

CYPRESS POINT FAMILY COMMUNITY

SUMMARY OF PUBLIC OUTREACH MEASURES BY MIDPEN

I. OVERVIEW

MidPen Housing Corporation (MidPen) is a non-profit affordable housing developer, property manager, service provider, and owner based in Foster City, California. MidPen produces high quality affordable housing developments throughout 11 counties in Northern California and endeavors to approach the development process with transparency and robust community outreach. Each project has a tailored community outreach approach.

When MidPen entered into negotiations with the California School Employees Association for the project site in the fall of 2015, staff created a community outreach plan and solicited feedback through a variety of channels to deeply influence and inform the development proposal. This plan included:

- Listening to the community to understand issues, concerns, ideas, and desires around the future of the community
- Meeting neighbors and other stakeholders where they are, and offer different meeting settings to maximize options for comfort – meetings that are open to the public, group meetings, one-on-one, etc.
- Providing outreach materials in Spanish and translators at meetings
- Documenting the proposal and community outreach process, and ways to contact MidPen on a website
- Creating space for everyone to provide feedback – whether one prefers to provide input verbally, in person, by phone, or written correspondence.

The following sections summarize the major components of MidPen’s voluntary outreach process for the Cypress Point Family Community proposal.

II. OPEN HOUSES

MidPen held a series of Open Houses in spring and summer 2016 to meet community members and solicit feedback regarding the project site and conceptual proposal. The Open House meeting format was intended to maximize opportunities for people to meet MidPen, learn about the site, and give feedback on conceptual designs prior to the pre-application submittal.

MidPen structured the Open Houses with a wide range of hours so that community members could drop by at a time convenient for their schedule, and provided food and childcare. There was no formal presentation or agenda as to allow for personal or small group conversations around topics of interest.

The Open Houses were held:

1. March 16, 2016 from 6:30-9:00pm
2. July 11, 2016 from 3:00-8:00pm
3. August 18, 2016 from 3:00-8:00pm

There were approximately 420 attendees in total from the three Open Houses. Many attended more than one Open House. MidPen provided sign-in sheets for community members to leave contact information, and those that did were sent follow-up emails and a summary of the comments and questions received at the Open Houses, along with answers by MidPen (see Exhibit A). The Open House meetings were marketed by ads in the local paper, flyers, mailed notices to neighbors and local organizations, a brief presentation at the February 10, 2016 Midcoast Community Council meeting, and email correspondence.

The Open Houses were held at Farallone View Elementary School, about $\frac{3}{4}$ quarter mile from the project site. Attendees were greeted by a MidPen employee at the entrance, asked to sign-in, and were given an overview of the Open House format verbally as well as through a handout. The handout depicted the set-up around the large auditorium. Food and refreshments were provided at each Open House, along with translation services, a table for children to create arts and crafts while parents/guardians participated in discussions about the proposal, scribes staffed throughout the room, and comment cards for those who were more comfortable giving written feedback.

Open House #1 focused on an introduction of MidPen to the community as well as information about the site. The room was set up with seven stations, each with visual boards, several project team members and scribes to document the conversations:

1. MidPen Property Management
2. MidPen Resident Services
3. Architectural Character
4. Zoning/Density/Local Coastal Program (LCP)
5. Traffic

6. Infrastructure
7. Open Space

Open House #2 took place several months after Open House #1 as the team worked to create conceptual site plans based on the feedback received from Open House #1 and other outreach efforts. The project architects gave brief overviews on the approach to two different conceptual site plans throughout the meeting, and attendees were also encouraged to ask questions on specific topics they were interested in by visiting the stations set-up throughout the auditorium – the same stations from Open House #1, with the addition of another architectural character station as the conceptual site plans were now available for feedback. Scribes were again taking notes at each station, and comment cards were available at the entrance.

Attendees at Open House #2 overwhelmingly preferred Option A over B, which illustrated the development to be clustered towards the north west of the site, with open space on the northern, eastern and southern sides and the entrance off Carlos Street. The community expressed support in general for affordable housing.



Photo from Open House #2

Open House #3 was held in mid-August and concluded the series of Open House meetings. At this meeting, attendees were given fact sheets regarding the project team and conceptual designs, as well as a handout with common questions along with answers by MidPen (see Exhibit A). MidPen strived to be clear about the timeline for the project, the opportunities for community outreach, and major issues/concerns that were documented from the outreach to date. The design team also presented three variations of the Option A site plan to understand more specific components of the plan that the community desired.

The wide range of ideas and visions for the future community from the Open Houses that MidPen heard were summarized in recap summaries and emailed to attendees (see Exhibit A). Aspects of the proposal that attendees were supportive of included generous open space, increased parking, the proposed affordability levels for the units, and preserving views by clustering development to the north west area of the site.

After the Open House series, the project team worked on site due diligence, crafting a pre-application proposal, and continued to conduct community outreach via other means, as described in the other sections of this report.

III. MEETINGS WITH THE MIDCOAST COMMUNITY INDIVIDUALS AND GROUPS

MidPen’s outreach plan included dozens of in-person visits to the MidCoast region in order to solicit feedback through various means and connect with community members who were interested in the Cypress Point proposal. The project team met with several neighbors in their homes to discuss the preliminary designs for building heights, parking, and management of the development. Some of the concerns and ideas discussed helped shape the approach to the proposed design for the project.

Additional notable meetings with the community include meetings with well-known local organizations:

- MidCoast Community Council meeting (open to the public), February 10, 2016
- Sierra Club meeting, August 8, 2016
- Home and Hope meeting, September 20, 2016
- The Half Moon Bay Chamber of Commerce (open to the public), October 11, 2018

MidPen also met with the Superintendent of the Cabrillo Unified School District on two separate occasions. Superintendent Yuster was in attendance at the Open Houses and was familiar with the proposal prior to an in-person meeting on December 7, 2018 with MidPen. She emphasized that all school district employees, not just teachers, were difficult to recruit and retain due to the coastside location. Supervisor Yuster also reviewed the affordability levels proposed for the project and corresponding incomes and compared them to the district’s payroll. She confirmed that the majority of her classified staff earned salaries between 30% - 50% of the area median income (AMI).

Superintendent Yuster’s predecessor, Superintendent McPhetridge, also met with MidPen prior to public hearings for the project’s LCP amendment. MidPen gave a PowerPoint presentation and overview of the proposal via video conferencing on January 14, 2020. Superintendent McPhetridge vocalized support of the project during public comment at the January 21, 2020 Planning Commission meeting.

IV. BUSINESS OUTREACH

The project team visited dozens of businesses to better understand the challenges for low-income workers. The San Mateo County coastside region that the project site is located in has major industry sectors based on tourism and services. MidPen created an outreach plan that identified nearly 60 local businesses. Meetings were most often held informally by stopping by

during business hours. In conversations with owners or managers, MidPen asked the following questions to try to understand the housing challenges present in the region for employees:

1. How many employees do you have?
2. Is employee retention a challenge for your business?
3. Do you know if your employees are struggling with housing costs?
4. Do you think the cost of housing contributes to challenges with finding employees?
5. Do you know if any of your employees are living in overcrowded households in order to afford to stay in the community?
6. Do you have any employees commuting to the Coastsides?

Conversations were documented through notes and MidPen used the information gathered from these informal meetings to inform the approach to affordability targeting, proposed rents, and the live/work preference for Cypress Point. In total, about the project team was able to engage with about two dozen business owners or managers.

Additionally, Krystlyn Giedt, President and CEO of the Half Moon Bay Chamber of Commerce, wrote a letter in support of affordable housing for coastsides workers that was posted to the Half Moon Bay Chamber of Commerce's website and emailed to the San Mateo County Board of Supervisors prior to the June 10, 2020 meeting.

V. ENDORSEMENTS

MidPen met with several local and regional organizations interested in learning more about the project before considering an official endorsement. To date, the project has received endorsements from:

- The Housing Leadership Council of San Mateo County (HLC): HLC is a membership organization that works to preserve and expand the range and supply of adequate, accessible, and affordable housing for residents and workers of San Mateo County.
- Center for Sustainable Neighborhoods: The Center for Sustainable Neighborhoods supports policies and projects that help build sustainable neighborhoods and regions.
- Bay Area Council: Bay Area Council engages with business and civic-minded leaders to keep the Bay Area the most innovative, globally competitive, inclusive and sustainable region in the world.
- The Rural Smart Growth Working Group: A consortium of groups that share a common interest in promoting the social justice benefits of smart growth in California's rural areas, including Public Interest Law Project and California Coalition for Rural Housing.

- Green Foothills (formerly Committee for Green Foothills): Green Foothill’s mission is to protect the open spaces, farmlands, and natural resources of San Mateo and Santa Clara Counties for the benefit of all through advocacy, education, and grassroots action.

VI. WEBSITE, EMAILS, AND PHONE CALLS

MidPen created a website in 2016 as a resource for the community to track the project status and have transparency into the process: <https://www.midpen-housing.org/moss-beach/>. The website has posted answers to the questions received throughout the community outreach process. It also advertises each public hearing meeting and provides links to the project’s webpage on the County of San Mateo website. Additionally, it provides several ways for those interested to contact MidPen about the project.

To date, MidPen has received and responded to approximately 250 emails and several dozen calls from community members. Many of the emails bring up questions about the process, the proposal’s progress, and issues with the development proposed (major topics of concern include car-dependent site location, infrastructure, size of the development, and traffic).

Cypress Point Family Community



About the Proposed Community

Cypress Point Family Community is a proposed affordable housing community on a 10.875-acre site in Moss Beach, unincorporated San Mateo County. The 71-unit development will bring much needed affordable housing to the Midcoast region, while a thoughtful site design will preserve a significant amount of open space on the site and integrate the community with the existing neighborhood. The community’s two-story homes will be clustered in the center of the parcel to minimize impact on neighbors maintain natural undeveloped space. Sufficient parking will be provided for all residents and guests. The development will also provide opportunities for public interaction through a public walking path.

Community Outreach Process

MidPen held a series of Open Houses in spring and summer 2016 to solicit feedback from the community on a conceptual proposal for the site. The project team reduced the number of units and refined the conceptual designs prior to submitting a preliminary application to the County of San Mateo in June 2017. The County hosted a public workshop in September 2017 and collected comments for the project team to consider prior to submitting an application in July 2018.

In September 2018, MidPen received comments from various State and local agencies. In the following months, MidPen and its consultants met with various agencies, reviewed the project plans and updated the environmental studies to address those comments. In April 2019 the application was re-submitted to the County, and public hearings for the project began in January 2020.

We will continue to respond to questions or concerns from community members and look forward to engaging with interested parties through the process. If you have questions or comments, you can email mossbeach@midpen-housing.org.

A snapshot of the Cypress Point Family Community website (homepage) maintained by MidPen.

VII. INCORPORATING FEEDBACK INTO THE PROPOSAL

Cypress Point Family Community is reflective of the community input received through immense efforts by MidPen to concurrently listen to understand concerns and incorporate ideas into the proposal. The proposal reflects the following design aspects informed by the public outreach process:

Number of units: The community has expressed a strong desire to decrease the density currently allowable on the site, along with strong support for affordable housing. Cypress Point Family Community will have 71 units, drastically decreased from the currently approved 148 units allowed on the site, and further decreased from 80 units in MidPen's initial proposal. The density proposed is the same as the adjacent neighborhood, a response to the public's desire for the development to fit into the character of the existing community.

Open space: The neighborhood values this site as it has served as an informal recreational space for the community to take leisurely walks, specifically with pet dogs. MidPen understands that the community wants to continue to enjoy the natural beauty of the area, and proposes to leave about half of the site as undeveloped space.

Maximize parking: Among the top concerns from the community was parking in the neighborhood and the car-dependency nature of this region of the coast. In response, MidPen increased the parking ratio to 2 spaces per unit, which exceeds County requirements, and designed the project with one central entrance off Carlos Street to discourage parking in the neighborhood. MidPen will also provide free annual transit passes to incentivize residents to use the local SamTrans bus service as well as ample bicycle parking and secure storage to encourage non-vehicular travel.

Preserve views and existing character: Cypress Point Family Community is designed to imitate the large single family homes in the adjacent neighborhood. The proposal is for 18 residential buildings with most containing 2-4 homes each. One building will have 16 one-bedroom homes. MidPen initially proposed heights consistent with the existing allowable heights and that would match the height of the existing water tanks on site to preserve views for neighbors. After additional public input at public hearings, the design team further reduced the height of the buildings to a maximum of 28 feet as well as increased the setback of the buildings on the west side of the site.

In addition to incorporating feedback into the design, community input informed the affordability targeting for the project as initial outreach revealed a strong support for homes at higher area AMI levels. MidPen is proposing a range of affordability, including 10 homes at the 80% AMI. MidPen will also apply a live-work preference for the project, to respond to the community's concerns of additional traffic and congestion and affordable housing for essential local workers in this visitor-serving region.

EXHIBITS

- A. Open Houses
 - i. Summaries
 - ii. Questions & Answers
- B. Response to County Summary of Public Comments Received on Cypress Point Pre-Application
- C. Response to Public Comments Received on Cypress Point Application
- D. Spanish-translated FAQ
- E. Endorsements

Exhibit A.i.: Open House Summaries

MidPen Housing Corporation Moss Beach Development Community Open House

HELD MARCH 16, 2016



June 30, 2016

Members of the Midcoast Community:

We very much appreciate the time so many of you took to attend the Community Open House on March 16, 2016 at Farallone View Elementary School to learn about MidPen Housing and share your ideas for a potential development of affordable housing on the Moss Beach property located at Carlos and Sierra Streets. The event was attended by approximately 200 community members and we received 86 written comments. This report includes a summary of the comments and answers to specific questions submitted.

We understand that the community has many concerns about *any* future development of the site and that the private property has been undeveloped for many years. It is important to note that the site, which has been privately held by the California School Employees Association, a classified school employees union representing school support staff throughout California, since 1969 and recently became available for sale, has a land use designation by the County of San Mateo General Plan for Medium-High Density residential development and has been prioritized as a designated site for affordable housing by the County of San Mateo Local Coastal Program, most recently reaffirmed in 2013.

Our nonprofit organization, which specializes in high quality affordable housing development, intends to utilize the property for its allowed use and develop affordable housing on the site. 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 are also 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 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.

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 planning, entitlements, community outreach, design and construction management.
- **Financing:** a solid track record in securing both public and private funding and proven expertise in positioning projects for long-term financial sustainability.
- **Property and Asset Management:** quality 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 advance, all delivered through our staff and a network nearly 200 service provider partners.

Key Facts

- 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
- Manage affordable real estate assets with market value worth over \$1 billion
- Invest \$6.3 million annually in resident services and 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
- Employ over 350 people

Moss Beach Property Information Moss Beach, California

First Open House

March 16, 2016, 6:30 to 9:30 pm
Farallone View Elementary School, Le Conte Avenue, Montara

Attendance

Approximately 200

Site Information

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 Policies Designations: 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. Please see page 19 for more information on income levels for affordable housing. MidPen Housing intends to cluster the units in a compact design in order to maximize natural open space on the site.

MidPen Housing Corporation
Moss Beach Workshop # 1
Summary of Community Comments

Land Use Designations and Zoning

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

General Plan

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, and
- revitalize existing developed areas.

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 8.1 to 16 units per acre. 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. In addition, the document states that a minimum of 21% of the total units constructed on the site must be reserved for low income households and 14% of the total units must be reserved for moderate income households.

Source: http://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf

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. The Open House events hosted by MidPen are part of the community engagement process. Once a plan is submitted to the County, you will also have opportunities to participate in the formal public process, review the plan, and provide comments to MidPen and the County.

June to August 2016

MidPen will continue to reach 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 another open house with the community with concept plans showing variations on site layout, and soliciting feedback from the community through other opportunities such as email, one-on-one meetings, or small group meetings.

September to December 2016

MidPen will use the feedback on these conceptual layouts to develop our proposal.

January 2017

- Submit proposal to the County of San Mateo for review.
- Additional outreach will occur through the County once the proposal is submitted.

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

SUMMARY OF COMMENTS RECEIVED AT THE OPEN HOUSE

Comments Submitted:

86

Top Concern:

Traffic on Highway 1

COMMENTS BY THE NUMBERS

- 45 expressed concern about traffic on Highway 1 (52% of comments).
- 42 would prefer no housing or to leave the site as open space (49%).
- 22 are concerned about open space and wildlife habitats (26%).
- 20 are concerned about the lack of services, amenities and schools nearby (24%).
- 18 think the site is not the right location for affordable housing (21%).
- 15 are concerned about infrastructure (water, roads, & waste water treatment) to support the development (17%).
- 13 might or do support some amount of housing on the site (15%).
- 13 are concerned about density of the development or specifically do not want high density.
- 13 support affordable housing in general.
- 12 want to ensure that development of site compliments the character of the community .
- 11 expressed concern that there is limited public transportation serving the site.
- 11 are concerned about safety on Highway 1.
- 8 responses were somewhat supportive or supportive.
- 6 believe the development will negatively impact the environment.
- 5 are concerned that the development will increase the Moss Beach population by too great an amount.
- 4 are concerned about traffic impacts on local streets and/or local parking.
- 3 want the development to include publicly accessible recreation.
- 2 are concerned about emergency vehicle access to the development due to traffic.
- 1 is concerned about noise.
- 1 is concerned about additional tax assessments.
- 1 worries that the development will lower property values.
- 1 threatened legal action.

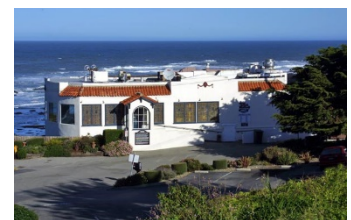
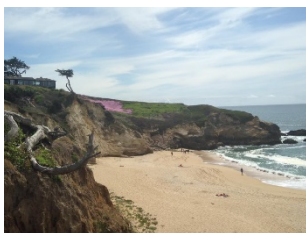
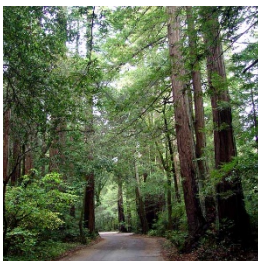
WHAT WE HEARD

Top 10 Community Concerns

1. Traffic on Highway 1
2. Preservation of open space and wildlife
3. Access to services and amenities nearby and impact on local schools
4. Moss Beach as a location for affordable housing
5. infrastructure to support additional development
6. High Density
7. Preservation of neighborhood Character
8. Limited public transportation
9. Safety on Highway 1
10. Potential Negative impacts on the environment

Housing

- Those preferring no housing on the site: 42
- Respondents that might support some housing development on the site under the right circumstances: 13
- Respondents that support the concept of affordable housing in general: 13



SUMMARY OF ISSUES
in alphabetical order

Topic	Issue	MidPen Comments
Access to Highway 1	<i>Accessing entering Highway 1 can be difficult, especially at Carlos Street.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR).</i>
Affordable housing	<i>Many residents support the mission of providing more affordable housing on the coast.</i>	<i>There is a lack of affordable housing in San Mateo County, including the coastal areas. It is important to provide affordable housing near jobs. This site has been designated by the County for affordable housing.</i>
Architectural Style	<i>Residents want to ensure that the architectural design is not out of date and not “cookie cutter.”</i>	<i>MidPen’s architects will design the development in a manner that reflects the coastal character of Moss Beach.</i>
Density	<i>Residents believe that the density should fit the character of Moss Beach.</i>	<i>The proposal is a lower density than the maximum allowed on this site.</i>
Dogs	<i>Residents would like MidPen to consider including a place for dogs both on and off-leash.</i>	<i>MidPen will consider this in the open space planning for the development.</i>
Emergency vehicle access	<i>Residents want to ensure that the area has good emergency vehicle access.</i>	<i>MidPen will be studying this issue during the plan review process.</i>
Environment	<i>People want to enjoy the natural beauty of the area.</i>	<i>The MidPen team is designing the development in a manner that reflects the coastal character of Moss Beach.</i>
Habitat and Wildlife	<i>The site is home to many types of wildlife.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR).</i>
Historical use	<i>Consider the history of the site and how it might be folded into any development plan.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR).</i>

MidPen Housing Corporation
Moss Beach Workshop # 1
Summary of Community Comments

Topic	Issue	MidPen Comments
Infrastructure	<i>Residents want to ensure that the roads, water supply and waste-water treatment can accommodate additional housing.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR).</i>
Local support services, amenities, shopping	<i>Some feel that there aren't enough services, amenities and shopping to support additional growth in Moss Beach.</i>	<i>The site is designated as a priority development site in the Coastal Land Use Policies document.</i>
Location of Affordable Housing	<i>Some think that affordable housing should be located near the jobs it serves.</i>	<i>The proposed development is near hundreds of local jobs and has been designated for affordable housing by the County of San Mateo.</i>
Neighborhood character	<i>Moss Beach's character is defined by rustic, unique homes and natural open space. It is a sleepy, touristy town.</i>	<i>The MidPen team is designing the development in a manner that reflects the coastal character of Moss Beach.</i>
Open space	<i>The site is used for walking by many residents, so retention of paths is a priority for the neighborhood.</i>	<i>MidPen is designing the site in a manner that maximizes natural open space on the site.</i>
Property values	<i>Residents are concerned about how the development will affect local property values.</i>	<i>The development will provide natural open space and public meeting space for the neighborhood and will be designed in a manner that respects the local character of Moss Beach.</i>
Public transportation	<i>The development should be coordinated with public transit.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR) and MidPen will work collaboratively with SamTrans to incentivize use of public transportation.</i>
Recreation	<i>Moss Beach needs recreational activities and spaces for children and youth, such as a basketball court, skate park, game room with pool tables, ping pong, etc.</i>	<i>The development will provide natural open space and community meeting space.</i>

MidPen Housing Corporation
 Moss Beach Workshop # 1
 Summary of Community Comments

Topic	Issue	MidPen Comments
Schools	<i>Residents are uncertain that local schools can accommodate new students from the development.</i>	<i>MidPen will work collaboratively with the school district on this issue in addition to paying all required school impact fees.</i>
Safety – along Highway 1	<i>Residents are concerned about the intersection at San Carlos Street and Highway 1.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR).</i>
Traffic on Highway 1	<i>Many residents are concerned about the traffic on Highway 1 during peak hours and entering the Highway from the east side of Moss Beach.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR).</i>
Traffic and parking on residential streets	<i>Residents are wondering how the development will impact traffic and parking on neighborhood streets.</i>	<i>This issue will be thoroughly studied in the Environmental Impact Report (EIR) and MidPen is committed to working closely with the community on this issue.</i>
Water	<i>Residents wonder if there be enough water to serve the development.</i>	<i>The property is designated as a priority development area in the Local Coastal Plan. This issue will be addressed in the Environmental Impact Report and studies conducted during the plan review process.</i>

Comments 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.

COMMUNITY QUESTIONS & CLARIFICATIONS

Answers provided by MidPen

Density

1. What are the definitions of density – high, medium, medium-high and low?

As defined by the County of San Mateo's General Plan, high density is defined as 17.5 units per acre and greater; medium-high density is between 8.8 to 17.4 units per acre; medium density is between 6.1 to 8.7 units per acre; medium-low density is between 2.4 to 6.0 units per acre; and, low density is between 0.3 to 2.3 units per acre.

However, the Local Coastal Program Policies, issued in June 2013, defines the densities slightly differently:

Very Low: 0.0-0.2 units per acre

Low: 0.3-2.0 units per acre

Medium Low: 2.1-6.0 units per acre

Medium: 6.1-8.0 units per acre

Medium High: 8.1-16.0 units per acre

High: 16.1-32 units per acre

2. How will this development compare to Moonridge and other coastal MidPen developments?

Moonridge is an existing family community located in Half Moon Bay. MidPen has 9 staff who work on site including an on-site resident manager. MidPen staff and leadership visit all MidPen properties on a regular basis. The property is well maintained and provides an important affordable housing resource for 158 families.

MidPen also owns and manages Main Street Park on Main Street in Half Moon Bay and Half Moon Village, our new 160-unit senior community. MidPen just finished a substantial renovation of Main Street Park where we reinvested \$3 million dollars in the renovation of the property. MidPen invests in and maintains our communities for the long term.

The proposed development in Moss Beach is significantly smaller than these projects.

3. Can you commit to a maximum number of homes in writing?

MidPen will submit a proposal for no more than 80 units on the site.

Wildlife and Habitat

4. What will happen to the wildlife currently living on the site?

This property is currently surrounded by residential uses. An infill development on part of the site which preserves a significant portion of the site for permanent open space would minimize the impact of site development. The 4,000-acre Rancho Corral de Tierra, a Golden Gate National Recreation Area, is situated east of the Moss Beach neighborhood. This issue will be thoroughly studied in the Biological Resources Section of the Environmental Impact Report and associated studies.

Location

5. Shouldn't affordable housing be closer to Highway 92?

This site has been designated by the County of San Mateo as an affordable housing site since 2013. In order to provide affordable housing in the southern, central (mid) and northern regions of the coast in order to support all communities, the County determined that affordable housing should be located in all three areas. MidPen sees this potential development as serving the Midcoast, for lower-income workers in the area who want an opportunity to live close to their work. MidPen is actively seeking opportunities in Half Moon Bay to provide affordable housing in that community as well.

6. Why is the development being located in Moss Beach?

The development is being proposed at this Moss Beach property because it is one of very few designated affordable housing sites for the Midcoast area within San Mateo County. Providing affordable housing to rural or semi-rural locations is as important as providing affordable housing in city and town centers. The Midcoast has a vibrant economy with a healthy number of jobs that are not easily accessible by public transit. By providing affordable housing here, we can reduce commute pressure and help reduce regional greenhouse gas emissions by reducing the length of commutes to jobs located in the Midcoast region.

7. Have you looked at the commercial properties in El Granada for affordable housing?

We are on the constant lookout for suitable properties in San Mateo County. Generally, multi-family residential are not allowed on commercial properties; we also need land of sufficient size to support a good number of apartments, given the amount of transaction costs to bring a development from concept to occupancy. We always focus our site investigation first to those sites that have already designated for affordable housing through the public process of General Plan Update and Housing Element adoption.

8. Have you looked at other potential sites for affordable housing?

MidPen works in 11 counties from Monterey to Napa. Founded by community leaders in San Mateo County in 1970, we own 26 properties totaling over 1,500 units in San Mateo County. In identifying sites for new affordable communities MidPen looks for sites that are designated for affordable housing in local Housing Elements and other land use plans, as is the case for this site in Moss Beach.

Over our 46 year history, MidPen has developed 948 affordable homes on the bay side of San Mateo County, with an additional 249 units either under construction or in the pre-development phase.

There is a substantial need for affordable housing on the coast side as evidenced by the 1,800 families and seniors who are on the waiting lists for our three affordable communities in Half Moon Bay: Main Street Park, Moonridge, and Half Moon Village.

9. Why have you chosen this area and how do you see it serving those in need?

See answers to Questions 5 and 6, above. The families who may live at this proposed development will be the same kinds of families who have been searching for apartments and houses to rent in the Midcoast but cannot get in. They will have the same access to services and amenities as every family living on the Midcoast. MidPen will also coordinate resident services on site, with a variety of supplemental activities such as afterschool programs, adult classes, and social events.

In addition, MidPen always begins any site search by starting with the sites that have already been designated by the local government for affordable housing, such as this site.

Design and Character

10. Will the development support the existing character of the area?

Yes, we plan to propose a design that is compatible and consistent with the coastal character of the Midcoast. We plan to scale the buildings to that of the single-family neighborhood, and surround the development with natural open space.

11. Is an apartment complex compatible with single family homes?

MidPen believes healthy communities need both apartments and single-family homes to support the wide variety of households that make up a vibrant community, and that are consistent with the wide range of incomes associated with employment on the coast. El Granada has many apartment buildings mixed in with single-family homes. The design of the complex will be crucial for a successful community and MidPen is committed to building high quality communities characterized by great design.

MidPen Housing Corporation
Moss Beach Workshop # 1
Summary of Community Comments

MidPen is committed to working closely and collaboratively with the community and the immediate neighbors to the site to ensure that the design is compatible with the surrounding neighborhood both in terms of architectural character and massing.

12. How much parking will there be?

We plan to meet or exceed the county parking ratio requirements for the site.

Jobs & Economy

13. Where are the local jobs?

The local jobs in the Midcoast region are located in Montara, Moss Beach, and El Granada. Census data shows there are 1,364 jobs in this area, with the biggest industry being Accommodation and Food Services. There are many lodgings and restaurants in the area, in addition to schools, fire stations, local post offices, shops, medical facilities, the water and sewer district, the airport, warehouses and industrial uses in South Moss Beach, and other services. Of the 1,364 jobs in the area, 1,046 workers live outside the Midcoast area.

14. How many low income jobs are there locally?

According to Census data, there are 1,364 jobs in the Midcoast area, and of these jobs, 604 of them, or 44%, commute 10 miles or more. Also of these jobs, 943, or 69%, pay less than \$40,000 per year.

Our goal is to create affordable housing to serve the people that are already part of the community, by virtue of the fact that they work here every day. By doing so, we will reduce congestion on local highways, reducing greenhouse gas emissions, improving the quality of life for all current and future residents of Moss Beach.

15. Will those with local jobs be given priority for housing in the development?

MidPen is crafting a workforce targeting program that will enable us to prioritize affordable housing opportunities for people who work on the Midcoast, the area including Montara, Moss Beach, and El Granada, with secondary targeting potentially including Pacifica and/or Half Moon Bay.

Transportation & Traffic

16. How will residents in the development get to and from work?

By providing preference for local workers who commute to the Midcoast from other areas, we hope to reduce their commute distances and travel times. MidPen also intends to cooperate with SamTrans to incentivize public transportation.

MidPen Housing Corporation
Moss Beach Workshop # 1
Summary of Community Comments

17. Will residents of the development drive up California Street or Carlos Street?

We have not completed our analysis of the ingress and egress from the site at this time but will engage a traffic consultant to review street efficiency and the best ways to enter and leave the property.

18. How can you help alleviate the already clogged Highway 1 and Highway 92?

By housing members of the local workforce, we will reduce commute traffic on Highway 1 and Highway 92 for workers who otherwise would be commuting to the Midcoast from outside the area. Traffic on Highway 1 is a real issue, and as part of the entitlements, MidPen will work with the County to explore what mitigations would be possible.

Infrastructure & Services

19. What will happen to the water tanks?

The water tanks and associated easements related to their operation and maintenance will stay in place.

20. What infrastructure improvements will be done for the development?

We will be thoroughly evaluating the capacity of existing infrastructure. Based on preliminary work, it appears there is adequate capacity to serve development on this site. We will assess whether upgrades to existing infrastructure are necessary and that will be designed and engineered as part of the development.

21. Can Montara Water and Sewer handle the additional requirements?

We have consulted the Montara Water and Sanitary District and have been informed that there is water capacity and sewer capacity to serve this proposed development.

22. Will the development pay for school improvements?

State law requires payment of school impact fees for residential developments and uses a formula to determine the fee. The developer does not do the school improvements, but rather, pays into a fund for the school district to use.

23. Will there be additional property tax assessments because of the development's required infrastructure?

The development covers the cost of any needed infrastructure improvements necessary for the development. The existing community is not burdened with tax assessments for this work as it relates directly to the development.

MidPen Housing Corporation
Moss Beach Workshop # 1
Summary of Community Comments

Affordability

24. What income levels will be served by this development?

The final specific income mix remains to be determined. Typically, our developments are restricted at 60% AMI and below; in some particular circumstances, we may consider restricting a few units up to 80% AMI.

Area median income for San Mateo County for 2016 is \$117,200 per year for a family of four.

2016 San Mateo County Income Limits for Affordable Housing

Income Level	Household Size and Annual Income Limits (\$)					
	1	2	3	4	5	6
30% AMI	\$24,630	\$28,140	\$31,650	\$35,160	\$37,980	\$40,800
60% AMI	\$49,260	\$56,280	\$63,300	\$70,320	\$75,960	\$81,600
80% AMI	\$65,680	\$75,040	\$84,400	\$93,760	\$101,280	\$108,800

MidPen Partners

25. What company or companies will MidPen partner with on this development?

MidPen will be the sponsor, developer, and property manager for this proposed development. We have engaged Pyatok as the Architect and Joni L. Janecki & Associates as the Landscape Architect. Other consultants, including the General Contractor, will be selected as we proceed further.

MidPen thanks you for your participation in this process and we hope you will join us at the next community open house.

MidPen Housing Corporation Moss Beach Development Summary of Community Open Houses #2 and #3

HELD JULY 11, 2016 AND AUGUST 18, 2016
3:00 TO 8:00 PM



www.midpen-housing.org

303 Vintage Park Drive, Suite 250, Foster City, CA 94404

December 2016

Members of the MidCoast Community:

We very much appreciate the time so many of you took to attend the second and third Community Open Houses on July 11, 2016 and August 18, 2016 at Farallone View Elementary School to review the initial development options 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 July event and we received 35 written comments and substantial verbal feedback on two initial proposed site plan options. About 120 people attended the August event and we received 69 written comments and substantial verbal feedback on the three refined development options. 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 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 will continue to provide information that is accurate and true to the best of our knowledge and are committed to a transparent and collaborative process.

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

We build 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 more than 8,000 homes and manage 95 communities for low-income families, seniors, and special needs individuals throughout Northern California. Our developments are award-winning and nationally recognized.

Our 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.

Our track record

- Developed or rehabbed over 8,000 affordable homes
- An additional 1630 affordable homes are in construction, entitlement or pre-development
- Manage 95 properties with a total of 6,742 apartments
- Provide homes for more than 16,300 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

We change 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.

What we don't do

- We don't build single-family homes, townhomes, or condominiums.
- We don't build market-rate housing.
- We don't build public housing projects – our private developments are subsidized by Low Income Housing Tax Credits and local governments during the construction phase so that we can offer restricted rents for 55-year terms.



Site Information and County Policies that Apply to the Site

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 71 affordable residential rental homes* on the site, with preference given to workers in the MidCoast area. This number was reduced from 80 in July to 71 in August 2016. 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 6.5 units per acre. The site also includes a community room, playground and park area, and a management office. An on-site manager's unit is also included in the 71 units.

** Affordable is defined as income-restricted for 55 years from the date that the development is completed and ready for occupancy. Most units will be restricted to households who earn 60% or less of Area Median Income (AMI) or less at the time of rental application. A limited number of units may also be set aside for those earning up to 80% of AMI. AMI limits for 2016 are listed on page 8.*

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. You can review PUD-124 using the following link:

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

General Plan Designation

The County's General Plan designates the 10.875-acre site as Medium-High Density Residential, or 8.8 to 17.4 units per acre.

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), approved 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 as a priority development site 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. The site is defined in the LCP as infill per policy 1.20.

The proposed development exceeds the cap on development per year in the MidCoast of 40 units. However, the LCP does allow for greater than 40 units per year "under the following circumstances: (1) the units are "affordable" as defined by Section 6102.48.6 of the certified zoning regulations and subject to income and cost/rent restrictions for the life of the development; and (2) the growth rate average over the three-year period, that includes the year of building permit issuance and the following two years, does not exceed 40 units/year."

MidPen Housing Corporation
 Moss Beach Open House #2 and #3
 Summary of Community Comments

Priority development sites designated in the LCP have water and sewer allocations reserved as part of the LCP.

Section 3.6 in the LCP states: a. In order to reduce home-to-work travel distance within the Coastal Zone, and to encourage shared responsibility for housing by subarea roughly proportional to employment opportunities available in the subarea, allocate “fair share” as follows: in the MidCoast, allocate 50% to the unincorporated area...and 50% to Half Moon Bay.

Source:

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% of AMI Extremely Low	\$25,830	\$29,520	\$33,210	\$36,900	\$39,870	\$42,810
60% of AMI Very Low	\$51,660	\$59,040	\$66,420	\$73,800	\$79,740	\$85,620
80% of AMI Low	\$68,880	\$78,720	\$88,560	\$98,400	\$106,320	\$114,160
100% of AMI Area Median Income	\$86,100	\$98,400	110,700	123,000	\$132,900	\$142,700
120% of AMI Moderate	\$103,320	\$118,080	\$132,840	\$147,600	\$159,480	\$171,240

*Income limits are determined every year through data published by the US Department of Housing and Community Development (HUD) at the County level. This information establishes the limits on an income that households can earn to live in affordable developments that receive assistance under certain government programs.

COMMUNITY ENGAGEMENT PROCESS

MidPen is still in the preliminary and research phase and has not submitted a proposal to the County for development. 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. **All community workshops and input done to date are part of this preliminary phase prior to submittal of a proposal.**

Once a proposal is submitted to the County (see schedule below), the community will have opportunity to participate in the formal public process, review the plan, and provide comments to MidPen and the County. A multitude of studies and the environmental impact report (EIR) required under the California Environmental Quality Act (CEQA) will begin after we submit a proposal.

March through August 2016: Pre-Submittal Phase/Community Outreach

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 Options

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

Farallone View Elementary School, Le Conte Avenue, Montara

Attendance: approximately 100

Open House 3: Continuation of Preliminary Site Development Options

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

Farallone View Elementary School, Le Conte Avenue, Montara

Attendance: approximately 120

September to December 2016: Further Site Characterization

MidPen will use this period to collect further information about the site, namely the exact boundary conditions, detailed topographical data, and confirmation of the existing Water District pipes underground.

January to April 2017: Pre-Submittal Phase – Prepare Proposal

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

Spring 2017: Submit Proposal

- MidPen will participate in a pre-application workshop sponsored by the County of San Mateo, and the MidCoast Community Council (MCC) may 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.
- The County will lead the environmental review process, hiring a firm to manage the studies and preparation of the Environmental Impact Report. The EIR process, which is required under the California Environmental Quality Act, has specific rules for community engagement, submitting comments, responding to comments and issuing the draft and final EIR. The entire process is expected to take about a year. Fees are paid to the County by MidPen to cover costs.

OVERVIEW OF DEVELOPMENT OPTIONS

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

Option A

Option A, presented to the community July 11, 2016, included 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.



MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

Option B

Option B, also presented July 11, 2016, included 145 parking spaces and 80 units and clusters development on the southern half of the site to engage Sierra Street and 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.



MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

In response to feedback at Open House #2 demonstrating a strong community preference for Option A, MidPen refined its concept site design and focused on three variations of this option at Open House #3 on August 18, 2016. MidPen also presented a Figure Ground Study demonstrating the footprint of the development compared to the surrounding neighborhood.

Option A1

Option A1 features a reduction of the overall number of units from 80 to 71, including 70 rental units and one manager unit. Option A1 includes 16 one-bedroom units, 37 two-bedroom units, and 18 three-bedroom units. We also increased the parking ratio to 2:1, at 142 spaces. Plan refinements include elimination of three residential buildings, more internal open space for residents, and location of the community building at the entrance on Carlos Street.



MidPen Housing Corporation
 Moss Beach Open House #2 and #3
 Summary of Community Comments

Option A2

Option A2 also includes a reduction of units from 80 to 71 and the same mix of one-, two-, and three-bedroom units, and 142 parking spaces. Key differences from A1 include a loop road connecting to Carlos Street, internal open space in the middle of the development rather than the southern edge to create a sense of community, location of the entry and community center farther away from the adjacent home on Carlos Street, and buildings on the northern side relocated to the northwest area.



MidPen Housing Corporation
 Moss Beach Open House #2 and #3
 Summary of Community Comments

Option A3

Option A3 is a minor variant of Option A2, with the key difference being a road extension connecting the development directly to Sierra Street at Stetson Street. This road would cut through the public open space trail, which would be differentiated through a slightly raised crossing with different materials and colors. This road gives residents directly access to Stetson Street to travel to the center of Moss Beach.



DEVELOPMENT SUMMARY

1 Bedroom:	16	21%
2 Bedroom:	37	54%
3 Bedroom:	18	25%
Total Units:	71	

142 Parking Spaces
 2:1 Parking

- KEYED NOTES:**
- Existing field with new paths
 - Existing water tanks
 - Access to water tanks
 - New trails
 - New community building
 - New 2-story housing
 - Open space for residents
 - Storm water retention area
 - Existing homes
 - Parking reserve
 - New fence at property line

SCHEME
A3
 AUGUST 18, 2016

Figure Ground Study

The Figure Ground Study shows the footprint of the proposed buildings, each of which house between three to four small apartments. The development will include between 20 to 30 buildings, including the single-story community building. Our intent is to design the development so that each building would be compatible with the surrounding neighborhood in size, massing, and spacing.

The two-story residential buildings will all be very close in size to the single family homes located in the surrounding neighborhood. The buildings consist of one-, two-, and three-bedroom apartments ranging from 650 to 1,100 square feet.

The overall density of the proposed 71 homes on the 10.875-acre site is 6.5 units per acre, about the same as the surrounding medium-density neighborhood, with an average of 2.03 bedrooms per apartment, which is much lower than the surrounding homes.



SUMMARY OF COMMENTS RECEIVED AT JULY AND AUGUST OPEN HOUSES

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 Option A or Option B

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

Attendee Priorities Expressed Regarding Development Options A and B

- More parking on-site to discourage parking on local streets.
- Buffers between the development and neighbors on Lincoln Street, Sierra Street, Carlos Street and 16th 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.

As a result of these preferences, MidPen discarded Option B after the July open house, and offered three variations of Option A with a more focused overall framework at the August open house.

Preference for Option A1, A2, or A3

Open house attendees preferred Option A2 over A1 and A3, although there were a few supporters of A1 and A3. Open House participants were adamantly against the access road leading to Sierra Street, and preferred the loop road over Option A1's non-loop road. However, many attendees expressed vocal preference for no development whatsoever and others advocated for a greater reduction in the number of units to 20 or 40.

Attendee Priorities Expressed Regarding Development Options A1, A2 and A3 presented at the August Workshop

- Desire for more guest parking, especially around community center.
- Exploration of an entrance and exit to the development through 16th Street to provide direct access to Highway 1 and no direct connections to Sierra, Lincoln, or Stetson Streets.
- Population growth – the proposed development still increases population to Moss beach by more than 5% - desire for fewer units.
- A current study regarding local jobs.
- Inclusion of moderate income levels to accommodate teachers, firefighters, and young adults.
- Additional parking spaces but no reduction in open space – in other words, a reduction in the number of buildings and units.

Top Neighborhood Issues Identified by Attendees

- Safety of children who 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.
- Lack of on-street parking capacity on Carlos and other streets.
- Carlos Street – turning onto the street and its narrow width.
- Safety of the southbound entrance onto Highway 1.
- Lack of public transit serving Moss Beach.
- Speed of cars along Carlos Street.

The MidPen team is closely reviewing all of these issues.

Concerns Expressed by Attendees

Responses provided by MidPen

	Concerns	MidPen Response
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.	MidPen will work very 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. MidPen and its 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.
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.

MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

	Concerns, continued	MidPen Response
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 power, water efficient fixtures and drought tolerant landscaping, onsite recycling, and community gardens, 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.	Crime problems associated with new residents.	In our experience, residents of affordable housing do not in and of themselves indicate a propensity for crime or gang involvement. We have found that strict tenant screening, on-site property management, and rigorous house rules are the best deterrent to issues in our communities. We have a crime-free addendum in our leases and are committed to strict property management practices to ensure the safety of our residents.
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.
10.	The Seton facility is emergency only and they only take patients with insurance.	The Seton facility has little bearing on the proposed development, but its location is convenient to the property. Seton Coastside’s services are as follows: 24-hour emergency services as well as radiology, mammography, clinical laboratory services, rehabilitation therapy, physical, occupational and speech therapy. Seton Coastside is the only 24-hour standby Emergency Department on the Pacific Coast from Daly City to Santa Cruz, and will accept patients regardless of insurance status. https://setoncoastside.verity.org/our-services/emergency-services/ .

MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

	Concerns, continued	MidPen Response
11.	Keep the Coastside Local.	That is our goal: to provide local workers with local housing that is affordable.
12.	Capacity of the site based on current infrastructure - the site can sustain no more than 20-25 single family homes.	The site is planned and zoned for medium-high density residential homes, and we are designing for about half its intended use.
13.	The project will potentially impact traffic on the entire coast.	We understand the traffic concern will require careful study, and our preliminary review suggests an increase of less than 5% from this development. A complete traffic study will be conducted during the environmental review process after we submit a proposal to the county. The proposed development will fall into the growth control guidelines established in the Local Coastal Program.
15.	The Farallone View school is not walking distance.	School children will get to school the same way that other Moss Beach residents do.
16.	There is no guarantee that locals will get the housing instead of people working elsewhere.	No guarantee, as the law prohibits us from requiring residents to work in local jobs. However, a preference is possible, and MidPen has a lot of experience implementing local preference at some of our other properties. In a typical communities, we receive a much higher number of applications than there are available apartments. Applicants who work at local jobs will receive a preference that will prioritize them for entry over those who do not work locally. Please see Question 48 on Page 37 for more information about preference and legal requirements for preference programs.
17.	There are many more jobs on the Peninsula than here so it's pretty likely this will add more commuters.	Please see Question 48 on Page 37 for more information about preference and how it works. In short, if there are qualified local workers who apply for housing at the development, they will obtain housing over applicants who do not work locally. Once this pool of candidates is placed, then housing could go to others with jobs outside of the local area that qualify. Given the small number of apartments available relative to the number of jobs in the target area, we expect local workers to prevail for every available apartment.

MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

	Concerns, continued	MidPen Response
18.	Emergency services cannot get through traffic now. Additional vehicles on Highway 1 from this development will exacerbate the problem.	We will be working closely with emergency services to provide adequate access to the development.
19	Tourists will not come because of this development and it will affect our tourist industry.	Affordable housing developments are located in many tourist destinations throughout the United States and in California. There is no evidence that high quality affordable housing in tourist areas hurts the local economy.
20.	Tourists will bypass and their GPS units will direct them around traffic gridlock on Highway 1.	This situation occurs and will occur regardless of any additional development in Moss Beach.

Suggestions and Requests Submitted by Attendees

Responses provided by MidPen

	Suggestions	MidPen Response
1.	Make Highway 1 into a 4-lane highway	It is not within the scope of a residential development to turn Highway 1 into a four-lane highway. We will however work with Caltrans and the County during the Environmental Review process to find feasible and practical solutions to circulate vehicles onto Highway 1.
2.	Reduce density and reduce the number of units.	We believe the site is well suited for 71 units based on the General Plan and the LCP, as well as the initial site designs and mix of smaller units. We have reduced the number of units to 71, resulting in an average density of 6.5 units per acre, on the low end of the range for medium density of 6.1 to 8.7 units per acre, which is the land use designation for the surrounding single-family neighborhood. 40 units is not financially feasible based on land costs, fixed costs, infrastructure and community benefits, and will not adequately address the critical housing shortage on the coast.
4.	Add more guest parking, especially around community center	We will create adequate guest parking and intend to do so with landscaped parking using a pervious surface that can also be used as open space when not used for parking.
5.	Increase parking to at least 2 spaces per unit. Increase to 3 or 4 per unit.	<p>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.</p> <p>In August, we increased the parking ratio to 2 spaces per unit. We understand many residents still see 2 spaces per unit as insufficient. We have since reviewed parking conditions at other coastal properties, and will further increase parking on site.</p>

MidPen Housing Corporation
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Summary of Community Comments

	Suggestions, continued	MidPen Response
6.	Provide amenities for the entire community, not just the new residents. Add a dog park, a satellite library, community park or perhaps a coffee shop. It would be nice to have an area where the whole community can go... I would like to see the community blend, rather than be an island.	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 and the County 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 apartment residents available to our neighbors such as the playground area and community meeting space. The site is not zoned for a dog park, a library, or a coffee shop and these uses are not allowed; they would also increase local traffic even more.
7.	Keep cars off local streets	<p>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 public streets.</p> <p>After feedback at the August workshop, we are now looking into the feasibility of an alternate access off 16th Street, which may improve highway safety and may help reduce traffic on local streets. Our traffic consultant will be tasked with analyzing multiple options.</p>
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.
9.	Create a car-free community	A car-free community is not feasible or practical in this location. However, MidPen intends to implement a number of programs that will help to both reduce residents' reliance on cars as well as promote use of public transit and low emission vehicles. Examples of such programs MidPen has used at other properties include reduced price transit passes to project residents, working with Sam Trans to enhance bus service, providing EV charging stations on site, and providing a parking space for car share programs.

MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

	Suggestions, continued	MidPen Response
10.	Consider senior housing to help alleviate traffic issues	After analyzing the site and surrounding area, including amenities and transit, we concluded 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 apartments proposed are appropriate for senior population.
11.	No Section 8 Housing vouchers.	This development is not a Section 8 project, and does not have any project-based Section 8 units that are only reserved for Section 8 clients. However, by law, MidPen cannot discriminate against a household who holds a portable Section 8 voucher. Such a household has the freedom of choice to select any available housing, market rate or otherwise, and would be eligible to apply to live at the property, just as any other member of the public who meet the income qualifications, preferences, and screening criteria.
12.	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. The area between the proposed new homes and Sierra Street will likely stay natural and undisturbed and will benefit from a walking trail going through it.
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, but also want to find an alternative solution to neighborhood street parking during rare special events.
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 may not be desirable to the Lincoln neighbors.

MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

	Suggestions, continued	MidPen Response
15.	Enforce a 10:00 pm curfew for all events	We will limit hours for events held in the community building and have quiet hours for residential units as part of the House Rules.
16.	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.
18.	Block access to and from Lincoln and Buena Vista streets.	The current plan is to have 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 as well as access for the Water District for their tanks.
19.	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.
20.	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. A rotary is one of the options our traffic consultant will study.
21.	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. A vehicular underpass, if at all possible, is a major project that will require County lead.
22.	Please include moderate income levels to accommodate teachers, firefighters, and young adults.	We are hoping to set aside a limited number of units for higher than the 60% of Area Median Income (AMI) currently targeted for all units in the development. We cannot set income limits above 60% of AMI (\$73,800 for a family of four for 2016) for a majority of units because doing so would prohibit our ability to obtain financing for the development.

MidPen Housing Corporation
Moss Beach Open House #2 and #3
Summary of Community Comments

	Suggestions, continued	MidPen Response
23.	Set aside housing for teachers and set the income limit at \$120,000 for dual income teachers' salary at Cabrillo Unified School District.	See response to Item 22, above.
24.	Do not use modern "cookie cutter" architecture.	Our intention is to design the site and the buildings 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.



COMMUNITY QUESTIONS AND CLARIFICATIONS

Topics are in alphabetical order; answers are provided by MidPen Housing

Affordability

1. **What is the designation for the housing? Affordable? Low Income? Subsidized?** The site is designated for affordable, medium-high density housing in the Local Coastal Program Policies document. Please refer to: <http://planning.smcgov.org/documents/local-coastal-program-lcp> for more detail on the LCP. Our proposed development will be affordable to low-income households at or below 60% of Area Median Income.
2. **What is the Area Median Income (AMI) for the property?** AMI is not designated by property, but rather, by county. The AMI for San Mateo County in 2016 is \$123,000 for a family of four. Please see Page 8 for a more detailed chart. You can find additional details on the income limits by County for California on the State Treasurer website at <http://www.treasurer.ca.gov/ctcac/2016/supplemental.asp>

Community Impacts and Growth

3. **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 mid-coast. The day-to-day impacts will be identified, analyzed, and evaluated through the Environmental Impact Review Process.
4. **What are your projections for increased vehicles/increased population and how will this 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 continue to study the traffic issue in an in-depth manner. Our initial estimate is less than a 5% 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 County will also be conducting their Environmental Impact Report as part of CEQA, once we submit our entitlement application.

The LCP takes cumulative impact into account, including impacts of priority development areas such as the Moss Beach site, by planning for uses and limiting development in the

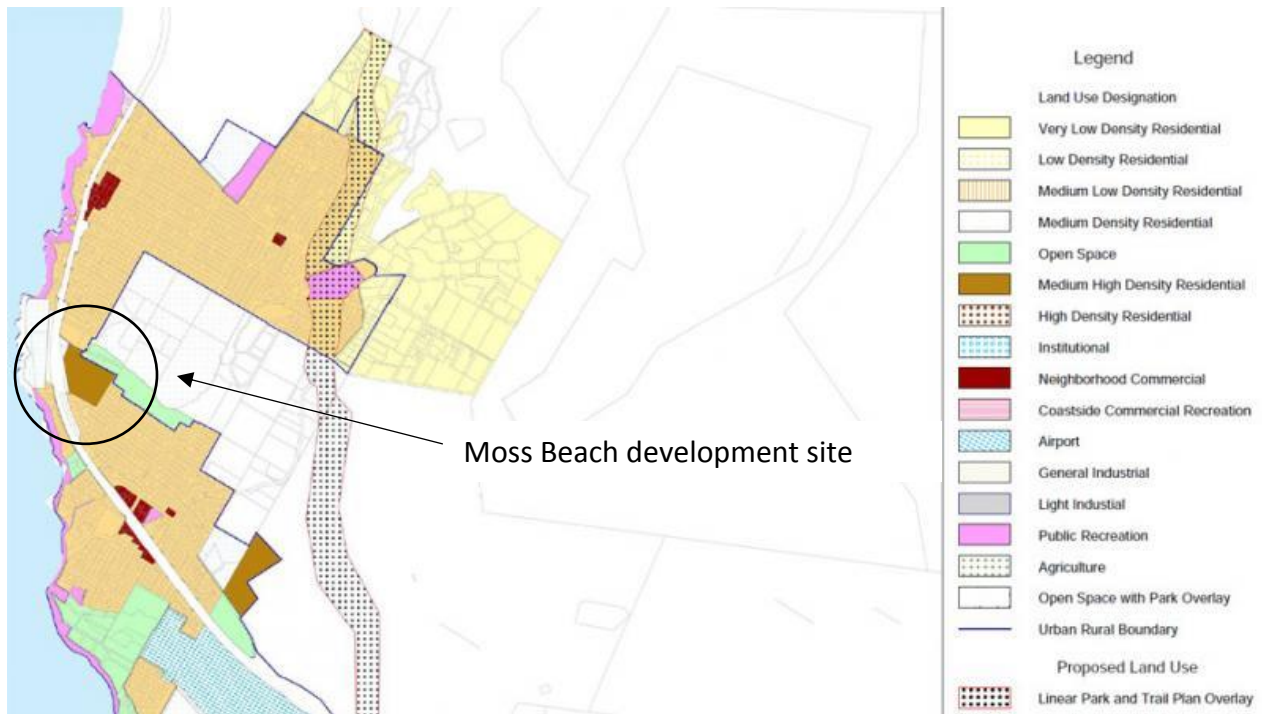
area on an annual basis. The proposed development would be included in and adhere to those uses and annual limits, which spread finite growth out over time.

5. **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.

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 11,993 residents, and our proposed up to 80-unit development will add approximately 1.74% to the housing stock and an estimated 1.6% to the population (if all residents at the development were not already living the Midcoast).

LCP Mid-Coast Land Use Map



6. **Would MidPen's proposal require an amendment to the Local Coastal Program?** Based on our review of the LCP and consultation with Coastal Commission and County Planning, we do not believe an amendment to the LCP will be needed, since our proposal serves the intent of the LCP and is in full conformance with the LCP. This understanding will be confirmed when the Coastal Commission evaluates the proposal after we submit the proposal in 2017.

Density

7. **How does the density of the surrounding neighborhood compare to the site? Density is greater on the project site because units are smaller than single family homes.** For all governmental purposes, density is calculated by dividing the total number of units by the total acreage of the site. The density for the development is 71 units on 10.875 acres, or 6.5 units per acre, in the same range of density as the surrounding medium density neighborhood. Please refer to the density study on page 16.

Economics & Jobs

8. **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/. Of the 1,364 total jobs in the MidCoast (from Montara to El Granada): 44% commute 10 miles or more to their work, 69% pay less than \$40,000 a year, and 36% are in the Accommodation and Food Services industry sector. Of the 318 jobs filled by residents in the MidCoast, 40 jobs are in the “Goods Producing” Industry Class, 43 are in the “Trade, Transportation and Utilities” Industry Class, and 235 are in “All Other Services” Industry Class. Of the 1,046 jobs in the MidCoast held by those residing outside the area, 233 are in the “Goods Producing” Industry Class, “112 are in the “Trade, Transportation, and Utilities” Industry Class and 701 are in the “All Other Services” Industry Class.
9. **What is the housing and work balance right now?** According to the US Census Bureau, in 2014 there were 4,441 residents living in the MidCoast commuting to jobs outside of the MidCoast; 318 jobs for people employed and living in the MidCoast; and 1,046 jobs for people employed in MidCoast and commuting in from other areas, for a total of 1,364 jobs in the area. *Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics.* Report can be found at: www.midpen-housing.org/wp-content/uploads/2016/08/Midcoast-Work-and-Commute-Data.pdf.

Emergency Services

10. **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 also have trained staff, emergency preparedness plans in place at every community, and emergency supplies onsite at every MidPen property.
11. **How does the Fire Department feel about this project?** Once the proposal is submitted, the County’s review process will include outreach to a wide variety of stakeholders and service providers for the development, including the Fire Department. We are holding a preliminary with the Fire Department in December 2016 to discuss the proposal

Enforcement of Development Agreement

12. **What recourse do we have if promises are not kept?** MidPen will be obligated to follow the plan that is reviewed and approved by San Mateo County during the entitlement process.

Environmental Impacts

13. **Has the matter of cleaning up all the decades old toxic debris on the property been considered?** Our environmental consultant has completed the Phase I and Phase II environmental assessment studies including soil samples, and did not find substantive hazardous materials on site.
14. **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?** The County will be in charge of the environmental review process and will share the Environmental Impact Report once it is completed per the California Environmental Quality Act (CEQA) requirements. CEQA has strict procedures for public review and comment opportunities for environmental studies.

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 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 preceded any residential use in the neighborhood; the homes surrounding the site were at one time greenfield sites prior to their subdivision and development.

MidPen would be amenable 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.

15. **How will you preserve/protect endangered species?** An initial biological study was conducted and found no evidence of endangered species on site. Further studies will be conducted as part of the environmental review process managed by the County after MidPen submits a proposal. The Environmental Impact Report will summarize impacts and protection and preservation mitigation measures.

Landscaping

16. **Where are the pictures from that are on the landscaping place board?** The landscape architect took pictures of the existing site, and used pictures from their previous projects and from a variety of other sources to represent possible uses and approaches to creating

the landscape at the property. If there are questions about specific pictures, please send an email to mossbeach@midpen-housing.org.

Location of Development

17. **By your own standards of development to be near city centers, jobs, and schools, why are you pursuing this location?** MidPen believes every vibrant community needs a mix of housing options to support its diverse population. Currently, there are no affordable rentals or restricted homes in the MidCoast. The LCP policy states that the MidCoast is obligated to create its fair share of affordable housing and not put the full responsibility of affordable coastal housing on the City of Half Moon Bay. In the MidCoast, there are only three sites designated for affordable housing. The Moss Beach on Sierra Street site is suitable and available, and has access to amenities nearby including an elementary school and emergency room services, is within walking distance to SamTrans bus Routes 17 and 18, and is located centrally to MidCoast jobs.

Parking

18. **Does your formula support adequate parking 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 at our other developed properties, and c) input from the local community.
19. **Where will all the residents park?** We intend to provide sufficient parking for all residents and guests on the site so residents will have easy access to their vehicles from their homes and no resident will need to park on neighboring streets.
20. **How is the parking ratio working at Moonridge?** We consulted with property management staff and acknowledge that Moonridge's parking ratio of 1.7 stalls per unit is not sufficient, but Moonridge is different from the proposed development in several ways. First, Moonridge is exclusively for farmworker households and comprised mostly of 3- and 4-bedroom apartments; whereas, the proposed development has one-, two-, and three-bedroom apartments, having fewer cars. Second, Moonridge is bordered by public streets that access employment centers, including the Ritz Carlton Hotel, a Ranch, and other nearby commercial uses. We do not want parking problems in the Moss Beach development and will ensure an adequate parking ratio per unit based on unit sizes, in excess of 2:1. It does not benefit us in any way to get the parking ratio wrong for this development.

Project Financing and Feasibility

21. **How are the projects funded?** Affordable housing developments built by MidPen are funded from a variety of different sources. The bulk of the funding comes from Low Income Housing Tax Credits, a Federal program which encourages private investment and stringent oversight in affordable rental housing by offering tax credits to investors. The program is managed at the state level by the California Tax Credit Allocation Committee (CTCAC). The program is very competitive and has a sterling record of successful developments. Tax credits are only available for units that are restricted to 60% of Area Median Income (AMI) and below.

Additional funding can come from conventional loans, county and local assistance, and other competitive financing sources.

22. **Why can't you do 35 units?** We can't do 35 units due to high land and development fixed costs, as well as infrastructure and community benefits costs necessary regardless of project size.
23. **What does the investor get after the building is constructed?** The tax credit investor receives an annual tax credit for 10 years, to be applied against their tax liability. To learn more go to: <http://www.treasurer.ca.gov/ctcac/program.pdf>

Property Management

24. **Can you guarantee that the one bedroom units will have just one car?** No, we do not make that requirement. However, based on our experience at other properties, one car is a fair average for units of that size.
25. **Do you staff the services?** Yes, MidPen will have staff coordinating resident services, in addition to an on-site community manager and maintenance and janitorial staff.
26. **How do you make sure everyone follows the lease rules?** We have strict on-site property management policies. If necessary, MidPen will evict tenants who are not following the terms of the lease.
27. **How are you going to know how many parking spots get used?** On a typical night, we can check how many spots are open in the lot to determine how many spots are used. We confirmed with property management at Coastside properties what parking needs may be expected at this development.

MidPen Housing Corporation
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Summary of Community Comments

28. **What kind of programs do you have for special needs children?** Every community has members with varying abilities, and every MidPen family development includes after school programs and other services serving children with a variety of learning differences. MidPen does an initial assessment at lease up to determine what services are most needed by residents so that we can tailor our programs. We have tremendous experience serving our residents and make best efforts to accommodate the needs of all children and adults living in our communities, including those with special needs.
29. **How do you keep friends/other family members from moving in?** We have strict limits on residents per unit and strict house rules on the household on the lease. We enforce it with our written policies and on-site property management team.
30. **Do they have to pay for resident services?** No, all provided services are free of charge to the residents.
31. **Are there facilities for services provided on site?** Yes, we have a community building on site.
32. **Are the community spaces available for non-residents?** Yes, neighbors who are not residents at the property will be able to book the facility for events through the community manager, if the facility is available.
33. **Where does rent get paid?** Rents are paid to the community manager on site.
34. **Is there an onsite property manager?** Yes, an on-site community manager will reside in one of the apartments.
35. **How many people can live in a unit?** Maximum occupancy is based on unit size as governed by federal law, not by MidPen. One-bedroom units have a maximum occupancy of 3 people, 2-bedroom units have a maximum capacity of 5 people and 3-bedroom units have a maximum capacity of 7 people. However, based on our experience at other properties, we seldom see the maximum reached, and the average occupancy is typically much lower than the maximum.
36. **What if each person has a car?** Based on our experience from our portfolio of 95 managed properties including the three Coastside properties, there will be a variety of households at any given property, with population ranging from able adults to children to elderly. We will size our parking to the best knowledge available, and build in extra reserve parking on site to be safe.

Safety

37. **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.
38. **What are your plans to handle safety concerns for the additional resident families? What are your plans to mitigate the dangers of cars exiting 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 will be looking at multiple design scenarios, and will propose mitigation options for the Carlos Street intersection after additional analysis and review of the traffic engineering study. Final improvements funded through the development will benefit the entire neighborhood and improve safety for all.

Schools

39. **How will you address impact on schools? The development will result in more kids but no additional tax revenue.** If the development moves forward, it will pay a School impact fee when permits are pulled. For serving the identified need of low-income housing, the proposed development will receive a welfare exemption under state law and will not be required to pay general property taxes. However, the development will pay assessments into any bond measure approved by voters, including school bonds, per the formula as approved. Since almost every community has affordable housing within it, school districts are on equal ground. In addition, the majority of funding for schools comes from the state and federal sources on a per pupil basis. We will also meet with the School District to discuss our proposed development and assess impact.
40. **Will students attend Farallone View Elementary school?** Elementary school students would be in the Cabrillo Unified School District and would attend Farallone View Elementary School.
41. **Will this development affect the Moonridge redistricting?** No.
42. **Does the development include preschool?** The development does not include a preschool but does include academic-based after school programs.

Selection of Residents

43. **How will you prioritize housing to local low income residents?** Applicants complete a form and must meet household income requirements (primarily 30-60% of area median income) at the time of application. Information on the form, including employment, is verified as part of the application process. A preference will be provided to those applicants who are employed in the local area; as a result, locally employed households will be selected ahead of households who do not work in the area. (For income limits for 2016, please see the table on page 8.)
44. **How will you decide between a working 30-year old and a senior citizen who is retired?** MidPen abides by Federal and California Fair Housing Laws when selecting residents. Applications are evaluated on meeting income requirements, preference as specified and in conformance with fair housing laws, and time and date of application. Initially, those that meet all criteria and preferences would be selected based on a lottery at lease up, then on a first come, first served basis once a waiting list is established.
45. **How do you verify income?** We verify income according to pay stubs and tax documents. When determining a family's annual income, we are required to consider all amounts, including the full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips and bonuses, compensation for personal services, and more. Annual income is a family's anticipated total or gross income minus allowable exclusions.
46. **What background checks do you do on residents?** We conduct criminal background checks on any adults and emancipated minors who will be living at our communities, and deny admission to applicants who have committed certain crimes.
47. **Do residents have to qualify for local work preference every year?** No, State law prohibits checking annually. Preference is given at the time of application.
48. **Can you legally give a preference on the housing?** The Federal Fair Employment and Housing Act specifically provides protection from harassment or discrimination in housing because of race, color, religion (including religious dress and grooming practices), sex (which includes pregnancy, childbirth, breastfeeding or medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, and gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, or genetic information. The law prohibits discrimination and harassment in all aspects of housing including sales and rentals, evictions, terms and conditions, mortgage loans and insurance, and land use and zoning.

The law also requires housing providers to make reasonable accommodation in rules and practices to permit persons with disabilities to use and enjoy a dwelling and to allow

persons with disabilities to make reasonable modifications of the premises. The law further prohibits retaliation against any person who has filed a complaint with the Department, participated in a Department investigation or opposed any activity prohibited by the Act.

MidPen plans to institute a local preference for local workers for the Moss Beach development. Fair Housing Law prohibits us from requiring that 100% of residents of the development must be local workers or from the local area. We must also have a large enough boundary area for the local preference to ensure that we are not inadvertently discriminating against any protected class of people. We also legally cannot require local workers to have full time jobs or to have been employed for any particular length of time. See https://www.hudexchange.info/resources/documents/btlnat2_6.pdf for more information on local preference rules.

49. **How do you prove the live/work status?** We review paystubs that demonstrate employment in the preference area.

Sidewalks

50. **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. Prior work done for the benefit of existing residents will not be reimbursed.

Traffic

51. **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.
52. **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 and 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.

53. **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 less than 5% 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.
54. **What are the actual requirements to mitigate traffic?** Actual requirements cannot be determined prior to submitting an application and will be developed after studies and analysis have been conducted through the application review process.
55. **How does this development fit into “Connect the Coastside?”** According to the Connect the Coastside website, <http://www.connectthecoastside.com>, Connect the Coastside is a comprehensive transportation management plan for Highway 1 and Highway 92 to accommodate future transportation needs in the MidCoast area. Initiated in 2015 with a series of community meetings, a draft report was issued by consultants on March 20, 2016 and can be accessed here: <http://static1.1.sqspcdn.com/static/f/1461275/26915995/1458085414277/2016-03-10-CTMP-draft-report.pdf?token=bQplgkHLILHiog2z%2FZTV%2FM65J1c%3D>. Specifically, the Draft Report addresses recommendations for Highway 1 and California Avenue, Highway 1 and Cypress Avenue, Highway 1 and Carlos Street, and 16th Street at the Lighthouse in Montara.

The MidPen team will work closely with the community, Caltrans, and the County to address issues and recommendations identified in the Connect the Coastside Draft Report.

Uses of the Site

56. **Why not build a park?** A park is not the planned use of this property. The site has been zoned for medium high-density residential use and designated as a priority infill site for affordable housing. Also, since the property is being sold for fair market value based on the zoning and general plan designation, a park would not be financially feasible. Finally, since the site is one of only three priority sites designated for affordable housing in the Midcoast, we would lose a critical opportunity to address housing affordability in the Midcoast area.
57. **Can you build a market rate housing project that is owner-occupied, not rental?** MidPen Housing, a non-profit developer, does not build market rate housing or owner occupied housing. We build subsidized, affordable, below market rate rental housing.
58. **Where are the other two priority affordable housing sites?** The three priority sites located in the Mid-Coast area are identified in the Local Coastal Program Policies, Section 3.15, Item a(1), a(2) and a(3), defined as: the 11-acre Moss Beach site (the proposed development site), the 12.5 acre site northeast of Etheldore Street in South Moss Beach, and the 6-acre North El Granada site. All three of these sites are designated Medium-High Density residential. Please refer to:
http://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_MidCoast_LCP_2013.pdf

Water

59. **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 both water and sewer capacity to meet the buildout of this site as planned for in the LCP, but MidPen will be required to go through a full application process for a full determination.
60. **Isn't there a water shortage?** The water for development of this site has already been allocated as part of the 2013 LCP for a greater number of units than what MidPen has proposed. At the same time, conservation of water is a priority for all Californians. The proposed development will feature state-of-the-art water conservation measures.

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.

MidPen thanks you for your participation in this process.

Exhibit A.ii: Open House #3 Questions and Answers Handout

Moss Beach Open House #3 – Project Info and Status

August 2016

Q: Why are you proposing affordable housing in Moss Beach?

A: This parcel is one of three sites in the Midcoast region that has been designated as a priority affordable housing site under the County's General Plan and the Local Coastal Plan. Like the entire Bay Area, the Midcoast region does not have enough affordable housing for middle and lower income workers. U.S. Census data shows that there are 1,364 jobs in area between Half Moon Bay and Pacifica, and nearly 70% of these jobs pay less than \$40,000 per year. Due in large part to the lack of housing, more than 40% of workers are forced to drive distances of 10 miles or more to these jobs. This information can be accessed on the project's website here:

<http://www.midpen-housing.org/moss-beach/>

Q: Why don't you build affordable housing in Half Moon Bay?

MidPen has built and operates multiple affordable communities in Half Moon Bay. While we will continue to identify opportunities to provide housing in Half Moon Bay, we also recognize the need for a balanced approach to housing in the region that includes providing more affordable housing in the Midcoast. The Moss Beach property has been designated as a priority affordable housing site specifically with the specific intention of making more housing available to middle and lower income workers in this area.

Q: Why don't you build fewer units?

A: MidPen is building substantially fewer units than would be allowed on site under the Local Coastal Plan. The site is designated as a medium-high density residential site, which allow for anywhere from 8 to 17 units per acre, and was previously approved for the development of 148 units. In our last community meeting, MidPen discussed a proposal of 80 units on site, or 7.35 units per acres, which is intended to match the density of the surrounding community. As part of our efforts to be responsive to community feedback, MidPen has offered an alternative proposal of a minimum 71 units on the site.

Q: What new information/updates are bringing since your last proposal?

In addition offering a lower unit count of 71 units, MidPen has refined our design to focus on the option that elicited more support in the previous open house. This new alternative would provide a higher parking ration with 2 spaces for each unit. Under this proposal, the homes would be located in the middle of the site, allowing for a substantial buffer from Sierra Street. The northern portion of the site would still be preserved as open space with new trails.

Q: How are you going to address the transportations issues in the neighborhood?

A: We recognize that residents have a number of concerns related to current safety conditions at intersections around the intersection with Highway 1 and the potential increase in traffic on local streets. We will fully examine these issues and propose any necessary solutions as required under the Environmental Impact Review. MidPen has already begun examining multiple traffic design options that would improve conditions at intersections in the

neighborhood. Although we cannot fully address these concerns until we conduct the full traffic study, we can assure residents that these issues will be a critical element of the planning process.

Q: How will this development affect traffic?

A: We will fully study the traffic impacts of the project during the EIR process. We acknowledge that the current traffic conditions are a concern for residents. Our preliminary studies have shown that the additional 70-80 units in the neighborhood would not have a significant impact on traffic (less than 2% increase to existing peak traffic on Highway 1). Many of the residents who would live at this development are likely to otherwise drive from outside the area to jobs in the Midcoast, and would substantially shorten their commute by moving closer to jobs.

Q: 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.

Q: Where will the residents park?

A: 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. Under our new alternative proposal, which would reduce the units to 71, we would also increase the parking ratio on site to 2 spaces per 1 unit.

Q: Why don't you not build anything on the land and leave it undeveloped?

A: MidPen's mission is centered on providing safe, high-quality and affordable housing for residents in the area, and we believe every vibrant community needs a mix of housing options to support a diverse population. While we respect the opinions of all neighborhood residents and will consider the concerns and ideas of all parties, we are committed to addressing the lack of housing in the area. The Moss Beach property has been prioritized as an affordable housing site years before we had any involvement in the project, and we believe providing a well-designed, moderate density development with extensive open space will bring a substantial benefit for the community and region. Under the current status, the land is not legally open space and is privately owned.

Q: How are you helping the community with this site?

A: We are preserving approximately half the site for open space and adding new trails on the site that will be available for public use. We are also building a new community center that will be open for public use. MidPen is not obligated to preserve this open space. A market-rate developer building housing on this site would be far less likely to create these amenities because of cost considerations, and would likely build more homes on site. In fact, under a previous proposal, the project received entitlements approve to develop 148 homes on site.

**Exhibit B: Response to
County Summary of Public
Comments Received on
Cypress Point Pre-Application**

Response to County Summary of Public Comments Received on Cypress Point Pre-Application

MidPen Housing (MidPen) submitted a pre-application package for the Cypress Point affordable housing proposal to San Mateo County on June 26, 2017. The County compiled feedback from members of the public in the run to and at a pre-application workshop on September 20, 2017. On November 15, 2017 the County released a summary of the comments in a public document entitled “Summary of Comments and Questions Received at a Public Workshop held on September 20, 2017 regarding a Planned Unit Development Re-Zoning Located on a Vacant Parcel at 1993 Carlos Street in the unincorporated Moss Beach area of San Mateo County.” Per the text of this letter, “it is hoped that these questions/issues can be addressed by the project design or supporting analysis if/when an application is submitted.”

At this point in time, MidPen is submitting a formal request for an amendment to San Mateo County’s Local Coastal Program and General Plan, which are required for the project to proceed. These amendments must be approved by San Mateo County, and in the case of the Local Coastal Program amendment, must be certified by the California Coastal Commission.

The documents that are being submitted for the request include an illustrative site plan and other preliminary design documents as well as a number of environmental and technical reports for the project. Because these documents contain significant technical analysis that was not previously available, MidPen is now providing responses to the pre-application workshop based on most recent information.

Although there is no requirement to respond to the comments received, MidPen is committed to a transparent public outreach process. Many of the questions listed here also encapsulate similar comments provided by various individuals and groups throughout the public outreach process conducted since 2016, before the pre-application was submitted.

Please note that materials currently submitted at this time do not represent an application for a Coastal Development Permit (project-level approval). This submission is solely intended to request approval for an amendment to the LCP and General Plan, which is required for a project-level application to proceed. The Coastal Development Permit cannot be approved until these updates are approved by San Mateo County and certified by the California Coastal Commission, at which point a full project-level review will take place in accordance with County requirements.

Below are responses from MidPen to the questions and comments provided by the County of San Mateo as an official summary of the public workshop. Questions or comments are shown in bold, and MidPen responses are non-bolded.

1. Scale (Too Big)

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

The existing zoning designation for the site is medium-high density, or 8.8 to 17.4 units per acre, which would permit between 95 and 189 total housing units on site. The existing PUD for the site, which was approved in 1986, allows for 148 units. MidPen believes this level of development would be out of scale for the existing neighborhood, which is we are proposing to amend the PUD/zoning to allow for a less intense development.

MidPen's proposal of 71 units on the 10.875 site equates to 6.53 homes per acre. This level of development is consistent with the surrounding neighborhood, which is considered medium density, or 6.1 to 8.7 units per acre. Although our proposal to lower the density will require a more extensive approval process than would be necessary if we build a project that matched the existing zoning, we are committed to developing a project that fits within the character of the existing community.

Additionally, by clustering the buildings in the center of the site, we can retain a significant portion of the site for natural undeveloped space and trails that we will open to the public.

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?**

As with all major construction projects, there will be a construction management plan in place to help address traffic flow and minimize effects on the neighborhood. Fortunately, this site is not located directly on Highway 1 and the set-back from Highway 1 will help mitigate any traffic delays. The site is also a large parcel of land, with the developed area covering just about half the site, which will provide sufficient room to keep construction trucks on-site, minimizing effects on the surrounding community. We work with experienced general contractors who are aware that our goal is to minimize traffic delays as well as maintain motorist and worker safety, traffic flow, and access for local residents. There will be a superintendent on-site during construction hours who will monitor work zone impacts. Section 4.88.360 of the San Mateo County Code of Ordinances establishes allowable hours of construction between 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 5:00 p.m. on Saturdays. We will also meet any San Mateo County requirements for parking and traffic management during construction.

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

The full traffic analysis includes ten intersections as identified by County staff, and is not narrowly focused on choke points on 92 and Pacifica. The traffic report also includes analysis of impacts on Route 92, but is focused more specifically on the area closer to the project site, where there would be more direct impacts.

MidPen is working with San Mateo County on establishing a preference for housing to existing local employees and residents, which will help reduce the regional traffic that currently exists from workers commuting in and out of the area.

- **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 the traffic since the opening of the tunnel. Also, the MidPen project was not considered in the study at the time of its adoption (2012).

Although we have examined the Highway 1 Safety and Mobility study for background research, this document is not being used as the basis for our analysis. MidPen's traffic study includes up-to-date traffic counts from the past year that reflect current conditions for the area.

- **The crossings as presented in the Cypress 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 assessment submitted with the County pre-application in June 2017 was not intended to be a complete traffic analysis, but an initial study of the conditions and options for improvement at the Carlos Street/Highway 1 intersection. We are not claiming that this report represents a full analysis of the project impacts.

The full traffic impact analysis included in the current submission is a thorough and detailed evaluation of the traffic impacts generated by the proposed project. The analysis includes evaluation of both existing conditions, background conditions (which includes foreseeable projects not yet built), and cumulative conditions (which assumes for traffic growth through 2040), as well as the project impacts on all of these scenarios. In addition to analyzing these impacts, the report identifies necessary mitigations to address any impacts where necessary.

- **The KAI traffic study is looking only at the MidPen development and ignores the 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.**

The KAI traffic study referred to in the comment was a preliminary traffic assessment, focusing primarily on conditions at the Carlos Street/Highway 1 intersection. The full traffic analysis includes evaluation of project impacts when added to future foreseeable projects, including Big Wave and information from Connect the Coastside. We have met with the Connect the Coastside team and will coordinate efforts to implement improvements planned by the County and planned by MidPen. New traffic lights have not been approved within the vicinity of the project, but where a traffic light is proposed as a mitigation in our report, the analysis accounts for the impact.

- **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?**

The full traffic analysis evaluates traffic conditions at intersections along Highway 1 with project traffic added to existing traffic volumes, and with project traffic added to anticipated future traffic conditions, which will account for traffic from the Big Wave project as well as other reasonably foreseeable future development. The traffic data to be used in the analysis will account for varying traffic at different times of the year, by evaluating weekday am peak hour and pm peak hour conditions, as well as the peak tourist season conditions. Where project volumes are shown to contribute to significant impacts at study intersections, we are proposing traffic mitigations (which may include the installation of roundabouts or traffic signals). If a traffic signal or roundabout is proposed as a mitigation, we account for its impact in our analysis.

- **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 traffic analysis includes evaluation of impacts on neighborhood intersections, transit, and bicycle and safety impacts, and MidPen is proposing mitigations for any significant impacts created by our project. The proposed mitigations include addition of sidewalks and relocation of the SamTrans bus stop at Highway 1 to improve pedestrian infrastructure and avoid unsafe crossing at Highway 1. MidPen is not involved in the Big Wave development, but our evaluation does account for the Big Wave development in examining cumulative conditions.

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.**

MidPen acknowledges the existing safety challenges at Carlos Street/Highway 1 intersection and developed a draft assessment of these conditions in order to engage early on with the community and identify potential solutions. Our traffic consultant has conducted a thorough evaluation of the options to address these safety challenges and proposed mitigation strategy in the traffic impact analysis. A combination of conditions that include 55 mph speed limits, relatively low traffic levels at the intersection, and limited right-of-way make the addition of a traffic light or roundabout a less optimal solution, but final decisions on any improvements would be developed by San Mateo County and Caltrans. MidPen’s proposal for this intersection is to close Carlos Street between Highway 1 and the project entrance to all automobiles except emergency

vehicles. This approach would eliminate the safety issue caused by the limited sight line at the Highway 1/Carlos Street intersection and is more fully discussed in the traffic impact analysis. As noted, Caltrans has jurisdiction over Highway 1 and any and all improvements in the right of way will need to be approved by Caltrans.

- **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.**

We recognize concerns about the width of Carlos Street, and would note that Stetson is both wider than Carlos and includes sidewalks. By proposing to close off Carlos Street between the project entrance and the Highway 1 intersection, the project would significantly increase safety on this portion of the road. As part of our mitigations, we are proposing a sidewalk connection from the project entrance at Carlos Street to the sidewalks on Sierra Street and Stetson Street.

- **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.**

Signalization, roundabouts, and prominent pedestrian crossings are all traffic improvement tools that can increase safety. Caltrans requires standard intersection evaluations before any improvements can take place, and safety considerations must be considered before recommending any improvements. Based on our assessment of traffic impacts from the project and conditions at the current intersection, we are not recommending a traffic signal or roundabout at the Highway 1/Carlos Street intersection. The closure of a portion of Carlos Street to all automobiles except emergency vehicles would address the sight visibility that creates a safety issue at the intersection.

- **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.**

The traffic consultant for the project evaluated a range of options to improve safety at the Carlos Street/Highway 1 intersection. This analysis includes evaluating the possibility of merging Carlos Street and 16th Street – however our current analysis shows this

improvement would not necessarily be the most effective strategy to improve safety and mobility, since it would require significant grading work and would increase delay at the 16th Street intersection.

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?**

MidPen has signed an option to purchase agreement with the current owner of the property. The transfer has not occurred and there are no documents available to the public at this time. MidPen has completed detailed environmental evaluation of existing conditions, including a Phase I, Phase II, additional subsurface investigation, sampling from an existing well on site, and destruction of an unused well. These reports are included in the package that has been submitted to San Mateo County and are available for the public. San Mateo County and the California Coastal Commission are responsible for evaluating these reports as part of their environmental review of the project.

- **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.**

MidPen is aware of the history of the site. We have hired an environmental consultant to assess existing environmental conditions on site, which is a standard part of our process. An analysis of site soil conditions is included in the environmental review for the site. The soils testing and analysis did not identify levels of any substances that would pose a potential human risk as a result of the development. The reports recommended no further investigation or remedial action, but we will be implementing a Site Management Plan (SMP) to ensure safety procedures around construction and handling of materials.

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 water 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.**

The 2013 Local Coastal Program identifies this site as a priority for affordable development (a designation which has been affirmed in 12 LCP updates) and therefore, the site has designated allocations to provide water and sewer capacity. In order to

approve the project, the Montara Water and Sanitary District (MWSD) must conduct a thorough examination of its ability to serve the proposed development, including an evaluation as to whether any capacity improvements are required. MWSD will also determine the appropriate fees for connecting the project to their water and sewer systems. MWSD publishes this fee schedule on their website, which you can find here: <http://mwsd.montara.org/rates-and-budget/rates-and-fees>.

As part of its own analysis, MidPen has completed a review of public services and utilities impacts. Our evaluation shows that the Sewer Authority Mid-Coast has adequate capacity to serve the project and would not require or result in construction of wastewater treatment facilities or expansion of existing treatment facilities.

We encourage members of the public concerned with water and sewer system conditions address concerns to MWSD and the Sewer Authority Mid-Coast (SAM), the wastewater treatment agency for the MidCoast region, of which MWSD is a member. However, based on publicly available data regarding sewer overflows, the number of sewage spills and volume of those spills for both MWSD and SAM was lower in 2017 than for the equivalent systems in Pacifica and Half Moon Bay, and lower than many other systems in the region. This data is available at the following link: <http://baykeeper.org/articles/sanitary-sewer-overflows-ssos-water-year-2017>

MidPen is working closely with MWSD during the design and development of this project and will comply with MWSD specifications and regulations. Cypress Point will have efficient appliances to conserve water, such as high efficiency washers with a water factor of 5 or less, toilets that use less than 1.6 gallons per flush in all residential units, and metering or self-closing faucets in all non-residential lavatories.

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.**

MidPen's proposed ratio of 2 parking spaces to each unit is designed to ensure adequate space for all residents and guests who may be parking on site. The design of the project, with one main entrance off of Carlos and all units facing the center of the site, directs residents to follow pathways within the site for easy parking and entry to units and the community building. The internal roadways will also be designed to minimize any conflict and ensure drivers have sufficient space to navigate. Our parking plan will also comply with County Code requirements.

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 point source for NPDES purposes?

Storm drain design and stormwater strategies will be included in the Coastal Development Permit Application, which will be reviewed after the amendment to the zoning/Local Coastal Program is approved. This application will include a conceptual on-site private storm drain system, low impact development, stormwater treatment measures, and an off-site storm drain connection to the existing public system.

The project's new improvements are not anticipated to impact the Montara Creek and culvert capacity. In compliance with hydromodification requirements, peak stormwater runoff flow rates from the new development will remain below or equal to the pre-development condition.

The project is utilizing the Bay Area Hydrology Model (BAHM) to analyze peak flow comparisons for the 2, 5, 10 and 25-year storm events and is designing the development to fully comply with San Mateo County requirements. Caltrans' standard culvert design typically sizes for a 25-year storm event, which is included within the BAHM modeling for the development site. The project anticipates utilizing bio-retention areas as the main best management practice treatment strategy for hydromodification compliance.

Impervious stormwater runoff from the entire site will be treated and controlled per the Municipal Regional Permit (MRP) and San Mateo County requirements. Similar to the surrounding tributary area, the development's 100-year storm event design will comply with San Mateo County requirements and be managed by overland release contained within the public right-of-way.

The development's stormwater runoff will be treated via low impact development best management practices which will help remove potential pollutants from the treatment storm and control flow rates prior to discharging to the existing storm drain system.

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.**

We understand the concern regarding the Highway 1/Carlos Street/16th Street crossing, and recognize that the current configuration does not have a marked crossing to allow pedestrians to easily access the SamTrans Route 17 bus stop across the highway. Our traffic consultant examined existing conditions, project impacts, and potential solutions for addressing this challenge. Adding pedestrian infrastructure across Highway 1, which is managed by Caltrans, would present significant operational challenges due to the 55 mph speed limit and limited sight distance for drivers approaching the intersection from

the south. Therefore, we recommend the consideration of relocating the bus stop to an alternative location to avoid the requirement of crossing Highway 1.

- **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.**

The Parallel Trail is a potential project under the County's jurisdiction. MidPen is working closely with the County and supports the implementation of pedestrian/bicyclist safety and access improvements.

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." 1,400 vs 1,300 with no source information? Where are the jobs?**

MidPen hosted a series of Open House community outreach meetings in 2016, where we shared information about jobs in the MidCoast region. We provided the following data source and an explanation of the data in two published summaries of these meetings, available on the project's website (www.midpen-housing.org/moss-beach/). The data is 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/. Of the 1,364 total jobs in the MidCoast (from Montara to El Granada): 44% commute 10 miles or more to their work, 69% pay less than \$40,000 a year, and 36% are in the Accommodation and Food Services industry sector. Of the 318 jobs filled by residents in the MidCoast, 40 jobs are in the "Goods Producing" Industry Class, 43 are in the "Trade, Transportation and Utilities" Industry Class, and 235 are in "All Other Services" Industry Class. Of the 1,046 jobs in the MidCoast held by those residing outside the area, 233 are in the "Goods Producing" Industry Class, 112 are in the "Trade, Transportation, and Utilities" Industry Class and 701 are in the "All Other Services" Industry Class.

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.**

Under policies outlined in the San Mateo County MidCoast Local Coastal Program, both water and sewer capacity have been reserved for the project.

MidPen is working closely with Montara Water and Sanitary District (MWSD) to assess water and wastewater requirements. As a reflection of MidPen's commitment to efficient water usage, Cypress Point will include efficient appliances, such as high efficiency washers with a water factor of 5 or less, toilets that use less than 1.6 gallons per flush in all residential units, and metering or self-closing faucets in all non-residential lavatories. Cypress Point's irrigation system will include an automatic weather-based controller, manual shut-off valves, matched precipitation rate sprinkler heads, a proper setback from non-permeable surfaces, and separate valves for different hydrozones. It will be designed to prevent runoff, low head drainage, and overspray.

Like any development project, the development must receive a formal "will-serve" letter from MWSD before it can proceed.

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.**

Based on our experience managing more than 100 properties, we seldom see the maximum occupancy reached; the average occupancy is typically much lower than the maximum. We estimate a total of 213 residents for Cypress Point (3 residents per unit). This estimate is based on our experience of managing more than 100 properties. Our on-site property management staff will ensure compliance with our strict limits on the number of residents per unit.

According to the American Communities Survey (ACS), the total estimated population of Moss Beach in 2016 was 3,706. The addition of an estimated 213 residents from the Cypress Point project would therefore increase the population of Moss Beach by 5.7%, not 26% -- however, since population would be likely to increase before the project is constructed, the actual percentage increase would be even smaller.

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.**

MidPen is working collaboratively with local public transit agencies as well as the school district on these issues. We will be paying all required school impact fees and any mitigation fees required by the County for traffic and/or transit improvements.

- **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.**

MidPen is also interested in ensuring the safety and convenient access to public transit for residents and the local community. We are studying the project's impact on transit service, and are working with SamTrans and the County to determine what improvements, if any, may be required to mitigate for the impacts of the proposed project. As previously stated, we recognize that there is currently no marked crossing to access the bus stop on the opposite side of Highway 1, and we recommended a potential relocation of that bus stop to provide better access. We will continue to coordinate with SamTrans and San Mateo County to determine potential operations and access improvements to strengthen the quality of transit in the area.

- **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.**

MidPen is preparing a robust transportation impact analysis that will meet all requirements under the California Environmental Quality Act (CEQA). The analysis includes a commitment to develop a TDM and lists measures that could be included in the project.

**Exhibit C: Response to
Public Comments Received
on Cypress Point Application**

Cypress Point Resubmittal – Response to Comments

California Historical Resources Information System

- *The entire project should be considered sensitive for prehistoric and historic archaeological materials.*
- *We recommend the lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values*
- *Prior to commencement of project activities, it is recommended that these resources be assessed and recorded on DPR 523 historic resource recordation forms*
- *...It is recommended that prior to commencement of project activities, a qualified professional familiar with the architecture and history of San Mateo County conduct a formal CEQA evaluation*

MidPen will follow all best practices and required procedures under the California Environmental Quality Act (CEQA) to identify any cultural and historic resources and properly mitigate any impacts where necessary.

Midcoast Community Council

- *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.*

The proposed live-work preference for the project will ultimately be determined by San Mateo County. MidPen recognizes the community's interest in having a local live-work preference that would apply to as many units as possible.

- *San Mateo County AMI is significantly higher than what local Coastside jobs provide... Please clarify how the proposed income restrictions would provide a Coastside jobs-housing fit.*

According to the Longitudinal Employer-Household Dynamics (LEHD) program at the U.S. Census Bureau, as of 2015 (most recent year for which data is available) there are 1,364 total jobs in the MidCoast (from Montara to El Granada) and 11,258 jobs in the broader coastal area that includes Half Moon Bay and Pacifica. Of these 11,258 jobs in the region, 68% pay less than \$40,000 per year – which suggests that a significant portion of households with two working adults earn less than \$80,000 per year.

The Cypress Point development will provide opportunities specifically for households in these income ranges who struggle to find affordable living opportunities in the area. The units will be offered for households at a range of income levels, all of which are considered “low-income” or below. For example, based on 2018 San Mateo County income limit, and assuming a household size of four people, some households at Cypress point could earn up to \$44,000/year or less, (30% Area Median Income), some could earn up to \$73,300/year (50% Area Median Income), and a small portion could earn up to \$117,000/year (80% Area Median Income). All households will pay no more than 30% of their annual income on rent.

- *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.*

The housing crisis has created enormous challenges for the Bay Area and is consistently identified as one of the top priorities for residents of the region and the entire State of California. There is currently no income-restricted affordable housing anywhere in the Midcoast region, making the affordable housing challenge particularly acute for residents on the coastside. Considering these challenges, MidPen contends that providing safe, well-designed, high-quality affordable homes is an urgent and badly needed part of the solution. As previously noted, a portion of units will be subject to a live-work preference therefore many residents at Cypress Point may work in the region.

- *Policy 3.16 (a) limits “not building permits, but affordable housing units” to 60 in a 12-month period*

The Consistency Evaluation has been updated accordingly.

- *Other references in this application make no mention of limiting this preference to a portion of units. Please clarify.*

As stated above, San Mateo County will ultimately be responsible for determining the exact number of units that will be subject to the preference. The exact number of units that will be subject to the preference has still not been decided.

- *Without convenient school and 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.*

MidPen is working collaboratively with SamTrans to identify any opportunities to improve transit in the region. Even though this project is too small to sponsor a shuttle on its own, MidPen will continue to coordinate with SamTrans to identify any improvements to Route 17 and/or 18 to better serve Moss Beach residents.

The updated Transportation Impact Analysis includes a memo that examines the existing transit service in the area.



- *... the Parallel Trail segment in this area must be prioritized and implemented ...*

The Parallel Trail is a potential project under the County's jurisdiction. MidPen is working closely with the County and supports the implementation of pedestrian/bicyclist safety and access improvements.

- *Feasibility of re-routing Carlos to 16th for safer vehicle highway access needs further analysis. [...] It is not sufficient to say it is not feasible due to grading requirements and LOS impact on 16th*

MidPen and its traffic consultant have examined three alternative mitigations to improve the safety and performance of the State Route 1/Carlos Street intersection, which are described in the traffic report. We recognize the County is continuing to examine strategies to improve this intersection through its Connect the Coastsides work and supports the ongoing efforts to develop solutions.

- *Vallemar/Etheldore and Lighthouse/16th – As long as there is lane space on Vallemar [...], 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 [...].*

This recommendation has been removed.

- *MCC and the community are adamantly opposed to any more traffic signals in the Midcoast.*

MidPen recognizes the community's interest in providing practical, cost-effective solutions to improve traffic flow and safety at intersections in the area. The Traffic Impact Analysis does not provide a specific recommendation for a traffic signal or a roundabout at California and State Route 1. A preliminary analysis showed that while installing intersection control (such as a traffic light) at this intersection would ensure a Level of Service (LOS) of B or better, a single-lane roundabout may not improve service sufficiently to meet County standards. Therefore, for traffic modeling purposes we are assuming a traffic signal. However, any improvements would require an Intersection Control Evaluation (ICE) report as part of Caltrans approval process. The ICE would compare signal-control and roundabout alternatives to make a final determination on the appropriate intersection control, and MidPen supports the community, County, and Caltrans working collaboratively to develop the appropriate solution.

- *Project traffic impacts and proposed mitigations are analyzed based on existing LOS standards, whereas the 2016 draft of the long-delayed CTMP [aka Connect the Coastsides] proposes a significant revision of LOS standards.*

MidPen's Traffic Analysis reflects the most up-to-date standards used by the County. Since the Connect the Coastsides document is still in draft form, the Traffic Analysis is using the existing standards.

- *Highway speeds incorrect*

The traffic report has been updated. Please note that the applicable section of State Route 1 has a posted speed limit of 50 miles per hour, which would indicate a design speed of 55 miles per hour, which is the applicable standard for corner sight distance per the Caltrans Highway Design Manual.

- *“The project is within ¼ mile walking distance of the Coastside Market grocery, Mos Beach Park, Farallone View Elementary School, and the Seton Coastside Medical Center”
Correction on the distances*

The Consistency Evaluation has been updated accordingly.

- *... This conflict with PUD-124, #5: “No structure shall exceed two stories or an average height of 25 ft.”*

MidPen proposes to amend the existing PUD for the site.

- *List of Reasonably Foreseeable Projects - [...] the many Midcoast single-family dwellings in the permitting process should be included.*

At the time that the Cumulative Impacts Analysis was prepared, MidPen requested a list of reasonably foreseeable projects from San Mateo County. The projects listed in Table 3 reflect the information provided by the County at that time, which focused on the larger projects proposed. In preparing this revised version of the report, MidPen made another request for reasonably foreseeable projects from the County and from the cities of Pacifica and Half Moon Bay. MidPen has added all projects identified by these jurisdictions with the potential to contribute to cumulative impacts to the table of cumulative projects.

- *Population & Housing Units – [...] El Granada, Princeton, and Miramar should be included.*

Tables 4 and 5 in the Cumulative Impacts Analysis report have been updated to include information for the El Granada Census Designated Place (CDP). The information for unincorporated portions of the MidCoast area in these two tables are from Tables 3-2 (population) and 3-18 (housing units) in the San Mateo County Housing Element 2014-2022. These tables do not include entries for Princeton and Miramar, which are folded into the tables from El Granada, Moss Beach, and Montara

- *Census data for area – Does this include jobs in Princeton and unincorporated Miramar*

Yes, this analysis does include Princeton and Miramar. The Map tool used by the U.S. Census does not contain independent data for these communities and instead includes them in El Granada, Moss Beach, and Montara.

- *Additional soil sampling should be performed [...] to assess the horizontal extent of lead-impacted surface soils.*

Additional soil sampling was already performed and was included in the document entitled "Additional Subsurface Investigation and Water Well Evaluation," which was part of the submittal.

- *Remnants of 1940's-era buildings should be assessed for asbestos-containing materials, and surface soils should be analyzed for elevated levels of asbestos fibers.*

The existing building pads will be assessed for asbestos prior to demolition, and the Site Management Plan will incorporate proper controls if asbestos is identified.

California State Transportation Agency

- *The applicant should further analyze alternatives for improving pedestrian and bicycle access in the area*

We recognize the community's interest in improving pedestrian and bicycle access and safety in the Midcoast. Our project will address any impacts associated with our building and we will continue to work with the County to advocate for key projects such as the Coastal Trail.

- *Please revise the Transit Service part the Existing Conditions section of the July 2018 TIA, which appears to omit or incorrectly locate various SamTrans bus stops [...]*

The Traffic Impact Analysis has been updated to include additional detail regarding transit service in the neighborhood.

- *[...] consider relocating [this transit stop] to a location across from the existing northbound stop at SR1 and 14th and providing a Pedestrian Hybrid Beacon at this location [...]*

Based on current roadway conditions and speed limit on State Route 1, MidPen's traffic consultant does not believe 16th or 14th Street would not be an optimal location for a pedestrian crossing. We understand the County has examined this option and others as part of its Connect the Coastside work and support any efforts to improve pedestrian and bicycle access for the area.

- *The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases.*

The Transportation Impact Analysis documents the impact on pedestrians, bicycles, and transit users and includes a recommendation to connect the Project entrance with nearby sidewalks.

- *There appears to be a discrepancy between the plans shown and the written text [...]. The plans show two detention ponds with 4,600 sf capacity, while the text [...] describes four detention ponds to be utilized with a capacity of 20,000 sf.*

The project description text has been corrected to reflect a bio-retention pond capacity of 6,500 square feet, the current estimate of required capacity. It should be recognized that these calculations are still preliminary, and are expected to be further updated as the project site plan is refined.

- *The proposed movement restrictions require a traffic study that re-assigns the prohibited movements to alternate intersections using peak hour volumes in each scenario. [...] The intersection analysis with the proposed project trip assignments to the SR 1 intersections listed should be provided for all project scenarios for our review and comment: 14th Street ([...] #1); Vallemar Street/Etheldore Street (#6); California Avenue/Wienke Way (#7)*

The Traffic Impact Analysis includes an analysis of secondary impacts from any proposed re-assignment of traffic patterns and an analysis of storage capacity has also been included. The updated Analysis no longer includes a recommendation to restrict movements at Highway 1 & Vallemar Street / Etheldore Street (#6) or Highway 1 & 16th Street (#2).

- *Please provide traffic analysis using Synchro/Simtraffic models and include the level of service (LOS), delays, and 95th percentile queuing from the Simtraffic Model [...].*

The Traffic Impact Analysis does not include microsimulation of queues using SimTraffic because this model is typically developed during the design phase of a project. For a planning level study, industry practice is to use the Synchro outputs.

The model has been updated to include storage capacity.

- *Please clarify the volume of traffic from Wienke Way and provide an Intersection Control Evaluation (ICE) that provides justification for the project-proposed signal-control-intersection as opposed to roundabout intersection control; Carlos Street and California Avenue (#8); and Carlos Street & Etheldore Street.*

MidPen Housing has not completed an Intersection Control Evaluation (ICE) at this point, but we recognize an ICE will be necessary before any final decision is made regarding intersection improvements.

San Mateo County Department of Public Works - Traffic

- *Please provide LOS analysis and results of all movements and not just intersections as a whole, for all study intersections and scenarios.*

Detailed calculations showing the delay and LOS for all movements are included in the appendices. The body of the text presents the overall and critical movement intersection delay/LOS to be consistent with the standards established by the County.

- *Provide all traffic counts and Synchro models electronically. Include all assumptions and changes made to default values in the Synchro models.*

Electronic version of the traffic models are included along with the traffic report.

- *Provide all the appendices to the TIA document along with a detailed site plan.*

The Traffic Impact Analysis has been updated to include all appendices.

This submittal is the first step in the entitlement process as a request for an amendment to the Local Coastal Program (LCP). A project-level approval cannot be provided until the LCP amendment is approved and certified by the California Coastal Commission. Therefore, more detailed site plans are not yet available but will be provided when MidPen applies for the Coastal Development Permit.

- *The proposed turn restrictions as mitigation measures are not acceptable. Provide alternate mitigation measures to address project significant impact at Highway 1 and Vallemar/Etheldore and Highway 1 and 16th.*

The turn restrictions have been removed from the Traffic Impact Analysis as mitigations.

- *The closure of Carlos Street to all motor vehicles other than emergency vehicles is not acceptable as a mitigation measure. Provide other mitigation measure/s to address the project's significant impacts.*

The traffic report includes analysis of three different mitigation measures for the Carlos Street/SR1 intersection, including: (a) closing Carlos Street between State Route 1 and the Project to all but emergency vehicles, (b) connecting Carlos Street with 16th, and (c) grading the east side of SR1 to provide clear side distance. Please see pages 44-46 for additional discussion of these options. We recognize the County is continuing to examine strategies to improve this intersection through its Connect the Coastside work and supports the ongoing efforts to develop solutions.

- *SamTrans bus stop relocation is not a County project. It is up to the applicant to coordinate with SamTrans and provide all necessary approvals from SamTrans to the County for review and consideration before the TIA can be approved. Provide alternate mitigation measure in case SamTrans does not approve the proposed re-routing.*

The updated Traffic Impact Analysis no longer includes a proposed re-routing of the SamTrans Route 17 bus line. Instead, the updated TIA proposes that residents receive materials and guidance directing them to use the bus stop at Etheldore Street and California Street instead of the Carlos Street/State Route 1 stop.

- *Provide documentation that supports the premise that a fully funded project is currently moving forward. Absent an assurance that a fully funded project is in the process of being implemented, the applicant will be responsible for mitigating the project's impacts.*

MidPen has a thorough and fully feasible financing plan for the Cypress Point project. All financing will be in place prior to project construction.

- *If the applicant is proposing any TDM measures as mitigation, the measures need to be clearly defined and calculations shown as how many trips will be reduced by each measure and how that will impact the operations and LOS at the applicable intersection(s). In addition, please provide a monitoring measure to each of the TDM measures proposed and an alternate measure in case the monitoring shows that TDM is not effective as assumed.*

As part of the analysis we have conservatively assumed that the project will not have a reduction in trip generation resulting from TDM measures in order to fully assess the project's impact. Once this project clears the environmental process and receives conditions of approval stipulating a TDM plan is required, a TDM plan can be developed with clearly defined measures and calculations to estimate the potential trip reduction.

San Mateo County Department of Public Works - Civil

- *Project appears to introduce more than 10,000 sq ft of impervious surface so it is subject to C3 stormwater treatment regulations for pollution control, and San Mateo County Stormwater Runoff requirements for flood control. Project proposes to install storm drains on San Carlos Ave: point of discharge is unknown, maintenance of storm drain is unknown, etc.*

The project will comply with Provision C.3, and includes conceptual treatment solutions and preliminary sizing on Sheet C3.0 of the planning submittal. Final Stormwater Management Plans will be submitted for approval as part of the construction document permitting process.

- *Project will require an O&M agreement*

MidPen will follow necessary requirements for establishing an operating and maintenance agreement prior to project construction

- *Project missing topographic and boundary survey sheet with references - please submit*

The project topographic survey has been added to the planning package materials.

- *Provide profile of point of access from Carlos Ave, will also need sight distance analysis shown on the plans to determine if this is the best location for access for this project or if additional mitigation measures are required.*

Conceptual grading of the entrance drive is shown on sheet C1.0 of the Planning package and has considered vertical curves as part of the design. We will provide a detailed profile as part of the future construction document permit package.

- *Provide drainage calculations per county drainage guidelines and per NPDES C3/C6 guidelines*

MidPen has prepared and submitted a hydromodification memo, which confirms County hydromodification requirements will be met. We will provide detailed drainage studies with the construction document permit package.

- *Provide proper BMP show on plans; separate permanent measures from temporary measures on plan.*

The proposed conceptual BMPs, locations, and preliminary sizing are included on sheet C3.0 of the Planning package. Detailed designs and a stormwater control plan will be provided as part of the construction document permit package and Stormwater Management Plan.

California Coastal Commission

- *The Applicant does not discuss the likelihood that Caltrans will issue the necessary encroachment permit. We recommend that the Applicant coordinate early with Caltrans to evaluate the appropriateness and feasibility of these proposed mitigation measures.*

MidPen has participated in multiple meetings with Caltrans and will continue to coordinate closely on the development of mitigation measures. We expect San Mateo County will release an updated Connect the Coastside draft report in 2019 which will various improvements that are key to improving transportation conditions on the coastside. We plan to further assist with planning and implementation efforts between San Mateo County and Caltrans to ensure project traffic mitigations can be advanced.

- *We suggest that the Applicant work closely with the County to increase and improve the availability of public transportation in the area [...] by encouraging SamTrans to expand bus service to and along the Coastside [...]*

MidPen will continue to work with SamTrans and San Mateo County to identify any potential improvements to Route 17 and/or 18 to better serve Moss Beach residents.

- *A discussion or analysis of a proposed project that has fewer than 71 units of housing should be performed to determine if impacts to traffic could be further reduced or avoided.*

The application includes an Alternatives Analysis report that evaluates multiple alternatives to the proposed project and their associated impacts on various issues including transportation. Based on our analysis, a project with a reduced number of units would have a similar traffic impacts, but would be less competitive for tax credit financing and would providing fewer affordable units in the region.

- *The Applicant indicates that there is no need to increase the size of the Montara Water and Sanitary District [...]. Future review of the amendment will need to consider consistency with LCP Policy 1.19 [...].*

The Local Coastal Program requires a reservation of adequate capacity for water and sewer to serve a development significantly larger than the Cypress Point proposal, and the project will not move forward without approval by the Montara Water and Sanitary District (MWSD). As is noted in the Utilities Report provided in MidPen's submittal, the Sewer Authority Midcoast (SAM) has sufficient wastewater treatment capacity to serve the proposed project.

Publicly-available data from the State Water Resources Control Board (available at https://ciwqs.waterboards.ca.gov/ciwqs/readOnly/PublicReportSSOServlet?reportAction=criteria&reportId=sso_main) shows that as of April 2019 neither SAM nor MWSD have had a single Category 1 Sanitary System Overflow since May 2017, and have been below regional averages for Category 2 and Category 3 overflows during that same time period.

Exhibit D: FAQ in Spanish

Información sobre Cypress Point Comunidad de Familia

Sobre la Comunidad Propuesta

Cypress Point es una comunidad de 71 viviendas propuestas en un sitio de 10.875 acres en la esquina de las calles Sierra y Carlos en Moss Beach. El desarrollo proveerá viviendas necesitadas en la región de la costa media del Condado de San Mateo, el cual incluye Princeton, Miramar, El Granada, Moss Beach y Montara. El diseño del sitio preservará una gran cantidad de espacio abierto e integra a la comunidad existente. Las viviendas serán agrupadas en la mitad del terreno con estacionamiento suficiente para los residentes y visitantes. El resto del sitio contará con senderos, espacios abiertos tranquilos y naturales. El sitio ha sido designado como uno de sólo tres sitios de prioridad para vivienda asequible en la región media bajo el programa del Condado Costero Local, así mismo como un sitio de oportunidad en el Elemento de Vivienda del Condado.

MidPen Housing presentó una pre-solicitud para comenzar el proceso de revisión en junio de 2017 y una solicitud actualizada en julio de 2018. Hemos tenido múltiples jornadas de puertas abiertas y habrá varias oportunidades adicionales para comentarios del público, incluyendo las audiencias públicas en la Junta de Supervisores de la mesa directiva del Condado de San Mateo y de la Comisión Costera de California.

Nuestro Objetivo

Proporcionar viviendas asequibles en Moss Beach para 71 familias que trabajan en el área de la costa media en una comunidad bien diseñada que respeta y honra el carácter de la costa media y aumenta la variedad de opciones de vivienda disponibles para los trabajadores locales.

¿Por qué necesitamos vivienda en Moss Beach?

El área de la costa media no es inmune a la crisis que enfrenta el área de la bahía. El Condado de San Mateo es uno de los mercados de vivienda más caros en la nación y cientos de trabajadores vitales para la calidad de vida en la costa media no pueden vivir aquí. Esto es precisamente por lo cual el Condado ha designado este sitio para desarrollo de vivienda asequible. Vivienda cerca de lugares de empleo tiene sentido y hay más de 1,300 empleos locales en la zona de la costa media, 44% de los cuales se encuentran a 10 millas o más de retirado de su empleo y de los cuales 69% pagan salarios menos de \$40,000 al año. Es fundamental para la salud de la región proporcionar una variedad de opciones de vivienda cerca de los empleos necesarios para la vitalidad de la región. Con el fin de alentar a los empleados locales vivir en este proyecto y reducir la distancia de manejo a sus empleos, MidPen está planeando implementar una preferencia de trabajo local que permitirá a personas que trabajan en el área tener preferencia de vivienda en Cypress Point.

¿Cómo se ajusta el proyecto con la comunidad existente?

La designación de zonificación para el sitio es de una densidad de media-alta o de 8.8 a 17.4 unidades por acre, lo que permitiría un total de entre 95 y 189 viviendas en el sitio. El actual Planned Unit Development (PUD) para el sitio, que fue aprobado en 1986, permite 148 unidades. MidPen cree que

este nivel de desarrollo es fuera de escala para el vecindario existente, razón por la cual estamos proponiendo modificar el PUD/zonificación para permitir un desarrollo menos intenso.

La propuesta presentada por MidPen de 71 unidades en el sitio 10.875 equivale a 6.53 viviendas por acre. Este nivel de desarrollo es consistente con los barrios vecinos, los cuales son considerados densidad media, o de 6.1 a 8.7 unidades por acre. Aunque nuestra propuesta para reducir la densidad requerirá un proceso de aprobación más extensivo para construir el proyecto que coincida con la zonificación vecina, nos comprometemos a desarrollar un proyecto de acuerdo al el carácter de las comunidades existentes.

Además, si las viviendas son agrupadas en el centro del sitio, podemos mantener una gran porción del sitio como espacio natural no desarrollado y senderos abiertos a la comunidad.

¿Qué sobre el Tráfico?

MidPen se compromete a trabajar estrechamente con el Condado, Caltrans y SamTrans para mitigar problemas de tráfico asociados a nuestro proyecto. Entendemos que el tráfico es un tema extremadamente sensible y crítico para los residentes de la comunidad, y estas cuestiones será un componente crítico del proceso de planificación. Nuestro objetivo es brindar soluciones que mejorarán la seguridad para los peatones y conductores a lo largo de la autopista 1 y de las calles locales.

Entendemos los desafíos existentes que rodean el flujo de tráfico y la seguridad en la intersección de la autopista 1 y la calle Carlos, incluyendo visibilidad pobre hacia el sur y conflictos de giros a la izquierda en carriles de la autopista 1. El asesor de tráfico de MidPen realizó un estudio de tráfico detallado para examinar las condiciones actuales, posibles impactos del proyecto y opciones para manejar algunas de las deficiencias. En cualquier caso donde hay un impacto identificado, nos hemos propuesto mitigaciones.

Continuaremos la coordinación estrecha con el Condado de San Mateo respecto al tráfico y seguimos comprometidos a contribuir a las mejoras finales requeridas por el Condado y Caltrans. Habrá oportunidades para revisión y comentarios públicos antes que las mejoras finales sean aprobadas por el Condado de San Mateo y la Comisión Costera de California.

¿Cómo manejaras la propiedad?

MidPen maneja todas las propiedades desarrolladas a través de nuestra agencia de manajemento MidPen Property Management Corporation. Vivirá un gerente de manejamiento en la propiedad y habrá personal de mantenimiento. MidPen también proporciona programación de servicios a los residentes los cuales incluye cuidado después escuela, asistencia con la tarea, actividades recreativas y familiares, y computadoras para el uso de los residentes. Estamos profundamente comprometidos a ser excelentes vecinos y manejadores de nuestra propiedad a largo plazo, el cual es trabajo fundamental para nuestra misión.

Vivienda es muy cara, alquiler es muy alto para las familias de bajos recursos como nosotros y muchos otros. *(Este comentario fue presentado en español en una reunión comunitaria)*

Sabemos que muchas familias en el área son profundamente afectadas por los altos alquileres y la falta de vivienda asequible. La vivienda es un inmenso reto para familias de bajos ingresos en el Condado, particularmente en la costa, de hecho actualmente no hay desarrollos de vivienda con restricción de ingresos en cualquier lugar de la región costa media. El desarrollo de Cypress Point proporcionará oportunidades para las familias y trabajadores de bajos ingresos de la costa de tener un lugar seguro, accesible y tranquilo para vivir. Invitamos a las personas interesadas en el desarrollo a contactarnos con cualquier pregunta o dudas.

¿Preguntas? Póngase en contacto con:

Andrés Bielak
Gerente de Proyectos, MidPen Housing
(650) 235-7675
303 Vintage Park Drive, Suite 250
Foster City, CA 94404

Exhibit E: Endorsements



May 29, 2020

Chair Federick Hansson
Vice Chair Mario Santacruz
Commissioner Manuel Ramirez Jr.
Commissioner Kumkum Gupta
Commissioner Lisa Ketcham

San Mateo County Planning Commission
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Support - Midpen's 71 affordable homes in Moss Beach

Dear San Mateo County Planning Commission,

On behalf of the **Housing Leadership Council of San Mateo County (HLC)**, I am writing to express our support for Midpen's 71 affordables homes in Moss Beach. The Housing Leadership Council of San Mateo County works with communities and their leaders to create and preserve quality affordable homes. These proposed affordable homes have our full support and are critical to the midcoast community of San Mateo County.

We need to provide housing at all income levels so that we can preserve our community and protect our most vulnerable residents. However there is currently no deed-restricted affordable housing in the mid-coast of San Mateo County. Midpen's Cypress Point can provide those desperately needed affordable homes with dignity and privacy. Moss Beach can continue to benefit from diversity and inclusion with these proposed homes.

Cypress Point's 71 affordable homes have been in the planning process for quite some time. Many residents facing rent burdens and those living in their cars do not have any time to spare. Vulnerable coastside individuals and families desperately needed these homes yesterday. Our public health crisis has highlighted how housing is healthcare. **We urge the San Mateo County Planning Commission to approve the amendment in the LCP, as soon as possible, to make these affordable homes feasible.**

Sincerely,

Alexander Melendrez
Organizer, Housing Leadership Council

Housing Leadership Council of San Mateo County
2905 S. El Camino Real, San Mateo, CA 94403 • (650) 242-1764 • hlcsmc.org



Date: Dec 13, 2018

To: Honorable Don Horsley, San Mateo County Supervisor
County of San Mateo
400 County Government Center
Redwood City, CA 94063

RE: Cypress Point affordable housing project in Moss Beach

Dear Supervisor Horsley,

I am writing on behalf of the Center for Sustainable Neighborhoods to express our strong support for the Cypress Point affordable housing project in Moss Beach.

The Center for Sustainable Neighborhoods supports policies and projects that help build sustainable neighborhoods and regions. We focus on the intersection of sustainable architecture, land use planning, transportation planning and economic development. Sustainable projects draw on best practices from all of these disciplines to define solutions that help build better neighborhoods, protect our planet and strengthen our economy. MidPen Housing's Cypress Point affordable housing project is a very good example of this.

The Cypress Point affordable housing project is a well rounded project that will enhance the community in a variety of ways from improving the safety of a key intersection to providing some of the highest quality shared play space in the neighborhood. The project's planning for energy and water conservation is exemplary. The plan doesn't have as much density as we would like, but does use its modest density to good effect by clustering buildings around a central garden. This creates a sheltered outdoor space of a type that architects call an outdoor room. That the largest, most desirable backyard in the neighborhood will be located in a low income housing project isn't just poetic, it will give low income kids an advantage that helps them integrate socially into an increasingly exclusive neighborhood.

What makes this project extraordinary, though, is the site and its location. The Mid-coast of San Mateo County faces an especially acute affordable housing crisis because unlike most of the California coast, there is no lower cost inland destination for low income workers to escape to. Instead, to the east lies the Silicon Valley, to the North is San Francisco and to the South is Santa Cruz. Lower cost areas are

almost unimaginably distant for a daily commute. In this setting, a large previously developed infill site in the hands of an affordable housing provider is a precious resource.

California coastal policy is oriented towards maintaining historically important coastal dependent uses such as hospitality and agriculture that allow Californians, and visitors from all over the world, to enjoy the bounty and beauty of the coast. The pastoral landscape and visitor experience that has defined the character of the sensitive San Mateo coast for generations is threatened because the agricultural and hospitality industries are struggling to find workers on account of the advanced gentrification of many once working class neighborhoods. The area is in real danger of becoming just another exclusive bedroom community of Silicon Valley. Latino farm and hospitality workers face an increasingly difficult choice between extreme commutes, extreme rents or extreme overcrowding characterized by two or even three families stuffed together in single-family homes. Nonprofit affordable housing can provide relief from all of those problems.

Given the extraordinary need for affordable housing in this particular area and the paucity of good infill sites, the imperative is to make the most of the opportunity and to do so expeditiously. We urge your support for this fine project.

Sincerely,

Tim Frank

Tim Frank, Executive Director



July 16, 2020

SENT VIA EMAIL

San Mateo County Board of Supervisors
401 Winslow Street
Redwood City, CA 94063

RE: Support – Cypress Point

Dear President Slocum and San Mateo County Board of Supervisors:

The Bay Area Council endorses the Cypress Point affordable housing project.

At the intersection of business and civic leadership, the Bay Area Council is public-policy advocacy organization for the nine-county Bay Area working to solve the most challenging regional issues. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here. California is currently experiencing an unprecedented housing crisis that, without significant intervention, will only get worse. The California Department of Housing and Community Development estimates the state needs to build 180,000 new units of housing annually by 2025 to meet projected growth - over 100,000 more units than we are currently building annually. The region has long been an engine of growth and prosperity, but it has also increasingly become marked by unaffordability and income inequality. The bottom 25% of income earners are spending 76% of their income on housing. The Bay Area's nine counties and 101 cities permitted only 57% of the new homes needed to meet the demands of population growth and maintain baseline levels of affordability. This is clearly not acceptable or sustainable.

Every city in our region must play their part to house its workforce and stop this growing trend of mega commuting that is bad for our environment and our social fabric. The Council is disheartened to hear that no deed-restricted affordable housing exists in this coastal community. There is a significant need for additional housing in Moss Beach, especially at affordable levels. For this and other reasons described below, the Bay Area Council supports this proposed development:

- **Deep Affordability Levels** - The proposed project is Moss Beach's first 100% affordable housing project - ever. Affordability levels range from 30-80% AMI and reserves 4 units for formerly homeless households.
- **Amenities** – The proposal includes a community center for residents and is pedestrian and bicycle-friendly. It also includes a community garden and a play area for children. MidPen Housing will also provide programming and community activities for residents.
- **Neighborhood Collaboration** – Over the course of the past four years, MidPen has held multiple open houses, small group sessions, and one on one meetings in addition to numerous presentations to local community/business groups. The project has been modified to alleviate neighborhood concerns regarding height, density, parking, proximity to neighbors, and local traffic.

Although the Council encourages approval of the Cypress Point project, we are concerned that this project does not maximize the site's potential. As one of only three Local Coastal Plan (LCP) designated sites for affordable housing, the 7 units per acre proposal is a missed opportunity to deliver more units of much-needed affordable housing to the community. Furthermore, the 2:1 parking ratio yields a project with a footprint for parking larger than the housing itself. The Council recommends that as the project progresses, MidPen Housing work closely with current stakeholders, decision-makers and future potential partners to find ways to increase the number of affordable homes delivered as a result of this project. This is a time for leadership. We have a responsibility to our community to realize the change we seek through sound housing policy. We ought to do what we know to be right, absent the influence of entrenched interests that work against that vision.

The Council applauds MidPen Housing for their responsiveness to the community. However, we encourage the Planning Commission to consider the severe lack of affordable housing in this coastal community. Please let us know if you have any questions.

Sincerely,



Matt Regan
Senior Vice President
Bay Area Council



August 21, 2019

President Groom and Members of the Board of Supervisors
County of San Mateo, County Center
Redwood City, CA

Sent via email: cgroom@smcgov.org dpine@smcgov.org dhorsley@smcgov.org
wslocum@smcgov.org dcanepa@smcgov.org

Re: Cypress Point Support

Dear President Groom:

President Groom and Members of the Board of Supervisors:

The Rural Smart Growth Working Group is a consortium of groups that share a common interest in promoting the social justice benefits of smart growth in California's rural areas.

We would like to encourage you to continue to support efforts to bring affordable housing to the Coast side through the approval of the Cypress Point project in Moss Beach.

For several decades now, a centerpiece of affordable housing advocacy in California has been securing an inventory of sites with adequate zoning capacity to

support affordable housing. Nowhere has this effort been more important than on the coast, where the dearth of affordable housing has been especially severe.

Like much of rural California, the San Mateo Coast is a pastoral region with jobs in farming, hospitality, services and other low wage industries. Locating affordable housing near these jobs is critical to our efforts to reduce greenhouse gas pollution, to maintain the sustainability of coastal-dependent industries and to address the extreme social stresses that the housing crisis is imposing on low-income coastal workers.

It would be hard to find a site more important to use for affordable housing than Cypress Point. This is not just a previously developed infill site in a setting with an especially acute affordable housing shortage; it's actually previously entitled for mixed income housing at a greater density than the current applicant is seeking.

The applicant has already agreed to cut the density of the project in half as compared to the previous entitlement and existing PUD zoning and is providing the community with a high quality, community compatible design that features an unusually generous allotment of open area.

We encourage you to support the Cypress Point Development through the amendment of the Local Coastal Program and to expedite its timely approval.

Sincerely,

The Rural Smart Growth Task Force

Alicia Sebastian, California Coalition for Rural Housing

Gail Wadsworth, California Institute for Rural Studies

Tom Collishaw, Self-Help Enterprises

Tim Frank, Center for Sustainable Neighborhoods

Danielle Mazzella, California Housing Partnership Corporation

Valerie Feldman, Public Interest Law Project

Cathy Creswell, Creswell Consulting

Steve Frisch, Sierra Business Council

Phoebe Seaton, Leadership Counsel for Justice & Accountability

Cc:

Evelyn Stivers, Housing Leadership Council



COMMITTEE FOR
GREEN FOOTHILLS

January 21, 2020

Fred Hansson, Chair, and
Planning Commissioners
San Mateo County Planning Commission
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Item #1 on the January 22, 2020 Agenda: PLN 2018-00264: Recommendation to the Board of Supervisors re: proposed amendments to the County General Plan, Local Coastal Plan, and Zoning Regulations to revise previously approved PUD-124/CD to PUD-140/CD for proposed 71-unit affordable housing project, corner of Carlos and Sierra Streets, Moss Beach, Applicant: Mid-Pen Housing Corporation, for “Cypress Point” affordable housing project

Dear Chair Hansson and Members of the Commission,

Please accept these comments on the above-referenced project on behalf of Committee for Green Foothills (CGF).

The 11-acre project site was designated as Medium High Residential in the County Local Coastal Plan (LCP) in 1979 as one of three affordable housing sites within the urban Midcoast area. This designation allowed a total of 148 units on the project site, of which 35% were restricted to low and moderate income households.

In 1980, as a member of the Central Coastal Commission, I voted to certify the County’s LCP, including designation of the three affordable housing sites in the Midcoast area. None of these three designated sites have yet been developed, for a variety of reasons.

In 1983, CGF supported the Concept Plan for the “Farallon Vista” project on the subject site, which included the maximum allowable 148 units of housing, of which only 35% were affordable units. Approvals for Farallon Vista lapsed in 1991, due to lack of sufficient water to serve the project. Citizens Utilities Company of California (CUCC), the private water company serving Montara and Moss Beach at that time, was under a state-mandated moratorium on new connections. CUCC had 1500 customers, but only had only sufficient water for 1250. In 1988, CUCC sought permits to drill two large wells in Princeton, three miles away and outside its authorized service area boundaries. CGF opposed these wells due to their potential adverse impacts on adjacent Pillar Point Marsh, and the clear need for any new water supplies to first address the shortfall for existing customers within the CUCC. Subsequently, Montara Water and Sanitary District acquired the CUCC water system and has now developed adequate new water supplies for current and future needs within its authorized service area, including for this project.

The revised project under consideration by your Commission includes amendments to the General Plan, Local Coastal Plan and Zoning, that will reduce the density of the project from 148 dwelling units to 71, with 100% of these restricted to families earning less than 80% of the median income.

COMMITTEE FOR
GREEN FOOTHILLS

3921 E. Bayshore Road
Palo Alto, CA 94303

650.968.7243 PHONE
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info@GreenFoothills.org
www.GreenFoothills.org

The revised project's density is 6.5 units per acre, which is consistent with the surrounding neighborhood's density of 6.1 to 8.7 units per acre. Sewer and water services are available; the LCP includes affordable housing as a priority use of these municipal services.

Given the dire need for affordable housing on the coastside and the proposed project's benefits of 100% affordable units (except the Manager's Unit), CGF supports the proposed Amendments to the General Plan, LCP, and Rezoning.

In order to meet the intent and spirit of LCP Policy 3.1*, as well as to reduce impacts from traffic generated by the proposed project, CGF recommends that the residents be restricted to qualifying renters who already live, work, or can be expected to work in the Mid-Coast area, to the fullest extent allowed by law.

Thank you for considering our comments.

Sincerely,

A handwritten signature in black ink that reads "Lennie Roberts". The signature is written in a cursive, slightly slanted style.

Lennie Roberts, Legislative Advocate, Committee for Green Foothills

****Policy 3.1 Sufficient Housing Opportunities: Through both public and private efforts, protect, encourage and, where feasible, provide housing opportunities for persons of low and moderate income who reside, work or can be expected to work in the Coastal Zone.***