b>
4.	Rusting vehicles due to uncovered parking in the marine climate.	MidPen will follow all local regulations regarding parking. We generally do not provide garages to deter use of garages for storage of non-vehicle items, allowing us to reduce the need for additional paved parking and maximize open space on the site.
5.	Environmental pollution from residents.	Between on-site maintenance, janitorial services, and management of the residential community and best practices in sustainable design including solar technologies, water efficient fixtures, native and drought-tolerant landscaping, and energy efficient fixtures, the community at Moss Beach will have less impact per unit on the environment than traditional development. The Environmental Impact Report (EIR) will also study this issue in depth.
6.	Gang-related problems associated with new residents.	In our experience, residents of affordable housing do not in and of themselves indicate a propensity for gang involvement. In fact, we have found that strict tenant screening, on-site property management, and rigorous house rules are the best deterrent to such social problems in our communities. We are committed to strict property management practices to ensure the safety of our residents and our neighbors. Many MidCoast residents do not earn the area median income. Many of the residents at the proposed community will be families with children and we intend to provide safe play areas for them as well as a community center, programming for children and families, and play area for neighborhood use.

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	<b>Concerns, continued</b>	<b>MidPen Response</b>
7.	Insufficient water or sewer for the development.	The 2013 Local Coastal Policy (LCP) identifies this site as a priority for development and, therefore, the water and sewer district has designated allocations to provide water and sewer capacity to the development. Water and sewer capacity is sufficient for buildout identified in the LCP, which is, for this site, a much greater number of units than what we are proposing. The Environmental Impact Report (EIR) will study this issue in depth to confirm capacity.
8.	Potential for children to climb over the fence to the adjacent ranch and disturb the horses.	We are working with the adjacent neighbor to design the site and implement mitigation measures to strengthen the boundary on this side of the property.

**Suggestions submitted by attendees**

*Responses provided by MidPen*

	<b>Suggestions</b>	<b>MidPen Response</b>
1.	Enforce a 10:00 pm curfew for all events	We will limit hours for events held in the community building and will consider quiet hours for residential units.
2.	Make Highway 1 into a 4-lane highway	We will work with Caltrans and the County during the Environmental Review process to find feasible and practical solutions for this intersection.
3.	Reduce the number of units to 40 to 60	We believe the site is well suited for 80 units based on the General Plan and the LCP, as well as the initial site designs and mix of smaller units. At 80 units on 10.875 acres, the density of 7.36 units per acre is right in the middle of the medium density range of 6.1 to 8.7, which is the land use designation for the surrounding single-family neighborhood.

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	<b>Suggestions, continued</b>	<b>MidPen Response</b>
4.	Reduce the number of units to 20	A 20-unit development is not financially feasible and will not adequately address the critical housing shortage on the coast.
5.	Increase parking to at least 2 spaces per unit	We will meet or exceed the County parking requirement and are open to the suggestion of increasing parking. Our goal is to provide sufficient parking on site for all of our residents and guests while maximizing the amount of open space and minimizing the paved portion of the site.
6.	Provide amenities for the entire community, not just the new residents	Some existing residents would like to see public community amenities on the site and others would not. We intend to continue working with the community in this regard. Our intention is to provide on-site amenities that will benefit the entire community such as walking paths, as well as make some of the amenities designed for the project residents also available to our neighbors, such as the community playground area and community meeting space.
7.	Keep cars off local streets	Our intention is to design the site with sufficient parking within the development for both residents and guests and to deter on-street parking on local streets.
8.	Create a barrier between the new community and the existing ranch	We will design the site in a manner which minimizes impacts on surrounding uses and provides appropriate buffers to enhance the privacy for both our residents and immediate neighbors.

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	<b>Suggestions, continued</b>	<b>MidPen Response</b>
9.	Create a car-free community	A car-free community is not feasible or practical in this location. However, MidPen intends to implement programs that will help to both reduce residents' reliance on cars as well as promote use of public transit. Examples of such programs MidPen has utilized at other properties include: reduced-price transit passes to project residents, working with SamTrans to enhance bus service, providing an EV charging station on site, and providing parking space for car share programs.
10.	Do not use modern "cookie cutter" architecture	Our intention is to design the site in a style that compliments the Moss Beach community and draws from coastal architectural styles. In addition, the proposed development will need be reviewed and approved by the County's Architectural Review Committee.
11.	Create a park between the new homes and Sierra Street	We are designing the site plan in a manner that maximizes open space and creates buffers between the new development and adjacent homes.
12.	Consider senior housing to help alleviate traffic issues	After analyzing the site and surrounding area, including amenities and transit, we decided that the best demographic target for the development would be affordable housing for local workers, many of whom already have cars and commute long distances to their jobs in the Midcoast region. While not restricted to seniors, seniors meeting the income requirements can apply for the housing and the smaller units proposed are appropriate for senior population.
13.	Do not pave the upper end of the property or make it a possible overflow parking lot	We intend to make use of this area both as a buffer and as green space, and will not pave with an impervious surface. We intend to block vehicular access to this area, and may utilize this area during rare special events.

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	<b>Suggestions, continued</b>	<b>MidPen Response</b>
14.	Make the upper portion a green space such as a soccer field	We are designing the site plan in a manner that maximizes open space and provides public amenities for existing residents as well as new residents. We intend to make this area a multi-purpose green space where different activities could occur, but not as a formal soccer field which would not be desirable to the Lincoln neighbors.
15.	Keep the large trees on the site	We intend to keep as many existing healthy trees on the site as possible, with a particular focus on large Monterey Cypress trees. The development will be subject to the County's heritage tree policies. Trees will also be studied in the Environmental Impact Report process.
16.	Underground all utilities on the site	We will work with PG&E and the County to underground utility lines where it is required to do so or, if not required, where it is feasible and practical to do so.
17.	Block access to and from Lincoln and Buena Vista streets	The current plan for the site will have only one way in and out for residents to minimize the use of surrounding streets. The proposed entrance/exit to the site is on Carlos Street. There is emergency vehicle only access off Buena Vista to provide emergency access to the site as well as access for the Water District for their tanks.
18.	Create a rotary to enter Highway One	We will work with Caltrans and the County during the Environmental Review process to find feasible and practical solutions for this intersection.
19.	Create an underpass for pedestrians, bicyclists and cars to cross Highway One and enter going south	We will work with Caltrans and the County during the Environmental Review process to find feasible and practical solutions for this intersection.



## COMMUNITY QUESTIONS AND CLARIFICATIONS

### Answers provided by MidPen Housing

1. **Who at MidPen actually lives on the Coast and experiences the gridlock of traffic that we residents put up with all the time?**

MidPen employees live in various locations in the Bay Area. While we do not release residence locations of employees, many MidPen employees do live on the Coast and experience Bay Area traffic issues every day, which are in large part due to job growth far outpacing the construction of new housing and the lack of available housing near jobs. Our intent with the Moss Beach development is to provide affordable housing near jobs for Coastside workers, many of whom drive long distances due to the lack of housing in the area.

2. **Does your formula support parking adequately for the number of units you propose?**

The formula for determining adequate parking for development was developed by the County, not MidPen. Our aim is to meet or exceed the County's requirement. The amount of parking in our proposal will be based on a) the County's requirement, b) parking trends and history in our other developed projects, and c) input from the local community.

3. **Are you routing the entrance and exit to avoid impact on the immediate neighborhood so children are safely playing as they do now?**

We are carefully designing the site ingress and egress to minimize impacts on the surrounding neighborhood. Neighborhood safety for children and pedestrians is essential.

4. **Is there sufficient water to support this proposal?**

The Montara Water District has allocations to provide sufficient water to meet the projected buildout of this priority site, as stipulated in the Coastal Land Use Program. The Environmental Impact Report will provide details on water usage and demand, and the Water District will provide input and comments on the Draft and Final EIRs. Preliminary indication from the Water District is that there is capacity to meet the buildout as planned in the LCP.

5. **How much time did you spend in the area to observe how your proposal impacts the day-to-day life of people living here?**

We and our professional consultants have done preliminary evaluation of the area in order to develop a preliminary site design and development plan. In order to develop a thoughtful design for the site, we need to hear from community residents and spend time in the community. We have been and will continue to do this to ensure that our plan is responsive to the needs of the MidCoast. The day-to-day impacts will be identified, analyzed, and evaluated through the Environmental Impact Review Process.

6. **Is MidPen paving streets and providing sidewalks?**

MidPen will be providing infrastructure improvements on the site as required for the development, including sidewalks and paved streets.

7. **What will happen in case of an emergency like an earthquake?**

MidPen's properties are designed to meet or exceed all building codes, including seismic codes. We will also have trained staff, emergency preparedness plans in place at every community and emergency supplies onsite at every MidPen property.

8. **Why doesn't MidPen respond to traffic concerns?**

MidPen will be completing an in-depth traffic study as part of the Environmental Review process for our proposal. MidPen is already actively working with our consultants and the County to understand traffic counts, vehicular and pedestrian circulation in and around the site to ensure that the design for the site minimizes traffic impacts for the community and enhances traffic safety. MidPen has listened and will continue to listen to concerns from surroundings residents and will fully evaluate the options when transportation issues are studied during the Environmental Impact Report process.

9. **Has the matter of cleaning up all the decades old toxic debris on the property been considered?**

Our environmental consultant has completed the initial Phase I and Phase II studies and did not find substantive hazardous materials on site. MidPen is also experienced in remediating brownfield sites and will do so in accordance with all local, State and Federal requirements, if contaminants are found. We will continue to study toxic and hazardous materials through the Environmental Impact Report process.

10. **Could you please provide evidence of the 1300 jobs on the coast as well as job types, pay, etc.?**

Data are from the Longitudinal Employer-Household Dynamics (LEHD) program at the U.S. Census Bureau. Please see the link at: [www.midpen-housing.org/moss-beach/frequently-asked-questions/](http://www.midpen-housing.org/moss-beach/frequently-asked-questions/). Of the 1,364 total jobs in the MidCoast (from Montara to El Granada):

- 77% live outside the MidCoast;
- 44% commute 10 miles or more to their work;
- 69% pay less than \$40,000 a year;
- 36% are in the Accommodation and Food Services industry sector.

11. **Where will all the residents park?**

We intend to provide sufficient parking for all residents and guests within the site so residents will have easy access to their vehicles from their homes and no resident will need to park on neighboring streets.

12. **By your own standards of development to be near city centers, jobs, school, why are you pursuing this location?**

MidPen believes every vibrant community needs a mix of housing options to support its diverse population. Currently, with the exception of Pillar Ridge (a mobile home park), there are no affordable rentals or restricted homes in the MidCoast. The LCP policy is that the MidCoast must create its fair share of affordable housing and not put the full responsibility of affordable housing on the coast on Half Moon Bay. Within each community, we prefer to locate affordable housing at the most convenient location near jobs, transit and amenities. In the MidCoast, there are only three sites designated for affordable housing. Of those three, the Moss Beach on Sierra Street has the best amenities nearby including an Elementary School and health clinic and is within walking distance to the Route 17 bus and located centrally to Midcoast jobs.

13. **What are your plans to mitigate the traffic that hundreds of more cars from your development will create? What are your estimates for added car trips? Can you share your traffic study with us?**

MidPen will study traffic, including past and current studies such as the Highway 1 Safety and Mobility Improvement Study and Connect-the-Coastside, as well as pay for new studies to be conducted through the environmental review process when a proposal is submitted to the County of San Mateo.

Our initial, pre-submittal analysis estimated that an 80-unit development would add about 2% to the existing peak and daily traffic on Highway 1.

The initial traffic study, as well as other environmental review documents, will be submitted as part of the proposal and will be available to the public.

14. **What are your plans to handle safety concerns for the additional resident families? What are your plans to mitigate the dangers of cars existing the development on Highway 1, and the additional traffic congesting narrow neighborhood roads? (If a traffic light is the answer, please note that traffic lights cause more traffic.)**

We are currently analyzing these issues carefully and safety for existing and future residents is a paramount concern. We are looking at design scenarios and plans to deter traffic through inside streets, and we will propose a solution for the Carlos Street intersection after additional analysis and review of proposed traffic engineering options. Final improvements funded through the development will benefit the entire neighborhood and improve safety for all.

15. **What are your projections for increased vehicles/increased population and how this will affect traffic, pollution (air, noise, light), water and sewer, emergency vehicle movement, native habitat and wildlife, the coastal environment and the Fitzgerald Marine Reserve, and the existing quiet neighborhood? Are you taking into account the additional development already in the pipeline?**

We will study these issues in depth through the environmental review process that begins once we submit a proposal. Our initial estimate is a 2% increase in vehicles over existing conditions. Once the studies have been completed, we will propose mitigation measures to address these issues as recommended in the studies.

The LCP takes cumulative impact into account, including impacts of priority development areas such as the Moss Beach site, by limiting development in the area on

an annual basis. The proposed development would be included in and adhere to those annual limits, which spread growth out over time.

16. **How do you justify building a development that will overwhelm the community of Moss Beach and Montara, its infrastructure, and will increase the housing units of Moss Beach by almost 10% in one single project?**

The County has divided the coastal region into sub-areas with priority areas for affordable housing, and reviewed and updated its General Plan and LCP through a public process. The medium-high density land use designation and priority affordable housing designation were retained for the Moss Beach site in the 2013 LCP update and zoning was retained in the 2012 Zoning Regulations. The Zoning Ordinance, General Plan and LCP are the current planning documents governing land use and development for the Midcoast. More information about affordable housing in San Mateo County can be found on the County's website at: <http://housing.smcgov.org/> as well as <http://planning.smcgov.org/>.

The County's Mid-Coast Land Use Plan Area "defines the urban/rural boundary as a stable line separating urban areas and rural service areas and rural areas and confines new development to existing urban areas and rural service areas in order to discourage urban sprawl, maximize the efficiency of public facilities, services, and utilities, minimize energy consumption, encourage the orderly formation and development of local governmental agencies, protect and enhance the natural environment, and revitalize existing developed areas, and concentrate new development in urban areas and rural service centers by requiring the "infilling" of existing residential subdivisions and commercial areas." The proposed development in Moss Beach is in a priority development site in an urbanized area according to the plan. Please refer <http://planning.smcgov.org/documents/local-coastal-program-lcp> for more detail on the LCP. The LCP map is included on the next page.

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In addition, the LCP also has studied impacts associated with the maximum buildout of the plan. The proposed development, which is less than the allowable number of units on the site as designated in the LCP, fits within framework and growth plans for both the LCP and the General Plan. According to Census data, there are 4,585 housing units in the MidCoast, and our proposed 80-unit development will add 1.74% to the existing housing stock.

### LCP Mid-Coast Land Use Map



17. **What are your plans to mitigate the destruction of this unique piece of open space park, its World War II history, and the wildlife and native species that live here? Can you share your Environmental Impact Report?**

While the site was part of a former military base in World War II, structures were removed from the site long ago. Some buildings from the original base still remain

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across the highway as part of the Montara Water and Sanitary District. The site has not been designated as a historic site, nor is there any requirement to preserve or restore any of the site to its former military use. The site is now private property owned by the CSEA and is designated as an infill development site, not community parkland or future open space. In addition, the former military base on the site actually preceded any residential use in the neighborhood; the homes surrounding the site were at one time greenfield sites prior to subdivision and development.

MidPen would be agreeable to creating an educational commemoration of the former base's history, and erect a plaque or other appropriate landmark next to the surviving building at the Montara Water and Sanitary District property.

The County will be in charge of the environmental review process and will share the Environmental Impact Report once it is completed per CEQA requirements. The California Environmental Quality Act (CEQA) has strict procedures for public review and comment opportunities for environmental studies.

***Comments, questions and suggestions are reviewed carefully and used to tailor the proposed site plan to the community's natural environment, character, challenges, and issues. Community input is critical to the process and we appreciate your time, participation and thoughtful comments and concerns.***

***We invite you to contact the project team by email to learn more or to express your ideas or concerns at any time during the pre-submittal process: [mossbeach@midpen-housing.org](mailto:mossbeach@midpen-housing.org).***

***MidPen thanks you for your participation in this process and we hope you will join us at our final pre-application community open house on August 18<sup>th</sup> from 3:00 to 8:00 pm.***