

Written Public
Comment(s) for **Item No. 7**



March 25, 2024

Dear President Slocum, County Supervisors, and Staff,

The Housing Action Coalition is a member-supported nonprofit that advocates for creating more housing for residents of all income levels to help alleviate the Bay Area and California's housing shortage, displacement, and affordability crisis.

Our endorsement committee had the opportunity to review Midpen's Cypress Point proposal, and enthusiastically endorsed the project.

We have had the opportunity to work with Midpen throughout the years, and they have been an incredible partner in the affordable housing community.

Midpen's proposal will bring 71 much-needed affordable housing units on 11-acres to San Mateo County. In terms of affordability, the project will serve families earning 30-80% of Area Median Income, with preference for existing local employees. Cypress Point will be a 100% affordable project in the Midcoast area of the County, an area that currently has no deed-restricted affordable housing. It is proposed on just one of three sites designated for affordable housing in the Midcoast Local Coastal Program (LCP).

In addition, Cypress Point has 18 homes set aside to serve agricultural workers and their families, with a lease-up preference for Coastside workers and residents for the non-agricultural worker homes. This project is designed to meet a jobs/housing need out on the Coastside, where there is a significant unmet need for affordable housing and local workers are living in overcrowded households. The median income in San Mateo County is currently \$175k for a household of 4, which further emphasizes the necessity and urgency to build more affordable homes.

The two-story 3- to 4-plexes will be designed to blend with the home size and spacing of the surrounding neighborhood, and approximately half the site will be undeveloped. This project not only addresses a critical social need but also respects the existing character of the community.

I urge you to consider the significant positive impact that the Cypress Point project will have on our community and approve its proposal.

A handwritten signature in black ink, appearing to read "Corey Smith", is enclosed in a light gray rectangular box.

Corey Smith, *Executive Director*
Housing Action Coalition (HAC)

Ali Sapirman

Ali Sapirman, *South Bay & Peninsula Organizer*
Housing Action Coalition (HAC)

Slide 1

There are a lot of housing advocates from outside of the coast that used the same form letter to make comments and will probably speak tonight. I represent the MidCoast Community Council, an elected council that represents the residents of the MidCoast who overwhelmingly do not support the development due to the health and safety risks it presents the entire community. Wanting affordable housing and making sure that the site does not present a health and safety risk to the new residents and surrounding community should be a priority for the planning committee. Unfortunately Cypress Point presents health and safety risks that cannot be mitigated. This has been established in MidPen's own draft EIR and is in a slide I will speak to in a minute.

The first slide shows the entire downtown of Moss Beach. Note there is no traffic light for ingress or egress of Highway 1. There is no supermarket, no community center, no pharmacy, no library, no health clinic, no school within 1 mile, and no major transit center. These are all requirements for AB 1449 to exempt affordable housing from CEQA. That exemption does not apply to Cypress Point as it fails to meet amenity requirements.

Power outages in Moss Beach are frequent during storms and often last for a week at a time. I personally lost power just last week and there was no storm. Many residents rely on landlines for emergencies because cell service becomes inoperable. AT & T is trying to discontinue landline service. It is so serious that Supervisor Mueller is working on this issue right now. This is just one of many health and safety risks Moss Beach residents face.

Slide 2

Seton Coastside has closed its Emergency room leaving Moss Beach without healthcare. There is no urgent care on the coast. Sick patients must go over the hill for care. If there is a health emergency the Paramedic on staff at Fire Station 44, which is in the neighborhood adjacent to Cypress Point, will need to respond immediately to triage the patient or patients prior to the arrival of the contracted ambulance in another location. Then the patient has to be transported at least 40 or more minutes away to hospitals over the hill.

Slide 2 shows the difficulty the fire company has turning from California Ave on to Stetson St in Moss Beach at the current time. Because Cypress Point will send cars toward California Ave side streets and California Avenue will fill with cars making turns even more difficult. Additional traffic will exacerbate the problem and increase response times. This can mean the difference between life and death for residents and visitors to the Midcoast.

Slide 3

This is the view from Stetson and California Ave where the draft EIR suggests Cypress Point residents can walk to the bus stop. Clearly the hill is too steep and inaccessible for most. This is not a safe option. MidCoast residents are well aware of these hazards and I hope you can now see for yourselves what residents have been speaking about for years.

Slide 4

This is the route most residents will have to try to walk to access downtown Moss Beach to get to the post office, bus stop and public park. You can see how narrow the street is and there is no room to safely walk. Can you imagine children trying to walk to the park on this road while cars are leaving the development as the EIR suggests?

There is no safe way to walk to school that is in Montara and no school bus available requiring parents to drive their children to school. Currently there is a dirt path next to a very large ravine. Sixteen Street that crosses the dirt path is in an earthquake liquefaction zone.

Slide 5

This is Kelmore Street, an alternative route for the fire station. Clearly there is insufficient room for two way traffic with cars parked on just 1 side of the road.

Slide 6

This is the current overflow parking at MidPen's Moonridge apartments. What will happen to fire response and evacuation if this happens in Moss Beach on a road half the width of this? How will MidPen keep this from happening in the surrounding neighborhood when they can't control the parking at Moonridge?

Slide 7

This slide is from the draft EIR showing that Alternative 4, moving to another location "would be the Environmentally Superior Alternative." "Alternative 4 would lessen the significant transport impacts related to pedestrian safety."

It is clear from MidPen's own EIR that another location would be more suitable.

An Alternative that has not been studied is to have a senior living and assisted living community at this site that can be self contained. There is no such housing available like this and according to the Census Data the majority of Moss Beach residents living below the poverty line are ages 65 and older. This type of housing would provide a healthy aging alternative for seniors who often face loneliness and lack of nutrient rich diet all while meeting RHNA numbers. A proclamation was made by the Board Of Supervisors to fight loneliness. The first of its kind.

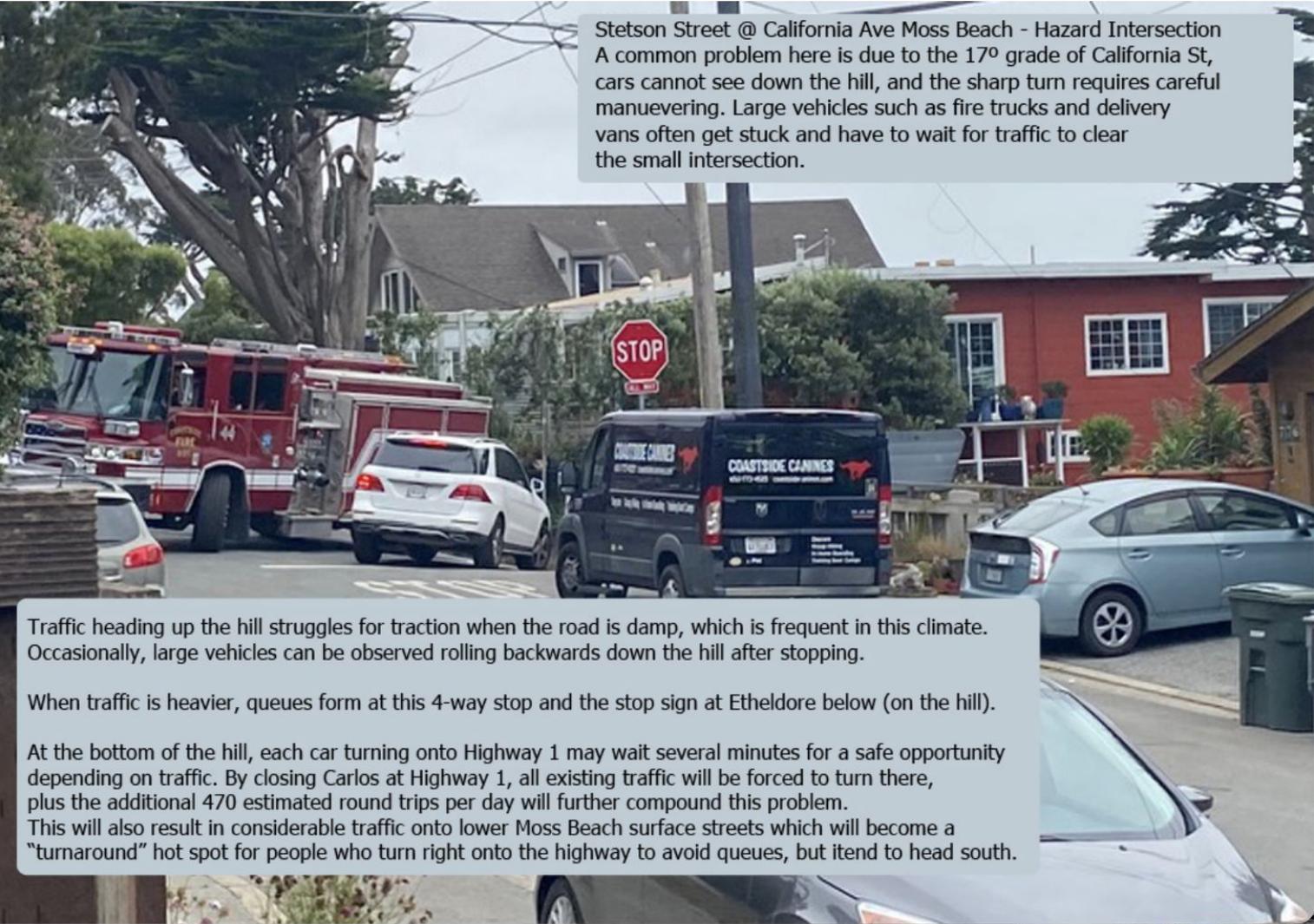
Slide 8

These are a list of prerequisites the MidCoast Community Council have identified as needing to be met prior to any development at this site.

At this time not a single one of these things have been met. Therefore we urge the planning commission to deny all permits at this time and require their implementation prior to recommending any permits.

Layout of Downtown Moss Beach





Stetson Street @ California Ave Moss Beach - Hazard Intersection
A common problem here is due to the 17^o grade of California St, cars cannot see down the hill, and the sharp turn requires careful maneuvering. Large vehicles such as fire trucks and delivery vans often get stuck and have to wait for traffic to clear the small intersection.

Traffic heading up the hill struggles for traction when the road is damp, which is frequent in this climate. Occasionally, large vehicles can be observed rolling backwards down the hill after stopping.

When traffic is heavier, queues form at this 4-way stop and the stop sign at Etheldore below (on the hill).

At the bottom of the hill, each car turning onto Highway 1 may wait several minutes for a safe opportunity depending on traffic. By closing Carlos at Highway 1, all existing traffic will be forced to turn there, plus the additional 470 estimated round trips per day will further compound this problem.

This will also result in considerable traffic onto lower Moss Beach surface streets which will become a "turnaround" hot spot for people who turn right onto the highway to avoid queues, but intend to head south.



Route to Bus Stop suggested in draft EIR at Stetson Street and California Ave

Extreme incline of hill makes walking to bus stop hazardous and not in accordance with ADA accessibility



Photo taken near 2165 Carlos Street 9/4/23
approximately 1/3 mile from the project site.
The road is 13-feet wide here and has
a double blind corner.



Moonridge Overflow Parking



6. ALTERNATIVES

As required by CEQA, this EIR examines alternatives to the proposed project. Studied alternatives include the following four alternatives. Based on the alternatives analysis, Alternative 4 was determined to be the Environmentally Superior Alternative.

- Alternative 1: No Project
- Alternative 2: Reduced Residential Units
- Alternative 3: South Moss Beach Site
- Alternative 4: El Granada Site

Alternative 1: No Project. In the No Project Alternative, implementation of the project would not occur, and any future buildout of the project site would need to be consistent with the allowable uses and density under the existing Planned Unit Development zoning. This alternative would not meet any of the Project objectives, and the project site would remain undeveloped. Current safety- and transportation-related constraints at the project site and on the immediate road network would remain unchanged. Under the existing General Plan zoning of Medium-High Density Residential, the project site could ultimately accommodate the development of up to 191 residential units (8.8–17.4 units per acre); any project would be subject to a similar environmental review as the proposed project.

Alternative 2: Reduced Residential Units. The Reduced Residential Units Alternative would achieve some of the Project objectives. This alternative would only create 30 units of affordable housing, and a manager's unit, which would only partially meet Objectives 1 through 4, and would not meet County Regional Housing Needs Allocation goals. This alternative would not avoid the significant and unavoidable vehicle miles traveled (VMT) impact because of location and would not avoid the pedestrian safety impact because of existing conditions near the site. This alternative would partially meet County, State, or Applicant's goals.

Alternative 3: South Moss Beach Site. The South Moss Beach site is designated for affordable housing in the San Mateo County Midcoast Local Coastal Program (LCP). This alternative is zoned R-3-A High Density Affordable Housing and Coastal Zone (R-3-A/S-5/ DR/CZ). Approximately half of the South Moss Beach site has a zoning district associated with the Half Moon Bay Airport Safety Zone overlay zoning district, which limits development to one unit per 2 acres. With this overlay, three units could be constructed on this half of the site. The remaining half of the South Moss Beach site outside of the airport safety zone overlay zoning district could be developed at the same density as the proposed project, which would accommodate approximately 63,374 square feet of residential housing configured within 71 residential units. The portion of the site in the airport district could remain as open space to meet project objectives. However, there is a notable slope that could possibly exceed 30 percent on the portion of the site that is not covered by the airport safety zone overlay zoning district and which would necessitate excessive grading near a wetland area. MidPen does not own the site, and the individual does not appear receptive to selling the site.

Alternative 4: El Granada Site. The El Granada site is designated for affordable housing in the LCP. The parcel is owned by the Cabrillo Unified School District. This alternative is zoned R-3-A/S-5/DR/CZ. Approximately 71 housing units could be constructed on this property if the entire parcel were developed. Although the project site has environmental constraints including steep slopes, Alternative 4 meets most of the project objectives and would lessen the significant transportation impacts related to pedestrian safety.

Environmentally Superior Alternative: Alternative 4: El Granada Site would reduce the magnitude of most environmental impacts because it would result in the least land developed while meeting the proposed 71 units developed. This alternative would be the Environmentally Superior Alternative.

1. Traffic and mobility mitigations for safe access to and from the project should be added before the project is built, given that the cost of these mitigations will go up significantly once the project is completed and fully populated. These mitigations include:

- a. A multi-use trail for safe pedestrian and bicyclist use.
 - b. Mitigation measures to make sight distance safe at Carlos Street's northern intersection with Highway 1.
 - c. Expanded ingress and egress to Moss Beach from Highway 1.
 - d. A nearby safe pedestrian crossing of Highway 1.
 - e. A safe path north of the project entrance to Montara and implementation of a safe walking route to Montara's Elementary School.
 - f. Direct access to Sierra/Stetson for fire/emergency.
2. San Mateo County should assume responsibility for maintenance of all roads surrounding the development.
3. Add sufficient parking to preclude on-street parking by Cypress Point residents.

4. Add spaces for delivery parking, especially given that there are no services in the area.
5. CFPD certification that the project has adequate fire fighting water storage.
6. County to waive any water charges to MWSD for use of Airport wells.
7. Require stormwater management sufficient to handle the current level of Midcoast storms (which annually exceed the outdated 100 year storm metrics) including the uphill acres which currently drain to the project site.
8. Adequate protection for Montara Creek and the Fitzgerald Marine Reserve from toxins and overflow during storms consistent with current and future weather patterns.
9. Lighting plan should be DarkSky International and wildlife-friendly compliant.
10. Eliminate synthetic turf due to evidence of adverse effects on human health and the environment.

CEO_BoardFeedback

From: Suzanne Moore <suzyqettu2@gmail.com>
Sent: Monday, March 25, 2024 5:56 PM
To: CEO_BoardFeedback
Cc: suzyqettu2
Subject: Item #7 MidPen's Cypress Point

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello Honorable Supervisors and County Staff,

I support MidPen's project, Cypress Point. Below-market rate housing is desperately needed on the coast for our essential workers, young families, elders, the disabled, and neighbors on a fixed income.

I also support monies for necessary upgrades of infrastructure and a coastal public transit corridor. Delays only increase costs, and our community needs - for updated infrastructure, housing at all levels of affordability, transportation, safety, and preparation for climate change - are imperative.

If our goal is to create resilient communities for future generations, then we must aggressively seek funding and plan together for a space of vibrancy, resiliency, and inclusivity. The future is upon us. Thank you.

--

Suzanne Moore

Home 650.557.0867

Cell 650.243.7310

CEO_BoardFeedback

From: Francisco Uribe <franciscou764@gmail.com>
Sent: Monday, March 25, 2024 5:58 PM
To: CEO_BoardFeedback
Subject: Comentario Punto 7 Francisco Uribe

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Estimados Miembros,

Mi nombre es Francisco Uribe, trabajo para una empresa de agricultura. Les estoy escribiendo para dar mi apoyo para Punto 7, la construcción de las 71 unidades que se van a construir por parte de Midpen Housing en Cypress Point Moss Beach. Es importante tener hogares para nosotros que sean accesibles y en buen estado para vivir. Es una necesidad porque no tenemos muchas oportunidades de un hogar aquí donde tenemos el trabajo.

Gracias por su tiempo,

Francisco Uribe

Spanish



English

Estimados
Miembros,



Mi nombre es Francisco Uribe, trabajo para una empresa de agricultura. Les estoy escribiendo para dar mi apoyo para Punto 7, la construcción de las 71 unidades que se van a construir por parte de Midpen Housing en Cypress Point Moss Beach. Es importante tener hogares para nosotros que sean accesibles y en buen estado para vivir. Es una necesidad porque no tenemos muchas oportunidades de un hogar aquí donde tenemos el trabajo. Gracias por su tiempo,

Francisco Uribe

Dear Members,

My name is Francisco Uribe, I work for an agricultural company. I am writing to you to give my support for Point 7, the construction of the 71 units that I know are going to be built by Midpen Housing in Cypress Point Moss Beach. It is important to have homes for us that are accessible and in good condition to live in. It is a necessity because we do not have many opportunities for a home here where we have work.

Thanks for your time,

Francisco Uribe

CEO_BoardFeedback

From: Gregg Dieguez <gadieguez@gmail.com>
Sent: Monday, March 25, 2024 7:52 PM
To: CEO_BoardFeedback
Subject: Public Comment on Agenda Item #7 - County File Number PLN 2022-00220

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

I'd like to comment on something I haven't seen discussed regarding the Cypress Point project, and more generally, County-wide: Management and Accountability.

To start, where is the financial analysis of the impact of Cypress Point on the County? It is well known that housing is a "loss leader", requiring more expense in services than is brought in in revenue. In the case of Cypress Point, as of 2019, \$5.5 million had been spent by the County to encourage this project. The wording of the project's terms of conditions has elements of a "Blank Check", where the costs of traffic and safety improvements are not detailed, and the funding required from the investors is also not specified. In fact, the wording is couched as not charging MidPen too much to imperil their ability to finance the project. Yet there is no defined mechanism to audit the profits of those investors and no definition of "how much is too much?", and thus no limit to the financial burden to be borne by the County and its taxpayers. In normal financial management, there would be projections of the costs and the revenues (in this case the impact on the tax base) and there would be contractual terms defining the limits and conditions for the project. Why are there not such protections in place for this project?

This undocumented financial 'sink hole' is of particular concern to the 25,000 in the Midcoast / HMB community because several written requests for county funding have gone unanswered for a year. As one example, a recent report from PC Magazine listed Montara/Moss Beach as having the WORST cell reception in the nation, so the Community has asked for \$100,000 to fund a feasibility study to explore a community fiber network. Without that study, HMB and the Midcoast have been unable to answer the technical questions required to even apply for the many grants available to fund expanded Broadband services for our 25,000 residents. The County is pouring millions into housing for 71 units, yet it cannot or will not even answer several written funding requests endorsed by every local government agency in our area regarding aspects of health and safety on the Midcoast. What financial oversight balances the costs and benefits of the County's investments for its residents, new and existing?

More broadly, over a year after significant storm-related flooding, there is no permanent solution to the stormwater problems at MidPen's Moonridge complex, and even larger risks from flooding, traffic and wildfire exist at Cypress Point. Who is going to monitor the risk performance of this project? Who is funding that audit process? And who is going to manage and fund the inevitable repairs that will be required at Cypress Point going forward? I do not see a visible management process at work for risks the County is creating and has created, and that is what I am requesting.

Gregg A. Dieguez
Midcoast Community Council, Vice Chair *(writing as an individual)*
Founder: MIT Club of Northern Calif. [Energy & Environment Program](#)
[Recent Articles](#)
P.O. Box 370404
Montara, CA 94037
650-544-0714

CEO_BoardFeedback

From: MELINDA MacNaughton <nutrimel@comcast.net>
Sent: Monday, March 25, 2024 8:56 PM
To: CEO_BoardFeedback
Subject: Cypress Grove Development

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Board of Supervisors,
Please consider NOT approving this project right away. Our coastal community have many environmental concerns about this project that need to be addressed that were not fully addressed in the EIR and the review.

1. This development would create more carbon emissions. I know it seeks to replant trees and compensate for reduced carbon capture, but the replanting does not come close to the carbon emissions that will cease being captured by taking out 170 mature heritage trees. More large trees need to be planted. Let's get the carbon emission difference to zero. Maybe if there is no room to plant more trees, consider planting larger trees elsewhere to make up for the difference?
2. The trees in this location are also by a ravine that flows to sensitive protected habitat in the ocean. I do not see plans for clean up to prevent construction debris from flowing to the ocean.
3. The conventional plan of draining all water run off to the ocean is not considered the best way to manage water anymore. It is important to capture, filter and sink what water we can back into the earth. Can the run off be directed to rain gardens, or swales?
4. Above are my suggestions for improving the ecological impact of this plan which currently has a very limited ecological plan at best. This development will have a big impact on the coast including:
 1. increase greenhouse gas emissions from vehicles,
 2. removing mature massive carbon capture heritage trees and other plants (older big trees capture the most carbon)
 3. creating erosion
 4. reducing water capture by the very nature of erecting development in the area and sending it straight to the ocean.
5. Although I have suggestions for reducing the ecological impact, I do not agree with placing a project in this area when there are areas where low income housing could be placed on top of existing structures elsewhere in the County.
6. We need to protect the coast since it is becoming one of the last rural natural areas that people can visit and enjoy. For our tourism alone, we need to protect our beautiful outdoor spaces.

But first and foremost, we need to protect some of our last natural spaces that provide such incredible ecosystem services to us during this time of climate crisis:

1. carbon capture from mature trees (large trees capture the most), plants and grasses
2. water infiltration into the land from green open space

Thank you for considering,
Melinda MacNaughton

CEO_BoardFeedback

From: MELINDA MacNaughton <nutrimel@comcast.net>
Sent: Monday, March 25, 2024 9:02 PM
To: CEO_BoardFeedback
Subject: using turf at Cypress Point Development

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Board of Supervisors,

I disagree with allowing Cypress Point Development to use any kind of plastic turf in the development. They already plan to cut down 170 heritage trees removing massive carbon capture. Wherever they plan to lay down any turf, they should be planning for trees and plants to make up for the difference in the carbon capture loss. Turf also has been shown to leach broken down plastic chemicals that harm the ocean ecosystems and life. This development will be right next to a ravine that runs to the ocean. As you probably know, Millbrae is trying to ban turf from being used in their town for the same reasons.

Thank you for considering,
Melinda MacNaughton

From: [Cid Young](#)
To: [CEO BoardFeedback](#)
Subject: Agenda Item 7 Public Comment March 26th, 2024
Date: Monday, March 25, 2024 7:37:50 PM

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March 26, 2024

Public comment Agenda Item 7

Cypress Point in Moss Beach, UNINCORPORATED San Mateo County

Thank You for Listening to the Coastwide Resident's Concerns.

Good Points:

There is a great need for Affordable Housing on the MidCoast.

Thanks for including 17 Units (25%) for Farmworkers.

Thanks for making the color scheme Coastal vs. Barn red! Big Improvement!

Thanks for adding more than 5 EV Chargers for the 142-space parking Lot.

Thanks to MidPen for funding a proportional share of Highway 1 Improvements by 2030.

Points of Concern:

1.) Neighbors fear there will be excessive off-site **over-flow parking** like at Moonridge in Half Moon Bay, and there seem to be **no** mitigations being put forth to alleviate this. I have suggested reaching out to the Mormon Church for use of their enormous parking lot. Another MID PEN Project, MOON RIDGE SHOWS EXCESSIVE OFF-SITE PARKING, By under-providing parking, it puts residents at odds in a struggle to park in surrounding areas.

2.) **Storm water not being retained on site.** Plans to allow run-off to flow into Montara Creek which flows directly into the Fitzgerald Marine Reserve, a designated ASBS. (Area of Special Biological Significance) has not been addressed. In fact, Stormwater in general has been overlooked in Moss Beach, for decades, and rains flooded the entire "downtown" Moss each area by the Sheriff's Substation and the Coastside Market in 2021.

3.) **Impervious surfaces** The buildings will be 67,000 square feet, and it was suggested that driveways, walkways, and parking lots be made of pervious materials to allow the land to absorb the run-off. San Mateo County has NO plans for any MidCoast **Stormwater Drainage**, and it can **not** be channeled to the sewer system, so PLEASE reconsider this aspect, or apartments may flood, as MoonRidge experienced in the January 2023 storms.

4.) **Ingress and Egress and Increased Traffic** Many have mentioned this concern, but it has been ignored to date, and The County is **negligent** to put this project here, without first improving the Moss Beach Hwy One Corridor, currently, a NON-funded CalTrans project, which will not be completed before 2030, ***IF THERE EVER IS FUNDING!*** Many

of us lost a dear friend, Harrald Herrmann, in September, two years ago when he was hit and killed by a box truck while riding his bicycle along the unprotected shoulder of the Highway. **All residents** would benefit if there were separated bicycle lanes, and some sort of traffic control at 16th and Highway One. I personally leave via the uncontrolled intersection of Cypress and Highway One and it is very difficult to pull onto the Highway. The developers for the Big Wave Project were supposed to improve that intersection, but the County let them off the hook. I hope this will not happen for Cypress Point! We have constant accidents at the Cypress Ave. intersection!

5.) Furthermore, there still is no Countywide, or especially a MidCoast robust **EMERGENCY EVACUATION PLAN**. The reports provided merely glossed over this aspect of Coastside living and suggested "Sheltering in Place." They completely ignored the northbound chokepoint after the Tunnel, heading off the Coast towards Pacifica.

6.) **Healthcare:** Seton Hospital has closed their emergency room, so no nearby medical care ...for Anyone!

7.) **Shopping:** Coastside Market is a liquor store with sundries and convenience items. REAL grocery stores are **fourteen miles round trip** to Linda Mar or Half Moon Bay. It's a great place to pick up a lottery ticket or a tomato, when needed.

8.) **Libraries or Schools:** Only in Pacifica or Half Moon Bay again, the Moss Beach lacks these, NOT to mention there are **No School buses** provided by Cabrillo Unified School District! Parents must drive the children several miles to school or to activities.

9.) Safe routes to School? Forget about it. The elementary aged kids will need to walk on a **dirt path adjacent to the highway** to Farallone View school in the next town, Montara.

10.) As a San Mateo County Resident since 1981 and a Coastside Resident since 1988, it is really apparent that the County has opted to **neglect funding** our area. I truly fear that once this project is approved, that they will then allow MidPen to back-pedal and not provide Traffic mitigations or further on-site parking. I fear the run-off will pollute the sea creatures just across the highway in the Marine Reserve and that the project will overflow its stormwater bioretention ponds by having too many impervious surfaces. God forbid a child is hit by a car on their way to school.

At the recent Planning Commission hearing there were people labeling existing residents as RICH, RACIST, NIMBY's. Well, besides the extra traffic this project will not affect me, but I would income-qualify to be a resident there, now that I am retired. The points our community is making is because we already live the reality of **No services** in a remote part of the county. Putting other people in the "boonies" is fine, as long as there is disclosure that the County might not get around to funding any local amenities or road improvements, so they may have to drive their kids to school or travel 14 miles by bus round trip to buy groceries, go to church, or seek medical care. Otherwise, it is a form of environmental injustice.

Sincerely,

Carlisle Ann Young

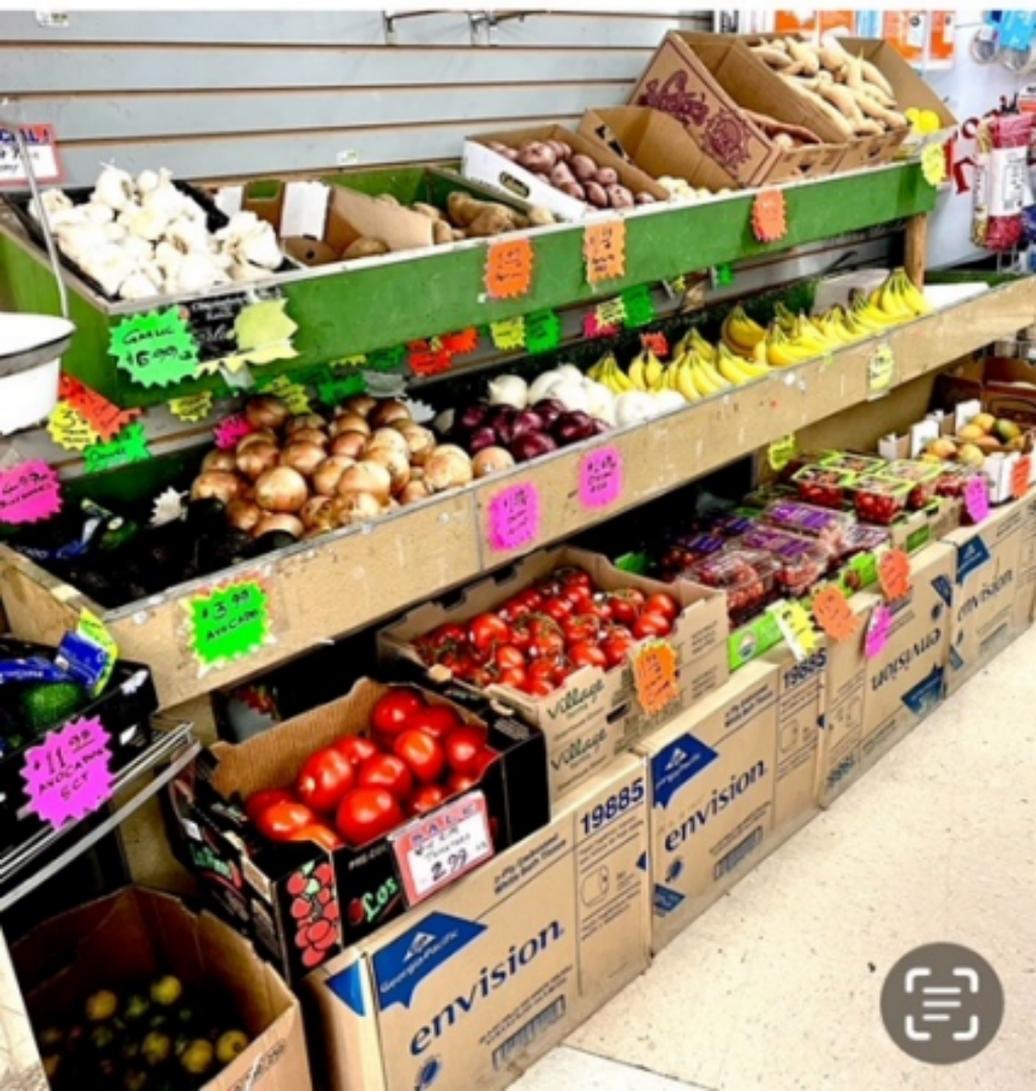
Moss Beach CA 94038

September 28, 2022 2:00 PM

Edit







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envision



California Ave













STOP

45

STOP

From: [Jenny Jeansonne](#)
To: [Noelia Corzo](#); [SMC_SupMueller](#); [Warren Slocum](#); [David Canepa](#); [CEO BoardFeedback](#)
Cc: [Michael Schaller](#); [midcoastcommunitycouncil@gmail.com](#)
Subject: March 26, 2024 Meeting Agenda item 7: Comments on MidPen Housing Corporation PLN2022-00220
Date: Monday, March 25, 2024 11:05:49 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

TO: San Mateo County Board of Supervisors

400 County Center

Redwood City, CA 94063

ATTN:

San Mateo County Board of Supervisors: boardfeedback@smcgov.org,
dpine@smcgov.org, ncorzo@smcgov.org, SMC_SupMueller@smcgov.org,
wslocum@smcgov.org, dcanepa@smcgov.org

Michael Schaller, Senior Planner: mschaller@smcgov.org

CC:

Midcoast Community Council: midcoastcommunitycouncil@gmail.com

I live on Coral and Buena Vista St in Moss Beach and building this project at the end of Carlos is a horrible idea and poorly planned.

We do not have the space and resources to accommodate 71 units, 150+ parking spaces, and 400+ residents.

- there are major safety concerns that this project imposes regarding public safety and transportation, for traffic, pedestrians to residents and commuters along SR-1

- there are major concerns on our community resources: sewer, water runoff, etc

- there are major safety concerns regarding fire/emergency safety, natural disasters, fire and earthquake safety for our current community. Shutting down Carlos street is not the answer.

- overflow of cypress point parking. These residents vehicles will spill over to an already crowded streets within our neighborhood

-toxin mitigation that must be safely removed prior to any constitution and building,

being built where WW2 military base was that had toxins stored and used. I have young children and I do not want the air and soil poisoned with toxic nano particles from the construction that can cause serious and lethal health issues.

Has the county looked at the 14 acres that is for sale in HMB that is also in SR-1 for an alternative building site? That parcel of land is larger, and closer to stores, restaurants, medical offices, etc. It would be better suited than Cypress Point proposed location.

Thank You
Jenny Jeansonne Price
Coral and Buena Vista St
Moss Beach CA



March 12, 2024

SENT VIA EMAIL

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

RE: Support – Cypress Point

Dear San Mateo County,

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

At the intersection of business and civic leadership, the Bay Area Council is a 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.

The Council applauds MidPen Housing for their responsiveness to the community. In considering this project, we encourage the County to consider the severe lack of affordable housing in this coastal community, one this project helps to resolve. Please let us know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Matt Regan'.

Matt Regan
Senior Vice President
Bay Area Council



320 13th St. Oakland, CA 94612; (510) 823-2165

Lisa Ketcham, Chair, and Planning Commissioners
County of San Mateo Planning Commission
455 County Center, 2nd Floor
Redwood City, CA 94063

RE: County File No. PLN 2022-00220 on the March 13, 2024, Planning Commission meeting agenda;
Cypress Point affordable housing project

Dear Chair Ketcham and Members of the Commission,

Please accept these comments on the above-referenced project on behalf of Five Keys.

Five Keys urges the Commission to support MidPen's proposal for 71 affordable homes in Moss Beach. We have partnered with MidPen at their properties on the coastside, and attest to the care that the on-site staff puts into their properties, and most importantly, their residents. MidPen's staff works directly with residents through on-site programming and connects with the community by engaging with community partners.

Five Keys is a nationally recognized non-profit education management corporation that provides free adult education for anyone ages 16-96 residing in California wishing to obtain their GED, HiSET, or High School Diploma, as well as transitional employment opportunities, and programs for those seeking a second chance to meet their goals. Through the use of social and restorative justice principles, Five Keys provides traditionally underserved communities the opportunity to improve their lives through a focus on the Five Keys: education, employment, recovery, family, and community.

Five Keys began partnering with MidPen Services in 2023 to help expand their workforce development programming that pilots a "Learn & Earn" model. Five Keys administers GED/HSE (High School Education) courses to residents across MidPen's portfolio, including coastal communities.

The Cypress Point development will have a significant impact on the community by providing much needed affordable housing, and the opportunity for Coastside workers and residents to establish stability and a higher quality of life. There is currently no affordable housing available in the Midcoast despite the need. We hope to have the opportunity to continue to partner with MidPen at Cypress Point in the near future and encourage you to support the proposal.

Thank you for your consideration.

Sincerely,

Leah Clougherty

A handwritten signature in black ink that reads "Leah Clougherty". The signature is written in a cursive, flowing style.

Regional Superintendent of Northern California, Five Keys

Written Public
Comment(s) for **Item No. 8**



March 25, 2024

Board of Supervisors
County of San Mateo
400 County Center
Redwood City, CA 94063

To the honorable Supervisors of San Mateo County,

Thank you for this opportunity to provide public comment with recommendations for improvements to the county housing element. The undersigned individuals represent the San Mateo County Housing Element Campaign, an informal group of organizations that support pro-housing, pro-tenant policies in the county housing element.

For more than a year, our campaign has closely followed the housing element update process. We sent the county an [initial public comment letter](#) on December 20, 2022, followed by a [petition letter](#) submitted in February 2023 with over 300 signatures from community members in support of our campaign's goals. On June 12, 2023, we shared a [third comment letter](#) updating our policy proposals. On July 29, 2023, we sent a fourth comment letter elaborating on our policy recommendations, with a particular emphasis on Affirmatively Furthering Fair Housing issues that indicate the County should pursue rezoning in its highest-opportunity neighborhoods.

It is challenging to comment on specific details of the housing element because a new draft has not been released at the time of this letter's writing, 14 hours before the public hearing is slated to begin. However, based on the staff report, we believe San Mateo County is pursuing policy changes that will bring it close to achieving certification. The updated draft housing element includes several policies HLC supports, including:

- Rezoning unincorporated Colma, Broadmoor, and parts of North Fair Oaks for denser housing.
- Pursuing an "initial study of a Community Plan for Pescadero," as well as a new "Rural South Coast Housing Study and Strategy" and a new "Farm Labor Housing Study and Strategy," which will be essential for overcoming coastal barriers to enable new homes.

We believe the housing element should further:

- Rezone in the County's highest-opportunity areas, including West Menlo Park, to allow medium-density multi-family housing.
 - **To accommodate new homes at a wider range of income levels, the County should rezone the entire R-1/S-72 West Menlo Park combining district from**

8.7 du/ac to 35 du/ac with mixed-use zoning, enabling new homes at a range of affordability levels.

- As described in our [July 29, 2023 letter sent to the County](#), “The county’s current plans for rezoning exacerbate existing segregated living patterns. As defined by the state Department of Housing and Community Development, all of the rezoning currently planned for in the housing element takes place in low- and moderate-resource areas. The highest-opportunity neighborhood in the County, West Menlo Park, is completely exempt from policy change that would facilitate more affordable housing options in the area.
- Exempting West Menlo Park from rezoning while concentrating density in other areas violates the core essence of AFFH, that housing elements should seek to expand opportunity. West Menlo Park is rated as “Highest Resource,” with high environmental scores, excellent schools, and proximity to jobs in nearby Menlo Park. The area has potential for better transit, with multiple bike lanes and bus stops nearby.
- Promote housing for those with developmental and other disabilities by reducing parking requirements for ADA-accessible housing, implementing Visitability Standards, and developing a Universal Design Ordinance.

By focusing on policy change, and by further leveraging Measure K funds to ensure the County Planning Department has adequate resources to implement housing element policies, San Mateo County can increase the likelihood that its housing element receives certification from the state and serves as an impactful planning document over the next decade.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'J. Levine', with a large, stylized initial 'J'.

*Jeremy Levine, Policy Manager
Housing Leadership Council of San Mateo County*

Written Public
Comment(s) for **Item No. 9**



March 25, 2024

Board of Supervisors
County of San Mateo
400 County Center
Redwood City, CA 94063

To the honorable Supervisors of San Mateo County,

Under the leadership of Executive Callagy and the Board of Supervisors, Measure K has been an essential source of funding for housing programs, enabling the production of hundreds of new affordable homes across San Mateo County. The Housing Leadership Council values the opportunity to further our mission in San Mateo County by working with the community and its leaders to produce and preserve quality affordable homes.

In order to most effectively spend Measure K funding on addressing San Mateo County's housing crisis, HLC has the following recommendations:

Invest additional Measure K dollars in County housing staff

Demand on County staff will increase over the coming years. The County's current draft housing element includes a number of proposals for rezoning and other planning, such as a Pescadero Community Plan, that are essential to creating new housing opportunities. The County will need additional staff resources to implement these housing element commitments, some of which will require substantial code rewrites or community input processes. HLC recommends the County allocate at least \$400,000 annually from the "housing & homelessness" bucket to support County planning staff capacity. We highly encourage staffing these processes adequately in the beginning, especially with community engagement strategies like language competency. Having a thoughtful approach to community engagement will save substantial time and money.

Due to housing element delays, the County already may lose hundreds of thousands of dollars of state grant funding that are only available to jurisdictions with compliant housing elements. Even after it eventually achieves housing element certification, the County risks becoming decertified if it falls behind on delivering its housing element policy commitments. In order to remain eligible for state funding, the County must invest in adequate staff capacity to implement all housing element programs.

Furthermore, staff capacity has been a consistent barrier to the County's ability to process and approve permits for new housing in a timely fashion, delaying everything from new ADUs to

large multi-family developments. Additional funding beyond the \$400,000 HLC has requested may be necessary to ensure county planning staff are able to process housing applications in a timely fashion. From planners to policy experts, an investment in staff will allow the funding that we are providing to get to the right projects quicker, saving money in the long run.

Increase funding for affordable housing production

Though the draft budget indicates the County plans to allocate \$19 million in Measure K money to the Affordable Housing Fund, HLC's [recent Measure K report](#) found that a \$10 million increase in subsidy for affordable homes above current spending levels would enable the County to produce new deeply affordable housing at a much faster rate. At the last Board of Supervisors meeting discussing Measure K, multiple supervisors indicated they wanted to increase the proportion of Measure K funds spent on affordable housing production, but the proposed budget makes no change to production spending, even as construction costs are increasing.

If the County does not provide this money through Measure K, it can proactively support the Bay Area Housing Finance Authority (BAHFA) bond slated for the ballot this November, which will generate hundreds of millions more dollars for San Mateo County to invest in housing affordability. Thank you Supervisors David Canepa and Noelia Corzo for taking the lead on supporting the BAHFA bond within the County.

Collect and share information regarding how emergency and non-emergency financial assistance are spent

Emergency assistance can save the county money. It's much cheaper to give somebody \$500 to fix a flat tire and keep their job than it is to get an unemployed homeless person stabilized.

However, short term spending like emergency assistance does not address underlying housing problems. The new [proposals for spending on housing & homelessness](#) include approximately \$1.9 million for a "Rapid Rehousing Program," \$1.6 million for a "Motel Voucher Program for families," and \$2.5 million for a "Countywide Emergency Financial Assistance Program." Together, these line items, if approved, would bring the County's total Measure K expenditure on various forms of emergency housing response to more than \$5 million.

In order to best understand the impacts of various voucher and emergency subsidy programs, the County could plan to track metrics and provide the board an update detailing who is served and what underlying needs the county has addressed. Some emergency subsidy programs may be more appropriate in another Measure K spending bucket, which would free up housing & homelessness money to spend on core barriers to housing affordability. Similarly, \$3.6 million currently allocated from the housing & homelessness category for employment training and resume development may be better allocated to another category.

Emergency assistance of various forms can help people, but the fact that so much assistance is needed speaks to the need for more structural change. The County has expanded so much money on this program because we have too many people paying over 50% of their income on housing. The County can be more effective by looking at structural changes that ease the burden on those families before they are in the need of emergency assistance.

The root of the housing problem is the shortage of rental housing, including both affordable market-rate rental homes. The county can take a leadership role to increase the supply of apartment homes and affordable homes to make it easier to meet the need by supporting funding, adopting a housing element, and working with jurisdictions on how to work with neighborhoods and communities on building support for new homes.

HLC believes Measure K funding should be spent on a wide range of issues, and we support [the funding requests in the attached document](#) describing funding priorities from a range of our partners.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'J. Levine', with a large, stylized initial 'J'.

*Jeremy Levine, Policy Manager
Housing Leadership Council of San Mateo County*

Dear San Mateo County Board of Supervisors,

I strongly advocate for Unitedly receiving Measure K funds in San Mateo County. Unitedly is a standout nonprofit that champions the welfare of the Chinese and Asian communities in our county, addressing their unique needs with unparalleled dedication.

As an advocate for social equality, Unitedly's mission is critical and timely. Their focused efforts on equity and inclusion directly tackle the specific challenges faced by our Asian communities, making a tangible difference through specialized services and advocacy.

Unitedly's broad spectrum of services, including educational programs and translation assistance, is a testament to its holistic approach to empowering the Asian population. These efforts are vital for ensuring that our Chinese and Asian families and service providers have the opportunities to succeed. The organization's collaborative work further amplifies its impact, broadening access to essential resources and support.

Supporting Unitedly with Measure K funds represents a strategic investment in the future of our Asian communities and a commitment to social justice and equality in San Mateo County. This funding will enable Unitedly to expand its reach, enhance its offerings, and increase access to crucial services for more families, providers, and communities.

I urge you to consider the profound impact that Measure K funding for Unitedly would have on our county, strengthening it as a more inclusive, just, and supportive environment for the Chinese and Asian residents who contribute to its diversity and vibrancy.

Thank you for your consideration and dedication to advancing social equity.

Sincerely,

Melinda Day

Melinda Day, PhD, MPH
CEO, Métier Education
Former ECE Faculty at Cañada College

From: [Steven Sust](#)
To: [CEO BoardFeedback](#)
Subject: public comment on 03/26/2024 agenda item#9
Date: Tuesday, March 26, 2024 12:22:35 AM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi could the below please be added to public comments for 03/26/2024 BOS meeting agenda item #9?

"My name is Steven Sust and I'm a child, adolescent, and general psychiatrist who's worked in San Mateo County for the past 10 years. I've watched the AAPI community grow to almost 1/3 of the county population and many of those Asian youth and adults speak Chinese with limited English proficiency. In my professional experience working with San Mateo County families, equitable access to mental health services were limited by linguistic capacity and cultural familiarity. As a result, schools and primary care clinics were the primary points of identification and intervention for psychiatric diagnoses, but they often did not have the Chinese speaking, culturally informed, and specialized mental health services available either. I fully support measure K funding that could expand earlier and easier access to behavioral health services for those Chinese families because the value of early interventions could be important in complex incidents like the spate of hate towards AAPI victims and the 2023 gun violence in Half Moon Bay's Chinese farmworker community. I hope today's efforts towards health equity might invite these silent voices and hidden figures to seek earlier help and optionality together with us. Thank you for your time and consideration."

Thanks,

Steve