From: Annette Saunders
To: Will Gibson
Subject: changing zoning in El Granada
Date: Tuesday, November 10, 2026 2:58:08 PM

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Hello,

I am writing to ask PLEASE don't rezone the area of San Mateo County along Sonora Ave southeast of Clipper Ridge! We already have an increase-in-housing-density/affordable-housing project approved and happening just a mile or so north in Moss Beach.

Seems like San Mateo County keeps looking to the coast for installing more high density/affordable housing. With the Big Wave project in Princeton/Moss Beach area already launched and the high density housing going in near San Carlos in Moss Beach, we are already doing our share of providing housing and it is stressing the infrastructure! Changing the zoning near Clipper Ridge to allow up to 830 units (and up to 70-foot tall) is inappropriate on several levels. This is a semi rural area and no houses are allowed to be over 38' tall and in the past building on sub lots (less than 50' wide) was not allowed in order to protect the semi-rural area. There are agriculture fields right next to Clipper Ridge.

Please do not ruin the Coastside by over building.

Thank you for your time and consideration,
Annette Saunders
Coastside resident

P.S. how many people pushing for this rezoning actually live on the Coastside?

From:	lisaforwardmk
To:	Will Gibson
Subject:	El Granada resident letter RE high density zoning on CUSD land in El Granada
Date:	Wednesday, November 11, 2026 6:53:05 AM
Attachments:	Supervisors letter regarding CUSD land behind Coral Reef.pdf

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Dear Mr. Gibson- I am a local resident near the property in El Granada being discussed for rezoning at your next meeting. This land is adjacent to my neighborhood and will deeply impact this area. Please see my letter of opposition attached.
Thank you for all you do and for your consideration.

Lisa
"Well, it's not just a daydream if you decide to make it your life"
-Train

Nov. 11, 2026

Dear San Mateo County Supervisors- I am writing to express concern for the proposed high-density housing on the CUSD land adjacent to Coral Reef Ave. in El Granada. This property is in my neighborhood of Princeton By The Sea, and while I understand that the state has mandated housing units, there are many safer and less environmentally damaging areas that should be considered.

My concerns are as follows:

-**High fire zone/ Seasonal flooding**- This is a High Fire Zone according to CalFire (see map and photos on reverse) and it floods seasonally. The attached photos are from 2006, and the flooding is only getting worse as the years go on. These photos don't look like much, but these lakes were about 12-18" deep and are clearly shown to affect the neighboring properties. In terms of places to put a lot of people, this is not one of the safest options on the coast. I also believe it is a wetland area with sensitive habitat.

-Emergency escape routes/infrastructure/parking-The proposed high-density housing introduces many people into a space that already does not have sufficient infrastructure. There are not enough safe exit routes in and out of the neighborhood, and extra cars on the already narrow roads will make this even more dangerous. It is already necessary to pull to the side of the road to allow cars to pass in many streets in El Granada, so emergency vehicles and traffic will be even more difficult to navigate. 800+ new cars crowding the roadways and trying to exit on to the highway will cause immense traffic issues, more danger to the children in the community, and serious problems in an emergency.

-**It is a significant wildlife corridor**- In addition to being an integral part of the Coastal foothills, parts are wetland and all of it is home to many species of animals (including the Red Legged Frog) and is also thought to be a winter resting place for the Monarch Butterfly. The lower (west) portion of the 20 acres have enough scattered wetlands that an honest environmental assessment will preclude any development.

- **Coastside green space**- Part of what makes the so special is the green space, and protecting the precious land surrounding our neighborhood is a critical component of this. As it's already surrounded by GGNRA land and is used to access GGNRA trails, protecting this parcel is of critical importance to maintaining what makes our community and GGNRA special for both people and wildlife.

- **Out of character with the neighborhood/neighbor opposition**: This community DOES NOT WANT development on these lands but if it is necessary, there is no reason to make it entirely inconsistent with the rest of the surrounding areas. High density housing would stand out like a sore thumb and lower property values in the neighborhoods surrounding it. Low density housing blended into the existing neighborhoods is one thing, but high-density housing is not a good choice for this community and would be vehemently opposed.

-Other uses that could benefit the community- A few years ago the Community Services District (CSD) offered to lease the land from CUSD. CSD is interested in creating passive parks and some of this area would be great for it (assuming environmental protections were in place).

Examples include:

*Keeping it as it is for the above-mentioned reasons!

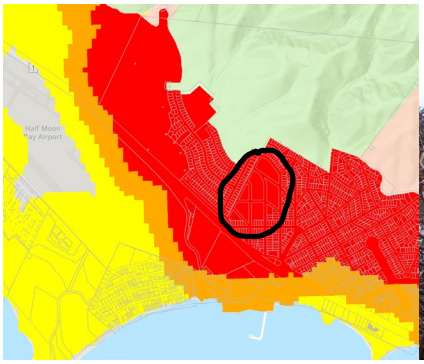
* It could be an educational space for learning and appreciating the amazing coastal micro-climates and the diverse species that call this space home. Groups such as Girls Scouts, Boy Scouts, 4H, after school clubs, and summer day camps could meet and connect with nature in an educational and pro-environmental way.

* Like the HEAL project at the end of nearby Bridgeport Dr, a community vegetable garden focused on providing fresh veggies for charitable organizations like Coastside Hope and food kitchens. So many of these organizations are only able to provide heavily processed and canned foods to their community members.

Thank you for your consideration and for your commitment to our community.

Sincerely, Lisa Forward, 320 Bridgeport Dr., Half Moon Bay/Clipper Ridge

High Fire Zone/Flooding (both areas are much bigger than my screenshots) on reverse:







From:	Victoria Irvine-Brown
To:	Will Gibson
Cc:	Victoria Irvine-Brown
Subject:	Formal CEQA Scoping Comments: EIR for Housing Element Rezoning Phase II – El Granada (APNs: 047-048-150 et al.)
Date:	Wednesday, November 11, 2026 8:41:15 AM

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Date: November 11, 2026

To:

Will Gibson, Planner III

Planning & Building Department, County of San Mateo

455 County Center, 2nd Floor | Mail Drop PLN 122

Redwood City, CA 94063

Via Email: wgibson@smcgov.org

Subject: Formal CEQA Scoping Comments: Notice of Preparation of a Draft Environmental Impact Report for the Housing Element Rezoning Program Phase II – El Granada (APNs: 047-048-150; 047-049-170; 047-051-040; 047-052-100; 047-053-130; and 047-054-100)

From:

Victoria Irvine-Brown (Pemberton)

838 Sonora Avenue

El Granada, CA 94018

Dear Mr. Gibson and Members of the San Mateo County Planning Commission,

I am writing as the directly abutting homeowner and resident at **838 Sonora Avenue**, adjacent to the proposed 12.45-acre rezoning site across the six parcels between Coral Reef Avenue and Sevilla Avenue (APNs: 047-048-150, 047-049-170, 047-051-040, 047-052-100, 047-053-130, and 047-054-100). As coastal natives who purchased our home in 2023, my family and I are deeply invested in safeguarding this fragile coastal landscape against inappropriate, non-conforming land-use designations.

I strongly oppose the proposed General Plan, Local Coastal Program (LCP), Community Plan, and Zoning amendments to implement Program HE 11.2 on these parcels.

The Staff Report discloses that the County proposes to allow 100 percent residential development **by-right** at densities ranging from **70 to 120 units per acre**, with a mandatory minimum density of at least 30 units per acre. On 12.45 acres, this establishes an

unprecedented theoretical buildout of **871 to 1,494 residential units**, paired with building heights of 60 to 70 feet, eliminated floor area and lot area restrictions, reduced setbacks of 10 feet or less, and an arbitrary cap of one parking space per unit.

Because Program HE 11.2 commits the County to "by-right" streamlined approvals without discretionary design review or CEQA review at the project level, the County cannot dismiss these density numbers as hypothetical. Once adopted, State Density Bonus Law (Gov. Code § 65915) and statutory streamlining prevent the County from scaling back projects later. Therefore, the Program EIR must analyze the full, unmitigated buildout ceiling.

Pursuant to the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), CEQA Guidelines Section 15082, and the California Coastal Act, I request that the Draft EIR thoroughly investigate the following significant physical, environmental, and public safety impacts:

1. Reallocation of RHNA Buffer to Transit Corridors vs. Sensitive Coastal WUI

- **The County's 1,011-Unit Existing Buffer:** According to Table 4 of the County's Staff Report, the County's total housing capacity with rezoning reaches 3,411 units against an RHNA allocation of 2,833 units, creating an existing **1,011-unit buffer (a 35.7% surplus)**. While HCD recommends maintaining a buffer to prevent "No Net Loss" non-compliance under Government Code Section 65863, this safety buffer must be situated where infrastructure exists.

- **Phase 1 Urban Success:** The County successfully adopted Phase 1 across urbanized parcels in Colma, Broadmoor, and the Belmont Harbor Industrial area. These locations possess high-capacity transit links, municipal services, and grid networks. Allocating RHNA buffer capacity to an environmentally constrained, rural coastal wildland-urban interface (WUI) when Phase 1 urban centers already provide the required cushion represents arbitrary and legally vulnerable land-use planning.

2. Legal Inconsistency with the California Coastal Act and San Mateo County LCP

- **Coastal Act Section 30250 Violations:** Section 30250 of the Coastal Act explicitly mandates that new residential development shall be located within or contiguous to existing developed areas able to accommodate it without degrading coastal resources. Placing high-density multi-story housing on an undeveloped coastal terrace that lacks municipal public services violates the core priority of the Coastal Act.

- **Local Coastal Program (LCP) Conflict:** Because this project requires an LCP Amendment and Community Plan amendment subject to California Coastal Commission approval, the EIR must evaluate the project's direct violation of LCP visual resource policies, ridgeline protection mandates, and rural boundary protections.

3. Biological Resources: Documented Monarch ESHA and Confirmed Wetlands

- **Confirmed Western Monarch Overwintering Habitat:** The County's preliminary investigation acknowledges that Monterey pine, Monterey cypress, and eucalyptus stands on-site constitute **suitable overwintering habitat for the western monarch butterfly** (*Danaus plexippus*)—a species under active candidate review for listing under the federal Endangered Species Act. Under Coastal Act Section 30240, monarch overwintering groves constitute Environmentally Sensitive Habitat Areas (ESHA), which strictly forbids development that disrupts habitat values. The EIR must require protocol-level biological surveys conducted during the active overwintering window (November through February) and analyze microclimate and wind-shear alterations resulting from proposed 60- to 70-foot structures.

- **Delineation of On-Site Wetlands:** The County's scoping report confirms wet soil conditions and wetland vegetation across the central and southwestern portions of the parcels. The EIR must mandate a formal jurisdictional wetland delineation pursuant to California Department of Fish and Wildlife (CDFW) and U.S. Army Corps of Engineers standards before any zoning designations are finalized.

- **Special-Status Species & Wildlife Corridor Severance:** The parcels provide documented habitat for the federally and state-threatened **California red-legged frog**, Crotch's bumble bee, San Francisco dusky-footed woodrat, roosting bats, and 10 California Rare Plant Rank (CRPR) listed plant species. Furthermore, these parcels serve as an active foraging and movement corridor for native black-tailed deer herds and coastal raptors between the foothills and the coastline. The EIR must evaluate the permanent barrier effect created by massive continuous building footprints and security fencing.

4. Emergency Evacuation Corridors, Wildfire Hazards, and Chokepoints

- **Non-Screenable Life-Safety Risk:** While housing advocates may attempt to screen out multi-family housing from transportation impacts under CEQA Guidelines Section 15064.3 (SB 743), CEQA Guidelines Section 15126.2 mandates that emergency response, evacuation route obstruction, and wildfire hazards **cannot** be screened out.

- **Catastrophic Ingress/Egress Constraints:** Sonora Avenue and the adjacent residential grid are narrow hillside streets with limited sightlines and single access points. Funneling traffic from up to 871–1,494 units—or even a halved alternative of 400+ units—onto two-lane Highway 1 during an active wildfire, tsunami, or atmospheric flooding event will create a lethal vehicular standstill, trapping fleeing residents and blocking mutual aid fire apparatus.

- **Mandatory Evacuation Modeling:** The EIR must execute dynamic, fine-scale evacuation clearance modeling under CEQA Guidelines Section 15126.2, factoring in existing peak visitor coastal traffic and the real-world clearance capacity of Highway 1 and Highway 92.

5. Absence of Acute Medical Infrastructure (Coastside Medical Desert)

- **No Operational Hospital or Urgent Care:** There is **no operating hospital, emergency room, or full-service urgent care clinic anywhere between Montara and Half Moon Bay**. Seton Coastside in Moss Beach remains closed, and private clinics

have ceased operations.

- **Ambulance Transport Realities:** Any acute life-threatening medical emergency requires patient transport over Highway 92 to San Mateo/Redwood City or along Highway 1 through Pacifica to Daly City/San Francisco. Under CEQA Appendix G (Public Services), the EIR must evaluate the baseline impact on ambulance turnaround times and emergency medical response. Adding thousands of new residents into a recognized healthcare desert with severely congested transport corridors creates an unmitigable public health hazard.

6. Regional Jobs-Housing Disconnect and High VMT Realities

- **Coastside Demographics vs. Employment:** The coastal corridor between Montara and Half Moon Bay comprises approximately 24,000 residents (~12,200 in the unincorporated Midcoast and ~11,900 in Half Moon Bay). County transportation studies, including *Connect the Coastside*, demonstrate that **nearly 80% of employed Coastside residents out-commute over the hill** to Silicon Valley and San Francisco.

- **Induced Commuter Burden:** Because El Granada lacks rapid transit, commercial centers, and major employment hubs, the vast majority of future residents on this site will be forced to commute by single-occupancy vehicle over congested two-lane mountain passes. The EIR must measure the massive induced Vehicle Miles Traveled (VMT) and associated greenhouse gas emissions resulting from placing high-density housing far away from jobs.

7. Disproportionate Population Shock (Even Under Scaled Alternatives)

- **Unprecedented Community Scale:** El Granada's existing population is ~5,232 to 5,481 residents across roughly 2,236 housing units.
    - At 70 units/acre (871 units conservatively at 2 people per unit), the project adds **1,742+ residents**—an instant **32% to 33% population surge** on 12.45 acres.
    - At 120 units/acre (1,494 units), the population would explode by **nearly 3,000 residents (+55%)**.
    - Even if cut by half or constrained to the mandatory minimum density of 30 units/acre (373 units), it introduces **750 to 1,000+ residents**, representing an unsustainable **15% to 19% population increase**.

- **Growth Inducement:** Under CEQA Guidelines Section 15126.2(e), the EIR must treat this massive, localized densification as severe, unmitigable growth inducement that outstrips rural community services.

8. Geotechnical Instability, Coastal Hydrology, and Downslope Flood Risks

- The lower portions of these parcels are already defined by saturated, wet soils. Converting 12.45 acres of hillside absorption basin into dense, impervious building

envelopes and parking surfaces will drastically accelerate runoff velocity toward the existing homes below along Sonora Avenue.

- Given the frequent atmospheric rivers impacting our coastal terrace, the EIR must mandate comprehensive geotechnical slope-stability analysis, soil boring, and watershed hydraulic modeling to prevent downhill mudslides, foundation shifting, and structural flooding.

9. Special District Capacity Deficits (CCWD & GCSD)

- The EIR must provide verified, written capacity analyses from the **Coastside County Water District (CCWD)**regarding available uncommitted treated water supplies and adequate fire-flow pressures, and from the **Granada Community Services District (GCSD)** regarding peak sewer conveyance and wet-weather storage capacity.

Required Alternatives Analysis in the Draft EIR

Under CEQA Guidelines Section 15126.6, an EIR must examine a reasonable range of alternatives capable of avoiding or substantially lessening significant environmental effects. I formally request that the Draft EIR evaluate:

1. **The CEQA-Mandated No Project Alternative** (maintaining baseline R-1 and R-3-A designations).

2. **An ESHA and Wetland Preservation Alternative** that completely excludes the monarch overwintering groves, delineates and buffers all wetland hydrology, and preserves a 100-foot natural open-space setback adjacent to existing single-family parcels.

3. **Off-Site Infill Alternatives on the Bayside**, analyzing sites along El Camino Real and the Caltrain/BART transit corridors in urbanized San Mateo County where density achieves true VMT reductions and where the County's 1,011-unit buffer can be responsibly accommodated.

Please confirm receipt of this public comment letter, incorporate it into the administrative record for the November 18, 2026 Planning Commission scoping session, and ensure my name and email are maintained on all future CEQA notification lists, Draft EIR releases, and public hearing announcements for this site.

Sincerely,

Victoria Irvine-Brown (Pemberton)

838 Sonora Avenue

El Granada, CA 94018

Email: irvinebrownvictoria@gmail.com

Phone: (650) 455-5705

From: stephanie sardella
To: Will Gibson
Subject: Opposition to Proposed El Granada Rezoning and EIR Scoping Comments
Date: Wednesday, November 11, 2026 3:35:32 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.

Dear Mr. Gibson and Members of the San Mateo County Planning Commission,

I am writing as an El Granada resident who lives directly across the street from the six parcels proposed for rezoning under the Housing Element Rezoning Program Phase 2. I strongly oppose the proposed increase in residential density and building height at this location.

While I recognize the need for additional housing in San Mateo County, I am deeply concerned that the proposed zoning would permit development that exceeds the capacity of our coastal community's transportation infrastructure and threatens sensitive environmental resources.

I respectfully request that the Environmental Impact Report thoroughly address the following concerns:

1. Highway 1 Traffic and Emergency Evacuation

My greatest concern is the impact of potentially hundreds of additional housing units on Highway 1, our community's primary north-south transportation corridor. Highway 1 already experiences significant congestion, and El Granada has extremely limited alternative routes. The EIR must evaluate traffic conditions during commute hours and peak tourism periods, cumulative impacts of other developments, emergency response times, and evacuation capacity during wildfires, tsunamis, earthquakes, or road closures. The County must demonstrate how this level of development can be safely accommodated.

2. Sensitive Habitat and Protected Wildlife

The County's own environmental notice identifies potential wetlands, suitable overwintering habitat for western monarch butterflies, and suitable habitat for the California red-legged frog. These are significant environmental concerns that warrant comprehensive biological surveys and careful consideration of habitat preservation before rezoning is approved.

3. Half Moon Bay Airport Compatibility

The proximity of these parcels to Half Moon Bay Airport raises concerns about aviation safety, aircraft noise, and proposed building heights of up to 70 feet. The EIR should evaluate compatibility with the Airport Land Use Compatibility Plan and applicable aviation safety standards.

4. California Coastal Act Protections

These parcels are located within the Coastal Zone and are subject to additional environmental protections. The County must demonstrate consistency with the California Coastal Act and Local Coastal Program, including protections for sensitive habitat, scenic resources, coastal access, and infrastructure.

5. Infrastructure and Neighborhood Impacts

The EIR must evaluate whether existing water, wastewater, drainage, fire protection, and public services can support the proposed density. It should also address the impacts of substantially taller buildings, reduced setbacks, and limited parking on surrounding residential neighborhoods.

6. Less Environmentally Damaging Alternatives

I urge the County to meaningfully evaluate reduced-density and reduced-height alternatives, preservation of environmentally sensitive areas, and alternative housing locations. The EIR should explain why these particular parcels were selected for such intensive development despite their environmental sensitivity and limited transportation access.

I am not opposed to responsible housing development. I am opposed to rezoning that permits a level of development without first demonstrating that our roads, emergency services, infrastructure, and sensitive coastal environment can safely and sustainably accommodate it.

Please include these comments in the official EIR scoping record and notify me when the Draft EIR becomes available for public review.

Sincerely,

Stephanie Sardella
El Granada Resident

From: Craig Barton
To: Will Gibson
Subject: Opposition to Proposed Land Sale and Rezoning
Date: Wednesday, November 11, 2026 4:07:02 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.

Dear Will Gibson,

I oppose the proposed land sale and rezoning for high-density, low-income housing. My biggest concern is safety. In the event of a wildfire, tsunami, major storm, or other emergency requiring evacuation, our current road infrastructure becomes a dangerous bottleneck. Residents have repeatedly expressed concerns that there are too few evacuation routes and that existing roads can quickly become gridlocked.

I am also concerned about the potential loss of monarch butterfly habitat and the additional traffic on roads already dangerously congested during an emergency evacuation. The lack of an emergency room on the Coastside further heightens these safety concerns. The proposed density would also be inconsistent with the neighborhood's existing scale and character. Please reject the sale and rezoning and prioritize habitat protection, emergency preparedness, and development compatible with the surrounding community.

Sincerely,
Craig Barton
bartoncc@yahoo.com

From:	Joanna Durand
To:	Will Gibson
Subject:	Housing In El Granada
Date:	Wednesday, November 11, 2026 5:29:13 PM

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Dear Sir.

As a resident here of El Granda for 52 years I am please requesting this rezoning for dense housing be haulted.
Not only for the environmental impact but the lack of resources this small town has to accommodate such a house project.
The impact on the small neighborhoods with parking alone will be a nightmare. How is it fair to have 70+ cars
(most families have two cars) being parked on non sidewalked streets In El Granada and then in the small Princeton By the Sea neighborhood.?

In an emergncy the town people are already expecting to be stuck on the Coastside for days or weeks due to the inability to drive due to traffic and adding a 70 + housing unit will only deepen the threat and time to wait it out.
How can one plot of land be so overdeveloped? Why this area, where the Eucalyptus trees grow non stop and protected animals are living?

This seems to be a knee jerk reaction to find land anywhere and try to make it work with housing.

I please ask this land not be developed and the logistics of having so many people packed in a small area could impact the way of life for many surrounding areas.

Sincerely,
Joanna Durand
El Granada Resident

Sent from Yahoo Mail for iPhone

From: terri.eckert@comcast.net
To: Will Gibson
Cc: "terri.eckert"
Subject: Formal Comment and Opposition to Proposed High-Density Housing Rezoning El Granada parcels adjacent to Sonora Avenue
Date: Thursday, November 12, 2026 7:51:05 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.

November 12, 2027

Dear William,

I am writing to express my strong opposition to the proposed rezoning of the land parcels owned by CUSD adjacent to Sonora Ave in El Granada for high-density housing. While I understand the need for regional housing solutions, placing high-density development in this specific location introduces critical risks regarding safety, environmental protection, and infrastructure capacity.

I urge the commission and evaluating agencies to reject high-density rezoning for these parcels based on the following key concerns:

1. **Highway 1 Traffic Congestion:** Highway 1 serves as the sole primary arterial route for Coastside residents. It already operates at or near capacity most of the time, but especially during daily commutes, weekends, and peak coastal visitation hours. Adding high-density housing will drastically increase vehicle trips, exacerbating severe traffic bottlenecks and creating unsafe driving conditions along this key corridor.
2. **Emergency Evacuation Risks:** In the event of a wildfire, tsunami, major earthquake, or coastal emergency, rapid evacuation routes are vital. Coastside evacuation routes are extremely limited. Increasing population density at this location without evacuation capacity places both current and future residents at unacceptable risk during an emergency scenario.
3. **Impact on Sensitive Wildlife Habitat:** The subject parcels and surrounding areas contain delicate coastal ecosystems, wetlands, and sensitive wildlife habitats (including protected species such as the monarch butterfly). High-density development would cause irreversible habitat fragmentation, destruction of foraging and breeding grounds, and increased runoff into local watersheds.
4. **Infrastructure & Resource Capacity Constraints:** Our local infrastructure and essential services are operating under significant existing constraints that cannot support high-density development without severe disruption:

- **Sewer & Public Services:** Water supply, wastewater treatment, stormwater management, and emergency services are already operating under significant constraints. High-density residential output will place unsustainable demands on these utility networks without guaranteed funding or infrastructure upgrades to support the influx.

Power & Utility Vulnerability: The Coastside relies heavily on aging, above-ground electrical supply lines that suffer frequent, prolonged outages during winter storms and severe weather events. Adding high-density electrical demand will further strain this fragile grid.

- **Essential Commercial & Healthcare Resources:** The community suffers from a shortage of local commercial resources—including insufficient grocery capacity and very limited urgent/primary healthcare facilities—forcing residents North on Highway 1 or over Highway 92 for basic daily needs and medical care.

Conclusion & Requested Action

For these reasons, I request that the County evaluate lower-density alternatives that align with the existing character of the community, respect transportation constraints, and protect our sensitive coastal environment. High-density rezoning at this location poses far too many unmitigated risks to public safety, environmental health, and local quality of life.

Thank you for considering community input on this critical matter. Please include these comments as part of the official public record for the Environmental Impact Report (EIR) and planning review process.

Sincerely,

Terri Eckert
438 Ave Portola, El Granada
terri.eckert@comcast.net
415-373-2661

From: CLAIRE STRAKA-ELLIS
To: Will Gibson
Subject: El Granada rezoning for development
Date: Thursday, November 12, 2026 9:31:19 AM
Attachments: IMG_4669.png

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.

Mr. Gibson,
I have attached a graphic that shows a proposed high-density housing project that is being considered for El Granada.
As a long time coast resident (43 years) I am alarmed that such a huge project could be possible for our little enclave. My concerns include the lack of infrastructure for these 7 story buildings that would include 872 units and these concerns include-
ROADS-We have only 2 ways to leave the coast in order to access medical care and hospitals. How will emergency vehicles navigate through the increased traffic? Residents commute to work from the towns on the coast via hwy. 1 north (through the tunnel,) or south on hwy. 1 and east on hwy. 92. If ANY large accident happens on either road, there is gridlock for drivers.
The beaches have become a major draw for tourists at all times during the year and on weekends the roads are heavily impacted with bumper to bumper traffic.
WATER-Is there enough water for all these new residents?
FIRE ZONE-The area being considered for development is deemed to be in one of the most dangerous zones.
HABITAT FOR MONARCHS and other creatures-The area to be developed is a quiet and untouched area which is the home for protected species. It also provides a green-belt buffer zone for hikers and nature lovers.
INAPPROPRIATE SIZE FOR OUR SMALL COMMUNITY-It takes just one glance to see that this project is not suitable for the coast.
I urge you to consider an alternative housing project for this parcel.
Regards,
Claire Straka-Ellis and Frank Ellis

6:07

Marshall Smith
El Granada · 15h ·

and is even more important to participate in. Not only to discourage rezoning, but also to recommend height restrictions, further set backs, and reducing zoning density.



Rezoning Concept
70 Units / Acre

- **Total area:** ±12.45 acres (six parcels)
- **Density:** 70 units per acre
- **Total units:** ≈ 872
- **Typical height:** ≈ 70 ft (7 stories)
- **Building coverage:** ≈ 55 – 60%
- **Open space:** ≈ 15 – 25%
- **Character:** Higher-density urban apartment community



Key Metrics (Development Areas Only)

Developable (built) area:	≈ 12.45 acres
Density:	70 units/acre
Total units:	≈ 872
Building height:	7 stories (≤ 70 ft)
Building coverage:	≈ 55 – 60%
Open space & landscaping:	≈ 15 – 25%
Unit mix (example):	1BR / 2BR / 3BR

N 0 250 500 1,000 Feet

Join our Cloud HD Video Meeting

Like Comm... Share

El Granada Rezoning

23 reactions 15 comments

Sara Neale 15h · Princeton by the Sea

We need lots of people writing in

Add a com...

From:	mccconnies
To:	Will Gibson
Cc:	Raymond Hodges; Steve Monowitz; Ray Mueller; Nicholas Calderon; David Cosgrave
Subject:	NOP Comments – Housing Element Rezoning Program Phase 2 – El Granada
Date:	Thursday, November 12, 2026 10:21:18 AM
Attachments:	NOP_EIR_Housing_Element_Rezoning_El_Granada-2026-11-11.pdf

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.

Will,
Attached please find the MCC letter regarding the NOP for Housing Element Rezoning Program Phase 2 in El Granada. It was passed at the MCC meeting last night, November 11, 2026, by a vote of 6-0.
Thank you for the opportunity to make comments on behalf of the Midcoast Community.
Best Regards,
Connie

Connie Santilli
415.710.7357

Midcoast Community Council

Midcoast Community Council

An elected Advisory Council to the San Mateo County Board of Supervisors

representing Montara, Moss Beach, El Granada, Princeton, and Miramar

PO Box 248, Moss Beach, CA 94038-0248 | midcoastcommunitycouncil.org

Scott Bollinger	**Connie Santilli**	**Gus Mattammal**	**Claire Toutant**	**Antonio Conte**
Chair	Vice Chair	Treasurer	Secretary	**David Santoro**

Date: September 23, 2026

To: Will Gibson, Planner III, San Mateo Planning

Cc: Ray Mueller, Board of Supervisors, San Mateo County
Raymond Hodges, Director of Housing
Steve Monowitz, Director of Planning
Nicholas Calderon, Executive Officer, San Mateo County
David Cosgrove, Senior Legislative Aide to Supervisor Mueller

Subject: **: NOP Comments – Housing Element Rezoning Program Phase 2 – El Granada (APNs 047-048-150, 047-049-170, 047-051-040, 047-052-100, 047-053-130, 047-054-100)**

Dear Mr. Gibson:

The Midcoast Community Council supports housing on the Coastside, including affordable housing. But the six El Granada parcels (12.45 acres) are poorly suited to the proposed density of up to 70 units per acre, which could mean roughly 370 to 870 units in buildings and which would allow "increasing maximum building height to 60 – 70 feet or other heights sufficient to allow the increase in allowed residential density of a given parcel." The sites contain sensitive habitat, sit in a neighborhood of one and two-story homes, and rely on a highway corridor with limited capacity and few evacuation routes. We ask that the EIR address the following.

Habitat and Wetlands

- Complete a wetland delineation before the EIR is circulated. The NOP notes wetland vegetation across much of the site, and residents have observed about 12 vernal pools.
- Survey in the right seasons, including the winter monarch overwintering period and spring rare plant bloom, rather than relying on a single visit.
- Analyze impacts on wildlife including but not limited to monarch habitat, the red-legged frog, nesting birds, woodrats, bumblebees, San Francisco garter snakes, and bats.
- Analyze drainage, groundwater, and runoff to Denniston and Deer Creeks.
- Evaluate consistency with Coastal Act and LCP habitat and wetland policies, and use avoidance first, with protective buffers and long-term monitoring.

Traffic and Evacuation

- Study Highway 1, Highway 92, and nearby streets under weekday, weekend, and summer conditions, including effects on coastal access and on schoolday traffic.
- Test whether one parking space per unit is realistic, and the effect of spillover parking on neighborhood streets.
- Model wildfire, tsunami, and highway-closure evacuation, including cumulative growth from the rest of the Coastside.

Other Impacts

- Wildfire: risk from the eucalyptus, pine, and cypress stands, and defensible-space conflicts with habitat.
- Water and sewer: confirm in writing that the Coastside County Water District and Granada Community Services District have capacity, including in drought and in managing stormwater impacts during periods of heavy rain. Please reference the GCSD letter on sewer capacity limitations in El Granada.
- Aesthetics: visual simulations of “increasing maximum building height to 60 – 70 feet or other heights sufficient to allow the increase in allowed residential density of a given parcel” from Highway 1, coastal routes, and neighborhood streets, plus lighting and glare. In addition, ensure that the aesthetics of parcels bordering the existing neighborhood match the aesthetics of the existing neighborhood.
- Public services: electrical and telecom services, the public safety impact of higher population within the airport approach paths, and increased demand for services for fire, emergency medical, sheriff, and schools. Please add Public Services to the list of topics analyzed.

Process and Alternatives

- Make clear which project-level studies and Coastal Development Permit reviews will still be required, and keep public notice and comment for individual projects. Streamlined, staff-level review should not remove the ability to require avoidance or redesign.
- Include alternatives that avoid wetlands and the monarch grove, reduce building height, cluster development on the least sensitive land, and shift some units to less constrained sites.
- .Once the impact study has identified the areas of greatest impacts, any future specific development proposals should be required to re-analyze the impacts of those specific proposals on the identified areas of greatest impact.

The MCC values the opportunity to participate in the EIR process. Please add the MCC to the notification list for all future documents and hearings.

Sincerely,

Midcoast Community Council
s/Scott Bollinger, Chair

References:
Eucalyptus globulus - Bugwoodwiki
Where to See Western Monarch Butterflies Near the Bay Area - POST
Map of Overwintering Sites - Western Monarch Count

From: Kai Eckert
To: Will Gibson
Subject: No High-Density Housing in the CUSD Parcels Across From Sanora [Formal Opposition Complaint]
Date: Friday, November 13, 2026 3:35:44 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 William,
I'm writing because I think it's a horrible idea to rezone the CUSD parcels next to Sonora Ave in El Granada for high-density housing. I understand that the region ought to have more affordable housing; however, this is the wrong approach, and I'm worried about what it would mean for everyone who lives here.

Highway 1 is already maxed out. It's basically our only main road; we're in and out. Even with our current population, it's jammed during commutes, on weekends, and whenever visitors flood the coast. Adding thousands of new students and workers a day would make the backups even worse. 7 years ago, my commute from El Granada to Half Moon Bay High School would take between 20 and 45 min to drive 5 miles, and we were dropped off at the bottom of the hill, not stuck in the traffic up the hill to the high school. I can't imagine what it is now, let alone how much worse it would be with our population increasing by 1,000+ more residents.

Getting out in an emergency. This is my biggest concern. If we get hit with a wildfire, tsunami, or major earthquake, there are only a few ways off the Coastside. Packing a lot more people into this area without adding any way to get them out puts all of us at risk, both the people already here and the people who'd move in. We cannot attempt to increase our population until we have increased our driving infrastructure.

The wildlife and habitat. These parcels and the land around them include wetlands and sensitive habitat, including spots monarch butterflies depend on. High-density development would break up that habitat, wipe out places animals feed and breed, and send more runoff into our watersheds. Once that's gone, it doesn't come back.

We don't have the services to support it. Emergency services are already stretched. There aren't enough grocery stores, and urgent and primary care are very limited, so people already have to drive north on 1 or over 92 just for groceries or to see a doctor. More residents means more of those trips, on those same crowded roads.

What I'm asking for: Please push the County to look at lower-density options that fit the community, respect the limits of our roads, and protect the coastal environment. High-density rezoning here comes with too many risks that nobody has a plan for. Please also include these comments in the official public record for the Environmental Impact Report (EIR) and the planning review.

Thank you for hearing me out,

Kai Eckert
438 Avenue Portola
Kai.eckert@comcast.net
4153176813

From:	Lennie Roberts
To:	Angela Montes; Will Gibson; Alice Kaufman; Alexandra Mendoza; Dan Carl; Rexing, Stephanie@Coastal
Subject:	Item #3 on November 18, 2026 Agenda EIR Scoping Housing Element El Granada site
Date:	Friday, November 13, 2026 3:12:17 PM
Attachments:	SMC Planning Commission 11.18, Agenda Item 3.pdf GF SMCPC Housing Element Update 4-9-2024.pdf

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 Angela,

Attached is my letter on behalf of Green Foothills regarding the EIR Scoping for the Housing Element Rezoning Program which proposes rezoning the 12.45 acre site owned by Cabrillo Unified School District in El Granada for affordable housing. Although we have limited our oomments to the presence and impact of wetlands, we are also interested in many of the other opic areas that the EIR will be addressing.

We note that the EIR will evaluate 18 topic areas as detailed in the NOP. We believe that the biological resources will likely dictate the location and design of the proposed affordable housing, and look forward to a project that is fully compliant with the Coastal Act mandate for protection of sensitive resources per Coastal Act Sections 30240 and 30107.5.

Please include both Alexandra Mendoza, Green Foothills Environmental Associate, in addition to me for notification when the Draft EIR is available for public review.

Sincerely,

Lennie Roberts, Legislative Advocate, Green Foothills

November 13, 2026

Chair Andrei Garcia, and Members of the
San Mateo County Planning Commission
455 County Center, 2nd Floor
Redwood City, CA 95063

Re: Item #3 on the November 18, 2026 Agenda: Scoping Session for an Environmental Impact Report for the San Mateo County Housing Element Rezoning Program Phase II – El Granada

Dear Chair Garcia and Commissioners,

On behalf of Green Foothills, thank you for the opportunity to comment on the Housing Element Rezoning Program Phase II – El Granada, which proposes to rezone six undeveloped parcels in El Granada, totaling 12.45 acres in the unincorporated urban Midcoast, to allow 100% residential development by-right at densities ranging from 70 to 120 units per acre, with a minimum density of at least 30 units per acre, in order to meet the County's Regional Housing Needs Allocation.

As we noted in our April 9, 2024 to your Commission (attached), an earlier letter from HCD to the County included the following comment: "Environmental Constraints: While the element generally describes a few environmental conditions, it must relate those conditions to identified sites and describe any other known environmental or other constraints (e.g., shape, conditions, easements, contamination) that could impact housing development on identified sites in the planning period."

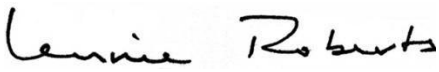
Our April 9, 2024 comment letter also recommended that an early biological resource survey be conducted on these six parcels in order to determine the extent of wetlands on the property, which have been reported to us by several neighbors in the past.

The NOP, Existing Conditions, briefly addresses the potential of on-site wetlands: "Preliminary investigations into the parcels' biological resources identified wet soil conditions and the presence of wetland vegetation on much of the lower (central and southwestern) portion of the El Granada parcels, which indicate wetlands may be present on these parcels, although a delineation of jurisdictional features is needed to confirm this."

Green Foothills notes that under the California Coastal Act, the County Local Coastal Program (LCP) and court decisions, only one parameter out of three (hydric soils, hydrophytic vegetation, and wetland vegetation) - is necessary to determine the presence of wetlands. LCP Policy 7.18 requires a minimum100-foot buffer from the outermost line of wetland vegetation. Therefore, the arial extent of the wetlands on the parcels is a significant constraint to the development of these 12.45 acres.

We recommend that the County consider rezoning of the property to Planned Unit Development in order to eliminate the "grid" design of the underlying antiquated subdivision and create a better Plan which will allow the affordable housing units to be developed to the full extent allowable by the site constraints, while fully protecting and enhancing the wetlands.

Sincerely,



Lennie Roberts, Legislative Advocate, Green Foothills

Cc: Alice Kaufman, Policy and Advocacy Director, Green Foothills
Alexandra Mendoza, Environmental Associate, Green Foothills
Dan Carl, District Director, North Central Coast, California Coastal Commission
Stephanie Rexing, District Manager, North Central Coast, California Coastal Commission

green foothills

April 9, 2024

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

Re: **Item 4 on the April 10, 2024 Agenda: County's 2023-2031 Draft Housing Element Update**

Dear Chair Ketcham and Commissioners,

On behalf of Green Foothills, thank you for the opportunity to comment on the 2023-2031 Draft Housing Element Update.

Regarding Environmental Constraints, the letter from HCD to the County (page 6) includes the following: "Environmental Constraints: While the element generally describes a few environmental conditions, it must relate those conditions to identified sites and describe any other known environmental or other constraints (e.g., shape, conditions, easements, contamination) that could impact housing development on identified sites in the planning period."

The Housing Element Update, Adequate Sites Inventory, Appendix E, page E-62: includes the rezoning of six parcels in El Granada, Urban Midcoast Area; one parcel is currently designated Medium High Density Residential, the other five are Institutional. Redesignation and rezoning would allow between 60 and 100 units (per acre?) of multifamily residential development by right; environmental review is deferred to future discretionary legislative acts. To address HCD's comment cited above, we recommend an early biological resource survey be conducted on these six parcels in order to determine the presence/extent of wetlands, which has been called to our attention by residents in the past.

Executive Summary (page 6) includes support for development of housing for Farm Laborers and monitoring the quality and safety of Farm Labor Housing sites by:

- Completing an updated and expanded farm labor housing study and strategy to assess and address farm labor housing needs.
- Completing a site-by-site analysis of potential farm labor housing sites in the rural Coastal Zone, and identifying strategies to facilitate development of these sites.

The San Mateo County Local Coastal Program (Chapter 3 Housing Component) includes the following provisions:

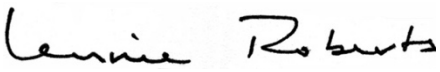
Policy 3.24 Density Bonus for Affordable Housing in Rural Areas calls for 30 dwelling units of affordable housing to be built in the rural areas of the South Coast and 10 dwelling units in the rural areas

of the Midcoast, subject to certain requirements including on-site water and septic systems and other applicable LCP policies; two additional increments of 30 dwelling units in the rural South Coast and 10 in the rural Midcoast are also permitted when the permits for the initial 40 (or 80) have been granted.

These affordable farmworker housing units are also supported by county assistance for qualified non-profit organizations to secure funding and priority for purchasers of the units for BMR loans and/or other housing assistance funding available through the county.

Green Foothills recommends that the updated and expanded farm labor housing strategy referenced in the Executive Summary include current information as to the number, type, and location of units built under LCP Policy 3.24, and whether the units are still in compliance with the affordability deed restrictions. We also note that most farmworker housing programs do not address housing needed for seasonal workers, who are typically single male workers housed in dormitory style "barracks". Whether, and to what degree, today's changing farming practices still depend upon this segment of the farm worker labor force, is unclear. Provision for adequate, safe, affordable seasonal housing for seasonal workers should also be assured.

Sincerely,



Lennie Roberts, Legislative Advocate