

**From:** [Liz Pearlson](#)  
**To:** [Planning Commission](#)  
**Subject:** Comment EIR Public Scoping Session  
**Date:** Monday, December 12, 2022 7:24:17 PM

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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 The San Mateo Planning Commission:

As a local resident of Moss Beach I am very concerned about the environmental impact of the proposed Cypress Point Housing Project. The location of this project is absolutely inappropriate for a development of this large size. The dangers of adding several hundred more people to a neighborhood that is only accessible by one road in and out, highway one, really scares me when considering how to evacuate during a fire or earthquake. Think about what happened in the town of Paradise, Ca just a few years ago when people died trying to evacuate on one road. Also what about our water supply issues. It was my understanding you could'nt even get access to Montara water when buying a parcel of land here due to shortages. Where is the water coming from all of a sudden?Especially with drought conditions continuing on for years to come with global warming. Furthermore this area is located on a dangerous curve on highway one. The bus stop is across highway one from this location. How are the new residents from this housing project going to get to the bus stop safely? Also why are we placing this project away from all of the normal infrastructures which support low income housing: public transportation, jobs, grocery stores, doctors offices, etc. Residents would be commuting by car several miles each way for any of these services. How does adding so many more cars on the road all day help the environment? Aren't we supposed to be building higher density housing in areas close to public transit and jobs? The traffic will increase alongside of traffic and pedestrian accidents due to the lack of infrastructure in this neighborhood to support this level of density.

Finally was the CEQU report conducted by mid pen the developer? Isn't this a conflict of interest? It should be done by an outside agency not paid by mid pen.

And really having a zoom meeting at 9am during the work week? Who can come to this? Or is that your point?

There are so many things wrong with the placement of this development and your due diligence and process, which is incomplete and lacking.

Let's have an in person community meeting at date and time that moss beach residents and affected parties can actually attend!

Sincerely,  
Elizabeth Pearlson, Moss Beach resident

**From:** [Megan](#)  
**To:** [Planning Commission](#)  
**Subject:** Comment re: Agenda Item EIR Public Scoping Session  
**Date:** Monday, December 12, 2022 8:17:57 PM

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Dear Planning Commission,

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Sincerely,  
Megan McDow  
Kelmore St., Moss Beach, CA

**From:** [tonymag@mac.com](mailto:tonymag@mac.com)  
**To:** [Planning Commission](#)  
**Cc:** [Midcoast ECO](#)  
**Subject:** Agenda Item EIR Public Scoping Session  
**Date:** Monday, December 12, 2022 12:54:47 PM

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This project is too big for the adjacent infrastructure yet reducing the scope of work was never listed as an alternative for review and no valid mitigations have been provided for the most serious of the findings. It is industry practice to provide turn lanes, crossings, road widening, utilities, channel development, sewer infrastructure, and whatever is required to mitigate the impacts of a project on health and safety of the community and the environment. It is not enough to say someone else is going to do it later, particularly when it is neither appropriated nor even under consideration by the agency responsible. If realistic mitigations are impracticable, there should be an option that discusses the effects of a downsized project and mitigates for those.

I have submitted comments before and none of them have ever been addressed. Most of my comments have been addressed in the Peer Reviews cited by MidCoast ECO, however. Please consider them carefully.

There may be a lot of pressure to complete the project as planned (political, funding mandates, earmarks), but this is no reason to overlook omissions and fair and reasonable comments.

In addition, I'd like to add that I don't consider the effect and control of construction traffic to be adequately addressed in the EIR. I live across from Carlos Street on the other side of Highway one. A water main pipe under pressure runs at shallow depth along an approximately 50 vertical feet cut between Carlos Street and the highway. The cut consists of what I assume to be compacted soils from the native sandy clay layer sitting at a very steep angle of repose with sparse vegetation. I know this because several years ago that pipe burst and sent a plume of water across Highway One and quickly eroded the hillside, closing one lane for a while. In that case, Montara Water was able to shut the water down, with difficulty, before the slope failed, but valves are subject to degradation and often don't close when you want them to. In a similar slope at another site, I have seen severe slope failure occur due to water intrusion and a burst water main when a valve seized. For now the flexible asphalt pavement on Carlos Street is not seriously cracked nor pitted. I've seen the fire department run its hook and ladder truck up there occasionally, which is one of the heaviest vehicles around, but the stability of this narrow road may be effected by vibrations, live loading and water intrusion due to deteriorated pavements from concentrated traffic of construction vehicles and equipment, which must either come over from the Etheldore side or navigate the blind corner directly onto Carlos Street from Highway 1. The EIR as I recall included a plan for runoff during the construction, but did not address the access points of heavy vehicles and the effect on slope stability between Carlos Street and highway one, deferring to presumed approval of construction plans. It is also incomplete about the location of utilities in the area in general and Carlos street in particular.

Finally, it's CalTrans policy to place housing as much as possible to reduce trips by car. MidPen cannot prioritize availability of housing to underhoused local workers because of operational mandates; and because of distances needed to travel in this area for work and shopping, it is not correct to imply, as the traffic study seemed to, that this site complies with the current policies to provide sites for projects that reduce trips by car. A smaller project might perhaps eventually match

the local permanent underhoused workers with housing that facilitates walking and bicycle transportation, but even then there is no guarantee.

David A Magnuson

2008 Vallemar, Moss Beach

**From:** [ted kaye](#)  
**To:** [Planning Commission](#)  
**Subject:** EIR for Moss Beach housing development  
**Date:** Sunday, December 11, 2022 6:35:29 PM

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My object to this project is that it is too large for small Coastside community, and I have concerns that our infrastructure as well as limited water supplies makes this project as it now stands destructive to our small community. Ted Kaye , long time resident of Moss Beach  
Sent from my iPhone

**From:** [tonymag@mac.com](mailto:tonymag@mac.com)  
**To:** [Planning Commission](#)  
**Cc:** [Midcoast ECO](#)  
**Subject:** Agenda Item EIR Public Scoping Session  
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2008 Vallemar, Moss Beach

**From:** [JO Oeswein](#)  
**To:** [Planning Commission](#)  
**Cc:** [Karen DeMoor](#); [Dolores Silva](#)  
**Subject:** December 14, 2022 PC Agenda Item: PUBLIC SCOPING SESSION for the Cypress Point Affordable Housing Community Environmental Impact Report  
**Date:** Monday, December 12, 2022 5:26:22 PM  
**Attachments:** [MidcoastECO to BoS re CypressPt April 26 2021 sent.pdf](#)

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Dear Honorable Commissioners:

I write on behalf of Midcoast ECO, a community-focused, educational and advocacy non-profit organization promoting sensible planning and protection of the San Mateo County Midcoast.

We would like to emphasize the importance of a thorough environmental review in order to address the many ongoing concerns of San Mateo County Coastside residents regarding the proposed project's safety and health impacts to their own families and also to future Cypress Point project residents. In addition to significant concerns about the project's impact on traffic and infrastructure, there is documented presence of **hazardous materials** at the project site and the studies conducted to date to evaluate them have been limited and flawed.

*[Details are noted in our April 26, 2021 letter to the SMC Board of Supervisors, attached below for your reference.]*

The project site was a former WWII military training facility, with no history of appropriate environmental assessment or cleanup. In addition, it has been essentially

abandoned for the last 60 years and has been subjected to decades of illegal dumping of appliances, furniture, motor oil, diesel fuel and trash. The site also lies directly above Montara Creek, which drains into the federally protected Fitzgerald Marine Reserve.

Considering the site's history of contamination and neglect, as well as the potential for the adverse impact of development activities on the local environment, we request that SWCA be advised to exercise extra diligence in drafting their environmental review plans for this site and that they be required to consult and collaborate with the California Department of Toxic Substances Control (DTSC) and the San Francisco Regional Water Quality Control Board (SFRWQCB), in order to determine potential contaminants and appropriate test locations and to develop appropriate test protocols. These agencies should also be involved in assessing results and recommending remedial actions.

Thank you for your attention.

JQ Oeswein, Ph.D.

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JQ Oeswein  
Board Member I **Midcoast ECO** I [www.MidcoastECO.org](http://www.MidcoastECO.org)  
*Sensible planning and protection for the SM County Midcoast!*

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**From:** [beresini@coastside.net](mailto:beresini@coastside.net)  
**To:** [Planning Commission](#)  
**Subject:** EIR Public Scoping Session for Moss Beach MidPen Housing Project  
**Date:** Monday, December 12, 2022 7:01:55 PM

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Dear Commisioners,

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California Street is at a steep grade at the Stetson Street intersection. When a car does come to a complete stop they often spin their wheels or roll back when they try to move forward. To avoid the problems with the stop most roll through the stop sign. Remember these streets were dirt roads until they were oiled and graveled, not paved.

I strongly encourage finding a solution for entry and exit to the development at Carlos and Highway 1. Clearing for a right turn lane from Hwy 1 to Carlos will at least reduce traffic on the narrow local streets. Extending Carlos to 16th street may be a better solution as the EIR is already suggesting a crosswalk with flashing lights at that intersection.

Please come out and drive then walk the streets prior to approving this project. You'll have a much better understanding of the issues as you try to apply urban methods to a rural town.

Best Regards,

Brian Beresini  
PO Box 760  
Moss Beach, Ca. 94038  
650-773-5554.

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