

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."

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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.



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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.



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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.



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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.



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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 direct access to Stetson Street to travel to the center of Moss Beach.



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.

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	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/ .

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	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.

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	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>

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	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.

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	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.

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	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.

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	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.

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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.