



APPENDIX C

PRE-APPLICATION COMMENT SUMMARY LETTER

October 9, 2025

Hope Atmore
Assistant General Manager
Granada Community Services District
504 Avenue Alhambra
El Granada, CA 94018

Dear Hope Atmore:

SUBJECT: Summary of Comments and Questions
Major Development Pre-Application Public Workshop on September 25, 2025
480 Avenue Alhambra, El Granada, CA 94019
APNs: 047-251-100, 047-251-110, and 047-262-010
County File Number: PRE2025-00033

Thank you for your participation in the public workshop held on September 25, 2025, pursuant to Zoning Regulations Chapter 8.288, regarding the Granada Community Services District's proposal to develop a new 7.7-acre community park and recreation center on a collection of parcels known locally as the Burnham Strip. The project includes a range of active and passive recreational amenities, including walking paths, fitness stations, restrooms, a dog park, picnic areas for both small and large groups, children's play structures, a skate feature, and interpretive signage. The proposal also includes improvements to parking areas, renovation and conversion of an existing 3,000-square-foot preschool building to a fitness center and club room, and construction of a new 3,000-square-foot building with a large community room and supporting spaces. The fitness center/club room building would provide flexible space for recreational activities such as exercise, fitness, and arts and crafts classes serving all community members. They would also function as meeting rooms for community groups and government agencies. A network of wide and narrow trails, ranging in width from a minimum of 10 feet for primary trails and 5 feet for secondary trails, would extend throughout the park, including a new connection to the existing crosswalk at Coronado Street and Highway 1. In addition, the project seeks to restore and enhance two on-site ephemeral drainages to improve hydrology and expand native vegetation, and preserve an existing willow thicket.

The purpose of this letter is to summarize the comments received during the public workshop and provide comments received from County departments and other reviewing agencies. This letter is for informational purposes only and shall not confer or imply any approval or rejection of the project by the County of San Mateo.



Notification of and Comments from the Public Workshop

A notice of the meeting was provided to all property owners within five hundred (500) feet of the project site boundary, the Midcoast Community Council, Green Foothills, the Coastsides County Water District, the California Coastal Commission, the California Department of Transportation, and to the members of the Planning Commission and Board of Supervisors.

Staff made a presentation including project location, project details, permit process, and the next steps in the application process. The applicant presented details of the project including project history, funding, community outreach efforts, proposed uses, and project design.

Interested members of the public in attendance at the meeting expressed a range of concerns regarding project phasing and scale (i.e., eliminating community center and fitness stations), lighting, project design, loss of childcare center, traffic, parking, naming of the park, protection of wildlife, safety/crime, long-term funding, sewer, and natural hazards. Detailed comments are listed in Attachment F.

Comments from the County and Reviewing Agencies

To date, staff has received comments from the following agencies:

California Coastal Commission

Please see the attached letter from the California Coastal Commission (Attachment A).

California Department of Fish and Wildlife (CDFW)

Based on preliminary review of the planset provided, the project may be subject to California Fish and Game Code Section 1602. CDFW staff recommends the project proponent notify the Lake and Streambed Alteration Agreement (LSA) Program for any activity that may do one or more of the following:

- Divert or obstruct the natural flow of any river, stream, or lake;
- Change the bed, channel, or bank of any river, stream, or lake;
- Use material from any river, stream, or lake; or
- Deposit or dispose of material into any river, stream, or lake.

To notify the LSA program, a complete notification can be submitted to the permitting website, [Environmental Permit Information Management System \(EPIMS\)](#). EPIMS will guide you through the information CDFW needs to review your project. For help navigating EPIMS, including tutorial videos, visit [CDFW website](#). Please be aware that there is a notification fee. Here is a link to CDFW's [2025 Fee Schedule](#).

Additionally, CDFW staff recommend that prior to project development in the vicinity of streams, wetlands, or other aquatic areas, an agency-approved qualified biologist conduct habitat surveys to identify riparian boundaries and establish site-specific riparian buffers

necessary to protect any riparian areas. Consideration for appropriate riparian buffer widths depend on site-specific characteristics such as the area and type of habitat to be buffered, the presence of habitat for sensitive species and their potential habitat use, site topography, slope, slope stability, and soils present at a particular site. Establishing riparian buffer zones may require setting back site development by a considerable distance depending on site specific resource protection needs. In some cases, set-backs distance can be needed by as much as 100 feet or more to avoid significant impacts to biological resources. CDFW staff are available to assist in development of project specific set-back distances by request.

California Department of Transportation (Caltrans)

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

The proposed project may impact the existing State Drainage System along State Route 1. The Office of Hydraulics requests the following documentation for review:

- Please submit drainage plans showing all proposed drainage facilities
- Please provide watershed maps for existing and proposed conditions
- Please provide plans, details, and calculations to show that the proposed widened ditches will not adversely impact the integrity of the existing ditches.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet Americans with Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway Rights-of-Way (ROW)

requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Information Video ([link](#))
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits. ([link](#))

Coastside County Water District (CCWD)

Please see the attached letter from the Coastside County Water District (Attachment B).

Coastside Fire Protection District

Please see the attached letter from the Coastside Fire Protection District (Attachment C).

Midcoast Community Council (MCC)

The plans were presented by GCSD's consultant, Tom Conroy, at the MCC meeting on July 23, 2025, and the meeting video has been posted to YouTube. The focus of the discussion was on such topics as parking, lighting, environmental impact, and landscaping. More defined specifications regarding lighting and landscaping are needed.

The major concern expressed at the meeting concerned parking, which is a complicated issue in that area, involving several agencies and jurisdictions. The MCC is encouraging the stakeholders to plan together for a workable solution to several problems involving parking in the area. Attendees expressed an interest in having informal and formal parking areas currently used on the Burnham Strip area and on Harbor District property retained, and possibly adding other spaces west of Highway 1. There was concern that the parking associated with the park was inadequate, considering all the other demands for parking locally, and that further coordinated planning was needed for this.

Other concerns raised included minimizing the heights of berms to protect natural views, as well as the long-term financial stability and security of the project. It was also suggested that the northern part of the Burnham Strip could be acquired to create a more cohesive plan. There was concern about waterways that run through the Burnham Strip and how they should be managed and protected. The environmentally sensitive northern portion of the property is currently shown as undeveloped and used to divert stormwater, but more studies of that area are under way.

Lastly, there was discussion about bicycle travel in the area. Caltrans will replace informal shoulder parking on Highway 1 with Class 2 buffered bike lanes. Many feel that the bicycle facilities should be moved off the highway in favor of more easterly paths coordinated with the park's development.

San Mateo County Department of Public Works

Please see the attached comments from the Department of Public Works (DPW) (Attachment D). DPW comments include but are not limited to: minimizing conflicts at the intersection of Avenue Portola and Obispo Road by eliminating the southern driveway close to the intersection and widening the northern driveway to accommodate ingress/egress; moving parking on-site and out of the public right-of-way, and addressing path encroachments in the right-of-way.

San Mateo County Planning and Building Dept - Drainage Section

1. The project will be subjected to comply with both Municipal Regional Permit (MRP) requirements and the County of San Mateo Drainage Requirements.
2. Please note for all projects that create and replace more than 5,000 sq. ft. of impervious surface and that are not classified as a single-family residence, will be considered a C.3 regulated project and must comply with applicable stormwater treatment requirements under MRP 3.0.
3. The planning application submittal should include a C.3 and C.6 Development Review Checklist, drainage plan, stormwater control plan (with anticipated Low Impact Design (LID) treatment measures), erosion control plan, and a drainage report to support a more efficient and complete review process.

San Mateo County Planning and Building Dept - Geotechnical Section

1. Geotechnical report appears to have met all geotechnical section requirements. Recommendations shall be updated and revised as appropriate with project scope and design changes.
2. An in-depth review of the liquefaction study shall be submitted with the planning permit application.

San Mateo County Parks Department

The park's proposed trail must align with long-range plans adopted by the County, and should include the Ohlone Portola Heritage Trail, which will follow the alignment of the Multimodal Parallel Trail. The County Parks Department recommends the applicant coordinate with Caltrans, County Planning, Parks, Harbor District, and other agencies as appropriate about Caltrans' long-term plans to address sea level rise and erosion impacts on Highway 1 to inform the alignment of the Multimodal Parallel Trail in El Granada. The proposed trail should connect to the County's existing segment of the Multimodal Parallel Trail at Coronado and Highway 1: [Midcoast Multimodal Trail Project | County of San Mateo, CA](#).

San Mateo County Planning and Building Dept - Planning Section

Project Components

1. It is understood that there are several locations within the Project that would support occasional special events and/or private and public group gatherings (e.g., Village Green lawn area, community recreation center, etc.). IS-MND response to comments states "It is estimated that special events within the plaza and Village Green lawn area would typically occur no more than two times per month, with increased frequency in the summer, up to three or four times per month. The frequency of special events at the community recreation center are estimated to occur three to four times per month on the weekend and two to three times per week on weekdays. The capacity estimates for events are unknown at this time; however, GCSD will work with the County during the permit application process." More details regarding the types, capacity, and hours of operation should be provided with the planning application, including the information detailed below.
 - a. Please confirm the potential maximum capacities of events for each event type. This will inform Airport Land Use Commission review, traffic impact analysis, and transportation demand management requirements.
 - b. The County recommends that private events be limited in number and in capacity or not allowed, as traffic and noise from these events may impact the surrounding neighborhood. Due to these anticipated impacts, events should serve the general public (free or tickets for sale to the public, including either local or regional residents and visitors).
 - c. Each special event with the potential to significantly impact traffic and parking, or involve any road closures, shall apply for a Temporary Event Permit, subject to approval by the Business License Board.

Parcel Legalization and Merger

2. A Certificate of Compliance (COC) - Type B and a Coastal Development Permit are required to legalize APNs 047-251-100 and 047-262-010. These applications and their review process would be separate from the entitlement process for the proposed project

and would be reviewed by the Zoning Hearing Officer for a decision and appealable to the California Coastal Commission. As a condition of development, the parcels would be required to be merged, based on the following:

The apparent legal status of the subject parcels is as follows:

- APN 047-251-100: Requires a COC (Type B), per notes in PLN1999-00082 project file.
- APN 047-251-110: Legal parcel per existing development.
- APN 047-262-010: Requires a COC (Type B), per notes in PLN2007-00392 project file.

Subdivision Regulations – Section 7134

Section 7134 requires that, unless exempted, a COC confirming parcel legality be issued prior to development approvals or permits. Section 7134.4.c.1 states: “For substandard size parcels, where a chain of title shows that the first separate conveyance of such a parcel would not have been allowed under the zoning district’s current minimum lot size requirements, a Certificate of Compliance (Type B), if issued, shall include a condition requiring said parcel to be merged with its parent parcel if under common ownership or, alternatively, a condition prohibiting new development on said parcel.”

Application to Subject Parcels

The minimum parcel size in the El Granada Gateway (EG) Zoning District is 3.5 acres (Section 6229.4). APN 047-251-100 is approximately 0.8 acres, well below the minimum. Therefore, if processed as a COC Type B, it would be conditioned on merger with the other parcels prior to permit issuance. Staff notes that a merger may be allowed to exclude the footprint of the childcare center and associated parking lot (see page 13 of this letter), for the purpose of maintaining the childcare center use.

Please note that COC applications are processed separately from project permit applications.

Sensitive Habitats, Wetlands, Riparian Delineation

3. Per County comments in the IS-MND, the proposed Project must demonstrate compliance and minimize impacts pursuant to the Local Coastal Program (LCP) Sensitive Habitats Component, including relative to newly established sensitive habitats and/or riparian corridors. The biological report should be updated to include a discussion of compliance with all applicable LCP policies, including those referenced in this letter.
 - a. LCP Policy 7.11 (Establishment of Buffer Zones) establishes that: a) on both sides of riparian corridors from the “limit of riparian vegetation,” extend buffer zones 50 feet outward for perennial streams and 30 feet outward for intermittent streams; b) where no riparian vegetation exists along both sides of riparian corridors, extend buffer zones 50 feet from the predictable high water point for perennial streams and 30 feet from the midpoint of intermittent streams; and c) along lakes, ponds,

- and other wet areas, extend buffer zones 100 feet from the high water point. Plan set (L3.0, L4.0) show buffers from hydrological feature centerlines, but it is not clear whether there will be new riparian areas planted and the new limit of riparian vegetation (at time of planting). Please provide figure(s) and additional narrative that clarifies the locations and extents of the new riparian area, buffer zones, and uses and activities expected in new riparian areas and buffer zones.
- b. Please see LCP Policy 7.12 (Permitted Uses in Buffer Zones) and LCP Policy 7.13 (Performance Standards in Buffer Zones) to ensure proposed uses are compatible with existing and proposed sensitive habitat.
4. Conservation easement(s) shall be required over new and existing habitat areas: (1) the existing 42,000 sq. ft. willow thicket/potential riparian area to be preserved, (2) the proposed and existing riparian area along drainage ditch #1, and (3) the proposed and existing riparian area along drainage ditch #2. The limits of each easement shall be clearly delineated on the site plan. Please include draft easement language with your application for review by the County.
5. An updated biological report will be required. The biological report notes that the field survey was conducted on March 16, 2023, and the species lists expired on September 3, 2023.

Water Supply

6. Per LCP Policy 1.19, applicant must demonstrate adequate water supplies and wastewater treatment, and further, development relying on Coastside County Water District (CCWD) municipal water must have allocations consistent with El Granada Pipeline Project (Pipeline Project) Coastal Development Permit (CDP). The IS-MND references correspondence with Coastside County Water District, but does not provide confirmation from CCWD to serve anticipated additional uses (e.g., bathrooms, irrigation, outdoor showers, dog park, and recreation center), and does not discuss consistency with Pipeline Project.

Design and Visual Resources

7. Per LCP Policy 1.36, Project is within Half Moon Bay Airport Influence Area Requirements and will require compliance with all Federal Aviation Administration standards and criteria regarding safety, flashing lights, etc. Project will be referred to Airport Land Use Commission for review.
8. Project is within the El Granada/Design Review (EG/DR) Zoning District. Highway 1 is a County scenic route. Project will be subject to staff level design review.
9. Project proposes to relocate overhead utilities onto existing poles on the east side of Obispo Road. Undergrounding of new lines will be required.

Traffic Impact Analysis and Transportation Demand Management

10. Per Local Coastal Program (LCP) Policy 2.52 (Traffic Mitigation for all Development in the Urban Midcoast) applicant will be required to prepare a Traffic Impact Analysis and Mitigation Plan (TIMP). Applicant shall confirm the scope of the TIMP with County Planning and Public Works staff prior to conducting any data collection or analysis. The Traffic Impact Analysis and Mitigation Plan shall account for traffic generated by the proposed community events. Additional information can be found at [Traffic Impact Analysis Requirements | County of San Mateo, CA](#). Outcomes of the Traffic Impact Analysis may require Project modifications.
11. The County of San Mateo is subject to the City/County Association of Governments of San Mateo County (C/CAG) Land Use Impact Analysis Program Policy, also known as the "Transportation Demand Management (TDM) Policy." Any new development project that would generate at least 100 Average Daily Trips (ADT) must comply with the TDM Policy. Projects subject to the TDM Policy must prepare a TDM Checklist that meets C/CAG's required trip reduction targets through required and recommended TDM measures. Requirements are detailed on C/CAG's website at <https://ccagtdm.org/>. If the Project's Traffic Impact Analysis finds that the Project will generate more than 100 average daily trips, the applicant must prepare a preliminary TDM checklist and draft TDM plan as part of the TIMP. Outcomes of the Traffic Impact Analysis and potential applicability of the C/CAG TDM Policy may require Project modifications.
12. Applicant must coordinate with SamTrans for bus stop improvements serving the Project:
 - a. Project must incorporate recommended improvements from the [Bus Stop Improvement Plan \(BSIP\)](#) for the bus stop ID 314001 at Avenue Alhambra and The Alameda, and allow for ADA compliant boarding and alighting of the bus while maintaining continuous, ADA compliant pedestrian access.
 - b. Project should consider access improvements to northbound bus stop ID 314003 at Ave Alhambra and Coronado St-San Luis Ave by adding a marked crossing to allow users from the bus stop to directly access the proposed new crosswalk across Ave Alhambra.
 - c. Project should consider access improvements to Plaza Alhambra and Ave Portola bus stops (bus stop ID 314009 and 314010).

County Right-of-Way Impacts and Multimodal Parallel Trail

13. The Project proposes development in the County and Caltrans rights-of-way. Any development in the County right-of-way will require an encroachment permit from the County Department of Public Works. Similarly, encroachments into the Caltrans right-of-way must be coordinated with Caltrans. See comments above from Caltrans and County Department of Public Works (Attachment D).

14. The Project's encroachments into the Obispo Road right of way (landscaping, parking, entry plaza) may conflict with LCP Policies regarding the implementation of the Multimodal Parallel Trail in this area due to Caltrans' planned long-term realignment of SR 1. Applicant should work with the County Planning, Public Works and Parks staff to establish the Multimodal Parallel Trail as part of the project, meet design requirements of Caltrans Highway Design Manual Chapter 1000 for Class 1 Bike Path, and minimize detours away from Obispo Road:
 - a. At the south end of Project near Obispo/Coronado Street, proposed path connects to SR 1/Coronado Street intersection. Coastside Fire Protection District is providing a sidewalk connection and ramp to Obispo/Coronado Street. Primary or secondary path or sidewalk should connect to this location to increase neighborhood connectivity.
 - b. Trail should remain level at new driveways for parking lots.
 - c. Trail and/or pedestrian access should continue at northern end of Project site along Avenue Alhambra and parking area on west side of road.
 - d. All improvements in right-of-way must meet County minimum standards.
15. Confirm paved roadway width remains a minimum clear width of 20' (no on-street parking allowed) per Fire Code. Additional red curb and parking restrictions may need to be established accordingly.

Parking

16. The Project plans to provide 55 parking spaces: 20 stalls near the community recreation center with 1 ADA Van accessible spot, 1 ADA EV Charging, and 3 EV charging only (L2.1); 25 stalls with 2 ADA spots near the entry plaza (L3.0 and L4.0); and 10 diagonal parking stalls on Obispo Road, partially on site and partially in County right-of-way. Parking is intended to be permeable. Project also references an additional number of on-street (off-site) parking spaces as available to the public.
 - a. Applicant should review California Coastal Commission staff comments (Attachment A) and the California Coastal Commission consideration of Appeal No. A-2-SMC-24-0010 Caltrans Roadway Rehabilitation Project ([California Coastal Commission](#)). In order to assess consistency with the LCP and Coastal Act, the applicant must provide an estimate of the number of available parking spaces in the informal gravel lot currently on the Project site. Applicant must also provide an estimate of any on-street parking spaces that will be removed due to the Project.
 - b. Applicant must clarify the basis for the number of parking spaces provided on-site and that it meets the anticipated demand of the park, including proposed uses (e.g., community events).

- c. On-street parking available in the road in County right-of-way will not be considered to meet the Project's parking needs (e.g., additional available on-street parking on Obispo Road or Avenue Alhambra).
- d. See comments above regarding Multimodal Parallel Trail. Depending on the outcomes of discussions, diagonal parking in County right-of-way may need to be moved onsite.
- e. Clarify if parking lot on southern end of the Project is one-way or two-way, per sheet L4.0 and 11.0' width. Per Public Works comments (Attachment D), driveway near intersection should be eliminated in favor of one driveway to accommodate ingress and egress.
- f. Confirm the number of short-term bicycle parking spaces provided for visitors and if any long-term bicycle parking spaces will be provided for employees. See Traffic Impact analysis section.
- g. Parking spaces should be adjacent to a pedestrian path in order to minimize pedestrians walking in the middle of the drive aisle of the parking lot.
- h. Landforms should not block sight lines for pedestrians at any roadway crossings, such as at the proposed Avenue Alhambra crossing near the Community Recreation Center.

Stormwater Management and Permeable/Pervious Surfaces

- 17. Project will need to comply with the County's Stormwater Ordinance (see [Stormwater Ordinance - Sustainability Department - San Mateo County](#) and [Surface Water Management | County of San Mateo, CA](#)). Permeable surfaces adjacent to roadways should follow typical details provided in the Sustainable Streets Master Plan and confirmed with the Department of Public Works ([Appendix-J-Sustainable-Street-Typical-Details_final.pdf](#)).

Trees

- 18. Submit an Existing Tree Plan separate from, but consistent with the required site plan, to assess tree impacts associated with proposed demolition or development, identify trunk size diameters at breast height and tree driplines, and establish tree protection measures for demolition or development when activity would occur within the dripline of a significant tree or a heritage tree in accordance with the County' Significant Tree Ordinance.
- 19. Provide an Arborist's report that assesses the tree condition for all significant or heritage trees, and any measures necessary to protect trees on-site during demolition or construction. Tree protection measures shall comply with San Mateo County's tree protection requirements. For development within a tree dripline, the report shall assess potential tree survival and longevity, and special measures needed to protect any such

trees during construction.

20. All proposals for development on sites where proposed construction has the potential to impact significant trees proposed to remain shall submit a Tree Protection Plan, for review and approval, prior to permit issuance.

Lighting

21. Submit a lighting plan indicating all proposed exterior lighting, along with the manufacturer's specification sheets for each outdoor fixture proposed and a foot-candle map showing little to no light spillover to off-site areas except where needed for access.
22. Provide details of the security lighting proposed to operate after the end of daily park hours.
23. The location and style of exterior and interior lighting can affect adjacent neighbors. An appropriate lighting plan will complement the project's design and provide adequate light and security for the subject site. At the same time the plan should prevent direct light and glare from extending in any direction, including upward, beyond the boundaries of the site. Low level lighting directed toward the ground will be required.
24. All exterior, landscape and site lighting shall be designed and located so that light and glare are directed away from neighbors and confined to the site. Low-level lighting directed toward the ground will be required.
25. Exterior lighting should be minimized and designed with a specific activity in mind so that outdoor areas will be illuminated no more than is necessary to support the activity designated for that area. Use a lighting design that incorporates pathway bollard lighting to reduce the number and height of light poles.

Security and Maintenance

26. Specify the park security and monitoring program (public and/or private), including any arrangements with the County Sheriff's Office.
27. Label all trash receptacles on plan and show trash pick-up schedule. Larger dumpster areas shall be covered.

Childcare Center

28. Pursuant to Policies 8.2(a) and 8.2(b), the County's General Plan directs the County to plan urban communities as balanced, self-contained areas that include a mix of commercial and industrial uses to maintain, support, and strengthen local economies. To this end, the County strongly encourages that the indoor community space prioritize, or even dedicate, areas for childcare to serve the community.

29. The County encourages the applicant to consider a legal property arrangement that would allow the District to retain the childcare center use (maintaining its historical enrollment capacity to the extent feasible). One potential option may be to maintain the use, building, and associated parking lot on a separate parcel to allow for lease and potential sale of that property to a childcare operator, as separate from the park. To that end, the required parcel merger may exclude the footprint of the childcare center and associated parking lot. A deed restriction on the parcel would be required, such that the childcare center use is prioritized and/or protected in perpetuity.

Other Planning Comments

30. Specify the park's daily hours of operation, clarifying whether these apply to all facilities (outdoor areas, restrooms, etc.). If certain facilities would have different schedules, identify their opening and closing times. If the entire park is to be closed, describe how this would be implemented (e.g., locking restrooms, restricting parking lot access, or other security measures).
31. Specify the proposed annual limit on community events and the maximum attendance capacity the park could accommodate.
- a. All community events would require a County Temporary Event Permit.
32. The applicant shall demonstrate compliance with the State of California Water Efficient Landscape Ordinance (WELO). The applicant shall submit a complete Landscape Documentation Package prepared in accordance with WELO requirements, including, but not limited to, the Water Efficient Landscape Worksheet, hydrozone plan, and irrigation plan.
33. Provide all required documents requested on the permit application forms for a complete application.
34. At the time of permit application, the project shall be referred to the Airport Land Use Commission (ALUC) for review to determine whether a consistency determination is required.
35. Provide a table on the cover sheet of the plan set demonstrating compliance with all applicable development standards of the EG Zoning District.
36. The grading plans shall specify the total amount of grading, including both cut and fill volumes.
37. The applicant is strongly encouraged to incorporate outdoor shower facilities into the project to serve beach and surfer users.

Permit Applications and Preliminary Fees

The development proposal requires the following permit applications:

Parcel Legalization

1) Certificate of Compliance; and 2) Coastal Development Permit.

Applications for parcel legalization will be processed separately and must be completed prior to consideration of the project's land use entitlements. The Zoning Hearing Officer is the designated decision-maker. The preliminary fee estimate is \$9,278.49, and the process is expected to take approximately 4-6 months.

Project Land Use Entitlements

1) Grading Permit; 2) Coastal Development Permit; 3) Use Permit; 4) Design Review Permit; 5) Lot Merger; and 6) Significant Tree Removal Permit.

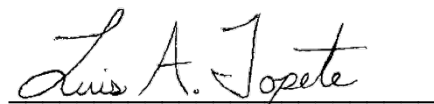
The Coastsides Design Review Committee will review the project for compliance with design standards and provide a recommendation to the Planning Commission, which is the decision-maker for the permits. The preliminary fee estimate is \$27,347.15, and the process is expected to take approximately 4-8 months.

Preliminary fee estimates are based on permit fees and anticipated review costs in the adopted [Planning Service Fee Schedule](#), based on the information provided. They do not represent exact amounts, and final fees may be higher or lower than the estimate. In addition to Planning permit application fees, other departmental review fees may also apply. Further, the application processing timeframes provided are estimates and depend heavily on the completeness of the submitted applications, the extent to which comments provided herein are addressed, the applicant's timeliness in responding to staff requests for additional information or clarification, and the review times of agencies receiving the project referral.

Next Steps

The formal application should consider the comments discussed above. If you have any questions regarding this summary or need assistance with application requirements, please feel free to contact me by phone at (650) 383-4683 or by email at ltopete@smcgov.org.

Sincerely,


Luis Topete, Project Planner

cc: Midcoast Community Council
Interested Parties

Attachments:

- A. Letter from the California Coastal Commission, dated July 29, 2025.
- B. Letter from the Coastsides County Water District, dated July 7, 2025.
- C. Letter from the Coastsides Fire Protection District, dated July 9, 2025.

- D. Comments from the Department of Public Works, dated September 16, 2025.
- E. Email from the Muchia Te' Indigenous Land Trust, dated September 24, 2025
- F. Summary of Public Comments from the Pre-Application Major Development Public Workshop



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT A

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT
455 MARKET STREET, SUITE 300
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5260
WEB: WWW.COASTAL.CA.GOV



July 29, 2025

Luis Topete
County Government Center
455 County Center, 2nd Floor
Redwood City, CA 94603

Subject: ***Pre-Application PRE2025-00033 (Granada Community Park and Recreation Center Project)***

Dear Mr. Topete:

Thank you for the opportunity to review the pre-application materials for the proposed Granada Community Park and Recreation Center Project. The proposed project would develop a collection of parcels for recreational uses including active and passive recreational zones, walking paths, fitness stations, restrooms, outdoor showers, a dog park, picnic areas, play structures, skate features, parking areas, and an expanded community center. The proposed project would also improve and enhance two onsite drainage channels to create natural area and expand and improve onsite vegetation. Staff previously provided comments on the Draft IS/MND during the 30-day circulation period. Staff have reviewed the pre-application materials, as well as the Final IS/MND which includes responses to staff's previous comments, and request that the following be addressed in the project, as discussed below.

Access and Parking

Please address the following:

1. The project would add a paved and painted 25-space permeable parking lot and would provide an additional ten angled permeable street parking stalls north of the proposed "Village Green." In addition, twenty new permeable parking stalls would be installed in front of the renovated Community Recreation Center, and approximately fifty-seven street parking spaces would remain along Obispo Road adjacent to the project site. However, the proposed project would also remove an existing dirt lot which has been unofficially used as a parking lot in the central portion of the project area. Please provide an estimate of the amount of parking currently provided by the existing dirt lot, and please clarify the anticipated net change in public parking opportunities as a result of the proposed project. Please demonstrate the project's compliance with Coastal Act and LCP Policies 10.22 and 10.31 (see below), including that equivalent public parking will remain after the project and if the project will reduce parking, please provide a justification for our analysis of those impacts, including if the project will support any other forms of transportation (transit, micro-mobility, etc.) to replace vehicular parking.

Coastal Act Section 30210

... maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

LCP Policy 10.22 Parking

c. Use the following criteria when developing or relocating new off-street parking facilities for shoreline access areas:

- (1) Base the amount of parking on the level of public use appropriate for a site's size, environmental sensitivity, and amount of land suitable for parking.*
- (2) Give preference to sites which are now used informally for shoreline access parking. However, do not establish the following as permanent sites for parking: (a) emergency pullouts needed for highway safety, (b) visually prominent sites where landscaping would not significantly screen the parking from view, (c) visually prominent sites where landscape screening would block ocean views, and (d) sites in or adjacent to sensitive habitats.*

...

LCP Policy 10.31 Requirements of Additional Access as Condition of Granting Development Permits

*Require additional access areas, improvements or operation and maintenance beyond the minimum when a project decreases the existing or potential access to the shoreline by: (1) **removing or infringing upon an area which historically has been subject to public use** without permission of effective interference by the owner ...*

2. In response to comments, the IS/MND clarified that parking in the area would be temporarily disrupted by project construction activities. Please describe any temporary impacts to parking and coastal access during construction, and how these impacts would be mitigated to ensure that existing levels of access are maintained.

Biological Resources

Please address the following:

1. Sheet L0.1 of the project plans shows a 30-foot buffer for Drainage Ditch #1, and a 50-foot buffer for Drainage Ditch #2. However, sheet L4.0 shows a 30-foot buffer for Drainage Ditch #2.

Please confirm that the correct LCP-required buffer is applied for all areas of Drainage Ditch #2, and confirm that these buffers are reflected in the project plans. According to the IS/MND Response to Comments, Drainage Ditch #2 is an intermittent water feature which includes a portion of willows that meets the definition of riparian habitat, while the remainder of the channel lacks riparian vegetation. LCP Policy 7.11 requires a 30-foot buffer from the edge of riparian vegetation, and where no vegetation exists a 30-foot buffer from the midpoint of the stream.

2. The IS/MND found that no potential wetlands were identified during the site survey completed for the BRA, and that “the San Mateo County LCP’s definition of a wetland follows the USACE three-parameter wetland definition.” This is incorrect. The LCP derives its authority from the Coastal Act, where the Coastal Commission’s regulations establish a one-parameter definition that only requires evidence of a single parameter to establish wetland conditions. Please clarify or confirm that the presence of wetlands was evaluated against the LCP/Coastal Act wetland definition

LCP Policy 7.14 (emphasis added):

Define wetland as an area where the water table is at, near, or above the land surface long enough to bring about the formation of hydric soils or to support the growth of plants which normally are found to grow in water or wet ground. Such wetlands can include mudflats (barren of vegetation), marshes, and swamps. Such wetlands can be either fresh or saltwater, along streams (riparian), in tidally influenced areas (near the ocean and usually below extreme high water of spring tides), marginal to lakes, ponds, and made-made impoundments. Wetlands do not include areas which in normal rainfall years are permanently submerged (streams, lakes, ponds and impoundments), nor marine or estuarine areas below extreme low water of spring tides nor vernal wet areas where the soils are not hydric. In San Mateo County, wetlands typically contain the following plants: cordgrass, pickleweed, jaumea, Frankenia, marsh mint, tule, bullrush, narrow-leaf cattail, broadleaf cattail, pacific silverweed, salt rush, and bog rush. To qualify, a wetland must contain at least a 50% cover of some combination of these plants, unless it is a mudflat.

California Code of Regulations Section 13577

Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated

substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats.

Sea Level Rise/Hazards

Although the IS/MND describes the project site as being either 15 feet or 20 feet above mean sea levels and is therefore likely safe from flooding projections, the site location is in a very constrained location, close to the shoreline, and in an area subject to high erosion. The site is protected by Highway 1 and the Caltrans right-of-way. However, Highway 1 here is very vulnerable to erosion and SLR. As required by a CDP condition, Caltrans is undertaking SLR analysis and adaptation planning for the highway. In particular, those adaptation solutions will include options that can remove the shoreline armoring adjacent to Surfer's Beach. Likely alternatives include elevated causeway structures, major and minor relocation scenarios, nature-based solutions, or protect in place. Any future CDP application here will need to describe the SLR risks to the project (if any) but also discuss how the project may constrain or be compatible with various adaptation solutions for the highway.

Thank you again for the opportunity to comment on this project proposal, and we look forward to continued coordination on this project. If you have any questions regarding these comments, please contact me via email at isobel.cooper@coastal.ca.gov.

Sincerely,

Isobel Cooper

Isobel Cooper
Coastal Planner
North Central Coast District Office
California Coastal Commission



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT B

July 7, 2025

County of San Mateo
Planning and Building Department
Attn: Luis Topete
455 County Center, 2nd Floor
Mail Drop PLN122
Redwood City, CA 94063
Sent via Email: ltopete@smcgov.org



Re: Comments for PRE2025-00033
APNs: 047-251-100, 047-251-110, 047-262-010 | 480 Ave Alhambra
New Community Center
El Granada, Unincorporated San Mateo County
Record No.: BLD PLN 25 0022 Coastside CWD Comments

Please share this letter and attachments with the applicant. This letter provides comments during the planning phase to inform the applicant and the planning authority of District requirements. This is not an approval for the project.

The project is required to comply with Coastside County Water District regulations on water service and metering. The District performs inspections to verify compliance with all District regulations during construction and a final inspection when construction is complete.

1.	APNs will need to be merged into one APN for water and fire service.
2.	APN: 047-251-110 4 inch fire service installed 5/8 inch meter equivalence (20gpm) installed Zero uninstalled water connections
3.	APN: 047-251-100 Zero installed water connections Zero uninstalled water connections
4.	APN: 047-262-010 Zero installed water connections Zero uninstalled water connections

5. Additional water capacity (connections) will need to be obtained and transferred to the merged APN. Quantity of capacity has not been determined. If project qualifies for priority water connections, written confirmation is required to be submitted to Coastside County Water District from the County of San Mateo.
6. New water services shall be installed in a utility easement on Obispo Road or Ave Alhambra. If it is determined that water service is required on Ave Alhambra, this will require a pipeline extension of undermined linear feet south of the existing fire hydrant. Final determination shall be made once the size of the services has been determined and a utility site plan has been submitted to Coastside County Water District.
7. Water Services Required by Type (size to be determined):
 - a. Dedicated domestic water service and meter
 - b. Dedicated fire service and meter
 - c. Dedicated irrigation service and meter
8. Approved backflow prevention assemblies shall be installed on all water services, including fire per Coastside County Water District's Program and Plan.
9. There is a 20 foot utility easement running east to west across the northern section of APN 047-251-110 for a water transmission pipeline between Cabrillo Highway and Avenue Alhambra. No development shall occur within this easement.

Regards,

Cathleen Brennan

Water Resources Analyst

(650) 276-0861 | cbrennan@coastsidewater.org

A full set of the most recent plans and drawings for the project, (fire sprinkler, architectural, plumbing, mechanical, green building, structural, civil, utility site plan, and landscape/irrigation) must be submitted to the District for review and approval. Existing and new utilities must be clearly marked on the drawings.

The District requires the completion and submittal of a water demand worksheet and a water efficiency checklist provided by Coastside County Water District.





COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT C



COASTSIDE FIRE PROTECTION DISTRICT

1191 Main Street, Half Moon Bay, CA 94019 Office: (650) 726-5213
Website: www.coastsidefire.org Email: CFPDfiremarshal@fire.ca.gov

Date 7/9/2025

SUBJECT: Granada Community Park and Recreation
Commercial

This is a preliminary design review of your planning case for fire department requirements at time of submittal. When this design is submitted for a building permit, there may be additional requirements according to the actual design submitted and the current codes at time of building permit submittal. This review is neither permission nor approval or final plan check for a permit. Submit the following information to the planner with the Planning & Building Division of County of San Mateo under the above permit. I offer the following comments/conditions, which will be applied to this project. This review only pertains to the structures proposed on the plans.

1. Address Numbers: Building identification shall be conspicuously posted and visible from the street. (TEMPORARY ADDRESS NUMBERS SHALL BE POSTED PRIOR TO COMBUSTIBLES BEING PLACED ON SITE). The letters/numerals for permanent address numbers shall be of 6-inch height with a minimum 1/2-inch stroke and of a color, which is contrasting with the background. Such letter/numerals shall be illuminated and facing the direction of access.

Distance from Road Address No. Size

0-50 feet	6-inch
50-100 feet	8-inch
100-150 feet	10-inch
150 + feet	12-inch

with a corresponding increase in stroke width.

2. Address numbers and directional signs may be required at the entrance to the driveway/access road, road forks, and intersections. When located on the street the numbers shall be visible from each direction of travel. This remote signage shall consist of a 6 inch by 18 inch green reflective metal sign with 3 inch reflective Numbers/ Letters similar to Hy-Ko 911 or equivalent.
3. Automatic Fire Sprinkler System: Fire sprinkler system shall meet the requirements of NFPA 13 with new proposed layout for existing structure. The new building shall be equipped with a NFPA 13 fire sprinkler system.
4. Unobstructed fire sprinkler coverage: shall extend to all areas in the occupancy. Any areas creating compartmentalization due to new walls shall have additional sprinkler heads installed to provide unobstructed coverage. Any heat producing appliances that are hooked up to an electrical power source, natural or propane gas, and are operational shall not have sprinkler heads located within their respective heat zones.
5. Exit Doors: Exit doors shall be of the pivoted type or side hinged swinging type. Exit doors shall swing in the direction of exit when serving an occupant load of 50 or more.
6. Exit Door Hardware: Exit door(s) shall be operable from the inside without the use of a key, special knowledge or effort. Exception: Main exit doors may be equipped with a keyed-locking device if there is a readily visible sign on or adjacent to the door stating "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED". The letters in the sign shall not be less than 1-inch in height.

7. Exit Illumination: Signs shall be internally or externally illuminated by two electric lamps or shall be of an approved self-luminous type.
8. Occupancy Load Sign: Any room having an occupant load of 50 or more where fixed seats are not installed, and which is used for classroom, assembly or similar purpose, shall have the capacity of the room posted in a conspicuous place.
9. Emergency Building Access: The proposed project will require the installation of "Knox Boxes" These emergency key boxes are required when access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or fire-fighting purposes. The Chief will determine the location for the key box and provide an authorized order form. All security gate systems controlling vehicular access shall be equipped with a "Knox"; key operated emergency entry device. For application and instructions please email cfpdfiremarshal@fire.ca.gov
10. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45,720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
11. Fire Extinguishers: There must be at least one 2A10BC fire extinguisher for each 3,000 square feet, travel distance not to exceed 75 feet with at least one extinguisher per floor per Title 19, California Code of Regulations.
12. Catering Pantry mentioned to possibly be a kitchen. Commercial kitchens shall require a hood system and separate permit.
13. Electrical room, fire panel room, and fire riser rooms shall be labeled accordingly.
14. Provide Penetration protection in all membranes through fire rated assemblies (ie dampers, fire caulking)
15. Underground pipe serving the fire sprinkler system shall comply with NFPA 24 and require a separate permit.
16. Alarm system shall comply with NFPA 72 and conform with new layout and new structure.
17. New maps regarding Fire Hazard Severity Zones have just been adopted and will be in place by August 2025. Project is located in a high severity zone and shall need to meet the requirements of Chapter 7A of the building code and Chapter 49 of the California Fire Code.

All fire conditions and requirements must be incorporated into your building plans, (see attached conditions) prior to building permit issuance. It is your responsibility to notify your contractor, architect and engineer of these requirements.

Our review is not construed as encompassing the structural integrity of the facility nor abrogating more restrictive requirements by other agencies having responsibility. Final acceptance is subject to field inspection and necessary tests.

NOTE: An additional re-inspection fee may be charged for missed appointments, failure to comply or not being ready.

For additional information or to schedule an inspection you may contact the Coastside Fire Protection District Fire Marshal Office at [**CFPDFiremarshal@fire.ca.gov**](mailto:CFPDFiremarshal@fire.ca.gov).

Clinton Dyer
Deputy Fire Marshal

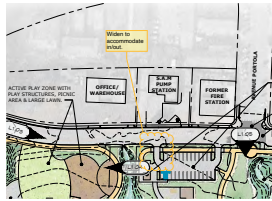


COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT D

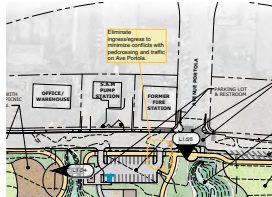
Comments from the Department of Public Works

Public Works Review (15)



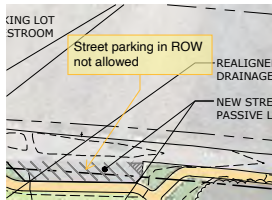
Subject: Public Works Review
Page Label: 4
Author: scai1
Date: 9/16/2025 1:44:41 PM
Color: ■

Widen to accommodate in/out.



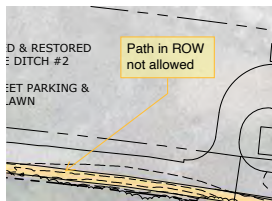
Subject: Public Works Review
Page Label: 4
Author: scai1
Date: 9/16/2025 1:44:43 PM
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Eliminate ingress/egress to minimize conflicts with pedcrossing and traffic on Ave Portola.



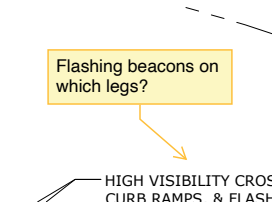
Subject: Public Works Review
Page Label: 4
Author: scai1
Date: 9/16/2025 1:44:45 PM
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Street parking in ROW not allowed



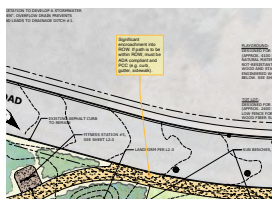
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Page Label: 4
Author: scai1
Date: 9/16/2025 1:44:47 PM
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Path in ROW not allowed



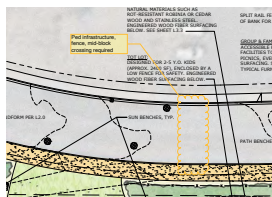
Subject: Public Works Review
Page Label: 11
Author: scai1
Date: 9/16/2025 1:44:49 PM
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Flashing beacons on which legs?



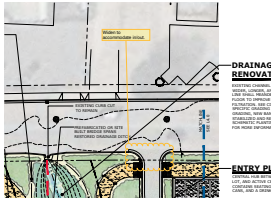
Subject: Public Works Review
Page Label: 14
Author: scai1
Date: 9/16/2025 1:44:50 PM
Color: ■

Significant encroachment into ROW. If path is to be within ROW, must be ADA compliant and PCC (e.g. curb, gutter, sidewalk).



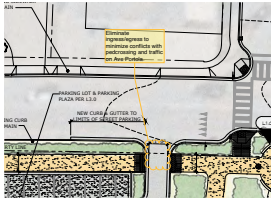
Subject: Public Works Review
Page Label: 14
Author: scai1
Date: 9/16/2025 1:44:53 PM
Color: ■

Ped infrastructure, fence, mid-block crossing required



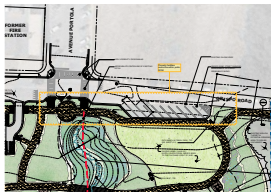
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Page Label: 14
Author: scai1
Date: 9/16/2025 1:44:55 PM
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Widen to accommodate in/out.



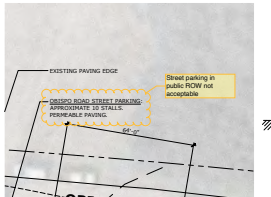
Subject: Public Works Review
Page Label: 15
Author: scai1
Date: 9/16/2025 1:44:58 PM
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Eliminate ingress/egress to minimize conflicts with pedcrossing and traffic on Ave Portola.



Subject: Public Works Review
Page Label: 15
Author: scai1
Date: 9/16/2025 1:45:01 PM
Color: ■

Property facilities cannot be within public ROW



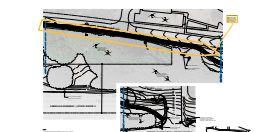
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Page Label: 15
Author: scai1
Date: 9/16/2025 1:45:03 PM
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Street parking in public ROW not acceptable



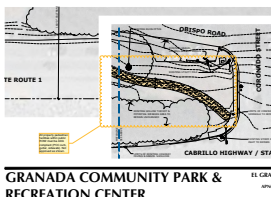
Subject: Public Works Review
Page Label: 16
Author: scai1
Date: 9/16/2025 1:45:08 PM
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El Granada road standards require 22' paved travel way, parking lane, curb, gutter, and sidewalk. See attached detail



Subject: Public Works Review
Page Label: 16
Author: scai1
Date: 9/16/2025 1:45:09 PM
Color: ■

All property pedestrian facilities within public ROW must be ADA compliant (PCC curb, gutter, sidewalk). Not approved as shown.



Subject: Public Works Review
Page Label: 16
Author: scai1
Date: 9/16/2025 1:45:12 PM
Color: ■

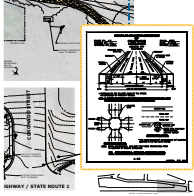
All property pedestrian facilities within public ROW must be ADA compliant (PCC curb, gutter, sidewalk). Not approved as shown.



Subject: Public Works Review
Page Label: 52
Author: scai1
Date: 9/16/2025 1:45:15 PM
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Clean up/improve intersection.

Snapshot (1)



Subject: Snapshot
Page Label: 16
Author: scai1
Date: 9/16/2025 1:45:05 PM
Color:

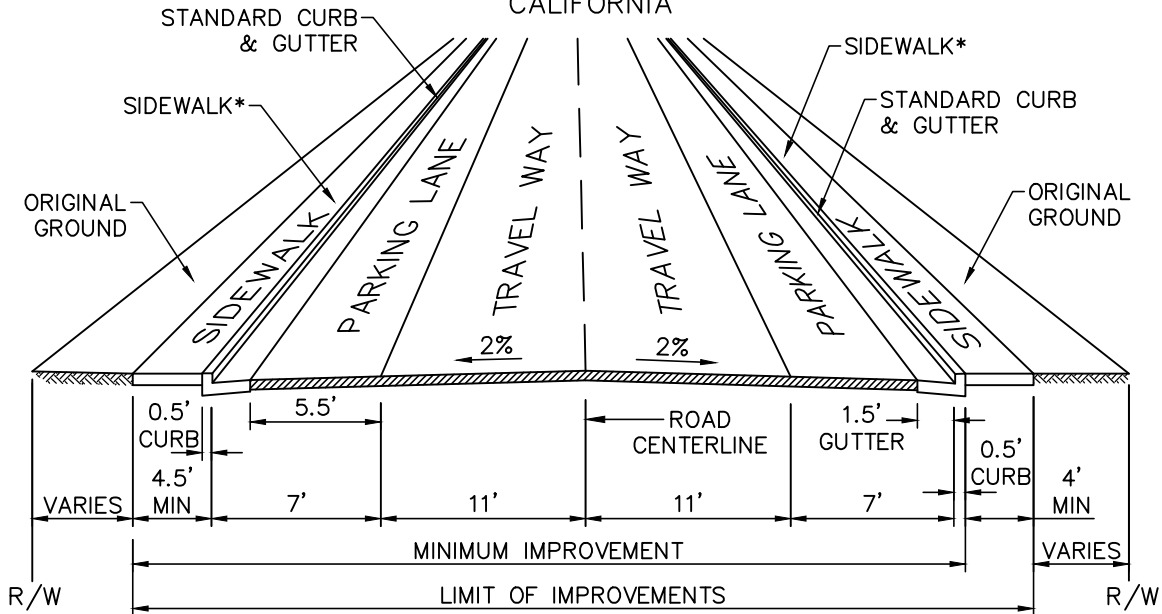
COUNTY OF SAN MATEO DEPARTMENT OF

PUBLIC WORKS

DRAWN BY: A.Z.
CHECKED BY: K.L.
APPROVED BY: A.M.S.

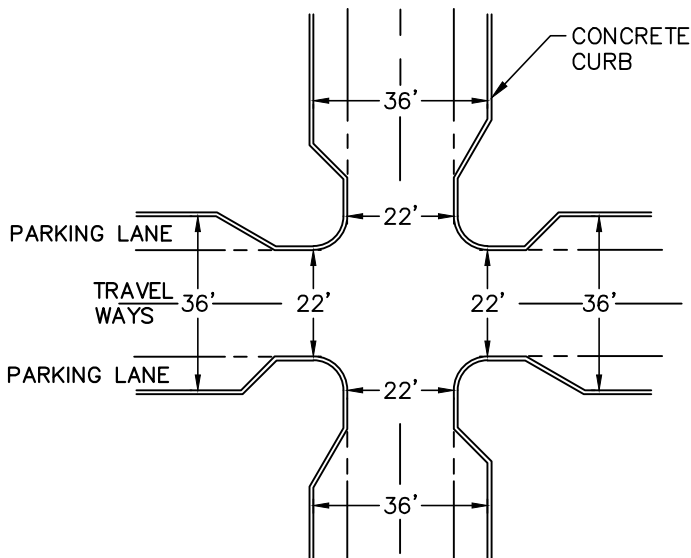
SCALE: NONE
DATE: 2-2022
REVISED: 2-2022

REDWOOD CITY
CALIFORNIA



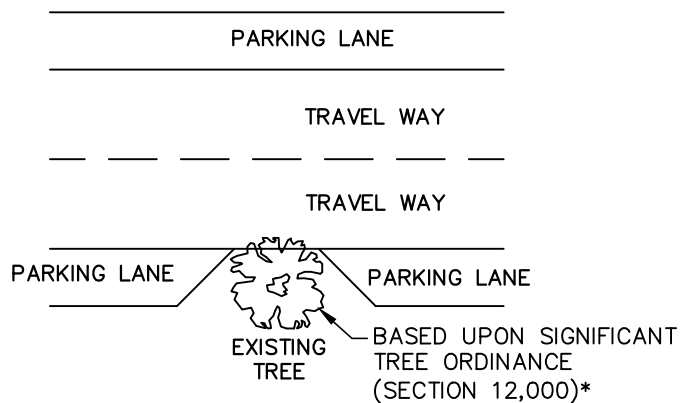
* SIDEWALKS ON ONE OR BOTH SIDES OF THE STREET,
AS DETERMINED BY PROPERTY OWNERS.

NOTE: EL GRANADA RESIDENTS CAN ALSO CHOOSE TO USE MONTARA/MOSS BEACH/SEAL COVE/
PRINCETON/MIRAMAR STANDARDS ON A PROJECT-BY-PROJECT BASIS.



INTERSECTION DETAIL

NOTE: OTHER IMPROVEMENTS MAY EXIST THAT WERE CONSTRUCTED PRIOR
TO ADOPTION OF SPECIFIC STANDARDS.



OBSTRUCTION DETAIL

*TREE HAVING MINIMUM 38" CIRCUMFERENCE (12" DIAMETER)
MEASURED 4-1/2 FEET ABOVE GROUND

EL GRANADA ROAD STANDARD



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT E

From: [Muchia Te](#)
To: [Luis Topete](#)
Subject: Burnham Strip Park
Date: Wednesday, September 24, 2025 12:13:24 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.

Luis Topete ,

As Founder & Executive Director of Muchia Te' Indigenous Land Trust , I strongly support the naming of what has been known as Burnham Strip in El Granada to be CHIWAN PARK . To honor & acknowledge the Rammaytush Tribal Band . Who historically have lived & stewarded the land in this location for centuries .

We are confident that giving the name of CHIWAN to the park in El Granada , will stimulate conversation & educate the community about traditional Indigenous ways of relating with the natural world ~ relationships that include respect & interconnectivity with Nature , care & compassion for the community . Whether it is humans , four legged , winged , gilled , creepy crawlers or plants , (terrestrial or aquatic) relatives .

At present , there is not even one Indigenous naming of a public place , building or street in El Granada . I hope that you agree that it is time !

Thank you for your considering the naming of CHIWAN PARK .

Let's work together on this ,
~ Cata Gomes

~Catalina Gomes

Founder
Executive Director
Muchia Te' Indigenous Land Trust

muchiateilt.org



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT F

Summary of Public Comments

Pre-Application Major Development Public Workshop

1. Beautiful project
 - Community Center not totally needed, or do in a later phase
 - Applicant listened to community
 - Will raise property values
 - Scale back amenities:
 - Should not include work out stations
 - dog park, put somewhere else, as it will attract more traffic
 - More features mean more lighting/light pollution
 - Parking lot should remain informal/dirt
2. Project should keep childcare center
 - Loss of childcare is a big loss to community with no other center in EG, lack of spaces in Coast
 - May 31st is last day for Picasso lease
3. Traffic
 - Traffic will jam up on Avenue Alhambra
 - Access for emergency evacuation already bad
 - Will bring in people from out of town
4. Parking
 - Project should be delayed to see how parking concerns with Harbor District and Caltrans projects will resolve
 - Parking in R-3/high density area is already bad, this will make it worse
 - Use permit parking for residents to enforce parking
5. GCSD should also buy privately held parcels on Burnham strip
6. Name park "Chiwan" after local indigenous tribe
7. Lights need to be dark sky with details and specs provided before approval/construction
8. Wildlife/birds
 - Park needs to protect them (no shooting, bait boxes, herbicide/pesticides)
9. Safety/Crime
 - How will this area be monitored for activity; response times to police reports
 - Already minimal law enforcement by Sheriff
 - RVs will park in lot
10. Funding for expensive project needs to be continuous and adequate so burden doesn't fall to tax payers later
11. How will project affect Sewer Authority Midcoast facility?
 - Septic?
 - Stormwater infiltration
12. Natural Hazards:
 - Should plan for tsunami overflow area, as waves have come across Highway 1
 - Wildfire evacuation could be impacted by traffic