



Sensible planning and protection  
for the San Mateo County Midcoast

## Key Concerns for MidPen Pre-App Meeting 9/20/17

Proposed Development of Parcel APN 037-022-070 in Moss Beach  
(across from Point Montara Lighthouse)

MidPen's proposed 71-unit housing development discussion has two tracks — the critical housing shortage, which we all recognize, and the inappropriate location for such a large development. Resist Density's concerns focus on the inadequate infrastructure and health / safety dangers of this project.

### **Increased Traffic**

There are no alternative routes on the coast – there is only one road in, through and out. The Midcoast section of HWY 1 is a critical daily travel corridor, and it is limited to one lane in each direction along the scenic portion of Montara. Adding a large housing development to the Midcoast will only compound increased traffic that has occurred since the Lantos tunnel opened in 2013. MidPen has not provided any traffic mitigation solutions for the hundreds of additional cars of this development. Furthermore, "Connect the Coastside" Transportation Management Plan proposes the addition of multiple crosswalks and at least 2 traffic lights in Moss Beach without any recommendation to improve public transit. Questions of disaster preparedness and emergencies requiring first-responder access are coming to head as traffic worsens.

### **MidPen Traffic Assessment is Lacking**

As part of MidPen's Pre-Application, it has released an initial traffic assessment by KAI consultants. The whole premise of KAI's findings that the MidPen project will not significantly impact the HWY 1 / Carlos Street intersection is flawed. We question KAI's numbers of projected car trips the MidPen development will create. How did they arrive at these numbers? Further, it does not take into account the cumulative impact the MidPen project will have when combined with the Big Wave large-scale commercial project, 2 proposed hotels, infill building and second units, and increasing coastal tourism traffic.

### **No Solution to Dangerous Blind Curve**

The proposed MidPen Housing development is located at a dangerous blind curve on Highway 1. KAI field measurements at the HWY 1/Carlos Street intersection found that the sight distance to the South was 305 feet, or about half of Caltrans' required corner sight distance of 605. By KAI's own assessment, grading and/or tree removal will be insufficient to meet the required sight distance due to the vertical dip.

### **All 3 Possible Intersection Controls are Unacceptable**

In addition to the insufficient sight distance, KAI's traffic study recognizes that there are overlapping and conflicting left turns using the same lane for drivers entering Carlos and drivers entering Pt Montara Lighthouse. The pedestrian crossing of HWY 1 is also unsafe. Three intersection controls are evaluated but all have drawbacks and none solve the sight distance problem for drivers or pedestrians:

- 1) Signal/Traffic light control – evaluated, and not warranted
- 2) Roundabout - does not solve the sight distance problem and may be too expensive
- 3) Stop Control - essentially what already exists except add a no-left-turn off Carlos.

### **Roads Safety - Concerns for Children and Pedestrians**

There is no safe way to make a left (southbound) turn off Carlos onto HWY1. The KAI study fails to mention the impact that hundreds of additional cars will have on neighborhood roads, and doesn't note that these roads are substandard - too narrow and lacking sidewalks - posing a safety risk for pedestrians and children

who will have to share the same roads with impatient drivers. Even the proposal to make Carlos one-way southbound doesn't assess traffic impacts to neighborhood streets or the Etheldore intersection.

### **Population Increase of 26%**

The MidPen housing proposal is for 71 units totaling 144 bedrooms. At maximum occupancy, there would be 359 residents. And this doesn't include guests or visitors to the community center. This development would increase the population of Moss Beach East of HW 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.

### **Failing Sewer System – SSOs**

The sewer infrastructure on the coast is failing. There have been approximately 101 Sanitary Sewage Overflows (SSOs) over the last 5.5 years, many of which are a result of failed or broken pipes and root intrusion. These overflows endanger public health and the environment. This failing sewer system must be addressed before additional development is approved. What is the assessment of bringing a 71-unit housing development online all at once?

### **Water Capacity**

Montara Water and Sanitary District states it has plenty of water for this project. In addition to water quantity, there is concern for water allotment, pressure and distribution. Is the water distribution system capable to handle the added burden of an emergency such as a large fire? Is the water infrastructure capable to handle this pace of growth and emergencies? Has this been assessed?

### **Potential for Environmental damage and the Critical Coastal Area (CCA)**

The 11-acre property is located approximately 200 feet from the Fitzgerald Marine Reserve, an identified CCA. It deserves special protection due to its close proximity to Montara Creek that runs directly into the Fitzgerald Marine Reserve. The scale of the MidPen development would cause substantial disruption and removal of earth, trees and structures with possible toxic hazards. Comprehensive testing must be made throughout the site to check for contamination and toxins such as asbestos, lead, solvents and other chemical compounds that were commonly used at military facilities like these. The site is located on a hill, so any runoff would head directly toward the creek and ocean below.

### **Cumulative Effects**

The impacts of a large housing development, when combined with other nearby developments such as the approved Big Wave project in Moss Beach (estimated 1500 car trips per day), two proposed hotels in Montara, and the annual infill of new homes, second units, and buildings, will further stress the environment and the public utility infrastructure of this coastal community. With a large brewing company proposed for Big Wave In Moss Beach, what is the projected cumulative impact of these projects on Hwy 1, traffic, the environment and the infrastructure?

### **Inappropriate / Isolated Location**

Moss Beach is isolated, located seven miles in either direction from the nearest town centers of Half Moon Bay and Pacifica. The Sierra Club Loma Prieta chapter has come out against the MidPen project stating: *"there could hardly be a much worse location for affordable housing in the urbanized Mid-Coast."* This potential development would have a significantly high Vehicle Miles Traveled (VMT) designation, limited walkability, and offers no meaningful public transportation. Lack of access to groceries, jobs, schools, pharmacies, and community-oriented services will make residents dependent on driving, which is a financial burden for affordable housing residents, plus increases traffic problems.

### **Antiquated Zoning**

The outdated zoning for this parcel was completed in 1986 based on plans for a multi-lane Hwy 1 bypass around Devil's Slide, and additional infrastructure that never was, nor will be, carried out due to legislation and the purchase of Rancho Corral de Tierra by POST. This 11-acre parcel should have been rezoned to reflect the revised situation and population projections, but was not. We advocate for a rezoning of this property to more accurately reflect infrastructure constraints and current realities.