

# Midcoast Community Council

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

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

Date: September 27, 2017  
To: Michael Schaller, Project Planner  
CC: Steve Monowitz, Community Development Director  
Renée Ananda, CCC Coastal Program Analyst  
From: Midcoast Community Council/ Lisa Ketcham, Chair

Subject: **Proposed 71-Unit MidPen Affordable Housing Community on 11 acres  
at Carlos & Sierra St, Moss Beach – PRE2017-00032, APN 037-022-070**

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

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

## **Development Density**

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

## **Public Transit**

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

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

### **Bike/Pedestrian Mobility**

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

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

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

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

### **Vehicle Highway Access & Safety**

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

Thank you for the opportunity to comment.