

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(831) 427-4863 FAX (831) 427-4877
www.coastal.ca.gov

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CENTRAL COAST DISTRICT (SANTA CRUZ) DEPUTY DIRECTOR'S REPORT

For the

March Meeting of the California Coastal Commission

MEMORANDUM

Date: March 12, 2010

TO: Commissioners and Interested Parties
FROM: Charles Lester, Central Coast District Deputy Director
SUBJECT: ***Deputy Director's Report***

Following is a listing for the waivers, emergency permits, immaterial amendments and extensions issued by the Central Coast District Office for the March 12, 2010 Coastal Commission hearing. Copies of the applicable items are attached for your review. Each item includes a listing of the applicants involved, a description of the proposed development, and a project location.

Pursuant to the Commission's direction and adopted procedures, appropriate notice materials were sent to all applicants for posting at the project site. Additionally, these items have been posted at the District office and are available for public review and comment.

This report may also contain additional correspondence and/or any additional staff memorandum concerning the items to be heard on today's agenda for the Central Coast District.

REGULAR WAIVERS

1. 3-10-006-W Peter Warren & Helen K. Ferbrache, Trust (Pacific Grove, Monterey County)

DE MINIMIS WAIVERS

1. 3-10-002-W California-American Water (Monterey, Monterey County)

EMERGENCY PERMITS

1. 3-10-008-G Jack & Rita Neal (Pismo Beach, San Luis Obispo County)
2. 3-10-009-G Port San Luis Harbor District, Attn: Mr. Steve McGrath (Avila Beach, San Luis Obispo County)

<i>TOTAL OF 4 ITEMS</i>

DETAIL OF ATTACHED MATERIALS

REPORT OF REGULAR WAIVERS

The Executive Director has determined that the following developments do not require a coastal development permit pursuant to Section 13250(c) and/or Section 13253(c) of the California Code of Regulations.

<i>Applicant</i>	<i>Project Description</i>	<i>Project Location</i>
3-10-006-W Peter Warren & Helen K. Ferbrache, Trust	Exterior renovation and interior remodeling of an existing historic single family residence.	157 Pacific Avenue, Pacific Grove (Monterey County)

REPORT OF DE MINIMIS WAIVERS

The Executive Director has determined that the following developments do not require a coastal development permit pursuant to Section 30624.7 of the California Coastal Act of 1976.

<i>Applicant</i>	<i>Project Description</i>	<i>Project Location</i>
3-10-002-W California-American Water	Installation of a pressure reducing vault for water system.	Del Monte & Park Avenues (about 250 feet northwest of intersection), Monterey (Monterey County)

REPORT OF EMERGENCY PERMITS

The Executive Director has determined that the following developments do not require a coastal development permit pursuant to Section 13142 of the California Code of Regulations because the development is necessary to protect life and public property or to maintain public services.

<i>Applicant</i>	<i>Project Description</i>	<i>Project Location</i>
3-10-008-G Jack & Rita Neal	Installation of a concrete plug within the entrance to a sea cave.	409 Indio Drive, Pismo Beach (San Luis Obispo County)
3-10-009-G Port San Luis Harbor District, Attn: Mr. Steve McGrath	Repair Harford Pier warehouse canopy.	Port San Luis Harbor, Avila Beach (San Luis Obispo County)

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NOTICE OF PROPOSED PERMIT WAIVER

Date: February 25, 2010
To: All Interested Parties
From: Dan Carl, Central Coast District Manager *DCM*
Mike Watson, Coastal Planner *MW*
Subject: Coastal Development Permit (CDP) Waiver 3-10-006-W
Applicants: Warren and Helen Ferbrache

Proposed Development

Exterior renovation and interior remodel to a historic single family residence including replacement of exterior board and batt siding, remodeled porch, new wood doors, and interior bathroom addition located at 157 Pacific Avenue (APN 006-143-008) in the City of Pacific Grove.

Executive Director's Waiver Determination

Pursuant to Title 14, Section 13250 of the California Code of Regulations, and based on project plans and information submitted by the applicant(s) regarding the proposed development, the Executive Director of the California Coastal Commission hereby waives the requirement for a CDP for the following reasons:

The proposed residence would be compatible with the size, scale, and aesthetics of the residential neighborhood in which it is located, and it includes drainage BMPs to reduce storm water runoff and remove contaminants prior to conveyance off-site. The proposed renovations were reviewed and received discretionary approval by the City's Architectural Review Board and Historic Preservation Board to ensure conformance with the requirements of the City's Municipal Code and the certified Land Use Plan. The project has no potential for adverse effects on coastal resources, including public access to the shoreline, and is consistent with Chapter 3 of the Coastal Act.

Coastal Commission Review Procedure

This waiver is not valid until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission on Thursday, March 11, 2010, in Santa Cruz. If three Commissioners object to this waiver at that time, then the application shall be processed as a regular CDP application.

If you have any questions about the proposal or wish to register an objection, please contact Mike Watson in the Central Coast District office.



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NOTICE OF PROPOSED PERMIT WAIVER

Date: February 25, 2010
To: All Interested Parties
From: Dan Carl, Central Coast District Manager *DC*
Mike Watson, Coastal Planner *MW*
Subject: Coastal Development Permit (CDP) Waiver 3-10-002-W
Applicant: California American Water Company

Proposed Development

Installation of a pressure reducing station including piping and valves within an 8' x 10' concrete vault mostly below-grade, with the exception of a vault cover above surface that would allow for periodic maintenance access located seaward of Del Monte Avenue (at the intersection of Camino Aguajito) between the Monterey Bay coastal recreation trail and Del Monte Avenue, in the City of Monterey. The project further includes coloring the vault cover and restoring the site to its natural state.

Executive Director's Waiver Determination

Pursuant to Title 14, Section 13238 of the California Code of Regulations, and based on project plans and information submitted by the applicant(s) regarding the proposed development, the Executive Director of the California Coastal Commission hereby waives the requirement for a CDP for the following reasons:

The proposed project will improve transmission efficiency and reduce the line pressure of coastal water lines. The proposed vault and appurtenant apparatus will be constructed mostly below grade and the above grade vault cover will be colored in muted tones to match the surrounding landscape and soften the visual impact of the development. Additionally, the surrounding area will be restored back to its original condition with drought tolerant, non-invasive landscaping that will serve to screen the cover from view. The project includes construction BMPs designed to prevent soil, sediment, and debris from entering the marine environment during construction. Disruptions to public access during construction will be minimized by maintaining access along the recreation trail and restricting access only in the immediate area of construction. Accordingly, the project will not have any significant adverse impacts on coastal resources, including public access to the shoreline.

Coastal Commission Review Procedure

This waiver is not valid until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission on Thursday March 11, 2010, in Santa Cruz. If four Commissioners object to this waiver at that time, then the application shall be processed as a regular CDP application.

If you have any questions about the proposal or wish to register an objection, please contact Mike Watson in the Central Coast District office.



California Coastal Commission



California Coastal Commission

EMERGENCY COASTAL DEVELOPMENT PERMIT

Emergency CDP 3-10-008-G (Neal Sea Cave and Sinkhole)

Issue Date: February 25, 2010

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This emergency coastal development permit (ECDP) authorizes emergency development of a concrete sea cave plug within a void in the coastal bluffs fronting a private residence located at 409 Indio Drive in the City of Pismo Beach (all more specifically described in the Commission's ECDP file).

Based on the materials presented by the Permittee (Jack and Rita Neal), it appears that the recent storm-driven waves (during the January 2010 storm event) have caused a sea cave in the bluff fronting the house to be enlarged via water and rock scouring. Specifically, wave action within the sea cave is working with stone deposits (bed load of 18-inch diameter granitic cobbles approximately six feet deep) to provide an active abrasion type of mechanical weathering. As a result, the back wall of the sea cave has migrated to within a few feet of the foundation for the residence, and the existing sinkhole, which is currently almost ten feet in diameter, threatens to expand and collapse along the top of the sea cave. The proposed emergency development is necessary to prevent the imminent loss of the residence. Therefore, the Executive Director of the California Coastal Commission hereby finds that:

- (a) An emergency exists that requires action more quickly than permitted by the procedures for administrative or ordinary coastal development permits (CDPs), and that the development can and will be completed within 30 days unless otherwise specified by the terms of this ECDP; and
- (b) Public comment on the proposed emergency development has been reviewed if time allows.

The emergency development is hereby approved, subject to the conditions listed on the attached pages.

DAN CARL 2/25/2010

Dan Carl, Central Coastal District Manager for Peter M. Douglas, Executive Director

Enclosures: (1) Emergency Coastal Development Permit Acceptance Form;

cc: Scot Graham, City of Pismo Beach - Planning Department
Jeffrey Emerick, Garing Taylor & Associates

Emergency CDP 3-10-008-G (Neal Sea Cave and Sinkhole)

Issue Date: February 25, 2010

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Conditions of Approval

1. The enclosed ECDP acceptance form must be signed by the applicant and returned to the California Coastal Commission's Central Coast District Office within 15 days of the date of this permit (i.e., by March 12, 2010). This ECDP is not valid unless and until the acceptance form has been received in the Central Coast District Office.
2. Only that emergency development specifically described in this ECDP is authorized. Any additional and/or different emergency and/or other development requires separate authorization from the Executive Director and/or the Coastal Commission.
3. The emergency development authorized by this ECDP must be completed within 30 days of the date of this permit (i.e., by March 27, 2010) unless extended for good cause by the Executive Director.
4. The emergency development authorized by this ECDP is only temporary, and shall be removed if it is not authorized by a regular CDP. Within 60 days of the date of this permit (i.e., by April 27, 2010), the Permittee shall submit a complete application for a regular CDP to have the emergency development be considered permanent or for a different project designed to protect the residence at the project site. The Permittee is encouraged to submit an application that also requests regular CDP authorization to provide for future maintenance of any authorized protection project. The application shall include photos showing the project site before the emergency (if available), during emergency project construction activities, and after the work authorized by this ECDP is complete. The emergency development shall be removed in its entirety within 150 days of the date of this permit (i.e., by July 25, 2010) and all areas affected by it restored to their original pre-emergency development condition unless before that time the California Coastal Commission has issued a regular CDP for the development authorized by this ECDP. The deadlines in this condition may be extended for good cause by the Executive Director.
5. In exercising this ECDP, the Permittee agrees to hold the California Coastal Commission harmless from any liabilities for damage to public or private properties or personal injury that may result from the project.
6. This ECDP does not obviate the need to obtain necessary authorizations and/or permits from other agencies (e.g., City of Pismo Beach, ACOE, California State Lands Commission, etc.). The Permittee shall submit to the Executive Director copies of all such authorizations and/or permits upon their issuance.
7. All emergency development shall be limited in scale and scope to that specifically identified in the Emergency Permit Application Form dated received in the Coastal Commission's Central Coast District Office on February 17, 2010, except as revised in the following manner:
 - a. The concrete used in the sea cave plug shall be engineered to match the compressive strength of the surrounding existing bluff material in order to facilitate erosion of the plug at the same rate as the existing unarmored bluff.
 - b. All concrete used for the sea cave fill shall mimic the color and texture of the surrounding



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natural bluff face. Any visible concrete surfaces and elements (e.g., corners, edges, etc.) shall be roughly contoured/textured in a non-linear manner designed to evoke natural bluff undulations to the maximum extent feasible.

8. A licensed civil engineer with experience in coastal structures and processes shall oversee all construction activities and shall ensure that all emergency development is limited to the least amount necessary to abate the emergency.
9. All emergency construction activities shall limit impacts to coastal resources (including public recreational access, habitat areas, and the Pacific Ocean) to the maximum extent feasible including by, at a minimum, adhering to the following construction requirements (which may be adjusted by the Executive Director if such adjustments: (1) are deemed necessary due to extenuating circumstances; and (2) will not adversely impact coastal resources):
 - a. All work shall take place during daylight hours. Lighting of the beach or intertidal area is prohibited.
 - b. Construction work and equipment operations shall not be conducted seaward of the mean high water line unless tidal waters have receded from the authorized work areas.
 - c. Grading of intertidal waters is prohibited.
 - d. Any construction vehicles operating on the beach area shall be rubber-tired construction vehicles. When transiting on the beach, all such vehicles shall remain as high on the upper beach as possible and avoid contact with ocean waters and intertidal areas.
 - e. Any construction materials and equipment placed on the beach during daylight construction hours shall be stored beyond the reach of tidal waters. All construction materials and equipment shall be removed in their entirety from the beach area by sunset each day that work occurs. The only exceptions will be for: (1) erosion and sediment controls (e.g., a silt fence at the base of the construction area) as necessary to contain rock and/or sediments in the construction area, where such controls are placed as close to the toe of the bluff as possible, and are minimized in their extent; (2) storage of larger materials beyond the reach of tidal waters for which moving the materials each day would be extremely difficult. Any larger materials intended to be left on the beach overnight must be approved in advance by the Executive Director, and shall be subject to a contingency plan for moving said materials in the event of tidal/wave surge reaching them.
 - f. All construction areas shall be minimized and demarked by temporary fencing designed to allow through public access and protect public safety to the maximum extent feasible. Construction (including but not limited to construction activities, and materials and/or equipment storage) is prohibited outside of the defined construction, staging, and storage areas.
 - g. The construction site shall maintain good construction site housekeeping controls and procedures (e.g., clean up all leaks, drips, and other spills immediately; keep equipment covered and out of the rain (including covering exposed piles of soil and wastes); dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet



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weather; remove all construction debris from the beach; etc.).

- h. All construction activities that result in discharge of materials, polluted runoff, or wastes to the beach or the adjacent marine environment are prohibited. Equipment washing, refueling, and/or servicing shall not take place on the beach. Any erosion and sediment controls used shall be in place prior to the commencement of construction as well as at the end of each work day.
 - i. All accessways impacted by construction activities shall be restored to their pre-construction condition or better within three days of completion of construction. Any beach sand in the area that is impacted by construction shall be filtered as necessary to remove any construction debris.
 - j. All exposed slopes and soil surfaces in and/or adjacent to the construction area shall be stabilized with erosion control native seed mix, jute netting, straw mulch, or other applicable best management practices (for example, those identified in the California Storm Water Best Management Practice Handbooks (March, 1993)). The use of non-native invasive species (such as ice-plant) is prohibited.
 - k. All contractors shall ensure that work crews are carefully briefed on the importance of observing the construction precautions given the sensitive work environment. Construction contracts shall contain appropriate penalty provisions sufficient to offset the cost of retrieval/clean up of foreign materials not properly contained and/or remediation to ensure compliance with this ECDP otherwise.
 - l. The Permittee shall notify planning staff of the Coastal Commission's Central Coast District Office immediately upon completion of construction and required restoration activities. If planning staff should identify additional reasonable restoration measures, such measures shall be implemented immediately.
10. Copies of this ECDP shall be maintained in a conspicuous location at the construction job site at all times, and such copies shall be available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of this ECDP, and the public review requirements applicable to it, prior to commencement of construction.
11. A construction coordinator shall be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and their contact information (i.e., address, phone numbers, etc.) including, at a minimum, a telephone number that will be made available 24 hours a day for the duration of construction, shall be conspicuously posted at the job site where such contact information is readily visible from public viewing areas, along with indication that the construction coordinator should be contacted in the case of questions regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the name, phone number, and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.
12. Within 30 days of completion of construction authorized by this ECDP, the Permittee shall submit site plans and cross sections prepared by a licensed civil engineer with experience in coastal



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Issue Date: February 25, 2010

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structures and processes clearly identifying all development completed under this emergency authorization (comparing any previously permitted condition to both the emergency condition and to the post-work condition), and a narrative description of all emergency development activities undertaken pursuant to this emergency authorization.

13. This ECDP shall not constitute a waiver of any public rights which may exist on the property. The permittee shall not use this ECDP as evidence of a waiver of any public rights which may exist on the property.
14. Failure to comply with the conditions of this approval may result in enforcement action under the provisions of Chapter 9 of the Coastal Act.
15. The issuance of this ECDP does not constitute admission as to the legality of any development undertaken on the subject site without a CDP and shall be without prejudice to the California Coastal Commission's ability to pursue any remedy under Chapter 9 of the Coastal Act.

As noted in Condition 4 above, the emergency development carried out under this ECDP is at the Permittee's risk and is considered to be temporary work done in an emergency situation to abate an emergency. If the property owner wishes to have the emergency development become permanent development, a regular CDP must be obtained. A regular CDP is subject to all of the provisions of the California Coastal Act and may be conditioned or denied accordingly.

If you have any questions about the provisions of this ECDP, please contact the Commission's Central Coast District Office at 725 Front Street, Suite 300, Santa Cruz, CA 95060, (831) 427-4863.



California Coastal Commission



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EMERGENCY COASTAL DEVELOPMENT PERMIT

Emergency CDP 3-10-009-G (Harford Pier Warehouse Canopy)

Issue Date: March 9, 2010


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This emergency coastal development permit (ECDP) authorizes emergency development to stabilize and remove failing sections of the Harford Pier warehouse canopy located at Port San Luis Harbor in Avila Beach (all more specifically described in the Commission's ECDP file).

Based on the materials presented by the Permittee (Port San Luis Harbor District, Attn: Steve McGrath, Harbor Manager) the bottom chord of the most southerly roof truss of the warehouse canopy has separated, pushing the easterly most column out of plumb. Newly exposed and rotten wood is clearly visible at this location. The emergency development requires that the end of the pier be closed to the public; a stabilizing cable be placed from the top east corner of the structure to the bottom west corner; a 12' splice be placed over the damaged area; and the last, most southerly truss, the columns supporting it, and the roof between the last two trusses be removed. The proposed emergency development is necessary to prevent the imminent collapse of the Harford Pier warehouse canopy. Therefore, the Executive Director of the California Coastal Commission hereby finds that:

- (a) An emergency exists that requires action more quickly than permitted by the procedures for administrative or ordinary coastal development permits (CDPs), and that the development can and will be completed within 30 days unless otherwise specified by the terms of this ECDP; and
- (b) Public comment on the proposed emergency development has been reviewed if time allows.

The emergency development is hereby approved, subject to the conditions listed on the attached pages.

 3/9/2010

Dan Carl, Central Coastal District Manager for Peter M. Douglas, Executive Director

Emergency CDP 3-10-009-G (Harford Pier Warehouse Canopy)

Issue Date: March 9, 2010

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Conditions of Approval

1. The enclosed ECDP acceptance form must be signed by the applicant and returned to the California Coastal Commission's Central Coast District Office within 15 days of the date of this permit (i.e., by March 24, 2010). This ECDP is not valid unless and until the acceptance form has been received in the Central Coast District Office.
2. Only that emergency development specifically described in this ECDP is authorized. Any additional and/or different emergency and/or other development requires separate authorization from the Executive Director and/or the Coastal Commission.
3. The emergency development authorized by this ECDP must be completed within 30 days of the date of this permit (i.e., by April 8, 2010) unless extended for good cause by the Executive Director.
4. The emergency development authorized by this ECDP is only temporary, and shall be removed if it is not authorized by a regular CDP. Within 60 days of the date of this permit (i.e., by May 8, 2010), the Permittee shall submit a complete application for a regular CDP to have the emergency development be considered permanent or for a different project designed to stabilize/repair the warehouse canopy at the project site. The application shall include photos showing the project site before the emergency (if available), during emergency project construction activities, and after the work authorized by this ECDP is complete. The emergency development shall be removed in its entirety within 150 days of the date of this permit (i.e., by August 6, 2010) and all areas affected by it restored to their original pre-emergency development condition unless before that time the California Coastal Commission has issued a regular CDP for the development authorized by this ECDP or for a different project designed to stabilize/repair the warehouse canopy at the project site. The deadlines in this condition may be extended for good cause by the Executive Director.
5. In exercising this ECDP, the Permittee agrees to hold the California Coastal Commission harmless from any liabilities for damage to public or private properties or personal injury that may result from the project.
6. This ECDP does not obviate the need to obtain necessary authorizations and/or permits from other agencies (e.g., ACOE, California State Lands Commission, etc.). The Permittee shall submit to the Executive Director copies of all such authorizations and/or permits upon their issuance.
7. All emergency development shall be limited in scale and scope to that specifically identified in the emergency development request emailed and date received in the Coastal Commission's Central Coast District Office on March 8, 2010.
8. A licensed civil engineer with experience in coastal structures and processes shall oversee all construction activities and shall ensure that all emergency development is limited to the least amount necessary to abate the emergency.
9. All emergency construction activities shall limit impacts to coastal resources (including public recreational access, habitat areas, and the Pacific Ocean) to the maximum extent feasible including by, at a minimum, adhering to the following construction requirements (which may be adjusted by the Executive Director if such adjustments: (1) are deemed necessary due to extenuating



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Issue Date: March 9, 2010

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circumstances; and (2) will not adversely impact coastal resources):

- a. All work shall take place during daylight hours. Lighting of the beach, intertidal area, or open ocean water is prohibited.
 - b. All construction areas shall be minimized and demarked by temporary fencing designed to allow public access and protect public safety to the maximum extent feasible. Construction (including but not limited to construction activities, and materials and/or equipment storage) is prohibited outside of the defined construction, staging, and storage areas.
 - c. The construction site shall maintain good construction site housekeeping controls and procedures (e.g., clean up all leaks, drips, and other spills immediately; keep equipment covered and out of the rain (including covering exposed materials and wastes); dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the pier; etc.).
 - d. All construction activities that result in discharge of materials, polluted runoff, or wastes to the marine environment or the adjacent beach area are prohibited. Equipment washing, refueling, and/or servicing shall not take place on the pier deck or beach. Any site housekeeping controls used shall be in place prior to the commencement of construction as well as at the end of each work day.
 - e. All public accessways impacted by construction activities shall be restored to their pre-construction condition or better within three days of completion of construction.
 - f. All contractors shall ensure that work crews are carefully briefed on the importance of observing the construction precautions given the sensitive work environment. Construction contracts shall contain appropriate penalty provisions sufficient to offset the cost of retrieval/clean up of foreign materials not properly contained and/or remediation to ensure compliance with this ECDP otherwise.
 - g. The Permittee shall notify planning staff of the Coastal Commission's Central Coast District Office immediately upon completion of construction activities. If planning staff should identify additional reasonable construction measures, such measures shall be implemented immediately.
10. Copies of this ECDP shall be maintained in a conspicuous location at the construction job site at all times, and such copies shall be available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of this ECDP, and the public review requirements applicable to it, prior to commencement of construction.
11. A construction coordinator shall be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and their contact information (i.e., address, phone numbers, etc.) including, at a minimum, a telephone number that will be made available 24 hours a day for the duration of construction, shall be conspicuously posted at the job site where such contact information is readily visible from public viewing areas, along with indication that the construction coordinator should be contacted in the case of questions



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regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the name, phone number, and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.

12. Within 30 days of completion of construction authorized by this ECDP, the Permittee shall submit site plans and cross sections prepared by a licensed civil engineer with experience in coastal structures and processes clearly identifying all development completed under this emergency authorization (comparing any previously permitted condition to both the emergency condition and to the post-work condition), and a narrative description of all emergency development activities undertaken pursuant to this emergency authorization.
13. This ECDP shall not constitute a waiver of any public rights which may exist on the property. The permittee shall not use this ECDP as evidence of a waiver of any public rights which may exist on the property.
14. Failure to comply with the conditions of this approval may result in enforcement action under the provisions of Chapter 9 of the Coastal Act.
15. The issuance of this ECDP does not constitute admission as to the legality of any development undertaken on the subject site without a CDP and shall be without prejudice to the California Coastal Commission's ability to pursue any remedy under Chapter 9 of the Coastal Act.

As noted in Condition 4 above, the emergency development carried out under this ECDP is at the Permittee's risk and is considered to be temporary work done in an emergency situation to abate an emergency. If the property owner wishes to have the emergency development become permanent development, a regular CDP must be obtained. A regular CDP is subject to all of the provisions of the California Coastal Act and may be conditioned or denied accordingly.

If you have any questions about the provisions of this ECDP, please contact the Commission's Central Coast District Office at 725 Front Street, Suite 300, Santa Cruz, CA 95060, (831) 427-4863.



CALIFORNIA COASTAL COMMISSION

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March 10, 2010

To: Commissioners and Interested Parties

From: Charles Lester, Senior Deputy Director, Central Coast District

Re: Additional Information for Commission Meeting Thursday, March 11, 2010

<u>Agenda Item</u>	<u>Applicant</u>	<u>Description</u>	<u>Page</u>
Th7a, 3-09-063	Arana Gulch Master Plan	Exparte Correspondence	1 4
Th7b, 3-10-003	Pebble Beach Company	Staff Report Addendum Correspondence	76 78

FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATIONS

RECEIVED
MAR 11 8 REC'D
CALIFORNIA
COASTAL COMMISSION

Name or description of project, LCP, etc.:

Th7a
Application No. 3-09-068 (City of
Santa Cruz, Santa Cruz County)

Date and time of receipt of communication:

3/3/10, 1:00 pm

Location of communication:

Board of Supervisors' Offices, Santa
Cruz, California

Type of communication:

In person meeting

Person(s) initiating communication:

Grant Weseman
Margie Kay
Pat Matejcek

Person(s) receiving communication:

Mark Stone

Detailed substantive description of content of communication:

(Attach a copy of the complete text of any written material received.)

I met with members of ORCA who are concerned that this is merely a transportation project being force fit as a resource dependent project in ESHA. They feel that mere signage and interpretative materials does not make it resource dependent under the Coastal Act. They are asking the Commission to reject the application and then allow an application for just the resource management part. Then add any pathways as an addendum after the ESHA has been protected and managed appropriately. They read a letter from January of 2000 from Dr. Lester to the City of Santa Cruz saying that the first step should be the management plan. Then consider any pathways so that their impact would be better understood. That way issues under the Coastal Act would be better analyzed: i.e. the 100 foot buffer along the port district property, the impact of the ramp and bridge across Arana Creek where there are not currently engineered drawings, and the contra-flow bikeway that is proposed above the harbor. They said that the City needs to demonstrate that they can manage the habitat before doing anything else with the property. They question the staff's statement that this project has been "scaled down" and they are concerned for the precedent that it would set for putting transportation projects in ESHA. They also feel that there are better ways to address ADA access to greenbelts. This project requires unacceptable levels of land form alteration.

Date:

3/3/10

Signature of Commissioner:

Mark Stone

If the communication was provided at the same time to staff as it was provided to a Commissioner, the communication is not ex parte and this form does not need to be filled out.

**FORM FOR DISCLOSURE OF
EX-PARTE COMMUNICATIONS**

Name or description of the project: Agenda Item Th 7.a.

Th.7.a. Application No. 3-09-068 (City of Santa Cruz, Santa Cruz Co.)

Application of City of Santa Cruz to implement the Arana Gulch Master Plan for the 67.7 ac. City-owned greenbelt property. Project includes management and restoration of habitat areas; improvements to existing trail system, including paved multi-use path (some over existing trails, some new); construction of new bridge over Hagemann Gulch; interpretive displays and trail signage; installation of fencing, including to allow limited cattle grazing, at Arana Gulch just inland of the Santa Cruz Harbor in Santa Cruz County. (SC-SC)

Time/Date of communication: Friday, March 5, 2010, 9:30 am

Location of communication: La Jolla

Person(s) initiating communication: Dave Grubb, for Sierra Club Santa Cruz Group

Person(s) receiving communication: Patrick Krueer

Type of communication: Meeting

Sierra Club Santa Cruz Group position:

Oppose the staff recommendation to approve with conditions.

This is really two projects: a management plan for the gulch, and a transportation project to provide a bicycle highway across the preserve.

The paved bike path is being greenwashed as an interpretive path that is dependant on being in the ESHA. This is not a proper use of Coastal Act section 30240, and would set a bad precedent for destroying ESHA in order to "interpret" it.

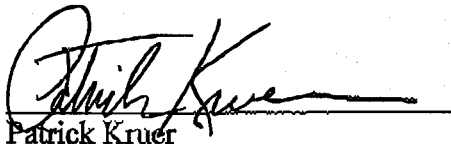
The interpretive and educational purposes can be served without a paved highway. We recommend removing the paved path and bridge from the project, and exploring less damaging alternatives for providing an east-west bike route.

Date: March 5, 2010

RECEIVED

MAR 09 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA


Patrick Krueer

**FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATION**

Date and time of communication:
(For messages sent to a Commissioner by mail or facsimile or received as a telephone or other message, date time of receipt should be indicated.)

March 3, 2010, 10:30 a.m.

Location of communication:
(For communications sent by mail or facsimile, or received as a telephone or other message, indicate the means of transmission.)

Commissioner Neely's Eureka Office

Person(s) initiating communication:

Maggy Herbelin, Local ORCA Representative

Person(s) receiving communication:

Commissioner Bonnie Neely

Name or description of project:

Th.7.a. Application No. 3-09-068 (City of Santa Cruz, Santa Cruz Co.) Application of City of Santa Cruz to implement the Arana Gulch Master Plan for the 67.7 ac. City-owned greenbelt property. Project includes management and restoration of habitat areas; improvements to existing trail system, including paved multi-use path (some over existing trails, some new); construction of new bridge over Hagemann Gulch; interpretive displays and trail signage; installation of fencing, including to allow limited cattle grazing, at Arana Gulch just inland of the Santa Cruz Harbor in Santa Cruz County. (SC-SC)
[Staff report is posted, staff recommends approval with conditions]

Detailed substantive description of content of communication:

(If communication included written material, attach a copy of the complete text of the written material.)

Ms Herbelin states that the Sierra Club and CNPS oppose the project as it is, an alternative should be considered after a plan to manage the land has been created; the transportation plan should not be included because:

- * not coastal dependent
- * transportation project through ESHA
- * will disturb and ultimately pave over a portion of the 100' riparian setback on Port District property that the Coastal Commission required the Port District to vacate, protect, restore with native plants and maintain;
- * 2 bridges required over 2 creeks and respective riparian zones, loss of native trees; and fish habitat
- * project does not provide coastal access;
- * paving over "critical habitat" of a listed threatened & endangered species in the Coastal Zone sets a most dangerous precedent statewide for ESHA and other coastal resources; probable conflict with Bolsa Chica decision

Date: March 3, 2010


Bonnie Neely, Commissioner

Coastal Commission Fax: 415 904-5400

Jim Rolens

115 Pennsylvania Ave. Santa Cruz, CA 95062

Tel: 831 426-0964 rolens@cruzio.com

RECEIVED

FEB 25 2010

Dan Carl
District Director
California Coastal Commission

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Tuesday, February 23, 2010

Dear Mr. Carl

I recently received my issue of the Ventana, the magazine of my local Sierra Club chapter. Incidentally, I am a thirty-five year member of the Sierra Club. The editor urged members to write to you, and here is my effort. I totally disagree with the position of the editor of the Ventana, who does not speak for me or for many other members. After a long struggle by a small minority to thwart the intent of the courts and our elected representatives, it is time to complete the Arana Gulch bike path. While we dedicated serious bicyclists may not need this connection, for average cyclists, this would be a boon. Heavily used traffic arteries are just too scary for many bicyclists. The suggestion that the rail-trail would be a superior option: considering the vitriol and stalling strategies with the Arana Gulch bike path, I can't believe the rail-trail I could be completed in my lifetime (I'm not THAT old either!) if ever. The UCSC bike path goes through a vibrant and intact meadow habitat, as will the Arana Gulch bike path. At some point we have to ask - can we as a society actually accomplish anything any more?

Sincerely yours,



Jim Rolens

Cary Friedman, L.Ac.
2065 Chanticleer Ave.
Santa Cruz, Ca. 95062
(831) 588-8155
cary@sasquatch.com

Dan Carl District Manager
California Coastal Commission
725 Front St., Suite 300
Santa Cruz, Ca. 95060

RECEIVED

FEB 25 2010

2/23/10

Re: Arana Gulch Master Plan

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To Whom It May Concern,

I am asking for your approval of the Arana Gulch Master Plan. This plan will increase access for the disabled and elderly. It will create a safe transit corridor between Santa Cruz and the Live Oak neighborhood for pedestrians and bicyclists. It will help to decrease the current off trail use of the area which is causing erosion problems. And it will help with the restoration of native plant species that have long been neglected in the area.

I understand there is opposition to the changes to the area. Some don't want increased access to what has been their private parklands. I have also heard the complaints of those who are concerned about the Santa Cruz Tarweed. In truth, the Tarweed population has been in decline in the gulch due to mismanagement of the area. When there were sheep grazing in the gulch, the plant was much more abundant. The removal of the grazing allowed for the non-native plants to crowd out the Tarweed. The area historically had fires that cleared the overgrowth and facilitated plants like the Tarweed's flourishing. Leaving the area alone will ensure that the Tarweed will die out in the gulch. The proposed Master plan includes management of the Tarweed habitat to ensure the plant comes back to healthier population levels. Please approve the plan so the Tarweed can come back. Please also consider the importance of fire in the California coastal habitats, many plants rely on fire for their existence. Note the fire on Mt. San Bruno two years ago that allowed plants to emerge that had not been seen in a hundred years.

I also request that you, or your staff, inform me of any pending meetings about the Master plan. I hope to attend and speak before the commission.

Thank you for your time and considerations.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Cary Friedman', followed by the date '2/23/10'.

Cary Friedman 2/23/10

February 10, 2010

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED

MAR 01 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Chair Neely,

As an international not-for-profit environmental organization working at the village, local government, and state government levels, we are writing to urge the Coastal Commission to approve the Arana Gulch Master Plan (AGMP) as submitted by the City of Santa Cruz. The AGMP will preserve and protect a natural area within the City, will benefit native species and lead to wetland restoration, will educate people about these natural species and habitats, and will reduce carbon emissions by linking Santa Cruz, Live Oak, and Capitola with a path (the Multi-Use Trail) that can be accessed by foot, bicycle, or wheelchair. We are supporting this initiative as an organization because it addresses several of CFI's focus areas:

Climate Change

The Multi-Use Trail of the AGMP will provide the first safe, convenient, direct route for bicycles, pedestrians and wheelchairs between Santa Cruz and Live Oak/Capitola that is not also a through route for cars. The only alternative routes today are narrow and heavily trafficked with cars, making them unsafe and unusable in the eyes of most pedestrians and cyclists. This new route will lead many people to use their bikes or feet instead of their cars, thereby reducing carbon emissions. I have just returned from COP-15 in Copenhagen, and I believe that this plan is a reflection of "Think Globally, Act Locally" and is an important opportunity for the City of Santa Cruz to reduce its carbon emissions, which are overwhelmingly from the transportation sector.

Forests and Watersheds

Our organization works not only to revitalize forests but to improve the watersheds with which the forests have a symbiotic relationship. Arana Gulch Creek has absorbed an enormous load of sediment over the past century and a half, much of it from past logging and agricultural practices. Much of that sediment now resides in a thick layer across the wetland and riparian area of the City's Arana Gulch greenbelt. Periodically this layer is eroded by a surge in runoff and produces extraordinary sediment flows into the harbor and the bay. This can only be solved by a wetland restoration project, and recent experience makes clear that the funding for such a project will not be forthcoming until the AGMP is approved. As Roberta Haver of The Arana Gulch Watershed Alliance recently put it, "The creek can't get cleaner until the Master Plan receives final approval."

Biodiversity

Our organization works for biodiversity and the health of forests and natural areas. Arana Gulch, like much of the California coast, has seen enormous change due to the introduction and proliferation of non-native species. One of the key issues at Arana Gulch is the devastating impact non-native grasses are having on the Santa Cruz tarplant. The AGMP contains a Tarplant Adaptive Management Program which will advantage the tarplant and similar species vis-à-vis the non-native grasses, restoring a large measure of natural balance. This approach has been thoroughly reviewed by the US Fish and Wildlife Service, and they concluded, in their September 2008 Biological Opinion, that it holds promise for the tarplant: "In summary,... implementation of the Santa Cruz Adaptive Management Program is expected to benefit the Arana Gulch population [of tarplant] through habitat enhancement and removal of non-native species."

Community Involvement

We encourage full involvement of the local community in decisions about their forests and natural areas, and we encourage education of the local population about the value of their natural resources and of preserving those resources. The AGMP rates well on both counts. The question of what to do with the Arana Gulch greenbelt, and how to achieve environmentally sound results, has been a very public one since shortly after the City acquired the property in 1994. Beginning with a Scope of Work document and public meetings in 1995, running through two full EIR processes under CEQA with many public hearings and other opportunities for public comment, to the final decision by the City Council in 2006, the decision process on the AGMP has been very public, very transparent, and very thorough. And at the conclusion of all that public involvement, the elected representatives of the people voted unanimously to approve the AGMP. As for public education, the AGMP provides for interpretive displays along the Multi-Use Trail to educate people about the value and importance of the coastal prairie habitat and the wetland/riparian habitat. We believe this is the kind of outreach that can build a constituency for better conservation of these habitats all along the coast. Based on our experience, the public involvement in decision-making seen here, and the ongoing public education planned here, bode well for stewardship over the long haul.

The CFI Board of Directors voted unanimously to approve this position. We thank you for your consideration.

Yours truly,

Mark Poffenberger, Ph.D.
Executive Director

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MAR 01 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 25, 2010

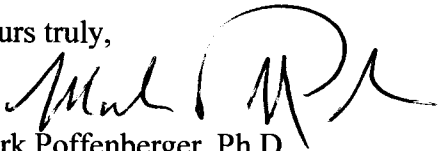
Ross Mirkarimi Supervisor
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 282
San Francisco, CA 94102

Re: Vote YES on the Arana Gulch Master Plan

Dear Commissioner Mirkarimi:

I live in your region and wanted to be sure that you saw my letter to Bonnie Neeley, Coastal Commission Chair. I have enclosed it for your convenience. As the Executive Director of an international not-for-profit, I am urging you to approve the AGM plan. I attended UC Santa Cruz from 1968-1972 and I am familiar with the site. I believe that the plan would increase public safety by adding more access to the park, reduce automobile traffic, and provide the first ADA trail access for the city's four greenbelts.

Yours truly,



Mark Poffenberger, Ph.D.
Executive Director

CC: Dan Carl, Santa Cruz Office

February 24, 2010

RECEIVED

MAR 01 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Mr. Dan Carl
District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Re: Arana Gulch Master Plan

Dear Mr. Carl,

I am a Sierra Club Life Member and have been active in Sierra Club affairs for many years, and I am completely in support of the Arana Gulch Master Plan, including the multi-use trails.

I live in Live Oak and commute at least once a day to downtown Santa Cruz. The current choices are dangerous, and I cannot recommend them to inexperienced cyclists, and I cannot ride with children on either of the existing routes, which compels me to occasionally use the car. A connection between Brommer and Broadway would greatly facilitate and encourage SAFE bicycle transportation between Capitola, Live Oak and Santa Cruz.

I fully appreciate the concern for the tar plant habitat. I would like to point out, however, that the Arana Gulch area is criss-crossed and circled by numerous informal paths which turn muddy and rutted.. The paths also widen in the winter as pedestrians and biker riders avoid the mudholes. The current paths do not offer safe access to the area.

The proposed paths would offer safe, year-round access for everybody. And because the surfaces would be improved, my hope is that pedestrians and bike riders would not need to wander from path and continually.

Please approve the Arana Gulch Master Plan.

1345 Harper St.
Santa Cruz, CA
95062

Sincerely,

James Danaher
James Danaher

RECEIVED

3/1/10

MAR 02 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

DEAR COASTAL COMMISSIONERS,

I AM WRITING TO VOICE MY SUPPORT
OF THE ARANA GULCH MASTER PLAN, AND
TO URGE YOU TO VOTE FOR ITS' APPROVAL.
I AM A REGULAR BIKER AND JOGGER
OF THIS AREA AND WOULD OFTEN USE
THE ARANA PATH/BRIDGE IF IT WERE
TO BE PUT IN PLACE. SOQUEL AVENUE
IS NOT SAFE FOR BIKERS AND PEDESTRIANS
ALIKE. PLEASE HELP TO MAKE THIS
ATERNATE ROUTE TO DOWNTOWN A REALITY,

THANK YOU,

Matt Kocher

MATT KOCHER
SANTA CRUZ RESIDENT

MATT KOCHER
527 OCEANVIEW AVE
SANTA CRUZ, CA, 95062

RECEIVED

MAR 02 2010

Feb 28, 2010

Dear Mr. Carl,

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

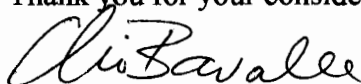
As a member of the Santa Cruz coastal community since 1974, I am deeply concerned about the Arana Gulch bike path.

Please approve the Arana Gulch Master Plan without the paved Broadway-Brommer bike trail.

The bike trail would be best placed on the railroad right-of way. I understand the Murray Bridge is already scheduled to be widened, and also that the County of Santa Cruz is already in the process of buying the right of way from the railroad company.

I lived in the neighborhood by the Yacht Harbor for 5 years, so I have spent time first-hand walking through Arana Gulch, and walking around the harbor and up through Frederick Street park. Whenever I was biking to get anywhere, I used the Murray Street Bridge and the bed of the railroad tracks as the primary route across the harbor.

Thank you for your consideration,



Clio Bavalee
525 Walnut Ave.
Santa Cruz CA 95060
USA

 **Clayton L. Olson**, Post office Box 100, Santa Cruz, CA ., 95063. (831) 331-4051
Email: equalrightsfor youth@yahoo.com

Sun, Feb 28, 2010

RECEIVED

MAR 02 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

As a bicycle commuter with over 20,000 miles on my frame (pun referring to human & bike frames), I can say that I would have loved having an East/West safer way to bike across town and I hope the path goes in through Arana Gulch.

Sincerely,



Clay Olson

I'm requesting of you that wherever you live and work, would you please plant fruit & nut trees there for yourself, others, and future generations. Some trees, like apricots, avocados, chestnuts, coconuts, hazels, loquats, paw-paws, papayas, pecans, & peaches, can usually be grown from seeds. Some, like bananas, figs, grapes, kiwis, mulberries, & pomegranates can be grown from cuttings. and I'm requested that you make this same request of other people. For more information write: Fruition, POB 2001, Santa Cruz, CA 95063-0100.

This paper probably consists of between 35% and 100% postconsumer material.

Dan Carl –District Manager
California Coastal Commission
RE: Arana Gulch Master Plan

Dear Mr. Carl,

As a former chair of the Santa Cruz City Transportation Commission and a lifetime member of the Sierra Club, I urge you to approve of the Arana Gulch plan to connect Broadway and Brommer with a multi-use path.

For years, I listened to the people of Santa Cruz complain that they needed less traffic on their streets to feel safe, that cars and car noise make our city less livable. **We want a city that is designed so that we can get around safely without a car.** Santa Cruz does not have a safe route across town, so people keep driving. Soquel and Murray are not viable alternatives, they are intimidating even for expert cyclists such as myself and I teach bicycle safety to adults!

Ultimately, with global climate change happening all around us, **we are endangering along with the tar plant; we need to invest in immediate infrastructure that gets people out of our fossil-fuel burning vehicles.** The Arana Gulch path is part of the solution.

Protecting tar plant? I believe in protecting endangered species but having hiked in the Arana Gulch many times, it is not a pristine wilderness. It is a small, abandoned field with old cement home foundations, riddled with bike trails made by teenagers, homeless encampments and **when was the last time tar plant was seen there?**

This lot is located in the center of our growing city. Like the great meadow at UCSC with its bike path, we can preserve Arana Gulch with a path so that people on foot, wheelchair and bike can enjoy it for years to come. They can enjoy and get to know any small patch of tar plant that may spring up along the new path. Tar plant needs to be disturbed to grow and the largest patch I know of is growing along the Watsonville Airport runway! So by paving a small strip of Arana Gulch, the tar plant has a greater chance of growing!

Would you trust or encourage your children or elderly parents to bike on Soquel or Murray with the volume and high-speed traffic? Yet could you safely encourage them to use the beautiful, quiet Broadway-Brommer route?

Please think long-term and vote in favor of Arana Gulch!

Respectfully,
K. J. Durham

831-429-3991 ext. 114
227 Felix Street, Santa Cruz, Ca. 95060



RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners:

Date:

Please vote for the Arana Gulch Master Plan. Including the Americans with Disabilities Act (ADA) compliant multi-use trails and bridge.

The City has four greenbelt parks and none of them have any ADA accessible trails.

The ADA multi-use trails represent an IMPROVED route from Santa Cruz to Live Oak for bicycles, but for many people in Wheelchairs the ADA trails represent the ONLY access into the greenbelt system. The request is modest, necessary and overdue.

RECEIVED

MAR 03 2010

Signature:

Name: RICHARD NULTHENIUS

Address: 122 Rincon St. #14, Santa Cruz CA 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To: Dan Carl District Manager Feb 26, 10
California Coastal Commission

Re: Arroyo Gulch master Plan

RECEIVED

MAR 08 2010

Dear Mr. Carl,

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Please vote for the Arroyo Gulch Master Plan. In particular please approve the Broadway-Brommer bridge and bike path. The path will encourage people who would not normally ride their bikes or walk to do so with providing a safe alternate to Murray and Soquel Ave. (both very busy thoroughfares). In effect, this helps preserve our quality of life with clean air, oceans, and reduce car trips. As a avid cyclist (I have been car free for 15 years), I know that to encourage people to get out of their cars, and on to bikes, they need to feel safe and have safe routes of passage through-out the city. I believe a path/bridge through Arroyo Gulch will provide a safer alternate to super-busy Murray and Soquel.

Please encourage safe, clean
alternate transportation routes for
us and future generations. Please
vote to approve the Broadway-
Brunner bridge and bike path.

Sincerely
C. Zegers.
Christopher Zegers
227 Felix St
Santa Cruz, Ca.
95060

4156-2505

Saskia Lucas
537 Buena Vista Ave.
Santa Cruz, CA 95062

March 2, 2010

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl
District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: Arana Gulch Master Plan

Dear Mr. Carl,

As a neighbor of Arana Gulch who lives in the Seabright Neighborhood, I urge you to approve the Arana Gulch Master Plan, including the Broadway-Brommer bridge and paved path. I am an environmentalist, a hiker, as well as a long-time bicyclist. I often walk in the Gulch to enjoy this gem of nature within the city and to get exercise. However, I also believe the benefits of this plan, including the proposed bridge and paved path, outweigh any possible drawbacks.

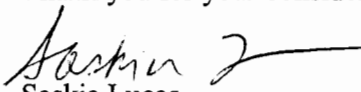
The benefits I see are:

- **Preservation of the land in the greenbelt**—a paved path would prevent people from creating new and wider paths to avoid mud and water troughs in winter.
- **Reduced automobile use**—the proposed bridge and path would create safer and more convenient route for bicyclists and pedestrians than currently exists. This, in turn, would encourage people to use more environmentally friendly forms of transportation. I can't tell you the number of people I've talked to who say they would ride a bike more if there were safer places to cycle.
- **Reduction in automobile-caused pollutants**, which make their way into and harm the Bay.
- **Reduction in transportation-generated greenhouse gases**, which cause global climate change and threaten our oceans.
- **Greater access to Arana Gulch, especially for the elderly and people with disabilities**, who use wheelchairs or cannot walk on uneven ground.
- **Increased appreciation on the part of visitors for the greenbelt**—the proposed interpretive displays would teach people about the greenbelt's unique features, flora, fauna and connection to the landscape around it—including the Bay.
- **Safer streets** for all users, through reduced automobile traffic.
- **Healthier population**—from more people using physically active forms of transportation and utilizing the greenbelt for recreation.

I also believe the Arana Gulch Master Plan is balanced and would not further harm the tarplant, and may likely even help it survive.

Please approve this Master Plan and help make our city and environment more livable and healthier.

Thank you for your consideration.


Saskia Lucas
Cell 831-566-6569
saskia_lucas@yahoo.com

3665 North Main Street
Soquel, CA 95073

March 1, 2010

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners,

I urge you to vote in favor of the Arana Gulch Master Plan with approval of the Broadway-Brommer bridge and bike path.

This will provide an incentive for more people to leave their cars at home and enjoy bike riding on some of their in-town errands. The current options using Soquel Ave or biking along Portola are clearly less safe. The opponents of this proposal have an obvious NIMBY attitude that lacks civic or ecological mindedness and must not be allowed to prevail.

Respectfully,



David E. Campbell

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Jean Morrison
123 Sea Cliff Dr.
Aptos, CA 95003

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300, Santa Cruz, CA 95060

Dear Mr. Carl,

I live in Aptos, I am a 63-year-old bike rider, and I am in support of the Arana Gulch Master Plan and Multi-Use Trails

I want to encourage as many projects like these as possible that get us out of our cars and onto our bikes.

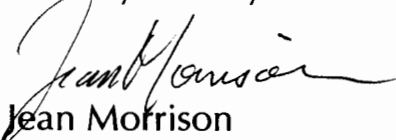
I want to be part of the solution that creates less use of fossil fuels and decreased carbon emissions.

The Broadway-Brommer Bike Path is an important link for bicycle safety in Santa Cruz County.

The current proposal for Broadway Brommer provides a single bridge and a multi-use path that will give people access to the Arana Gulch greenbelt without a car. More importantly, it will provide access to Santa Cruz and Live Oak without a car. Approval from the Coastal Commission is the final hurdle to getting this important transportation link built.

LET'S MAKE IT HAPPEN!!

Thank you for your attention,


Jean Morrison

March 1, 2010

RECEIVED

Dan Carl

MAR 08 2010

California Coastal Commission

725 Front Street, Suite 300

Santa Cruz, CA 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Re: Support for AGMP

I recently wrote a letter in great support of the Arana Gulch Master Plan (AGMP) project that you will be looking at in a public meeting. I unfortunately need to be out of town on the day of your hearing and cannot attend the meeting. In my last letter I addressed that fact of how the projects installation would lead to better and safer access for pedestrians and bicycling. This project would be huge for these and better for the environment leading to less pollution from cars. I still support the project on these items but I would like to support the project in this letter for the site itself.

As a California Licensed Landscape Architect (CA2069) for the past 36 years I have had the good fortune of working on many sensitive projects throughout California with Fish and Game as well as Fish and Wildlife. In these years of practice I have found that in project similar to AGMP the land will actually improve with proper development. This will be the case for Arana Gulch.

This land is in a very urban location surrounded by a population that likes to be outside and enjoy the wonderful climate we enjoy in Santa Cruz. This populations uses Arana Gulch in walking, biking and as a transportation corridor. This impact will not go away and will only intensify as the population increases. Dirt paths will continue to erode into adjacent plant material and spread the impact of dirt paths. The amount of erosion will grow finding its way to water ways impacting the dredging of the upper harbor of Santa Cruz.

With proper design and installation much of this impact will be avoided and controlled, plants on the site will be better protected and the water ways will be less silt filled.

I strongly urge you and the Commission to support and vote YES on the project for better bicycling/pedestrian/ADA access, better air quality, protect the site for all those who currently use the site and for all those who will use it in the future.

Thanks you for your consideration.

Bill Drulias

411 Effey Street, Santa Cruz, CA 95062

831 425 8234



Craig Hunter
604 Hilroy Drive
Capitola, CA 95010
(831) 462-9293

Dan Carl District Manager
California Coastal Commission
725 Front Street, Ste 300
Santa Cruz, CA 95060

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 26, 2010

Dear Coastal Commissioners,

Please vote for the Arana Gulch Master Plan. In particular, please approve the Broadway Brommer Bridge and bike path.

I presently commute one or twice a day by car between Capitola and Santa Cruz. The only safe way to go with my two children is by carrying my bike and their two bikes up the long flights of stairs to Frederick Street back from the harbor.

This link would be a huge benefit both to me, my family, fellow cyclists and drivers experiencing gridlock from all these cyclists in their cars.

Please vote for the Arana Gulch Master Plan, especially the Broadway Brommer Bridge and bike path.

Thank you,
Craig Hunter²¹

March 2, 2010

Esther Sanchez
San Diego Coast Representative,
California Coastal Commission
Councilmember,
Oceanside City Council
City of Oceanside
300 North Coast Hwy
Oceanside, CA 92054

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Re: Arana Gulch Master Plan 3-09-068, City of Santa Cruz

Dear Commissioner Sanchez,

I am writing to you as my San Diego Coast District representative to the California Coastal Commission. I ask you and your colleagues to please approve the City of Santa Cruz's Arana Gulch Master Plan, including the Multi-Use Paths and Bridge. I am a Peninsula native and visit Santa Cruz frequently with my family. I was familiar with the site even before attending UC Santa Cruz in 1985-86. I enjoy the beautiful coastal access and quiet open space there and have great respect and appreciation for the contrasts that often raises with life on the Southern California coast.

I reviewed the Central Coast District Office Coastal Commission Staff report. There is overwhelming public support for the Plan, by volume and rationale; the Staff recommendation documents 89% of letters are in favor. The Plan achieves management of an unmanaged resource, preserves the habitat, and grants access and understanding to a far more diverse public than has been possible to date.

I understand from my childhood the longstanding use conflicts around the Gulch. I'm pleased that the CCC Staff report finds an appropriate balance for resource-dependent access and habitat stewardship:

"The Commission has a long history of approving interpretive public access trails in ESHA as resource-dependent development. In this case, the proposed project will result in the improvement of habitat resources in Arana Gulch." (Page 3)

I respectfully request that you please follow the CCC Staff recommendation and vote with your fellow Commissioners to approve the Arana Gulch Master Plan.

Sincerely,



Bradley Zlotnick, MD
3525 Del Mar Heights Road, #139
San Diego, CA 92130

✓ Cc: Commissioner Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: AGMP

RECEIVED

March 3, 2010

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Mr. Patrick Kruer
Public Member, California Coastal Commission
The Monarch Group
7727 Herschel Ave.
La Jolla, California 92037

Re: Arana Gulch Master Plan 3-09-068, City of Santa Cruz

Dear Member Kruer,

I am writing to you as a neighboring San Diegan and coastal resident to ask you and your Commission colleagues to please approve the City of Santa Cruz's Arana Gulch Master Plan, including the Multi-Use Paths and Bridge. I am a Peninsula native and visit Santa Cruz frequently with my family. I was familiar with the site even before attending UC Santa Cruz in 1985 and '86. I enjoy the beautiful coastal access and quiet open space there and have great respect and appreciation for the contrasts those often raise with life on the Southern California coast.

I reviewed the Central Coast District Office Coastal Commission Staff report. There is overwhelming public support for the Plan, by volume and rationale; the Staff recommendation documents 89% of letters are in favor. The Plan achieves management of an unmanaged resource, preserves the habitat, and grants access and understanding to a far more diverse public than has been possible to date.

I understood even in my childhood the longstanding use conflicts around the Gulch. I'm pleased that the CCC Staff report finds an appropriate balance for resource-dependent access and habitat stewardship:

"The Commission has a long history of approving interpretive public access trails in ESHA as resource-dependent development. In this case, the proposed project will result in the improvement of habitat resources in Arana Gulch." (Page 3)

I respectfully request that you please follow the CCC Staff recommendation and vote with your fellow Commissioners to approve the Arana Gulch Master Plan.

Sincerely,



Bradley Zlotnick, MD
3525 Del Mar Heights Road, #139
San Diego, CA 92130



Cc: Commissioner Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: AGMP

Shira Musicant, LMFT, BC-DMT, SEP
805.962.7434

March 3, 2010

Khatchik Achadjian
Board of Supervisors
1055 Monterey Street, Room D-430
San Luis Obispo, CA 93408
RE: Arana Gulch Master Plan

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Mr. Achadjian,

Please vote to approve the Arana Gulch Master Plan.

I live in your region and wanted to be sure that you saw the Community Forestry International (CFI) letter of endorsement. I have enclosed a copy for your consideration. I am on the Board of Directors of CFI, and although our focus is international, it is clear that we all must work at local and national levels to promote sustainable and environmentally sound ways for human beings to live, work, and travel. The Multi-Use, ADA paths of the plan will increase access for all to the Coastal Zone through Arana Gulch, and promote the use of alternative means of transportation. The interpretive displays will educate the public about the native plants and encourage a respect and love for nature and for the particular Arana Gulch ecosystem.

Thank you for your attention to my letter and the enclosure.

Sincerely,



Shira Musicant
860 Mountain Dr.
Santa Barbara, CA 93103

cc Dan Carl

February 10, 2010

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Chair Neely,

As an international not-for-profit environmental organization working at the village, local government, and state government levels, we are writing to urge the Coastal Commission to approve the Arana Gulch Master Plan (AGMP) as submitted by the City of Santa Cruz. The AGMP will preserve and protect a natural area within the City, will benefit native species and lead to wetland restoration, will educate people about these natural species and habitats, and will reduce carbon emissions by linking Santa Cruz, Live Oak, and Capitola with a path (the Multi-Use Trail) that can be accessed by foot, bicycle, or wheelchair. We are supporting this initiative as an organization because it addresses several of CFI's focus areas:

Climate Change

The Multi-Use Trail of the AGMP will provide the first safe, convenient, direct route for bicycles, pedestrians and wheelchairs between Santa Cruz and Live Oak/Capitola that is not also a through route for cars. The only alternative routes today are narrow and heavily trafficked with cars, making them unsafe and unusable in the eyes of most pedestrians and cyclists. This new route will lead many people to use their bikes or feet instead of their cars, thereby reducing carbon emissions. I have just returned from COP-15 in Copenhagen, and I believe that this plan is a reflection of "Think Globally, Act Locally" and is an important opportunity for the City of Santa Cruz to reduce its carbon emissions, which are overwhelmingly from the transportation sector.

Forests and Watersheds

Our organization works not only to revitalize forests but to improve the watersheds with which the forests have a symbiotic relationship. Arana Gulch Creek has absorbed an enormous load of sediment over the past century and a half, much of it from past logging and agricultural practices. Much of that sediment now resides in a thick layer across the wetland and riparian area of the City's Arana Gulch greenbelt. Periodically this layer is eroded by a surge in runoff and produces extraordinary sediment flows into the harbor and the bay. This can only be solved by a wetland restoration project, and recent experience makes clear that the funding for such a project will not be forthcoming until the AGMP is approved. As Roberta Haver of The Arana Gulch Watershed Alliance recently put it, "The creek can't get cleaner until the Master Plan receives final approval."

Biodiversity

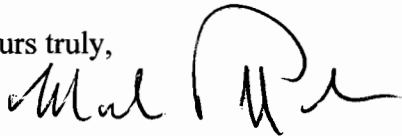
Our organization works for biodiversity and the health of forests and natural areas. Arana Gulch, like much of the California coast, has seen enormous change due to the introduction and proliferation of non-native species. One of the key issues at Arana Gulch is the devastating impact non-native grasses are having on the Santa Cruz tarplant. The AGMP contains a Tarplant Adaptive Management Program which will advantage the tarplant and similar species vis-à-vis the non-native grasses, restoring a large measure of natural balance. This approach has been thoroughly reviewed by the US Fish and Wildlife Service, and they concluded, in their September 2008 Biological Opinion, that it holds promise for the tarplant: "In summary,... implementation of the Santa Cruz Adaptive Management Program is expected to benefit the Arana Gulch population [of tarplant] through habitat enhancement and removal of non-native species."

Community Involvement

We encourage full involvement of the local community in decisions about their forests and natural areas, and we encourage education of the local population about the value of their natural resources and of preserving those resources. The AGMP rates well on both counts. The question of what to do with the Arana Gulch greenbelt, and how to achieve environmentally sound results, has been a very public one since shortly after the City acquired the property in 1994. Beginning with a Scope of Work document and public meetings in 1995, running through two full EIR processes under CEQA with many public hearings and other opportunities for public comment, to the final decision by the City Council in 2006, the decision process on the AGMP has been very public, very transparent, and very thorough. And at the conclusion of all that public involvement, the elected representatives of the people voted unanimously to approve the AGMP. As for public education, the AGMP provides for interpretive displays along the Multi-Use Trail to educate people about the value and importance of the coastal prairie habitat and the wetland/riparian habitat. We believe this is the kind of outreach that can build a constituency for better conservation of these habitats all along the coast. Based on our experience, the public involvement in decision-making seen here, and the ongoing public education planned here, bode well for stewardship over the long haul.

The CFI Board of Directors voted unanimously to approve this position. We thank you for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read 'Mark Poffenberger', written over a horizontal line.

Mark Poffenberger, Ph.D.
Executive Director

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

130 Shelter Lagoon Drive
Santa Cruz, CA 95060
March 4, 2010

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: APPLICATION #: 3-09-068 - ARANA GULCH MASTER PLAN

Dear Members of the Commission:

The purpose of this letter is to urge you to support the staff recommendation on the above referenced application.

The Arana Gulch Master Plan and the staff recommendation conditioning it are consistent with Coastal Act policies. They provide a reasonable and effective approach to protecting a significant ESHA and increasing public access to an important coastal resource.

Since its beginnings in 1973, the Coastal Commission has played an incredibly important role in protecting and enhancing the coastal resources in Santa Cruz City and County. It prevented massive development on Lighthouse Field and in Wilder Ranch State Park, and has continuously sent the message that coastal resources will be protected.

The Commission has also acted to enhance the community's coastal resources. The wildlife preserve at Neary Lagoon in the City of Santa Cruz is maintained as a healthy bird sanctuary as a result of conditions placed on a City application.

The Arana Gulch Master Plan application offers another opportunity for the Commission to enhance the State's coastal resources. Approval of the Master Plan will assure that everything possible is done to revive and maintain the endangered Santa Cruz tarplant. In addition, it will open a very beautiful coastal resource to a much larger segment of the public and provide the public with information regarding its value and importance.

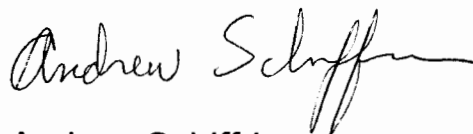
I first moved to Santa Cruz in 1972, the year the Coastal Initiative passed,

and, in fact, was one of the original permit analysts working for the Commission. Then, as an aide to the Third District Santa Cruz County Supervisor since 1975, I've watched and supported the Commission through the years as it has denied or effectively conditioned destructive permit applications and encouraged protective coastal development.

The Arana Gulch Master Plan offers the opportunity for positive Commission action to increase coastal public access, and to protect and enhance significant coastal resources.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, reading "Andrew Schiffrin". The signature is fluid and extends to the right.

Andrew Schiffrin

RECEIVED

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners:

Date: *March 12, 2010*

Please vote for the Arana Gulch Master Plan.

In particular please approve the Broadway Brommer bridge and bike path. The bridge and path create a **safe, direct and convenient through route** from Santa Cruz to Live Oak / Capitola for cyclists. It replaces the Yacht Harbor Bridge and Soquel Ave. routes.

These routes are dangerous, circuitous and avoided by cyclists.

Please encourage alternate transportation routes that are safe for experienced and new cyclists and pedestrians.

Signature:

Name:

Address:

*G. Zayas C. Pineda
227 Felix St
Santa Cruz, CA
95060*

Dear Coastal Commissioners:

Date: *March 2, 2010*

Please vote for the Arana Gulch Master Plan.

In particular please approve the Broadway Brommer bridge and bike path. The bridge and path create a **safe, direct and convenient through route** from Santa Cruz to Live Oak / Capitola for cyclists. It replaces the Yacht Harbor Bridge and Soquel Ave. routes.

These routes are dangerous, circuitous and avoided by cyclists.

Signature:

Name:

Address:

*K. J. Durham
227 Felix Street
Santa Cruz, CA 95060*



Santa Cruz

701 Ocean Street, Room 30
 Santa Cruz, CA 95060
 Ph# 831-454-2355 fax 831-454-3463
 Commissions@co.santa-cruz.ca.us

RECEIVED

MAR 08 2010

CALIFORNIA
 COASTAL COMMISSION
 CENTRAL COAST AREA

September 10, 2009

Neal Coonerty, Chairman
 Santa Cruz County Board of Supervisors
 701 Ocean Street
 Santa Cruz, CA 95060

Dear Mr. Chairman,

As Chairman of the Santa Cruz County Commission on Disabilities, I am writing on behalf of the Commission to urge the Board of Supervisors to endorse the Arana Gulch Master Plan and its ADA-compliant Multi-Use Trails and to convey that endorsement to the California Coastal Commission.

The Arana Gulch Master Plan was unanimously approved by the Santa Cruz City Council in 2006. The Plan provides generally for the preservation and management of the City's Arana Gulch Greenbelt Park, including public access thereto. Most importantly from the viewpoint of the Commission, it provides access for those with disabilities.

This is no small issue. The City has four greenbelt parks and none of them have any ADA-compliant trails. The City has moved to improve this situation with the Arana Gulch Master Plan, which would make some of the trails within the Arana Gulch Greenbelt ADA-compliant. Notably, the Plan would offer those with disabilities access to Arana Gulch from four directions:

- From the north at Agnes Street,
- From the west at the end of Broadway,
- From the east at the end of Brommer, and
- From the south at the north parking lot of the harbor.

The access points at the end of Broadway and at the end of Brommer are particularly important, because in each case there is a large neighborhood that is level and well-equipped with sidewalks and curb-cuts, so that the considerable population of elderly and handicapped who live in these neighborhoods could access the Greenbelt on their own, whether they went by wheelchair, walker, or walking. Also key is that these access points and the ADA-compliant Multi-Use Trails that interconnect them would make it possible for the disabled not only to enter the Greenbelt, but to traverse it on their way to other destinations.

1ST DISTRICT
 J. Daugherty

R. McGaw

2ND DISTRICT
 C. Stone

T. Crain

COMMISSIONERS
3RD DISTRICT
 M. Bush

L. Stuart

4TH DISTRICT
 J. Workman-
 Cosentino
 P. Tanner

5TH DISTRICT
 P. Heylin

J. MacAllister

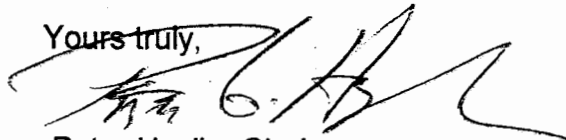
Neal Coonerty, Chairman
Board of Supervisors
September 10, 2009
page 2

We want to emphasize that the City's Master Plan, while an improvement for those with disabilities, is a modest improvement. Even after the Master Plan and its Multi-Use Trails are approved and implemented, only 30% of Arana Gulch's trails, and only 3% of all City greenbelt trails, will be ADA-compliant. Nevertheless this is a significant improvement as compared to the current situation. Those with disabilities want just as much as others to get out in a natural setting away from traffic, they are just as much citizens as others, and they are just as much subject to the taxes necessary to buy and maintain these greenbelts as others. It is a matter of basic fairness that they not be excluded from the enjoyment of these places.

This Master plan has been through years of hearings, deliberations, and court challenges (so far unsuccessful). It now faces one last hurdle: approval by the California Coastal Commission. We urge the Board of Supervisors to put this County on record as supporting the Arana Gulch Master Plan and its ADA-compliant Multi-Use Trails. We note that the Coastal Act, in setting out the basic goals of the Act, clearly makes "maximiz[ing] public access to and along the coast" one of those goals (Sec. 30001.5 of the Coastal Act). Surely the public access to be maximized does not exclude the access of that portion of the public with disabilities.

Thank you for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read "Peter Heylin", written over a horizontal line.

Peter Heylin, Chairman
Santa Cruz County Commission on Disabilities

March 2, 2010

Dear Mr. Carl -

Please vote for the Arana Gulch Master Plan; and, the Broadway-Brommer bridge and bike path, in particular.

As a senior bike-rider, this path would prove to be a much safer route (to Santa Cruz from Aptos) than either Sequel Ave or the Yacht Harbor bridge connections.... and far more enjoyable.

Thank you for your consideration and efforts in this matter.

Wendie Wilcox
1860 Via Pacifica, 1201
Aptos, CA 95003

Dear Coastal Commissioners:

Date: February 6, 2010

Please vote for the Arana Gulch Master Plan. Including the Americans with Disabilities Act (ADA) compliant multi-use trails and bridge.

The City has four greenbelt parks and none of them have any ADA accessible trails.

The ADA multi-use trails represent an IMPROVED route from Santa Cruz to Live Oak for bicycles, but for many people in Wheelchairs the ADA trails represent the **ONLY** access into the greenbelt system. The request is modest, timely and overdue.

Signature

Mary La Franco

M

Mary La Franco
6590 Cooper Street

Tellon, California 95018

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Janie DeCelles – 1631 Glasgow Avenue, Cardiff by the Sea, CA 92007
jdecelles@cox.net 760-436-0361

March 4, 2010

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MAR 09 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Re: Arana Gulch Master Plan 3-09-068, City of Santa Cruz

Dear Commissioner Carl,

This is to ask you to please follow the CCC Staff recommendation and vote with your fellow Commissioners to approve the Arana Gulch Master Plan.

I am a North San Diego County resident and am asking you to please approve the City of Santa Cruz's Arana Gulch Master Plan, including the Multi-Use Paths and Bridge.

I am very involved with many environmental non profits in San Diego and have served on the San Diego Foundation's Environmental Working Group for the past 9 years and am on the San Diego Foundation's Disaster Board. I lived on the Monterey Peninsula for a few years after college and know what a treasure the Santa Cruz area is to all of us. That's why I'm asking for your support.

The Central Coast District Office Coastal Commission Staff report shows overwhelming public support for the Plan. Staff recommendation documents 89% of letters are in favor. The Plan achieves management of an unmanaged resource, preserves the habitat, and grants access to a diverse public.

Thank you for your consideration of this request.

Sincerely,


Janie DeCelles

3-8-10

RECEIVED

MAR 09 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

TO: CAL. COASTAL COMMISSION
CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, Suite 300
Santa Cruz, Ca. 95060
FX # 427-4877

ATTN: CAL COASTAL COMMISSION:

I HAVE FOLLOWED THE ARANA GULCH PLAN AND
ISSUES FOR MANY YEARS - SINCE IT WAS PRIVATE
PROPERTY WITH COWS GRAZING HAPPILY ON IT
TO IT BEING PRIVATE PROPERTY GREEN BELT TO
IT'S PRESENT STATUS AS A GREEN BELT - PARK
VISITING / BICYCLE / PEDESTRIAN / INTERPRETIVE CENTER -
PARK - YEA! ALL IS GOOD WITH THE EXCEPTION
OF 2 ISSUES - IN MY OPINION:

#1. PAVING: PLEASE USE decomposed granite or something
SIMILAR AND NOT BLACKTOP OR CEMENT! MOST -
A LOT OF PUBLIC LANDS USE THIS MATERIAL AND
NOT IMPERVIOUS BLACKTOP OR CEMENT.

#2 THE FAMOUS BRIDGE! Oh my Lord - I CANNOT
FATHOM THAT THERE IS NOT A SIMPLER WAY - E.G.,
A SWITCH BACK TRAIL THAT WOULD MORE THAN
ADEQUATELY SERVE THE WIDE RANGE OF
PUBLIC USE.

HOPE YOU TAKE THESE SIMPLER AND LESS
EXPENSIVE SUGGESTIONS - THANK YOU FOR

YOUR CONSIDERATION -

SINCERELY,
RAY LECCLAIR 36

I LOVE OUR GREEN BELT GULCH!

Dan Carl, District Manager
California Coastal Commission
725 Front St. #300
Santa Cruz, CA 95062

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MAR 09 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

9 March 2010

Dear Mr. Carl ~

The following comments on the Staff Report, including its Summary and Analysis are offered for your consideration as well as that of the Commissioners.

Friends of Arana Gulch has already submitted extensive comments regarding the City of Santa Cruz application for a development permit to build **a transportation project through an ESHA in a City greenbelt that is also "critical habitat" of an endangered species.**

We hereby offer these additional comments: an observation, identification of some unsubstantiated statements in the Staff Report that could possibly lead to misinformed decision-making by the Commission, and some recommendations regarding Conditions of Approval.

Observation:

There appears to be **no enforcement mechanism** identified in the Staff Report. What will insure that the City will meet the Conditions of Approval, beyond paper promises, and "fully and rigorously" implement the entire Master Plan? Since an endangered species is at risk, the importance of compliance is paramount.

Unsubstantiated Statements:

1. "Volunteer trails cause erosion" -- this statement ignores the fact that it is the **City's lack of management** in the last 12 - 15 years that has led to erosion on some of the footpaths, **not the paths themselves**. For instance, perimeter fencing, in existence when the City bought the property, was allowed to deteriorate, providing people (including bicyclists) access to cut down slopes, especially on the southeastern perimeter. No existing footpaths, from the time the City acquired the property, were maintained. Once, a piece of plastic fence, using two pieces of rebar stuck into the ground, was placed in the middle of the mid-meadow path approach to Area A. People walked around it and it fell down on the ground within weeks and was never reinstalled. We have photo documentation of this, if necessary.
2. "The project has been reduced in scale" -- this is false. The project, whether it is the Master Plan in total or even just the Broadway-Brommer transportation component, is **greatly increased and/or the same in scale**, respectively. There is **more paving**, total, in the MP (a north-south paved "path" has been added to B-B) and there are **still two bridges**. In fact, the second bridge, over Arana Creek, being just a "steel span," requires a "ramped" trail to the span that will require retaining walls and wider trail widths than originally envisioned in the 1999 B-B EIR (9' - 15' width according to the 2006 MP EIR).
3. The statement of the CCC ecologist that paving for B-B in an ESHA is not a significant disruption of habitat values is **subjective opinion**, because there is **no basis** for determining a definition of "significant disruption" to be found in the Coastal Act. The only definition used in

RECEIVED

MAR 09 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREAJoy Carey LeClair
Licensed Marriage and Family Therapist
104 Park Way S
Santa Cruz, CA 95062
831-325-9835

March 7, 2010

To: California Coastal Commission

Re: Arana Gulch

I am writing to you on the behalf of my sister, who has severe physical disabilities. She was outraged when I told her that money designated for improving sidewalks would be directed toward walkways in Arana Gulch. She said that the sidewalks are too poorly maintained in many areas, which makes her life really difficult. She recently had to discontinue seeing one of her doctors because the sidewalk near his office was too torn up to navigate. She says that it is one more example of politicians taking advantage of the handicapped.

Sincerely,


Joy Carey LeClair

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MAR 09 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

California Coastal Commission
Central Coast District Office
725 Front Street – 3rd Floor
Santa Cruz, CA 95060

Chair Bonnie Neely and Coastal Commissioners:

Re: Application No. 3-09-068 (City of Santa Cruz, Santa Cruz Co.)

Welcome back to Santa Cruz and thank you for this opportunity to address the California Coastal Commission on this important issue.

Supporting the original "Save the Coast" initiative was my first big political act. As a lifelong coastal resident, the protections the Coastal Act has afforded California's irreplaceable coastal resources and economy have earned it an enduring place in my heart. I network on coastal issues on all US coasts and hear the lamentations daily of those who live in other states without such coastal protection legislation about the losses they are forced to endure, making me thankful for the vision and dedication of those who, more than 35 years ago, sought effective legislation to protect coastal resources and public access for Californians.

I come here today thoroughly opposed to the transportation element in the joint city-county application before you, as I have been since it was first proposed nearly 15 years ago. Several far superior alternatives have been developed in this time to achieve goal of "improved east-west bicycle and pedestrian bike connections between the city and county" and I ask the Commission to remove the transportation element from this application.

Taken as it is presented, the proposal before you is incomplete, absolutely unnecessary, would have a negligible effect on air quality, is environmentally destructive, fiscally irresponsible, and a threat to the Coastal Act. The application before you contains no engineered drawings, so the budget is, at best, optimistic. The application is also for only about ½ of what the public has been told is the full project connecting Broadway, an arterial in the city to Brommer, an arterial in the county. However, there is no information presented to you in this application about the myriad impacts of the remainder of the route on Port District property, though that, too, is in the Coastal Zone and will require a permit from the Coastal Commission.

Article 5, Section 30240(a) states: "Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas." This transportation project does not provide coastal access and is neither resource dependent nor coastal dependent, and the addition of "interpretive signs" does not magically make it so, no more than lipstick on a pig. makes it a supermodel (Chapter 1, Sec. 30101; Chapter 3, Sec. 30214, a 1 & 2) Would the Commission support the toll road through Trestles if it was adorned with "interpretive signs"?

There is agreement that the right-of-way passes through ESHA and the EIR acknowledges "significant, unmitigatable impacts" but the stated goals of the transportation element of the application can be met without extensive landform alterations, public view issues, water quality issues, bridges, ramps or impacts to ESHA, riparian corridors, riparian buffer zones, or the steelhead- and tidewater goby-bearing creek. (Chapter 1, Sec. 300001.5 a, b, c, d) There is a logical, efficient and economical "win-win-win-win-win" solution available that protects ESHA and conforms to and protects the Coastal Actm which I will explain soon. (Chapter 1, Section 300007.5)

The Arana Gulch Greenbelt is a remnant of California's most rare original landscape type, coastal terrace prairie; the variant of *Holocarpha macradenia*, the Santa Cruz tarplant or Santa Cruz sunflower, (attached) that grows there has been firmly established by credible botanists to be genetically distinct from any other Santa Cruz tarplant or sunflower growing anywhere else on earth.

(Chapter 1, Sec. 300001 a, b, c; Chapter 2, Sec. 30107) It's maintenance requirements are simple but non-negotiable and it has suffered a significant decline under the city's lack of care. This iconic plant cannot be re-created and needs to be restored or we lose our authority to tell Central and South Americans that they should protect their rainforest and macaws, to tell Japan to stop slaughtering whales, Alaska to stop shooting wolves from airplanes, Africans to stop poaching rhino, elephant and gorilla, the Chinese to stop buying tiger bone, Arizonans to protect the saguaros, Caribbean nations to stop eating turtles and their eggs and Mexico to protect Monarch butterfly habitat, jaguars and gray wolves and all other efforts to protect Earth's biodiversity.

The city purchased an east-west right-of-way through the property in the late 1960's from the family that had once operated a dairy farm there. The acquisition of the majority of this property as Open Space and the protection of its flora and fauna was accomplished in 1994, fifteen years after it was mandated by an initiative developed and passed by the citizens of Santa Cruz city in 1979/80 and was reconfirmed as a priority by citizens at the ballot box in 1994. Having purchased some of the property at late 1960s prices and the rest in 1994, why didn't the city then choose to unify the property, since there is no qualitative difference between the "right of way" and the balance of the property? Why this insistence on "using the right-of-way" when there is a willing buyer for the paved western portion of it for an amount that would more than recoup the city's cost for the whole right-of-way? Or why not reclaim that portion and subdivide it for a substantial profit and when there is such an abundance of bike and pedestrian alternatives within ¼ mile? (Chapter 3, Sec. 30223)

The staff report acknowledges current high-levels of daily use of the Arana Gulch property in its present condition by walkers, joggers, dog walkers, bicyclists and artists, with some circumnavigating the property while others pass between the city and the county or Twin Lakes State Beach or Seabright Beach via Port District property. These uses are consistent with those on other city Greenbelt properties and with the original intent of the citizens' initiative.

Public documents make clear that far superior alternatives for creating a "safe east-west/city-county bicycle connection" is imminent. The information published by the RTC on their webpage: Monterey Bay Sanctuary Scenic Trail Network clearly states that the impending public acquisition of the Santa Cruz Branch Line will provide a virtually car-free east-west route for bicyclists and walkers close to the coast from Davenport to the Monterey county line. The right-of-way of this rail line is within ¼ mile of the proposed transportation project through ESHA on the Greenbelt and much closer to the coast. It has been widely and repeatedly published that this sale must be concluded in Spring 2010 or the available funds will be withdrawn and redistributed.

<http://www.sccrtc.org/pdf/2010/trail-fact-sheet-Feb-2010-Color.pdf> (attached)

http://www.santacruzsentinel.com/localnews/ci_13998734 (attached)

Funding for the Branch Line acquisition is adequate and secure but funding is needed for development of biking and walking trails within the rail right-of-way. Funding presently allocated to the Arana Gulch transportation project through ESHA would be of far greater public benefit if it were redirected to the development of such trail facilities.

Additionally, the seismic retrofit of the Murray Street bridge between the upper and lower harbors and adjacent to the Branch Line will include widening to accommodate full bike lanes and sidewalks. The work was scheduled for 2010 but recently postponed until 2011.

The issue of handicapped and elderly access to the Greenbelt can be easily achieved by modification of the gate at Agnes and Mentel streets. Whether buggies, as are in use at the beach, or a tempering of the existing path would be preferred could be discussed in the future.

Additionally, traffic congestion, parking and access problems faced by the Santa Cruz Bible Church and Star of the Sea Church on Frederick Street at Broadway to the west of Hagemann Gulch in the city could be resolved by selling to the Santa Cruz Bible Church the portion of the right-of-way west of Hagemann Gulch that the city has allowed them to use for the last 30 years. They've often indicated their eagerness to purchase the property.

The city also has the option of reclaiming the western portion of the right-of-way from the Santa Cruz Bible Church and subdividing it.

In conclusion, for the reasons above, I ask the Commission deny the present application. Cyclists will soon have more safe, convenient and vastly superior east-west routes closer to the coast on both the Branch Line right-of-way and on the Murray Street bridge than can be constructed on the Arana Gulch Greenbelt and through ESHA. Elderly and handicapped access to the Greenbelt can be easily accommodated without the transportation project.

If the city chooses not to sell the paved western portion of the right-of-way to the Santa Cruz Bible Church or chooses not to subdivide and sell it and if it also chooses not to re-direct the transportation project funding to bike and walking trail facilities within the Branch Rail right-of-way, the option still remains for the city to bring to the Coastal Commission at a future date an application for a transportation project on the Arana Gulch Greenbelt. I request that, before such a project is scheduled, that Commission staff will require evidence from USF&W and qualified botanists that the Santa Cruz tarplant has been restored to a stable population adequate to survive the impacts of such a project and that the application be for a fully described project from Broadway to Brommer on city and Port District property.

Thank you for your time and attention.

A handwritten signature in cursive script that reads "Patricia Matejcek". The signature is written in dark ink and is positioned above the typed name and address.

Patricia Matejcek
PO Box 2067
Santa Cruz, CA
95063

Relevant Coastal Act Sections

Chapter 1 - Findings, Declarations, General Provisions

Sec. 30001 - Legislative findings and declarations; ecological balance

(b) That the permanent protection of the state's natural and scenic resources is a paramount concern to present and future residents of the state and nation.

Sec. 30001.5 Legislative findings and declarations; goals

The Legislature further finds and declares that the basic goals of the state for the coastal zone are to:

a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

Chapter 2 - Definitions

Sec. 30007.5 - Legislative findings and declarations; resolution of policy conflicts

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources.

Sec. 30101 - Coastal-dependent development or use

"Coastal dependent development or use" means any development or use which requires a site on or adjacent to, the sea to be able to function at all.

Sec. 30107.5 - Environmentally sensitive area

"Environmentally sensitive area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Chapter 3 - Coastal Resources Planning & Management Policies

Sec. 30214 - Implementation of public access policies; legislative intent

a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- 1) Topographic and geologic site characteristics;
- 2) The capacity of the site to sustain use and at what level of intensity.

Sec. 30223 - Upland areas

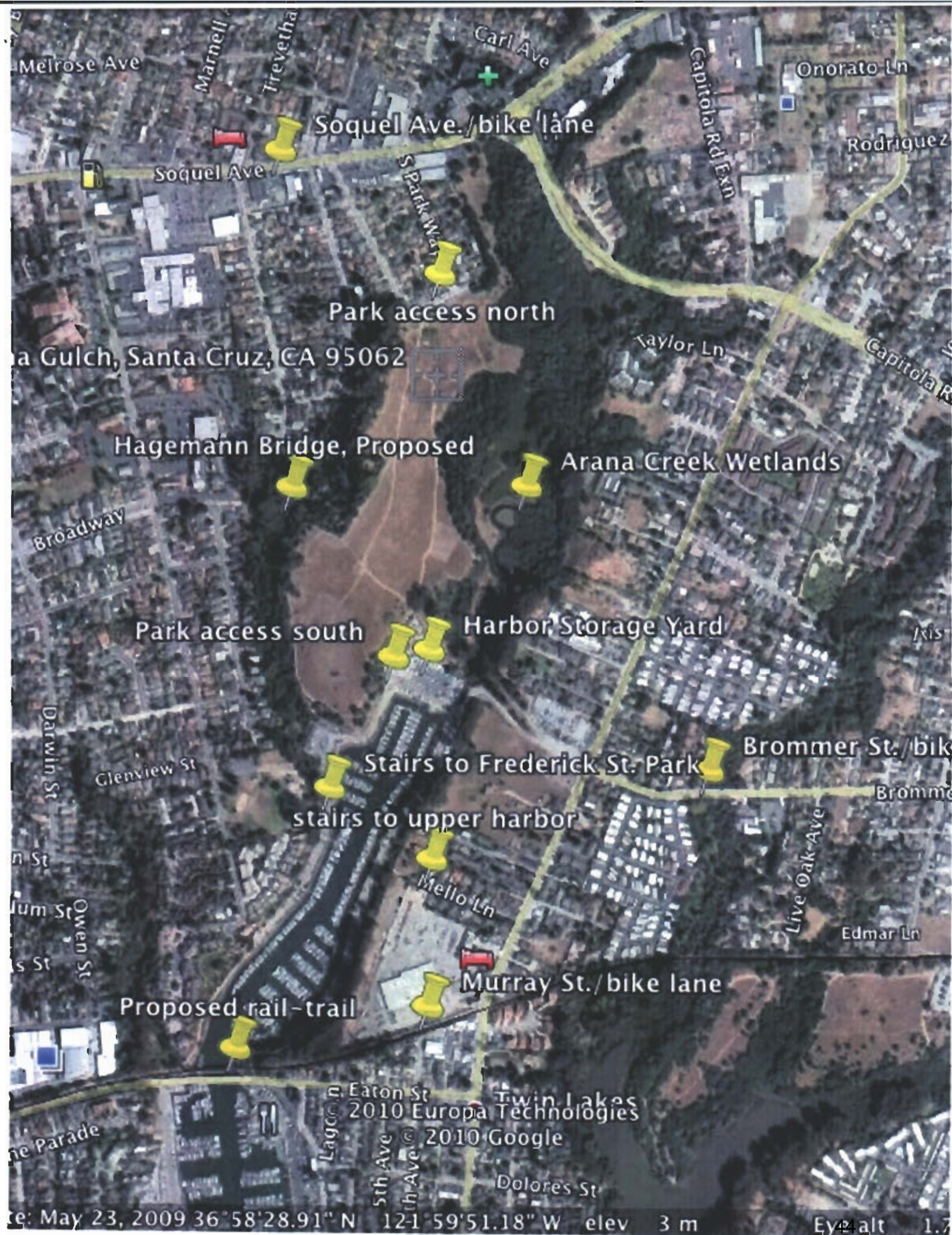
Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

ARTICLE 5 - LAND RESOURCES

Sec. 30240 - Environmentally sensitive habitat areas; adjacent developments

a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values and only uses dependent on those resources shall be allowed within those areas.







Santa Cruz County Regional Transportation Commission **Monterey Bay Sanctuary Scenic Trail Network**

Fact Sheet
February 2010

Background

Interest in constructing a network of trails that takes advantage of the magnificent Pacific coastline, the Monterey Bay National Marine Sanctuary and the surrounding environment in Santa Cruz County has



been steadily growing over the past decade. A variety of multi-use trail projects such as the Wilder Ranch Pathway in Santa Cruz and the Watsonville Wetlands Trail Network have recently been built by local jurisdictions. Two regional efforts are key elements to the development of such a continuous network of trails. First is to acquire the Santa Cruz Branch Rail Line right-of-way as a preliminary step towards creating an accessible trail for bicyclists and walkers along portions of the 32 mile rail line. Second is securing additional funding, conducting a Master Planning process and finally, constructing a Monterey Bay Sanctuary Scenic Trail (MBSST) Network. These efforts will ultimately result in a network of continuous multi-use recreational, interpretive and transportation pathways spanning the Monterey Bay that will also be an important piece of the 1,300 mile statewide California Coastal Trail.

Evolution of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network

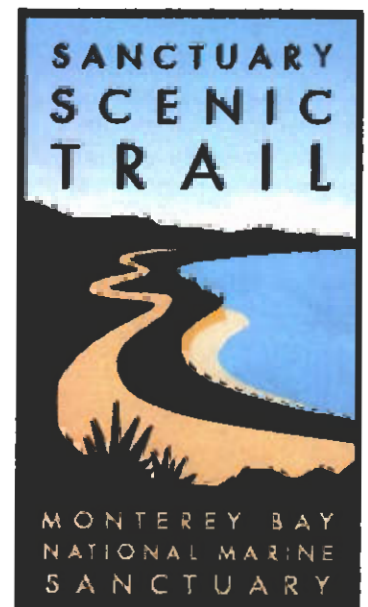
Over the span of several years, related local coastal trail projects have been proposed, funded and/or constructed. These include the Wilder Ranch Bicycle and Pedestrian Path, the Watsonville Slough Trails, the Rail/Trail, and the Monterey Bay Sanctuary Scenic Trail. All these projects share the goal of developing accessible bicycle and pedestrian trail facilities on or near the coast. For improved planning, administration, coordination with state and federal entities, improved connectivity to existing facilities, and to benefit from the economies of scale, the MBSST Network was envisioned.

Monterey Bay Sanctuary Scenic Trail Network

Initially conceived by the Santa Cruz County Sanctuary Interagency Task Force, and championed by Congressman Sam Farr, the MBSST Network will be a multi-use system of bicycle and pedestrian facilities that allows the public to enjoy and experience the Monterey Bay National Marine Sanctuary from the vantage point of the shoreline. Trail markers and interpretive exhibits that will enhance the trail experience from Lovers Point in Monterey County to the San Matco/Santa Cruz County line and that will unify the trail as it passes through several jurisdictions have already been designed. Installation of the first 9 MBSST exhibits has already been completed.

Potential Trail Alignments

If the Santa Cruz County Regional Transportation Commission (RTC) is successful in its rail line acquisition efforts, part of the network may be built within the rail line right-of-way. The Santa Cruz Branch Rail Line right-of-way extends 31.8 miles from Davenport to Watsonville Junction (Pajaro) in Monterey County. Union Pacific currently runs three freight round trips per week on the branch line. Any trail segments on the rail line right-of-way will be constructed adjacent to (not in place of) the rail line, so that freight service may continue and so as not to preclude potential future passenger rail service.



Master Planning for the MBSST Network

For efficiency and cost effectiveness, RTC staff is working on a comprehensive Master Planning process that will include: developing goals and objectives; identifying and assessing possible segments; setting design options; soliciting and incorporating input from interested parties and the community at large; preparing cost estimates for segments; and conducting environmental analysis of the Plan. Part of the process will also be to inventory existing trail segments and assemble all previous work done by a variety of entities. In addition to identifying new trails, the MBSST Network is intended to link together (and upgrade where needed) trail segments that already exist and to fill in gaps in the existing trail system. The project will involve significant public outreach. At the conclusion of the process, the RTC will identify a future network of trails that meets the needs of different users. Rather than a single route, this network of both "leisurely" and "express" routes will appeal to both commuters and recreational users alike as well as to people with various levels of physical ability. The process will identify both the opportunities and constraints of various segment alternatives taking into account considerations such as accessibility, managing traffic on mixed use trails, environmental constraints, and agricultural impacts. The result will be a list of short and long term projects to be constructed by the jurisdictions they pass through as additional funding becomes available. Consultant proposals were solicited for a Master Plan and Environmental Review in the fall of 2008. After careful review and interviews, a preferred consultant was identified. The consultant was recommended to the RTC in the Spring of 2009 and the RTC approved awarding a contract at that time.



At the conclusion of the process, the RTC will identify a future network of trails that meets the needs of different users. Rather than a single route, this network of both "leisurely" and "express" routes will appeal to both commuters and recreational users alike as well as to people with various levels of physical ability. The process will identify both the opportunities and constraints of various segment alternatives taking into account considerations such as accessibility, managing traffic on mixed use trails, environmental constraints, and agricultural impacts. The result will be a list of short and long term projects to be constructed by the jurisdictions they pass through as additional funding becomes available. Consultant proposals were solicited for a Master Plan and Environmental Review in the fall of 2008. After careful review and interviews, a preferred consultant was identified. The consultant was recommended to the RTC in the Spring of 2009 and the RTC approved awarding a contract at that time.

Project Cost

A rough cost estimate to construct the MBSST Network is one million dollars per mile, assuming no right of way acquisition costs and/or significant environmental constraints. Depending on the requirements, characteristics and constraints of individual segments the cost may be significantly higher. The length of trail segments to be developed will be determined as part of the MBSST Network Master Planning process.

Funding

To date, close to \$7 Million has been secured for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network project in Santa Cruz County. Of that amount, approximately \$4.5 Million has been secured through federal appropriations and earmarks thanks to Congressman Sam Farr.

Public Input

As always, the RTC will make public input an integral part of development of the MBSST Network. An extensive public outreach program will be included as part of the development of the Master Plan.

Timeline of Activities

The approximate timeline for completion of the MBSST Network Project is 5 to 10 years:

Purchase Rail Right-of-Way	2010
Master Plan/Environmental Screening/Public Input	2010-2012
Obtain Funding	Ongoing
Detailed Design	1 to 2 years
Construction	2 to 6 years, beginning 2012

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue, Santa Cruz, CA 95060-3911 * Tel: (831) 460-3200 * Website: www.sccrtc.org

\\\\Rtc\\serv2\\shared\\MBSST\\Fact Sheet\\trail-fact-sheet-Feb-2010-Color.doc
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Sunday, March 7, 2010

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Transportation commission authors legislation to help pay for Highway 17 safety

Sentinel Staff Report
Article Launched: 03/05/2010 12:00:00 AM PST

By GENEVIEVE BOOKWALTER

SANTA CRUZ — The county's homegrown Regional Transportation Commission officially stepped into the state political fray last month after a Santa Rosa senator agreed to sponsor a commission-authored bill to raise money for Highway 17 call boxes, patrol officers and tow trucks.

Sen. Pat Wiggins, D-Santa Rosa, introduced SB 1418 on Feb. 19. The bill, written by transportation commission staff, would allow 31 Service Authority for Freeway Emergencies groups in California to double their fees from \$1 to \$2 on annual vehicle registration bills.

On the Central Coast, the bill would allow the county's transportation commission, which doubles as the local service authority, to use that money for call boxes, tow trucks and additional California Highway Patrol officers, all of which are credited with reducing accidents and backup times on Highway 17.

Around the state, authorities also could collect funds to install call boxes in state and national parks. The fee was last raised in the mid-1980s, commission staff said.

"It's not very often this agency initiates a bill in Sacramento," said George Dondoro, director of the Regional Transportation Commission, on Thursday. Dondoro said the commission partnered with Wiggins after local legislators declined to sponsor the bill.

If passed, "this will ensure the future of our freeway service patrol," added commission transportation planner Grace Blasleslee.

Commissioner and Santa Cruz City Councilman Don Lane and Sen. Joe Simitian, D-Palo Alto, agreed that the bill's success could depend on its presentation.

"When you say to people you're going to double anything, that sounds very dramatic," Lane said. "I think if I heard that, I'd be concerned. On the other hand, if someone says we're going to raise something \$1 per year, I'd say oh well."

Simitian said he did not sponsor the bill because he does not have the time or staff to "do it justice" this year.



"This will be a hard bill," Simitian said. The fight will not be over the program's merit. "It will be all about the money."

If the bill passes and is signed into law, the transportation-commission still must hold public hearings and vote to approve any fee increases before they take effect, Lane said.

Whether it passes or not, the bill helps boost the visibility of the Regional Transportation Commission, which started as an offshoot of county government but now is an independent agency writing proposed state legislation and considering the purchase and operation of a rail line.

Escrow could close this spring in the commission's purchase of the Santa Cruz branch rail line, which stretches 32 miles between Pajaro and Davenport. A hiking and biking trail is planned alongside it.

The commission consists of all five county supervisors; a representative from all four incorporated cities; and three representatives from the Santa Cruz Metropolitan Transit District.

The group's increasing profile is "probably not so much a conscious decision," Lane said. "It's more driven by the issues that are just emerging at different times."

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Th 7a
Application No. 3-09-068
Oppose
Charles Paulden

The Coastal Act includes specific policies (see Division 20 of the Public Resources Code) that address issues such as shoreline public access and recreation, ..., terrestrial and marine habitat protection, visual resources, landform alteration, ..., water quality, ... transportation, ... The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Commission and by local governments, pursuant to the Coastal Act.

Why the road and two bridges through Arana Gulch open space is in conflict with the Coastal Act

Shoreline public access and recreation

This road is almost a mile from the beach and does not lead to the beach.

This is not a beach recreation area.

It is roads that will trisect ESHA .

It will add paving, grading, retaining walls and two bridges in an Urban open space.

The natural retreat from a densely Urbanized area is the highest recreational value for this Coastal Prairie bordered by to riparian corridors.

Terrestrial and marine habitat protection

This road system will cut the habitat into 3 parts.

Habitat Fragmentation is one of the leading causes of loss of species.

The fragmentation of this open space for a road that could be located nearby seems to be counter to the Commissions goal of habitat protection.

Visual resources

The open space of Arana Gulch is a visual resources.

The ability to look around and see an unbuilt environment is an antidote for Nature Deficit Disorder.

The need to be where the hand of development is less heavy is a visual resource.

The Road, grading, retain walls and paving will adversely affect the view of nature, both in the open space and the surrounding area.

The view from Brommer St to the hills is one of the more beautiful views along the coast. It needs to be preserved.

Landform alteration

The grading, cutting, retaining walls, paving and ramps that this road project will require will alter the landform.

This would not be necessary if one of the alternate sites is chosen.

Water quality

Impervious surfaces lead to more Urban Runoff and pollution to the two waterways and the Bay.

Porous surfaces such as decomposed granite were not offered or considered.

This seems out of CEQA compliance when looking at alternatives that are less environmentally destructive.

The examination of other nearby sites, that would not threaten water quality in the same degree, are not adequately examined as less environmentally harmful alternates.

Transportation

This is a transportation project masquerading as an interpretive trail.

A trail that is not paved, that already has access from Mentel Ave in the upper Park and from Brommer and the roads in the upper Harbor, with these same signs would fulfill the need for information without threatening and degrading the area the signage is meant to interpret.

There is access from the upper Park for wheel chair accessibility.

The trails through nature will give visitors a less urban experience then this road across.

The road will bring more people into the area and across it.

This may overwhelm this special bit of ESHA that allows a retreat from the busy Urban areas surrounding it.

While the proponents of this road have conducted a very effective political campaign for this road, the environmental concerns would seem to speak against the use of this site to promote there aims.

One of the main driving forces seems to be that they want a road so that people can get through this area quickly and easily.

Speed and ease are something that the richness of the natural experience provides an antidote to.

While a much less expensive alternate to this road could be chosen, the degradation of this open space for the speed of consumers to get from one shopping area to another seems to be in conflict with the Coastal Act.

Coastal Access will not be increased by this project. That will remain the same.

People can get to the Harbor from Broadway, Brommer, Fredrick St Park and Arana Gulch now.

This will just cut through the Coastal Resource for a road that is not dependent on the Coastal Resource.

The road will degrade this resource and ESHA

Please direct the City to examine the more environmentally sensitive choice of a path from Fredrick St Park

It would connect to the same upper Harbor roads that the Arana Gulch project will access to the coast a mile away.

Please stand up for the Coastal Act.

This project is not Coastal dependent and seems to be in conflict with many of its goals.

All the purported benefits would be realized at much less cost a short distance away.

Bicycle and handicapped access would be gained from the alternate and the Coastal Resource of Arana Gulch would be preserved.

Thank you

Charles Paulden

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Regarding 3-09-068, Arana Gulch Master Plan

MAR 08 2010

Bill Malone
519 Walnut Ave
Santa Cruz

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

From a Coastal Commission brochure:

***What standards does the Commission use in
its permit and land use planning decisions?***

The Commission carries out Coastal Act policies, which seek to:

- **Protect and restore sensitive habitats, including nearshore waters, wetlands, riparian habitat, and habitat for rare and endangered species**
- **Protect and expand public shoreline access and recreational opportunities**

The Arana Gulch Master Plan attempts to address two distinctly different issues:

- 1) The protection and restoration of an Environmentally Sensitive Habitat.
- 2) A transportation project: A Broadway to Brommer bicycle traffic connection

Trying to evaluate them together just confuses the situation and will probably lead to bad decisions and comprises that will diminish both projects.

Everyone agrees that Arana Gulch is an environmentally sensitive habitat with endangered species and that it needs protection and restoration. The addition of a pedestrian orientated, interpretive nature trail meandering through the area would definitely increase visitors to the area and enhance their enjoyment of their visit.

Since this exactly meets the Coastal Act policies described in your brochure (above), I am sure the Commission will readily approve the management and restoration elements of the Plan.

The Broadway to Brommer bicycle traffic connection is a completely different thing. It should be evaluated individually on its own merits. It has nothing to do with the protection and restoration of an Environmentally Sensitive Habitat. Actually, it is highly inappropriate to put a transportation corridor through an ESHA. To do so is probably against Coastal Act policies.

I urge the Commission to remove the transportation project from the Master Plan. Ask the City to resubmit a broader project including routes outside of Arana Gulch. The Broadway to Brommer project is a transportation corridor – an east-west connection between two streets. The bicyclists simply want the fastest way to get from one street to the other. It is not meant for bikers to take it slow and enjoy the scenery. Just the opposite: it is extra wide (eight feet) so bikers can go fast through the area. That's too bad for walkers and strollers wanting to enjoy the peace and serenity of the area.

I'm a bike rider. I ride my bike whenever I can. Admittedly, I'm not a hard-core bike rider. I like riding around town. I especially enjoy riding on paths and trails in natural areas, e.g. in parks or along the coast. It just seems wrong to me to put a bike path through a sensitive habitat area with endangered species. I'd prefer to walk through that area and enjoy it more peacefully.

I know the importance of getting folks out of their cars and to use alternative modes of transportation. I am an active member of a couple local groups working for sensible, sustainable transportation. To reduce greenhouse gases we must reduce vehicle miles traveled – essentially get folks out of their cars. I support and advocate for more and better bicycle paths to encourage and facilitate folks to ride their bikes more. But I strongly oppose an eight-foot wide bike path through an environmentally sensitive area.

The eight-foot width of the path is particularly offensive. The excessive width will encourage bicyclists to speed along the path. Traffic studies have shown that car drivers drive faster on wide streets and slower on narrower streets. I'm sure a similar behavior applies to bicyclists on bike paths. Make the paths in the area a maximum of four-feet wide. We'll all enjoy the area much more without bikers whizzing by.

Also, a narrower, four foot wide path could better follow the terrain (minimizing terrain disturbance and cheaper to build) and better avoid impacts on the ESH Areas.

I understand the bicyclist's need and I support a Broadway to Brommer bike path—but not through an environmentally sensitive area. The bike corridor should be routed outside the Arana Gulch open space or, at the least, routed at the south end: connecting Brommer on the East to Harbor Dr. or Glenview St. on the West (near Frederick Street Park). Check this route: go to Google Maps enter "frederick street park, santa cruz, ca".

In summary: I urge the Commission to approve the plan that will protect and restore the area with a narrower, meandering, pedestrian orientated, interpretive nature-trail path. But not the eight-foot wide bike transportation corridor through the middle of it. An eight-foot wide bike path does nothing to protect and restore sensitive habitat—in fact, probably just the opposite.

I suggest the Commission ask the City to resubmit a bike transportation corridor project separately that also evaluates routes outside of the Arana Gulch open space area. Or, move the bike corridor to the southern edge of the area—that route is not that much longer and will significantly minimize (possibly eliminate) any disruptive impacts on the environmentally sensitive habitat.

I think it will be a win-win if the restoration project and the bicycle transportation project are designed and evaluated individually. One side is sure to lose with this attempt at mixing conflicting uses. Probably both sides!

Arana Gulch is a rare open space sanctuary surrounded by a dense urban area. It is a nature retreat, a place one can go to for peace, to escape from civilization for a while. Help keep it that way.

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MAR 08 2010

Regarding: Coastal Permit Application 3-09-068
Applicant: City of Santa Cruz
Project: Arana Gulch Master Plan

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

The local Commission Staff have received copies of these materials on 3-3-10.
Dear Commissioners:

The California Native Plant Society (CNPS) supports the Americans with Disabilities Act (ADA) access to Arana Gulch AND an east-west bike link. ADA access is not an issue because wheelchair paths can easily be built around the Santa Cruz tarplant habitat and Arana can be enjoyed by persons in wheelchairs. The east-west bike link has a number of alternatives, even off site, which could be just as quick and effective as the one through the middle of sensitive habitat at Arana Gulch. All we ask is that the path goes around the habitat instead of through the middle of it. Throughout the Arana negotiations, CNPS has proposed alternatives that would not bisect the Santa Cruz tarplant population both off site and on site. According to bicycle proponents, one alternative (see attachment), which would simply take the road to the south of its current proposed location, would add approximately 14 seconds to the commute for a normal bicycle rider. This would also create a less steep grade for wheelchair access while simultaneously producing a superior 'coastal' experience, with views from the ocean to the mountains. The currently proposed alignment has a grade too steep for many who use wheelchairs and does not have good areas for viewing the coast.

Most people involved in this issue agree that the area in question is an Environmentally Sensitive Habitat Area (ESHA) and the City's own EIR admits that there is a significant impact to the habitat. Clearly, because of this and the fact that the California Coastal Act gives paramount protection to ESHA preventing ANY non-resource dependent development that would impact the habitat, the current Broadway Brommer project within the Arana Gulch Master Plan cannot be squared with the Coastal Act. The City has created a false choice between bicycle transportation and preserving an endangered species.

Please see the attached map that shows the CNPS southern alternative alignment highlighted in blue.

Thanks for your time and consideration.
Vince Cheap, CNPS Conservation Committee
vince@sasquatch.com
Santa Cruz County Chapter

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CENTRAL COAST AREA

10/9/09

Mr. Dan Carl,

Please vote against the Broadway-Brommer Master Plan as it stands now. There is so much a stake! There will be significant and unavoidable impact to the habitat. This path is also a violation of the E.S.H.A (Environmentally Sensitive Habitat Area) as defined in the CA Coastal Act (policy 30240). The city of Santa Cruz has failed to demonstrate that this proposal project is "resource-dependent" as specified by the act. There is no long term funding for the protection of the Tar Plant.


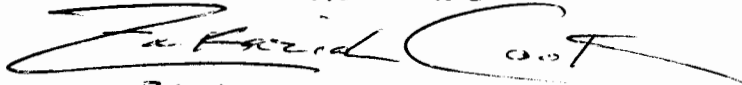
Please we URGE you to approve ONLY the Arana Gulch Master Plan contingent on the removal of the Broadway-Brommer Bicycle Path Connection project (as found in six public use objectives on page 30 of the Draft Master Plan, as well as proportions of Section 3.4)

There are other alternatives outside of Arana Gulch for and proposed east-west bike connection.

Once you take away this beautiful open space, it can never recover. There are other places for bike paths but there are only limited spaces for endangered species and natural habitat.

Thank you for your immediate attention

Sincerely,


Michelle Hernandez

ZAKARIAH COOK

220 SAN JOSE AVE. #A
CAPITOLA, CA 95010

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MAR 02 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

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Thank you for your immediate attention

Sincerely,

B.B. Baker

Bronson Baker

138 Forest Ave.

Santa Cruz

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MAR 02 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

10/9/09

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Thank you for your immediate attention

Sincerely,

Anne Bume

206 Trevelyan Ave
Santa Cruz CA
95062

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MAR 02 2010

10/9/09

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

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Thank you for your immediate attention

Sincerely,



1052 7th Ave

Santa Cruz 95062

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MAR 02 2010

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COASTAL COMMISSION
CENTRAL COAST AREA

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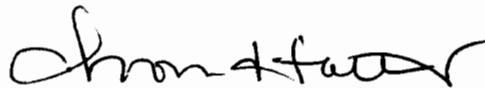
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Once you take away this beautiful open space, it can never recover. There are other places for bike paths but there are only limited spaces for endangered species and natural habitat.

Thank you for your immediate attention

Sincerely,



212 TREVETHAN AVE
SANTA CRUZ CA 95062

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MAR 02 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

10/9/09

Mr. Dan Carl,

Please vote against the Broadway-Brommer Master Plan as it stands now. There is so much a stake! There will be significant and unavoidable impact to the habitat. This path is also a violation of the E.S.H.A (Environmentally Sensitive Habitat Area) as defined in the CA Coastal Act (policy 30240). The city of Santa Cruz has failed to demonstrate that this proposal project is "resource-dependent" as specified by the act. There is no long term funding for the protection of the Tar Plant.

Please we URGE you to approve ONLY the Arana Gulch Master Plan contingent on the removal of the Broadway-Brommer Bicycle Path Connection project (as found in six public use objectives on page 30 of the Draft Master Plan, as well as proportions of Section 3.4)

There are other alternatives outside of Arana Gulch for and proposed east-west bike connection.

Once you take away this beautiful open space, it can never recover. There are other places for bike paths but there are only limited spaces for endangered species and natural habitat.

Thank you for your immediate attention

Sincerely,

Tim Hill

121 Mentel Ave
Santa Cruz CA 95062

RECEIVED

MAR 08 2010

TO: The California Coastal Commission

RE: Application by the City of Santa Cruz for a development permit for Arana Gulch

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

We, the undersigned, petition the California Coastal Commission to deny a development permit to the City of Santa Cruz for the construction of bicycle transportation projects on the Arana Gulch Greenbelt (the Broadway-Brommer Bicycle-Pedestrian Connection). We strongly support science-based resource management for the endangered Santa Cruz tarplant and all associated floral and faunal species in the Arana Gulch Greenbelt.

Name	Address	
<i>[Signature]</i>	1231 Andrew Lane	Santa Cruz 95062
Colleen Lumsford	1217 Andrew Lane,	Santa Cruz 95062
<i>[Signature]</i>	123 Green Street	Santa Cruz 95060
<i>[Signature]</i>	123 Green St	S.C. 95060
<i>[Signature]</i>	101 Sonata Ln,	Aptos CA 95003
<i>[Signature]</i>	387 Las Pases Way,	Sac., CA
Marilyn Louren	5308 Tiburon Way	Sac., CA.
<i>[Signature]</i>	5308 TIBURON WAY	SACRAMENTO CA
Gina Miza	5048 EAST	MT VIEW 94043
Nath Brown	10165 Empire	Cupertino 95014
Joan Marshall	3134 OAK KNOLL DR	RWC
<i>[Signature]</i>	10165 Empire Ave	Cupertino 95014
DAVID BROWN	144 E MORNING GLORY DR.	PETALUMA, CA 94954
Bruce Bratten	82 Blackburn St	*216 Santa Cruz, CA 95060
Jordan Pusser	252 Swanton Blvd	S.C. 95060
Pan Nibben	218 LINST.	Santa Cruz CA 95060
Gunn Bomberger	92 Glen Lake Dr.	Pacific Grove, CA 93950
Sesalee LaPadra	17 Glen Lake Dr.	PG CA 93950

Send signed petitions to:

California Coastal Commission, District Office, 725 Front Street, Suite 300, Santa Cruz, CA 95060

Petition completed this date: 3-4-10

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

TO: The California Coastal Commission
RE: Application by the City of Santa Cruz for a development permit for Arana Gulch

We, the undersigned, petition the California Coastal Commission to deny a development permit to the City of Santa Cruz for the construction of bicycle transportation projects on the Arana Gulch Greenbelt (the Broadway-Brommer Bicycle-Pedestrian Connection). We strongly support science based resource management for the endangered Santa Cruz tarplant and all associated floral and faunal species in the Arana Gulch Greenbelt.

Name	Address
Lynore L'wme	3033 Wisteria Aptos CA
CE Belton	9806 CUB PLACE CARMEL, CA
Sandy Greenberg	BOX 648, Saguaro CA
Rod McHugh	222 Alhambra Santa Cruz
Vivian Larking	220 San Jose Ave. S.C. CA 95060

Send signed petitions to:

California Coastal Commission, District Office, 725 Front Street, Suite 300, Santa Cruz, CA 95060

Petition completed this date: 3-5-10

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RICHARD AND ANDREA CRISWELL

MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

March 2, 2010

Th7a ---OPPOSITION

California Coastal Commission

Central Coast District Office, 725 Front Street Santa Cruz, CA. 95060

RE: Arana Gulch Draft Master Plan

Dear Coastal Commission Members,

Our main concern, is the Hagemann Gulch Bridge and the West Entrance to Arana Gulch.

WHERE WE ARE LOCATED: 422 Harbor Drive, see enclosed maps

HISTORY ON PROPERTY: 1961-House built, 1968- City acquisition started for Broadway-Brommer Road connection, 1972-House Moved to make room for road, Construction phase never started. 1994-Green belt acquired by city. 1974 – 1998- land adjacent to our property vacant. This land has been maintained by our family since 1974. In 1998, we tried to acquire a part of this property from the city, so we could straighten the property line and install fences to secure our property. In 2001 we were informed that this would not be possible because the city had other plans in the works. 2003-Start of bike path proposals. 1968 – 2006 – 2010, 42 years of unrest.

HAGEMANN GULCH BRIDGE AND WEST ENTRANCE TO ARANA GULCH: Hagemann Gulch consists of riparian scrub and oak woodland. This is how it is referred to in the EIR. What we see are Oaks and Eucalyptus trees. These trees are inhabited by squirrels, red tailed hawks and blue herons as well as monarch butterflies and many other species of birds and animals. . We have watched, over the last few years, surveyors marking trees for removal and there are many of them. This is all being done in preparation for installing the bridge across Hagemann Gulch. We thought that when the GREEN BELT-ARANA GULCH property was purchased this was meant to protect the wildlife and habitat.

When the GREEN BELT-ARANA GULCH was purchased we felt a sense of security for the wildlife and habitat, as well as for our back yard. Now, again, we are faced with many new problems: SAFETY, who will patrol this area? We already know that there are not enough police or park rangers to go around. A bridge will open this area to many problems in the neighborhood , ie. vandalism, substance abuse, and transients sleeping in an easily accessible area that is not patrolled by anyone. This opens OUR property and other properties in our neighborhood ,

to more intrusion and possible damage.

In closing, the ARANA GULCH property is an asset to our community. It already gives people access to the park from the harbor and from Agnes st. If better trails and walkways are needed so be it. Don't open it to more problems. Let the park stay in its protected natural state "GREEN BELT". We would like to invite any interested commision members to view the Hagemann Gulch area, and what a bridge would look like, from our back yard.

Enclosures: 2

Sincerely,

Richard & Andrea Criswell



Dan Coyro/Sentinel photos
A pedestrian/bike-trail bridge would be built at the edge of Richard Criswell's Harbor Drive home to span Hagemann Gulch and connect with the west end of Arana Gulch Canyon Trail.

3-09-068 (TRANT Gulch)

Carole DePalma
2001 Brommer ST.
Santa Cruz, CA

To: All Coast Commissioners

RECEIVED

" Susan Craig and Dan Carl

MAR 08 2010

MAR 1, 2010 9506:

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Staff & Commissioners:

I am a former member of The Central Coast Regional Commission and The Santa Cruz City Council (1975-1979.) I live near, and use this OPEN SPACE frequently, usually with my dog.

I am opposed to this project, which is not consistent with The Coastal Plan. My opposition is based on 3 points.

① The project uses ADA money and purports to be for the elderly and disabled, yet no Public Restrooms are included. Instead, staff says The Public can use The Facilities at The Harbor or Frederick ST. Park. The restrooms at The Upper Harbor are closed to The non-boating public except for one on The East Side by The Murray ST Bridge. To get to Frederick ST Toilets, a wheelchair or stroller would have to travel down several blocks along Frederick ST. This shows That This project is REALLY designed For Cyclists who are going Thru The Park as fast as possible. (COMMUTERS.)

② The paved path and bridge disturbs an ESHA and does NOT provide access to The Coast.

③ The fenced cow pasture is unnecessary and would disturb views. The tarplant can propagate with mowing. Please, do not disturb this precious green, quiet open space with a FAST TRACK for Bikes.

Sincerely
Carole DePalma

March 5, 2010

Dear Coastal Commission Staff,

In reference to the Arana Gulch Master Plan, application 3-09-068, item Th 7a I would like to urge the California Coastal Commission (Commission) to reject the Project as proposed until the non resource dependent Broadway-Brommer bicycle path is removed or reconfigured to avoid the significant disruption of endangered species habitat values within the Environmentally Sensitive Habitat Area (ESHA). There are many feasible and reasonable alternatives that the Commission should adopt to protect and enhance endangered species habitat within the ESHA, improve the Arana Gulch trail system for users with various mobility methods, increase educational and informational opportunities, and facilitate east west bicycle commute options.

In addition I anticipate the following problems and concerns with the project as planned. The combination of a transportation project and a interpretive trail creates conflict among users. Bicyclists will have to thread their way through passive users such as wheelchairs, people pushing strollers, people with leashed or unleashed dogs.

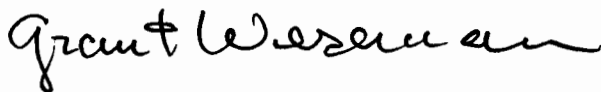
Peaceful contemplation of the natural flora and fauna will be negatively impacted by traffic flow. Inevitable, if occasional, use by motorized bicycles and scooters, as are seen on city bike lanes presently, will create disturbing levels of noise (think of chain saws) and odors. Safety of walkers and wheelchair users will be compromised by higher speed bicycle users.

County-wide failure to enforce dog leash laws (off-leash dogs are currently rampant in Arana Gulch) will result in injury-producing collisions and entanglements between dogs and bike riders.

Clearly the inclusion of the Broadway/Brommer bicycle path link does not pass the test of "resource dependency" required by the Coastal Act for building on ESHA. To suggest that bicycle commuters will be able/likely to read interpretive signage whilst whizzing through the ESHA of Arana Gulch is somewhat disingenuous. As is the claim that the Arana Gulch trail segment will somehow be a part of the California Coastal Trail or the Monterey Bay Sanctuary Scenic Trail. Both of these trails are slated to follow the alignment of the railroad tracks or Murray St./E. Cliff Dr. where views of the coast are much more prevalent.

Thank you for your attention to this matter,

Sincerely, Grant Weseman, 4657 Branciforte Dr., Santa Cruz, CA 95065



Mr Grant Weseman
4657 Branciforte Dr
Santa Cruz, CA 95065-9620

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

March 1, 2010

Dear Coastal Commissioners,

My name is Nate Trumble and I live at 822 Cayuga in the Seabright neighborhood and have been employed in the bicycle industry for nearly 20 years. Recently, at my work, there appeared some postcards for our customers to simply sign and send to you, asking for approval for the Arana Gulch bridge and bike path. Normally a new bike path sounds fine, but in this case I would strongly disagree and I would ask for you to reject any such request.

Where I live, having a path through the gulch would be closer, but I have never had any problem getting to 41st or any other destination on that side of town using either Soquel or Murray St. Bridge by bicycle. I can remember, not so long ago, Soquel Ave. had areas of no bicycle lanes and now that we have them the same organizations that helped with putting them in are calling them dangerous.

In candid conversations with coworkers and customers there is a bobble-head nodding response to any bike path approval. Unfortunately, many of these same people don't walk through or even realize what an oasis Arana Gulch is. (Many do not even know WHERE it is...) Walking my dog or riding my bike through the gulch is a treat and is an asset to Santa Cruz. Where else is there such an area that has been left alone in a growing urban environment?

I fear that having this kind of access will not only promote unwanted transient use but would require the need to patrol it. That puts an additional burden and expense on our police department or harbor patrol. With such controversy, I again strongly urge you to do the easiest and less expensive thing and vote NO on the Arana Gulch liability project.

Sincerely,

Nate Trumble
822 Cayuga St.
Santa Cruz, CA. 95062
(831) 331-3349

Susan Craig
Coastal Commission
Permit # 3 09 068
Item No. Th7a

In Opposition

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

I am in opposition to any "improvements" to Arana Gulch, because:

We, the people bought the land for open space and for no other reason

We the people hire you to be frugal, accountable and practical with our money, if it is federal, state or city . All these monies come from our pockets. The alternatives to this project have been discussed in detail before. They are practical.

Our city, state and nation are in debt. We cannot afford to spend our children's and grandchildren's money. Period.

I fear that the Chinese some day will come and say: you owe us, and your money is worthless, I want Arana Gulch plus your Parks for payment of what you owe....

If you, our servant, who get paid by us, the people, keep using our credit card without restraint because our children will pay for it in the future, we will just have to kick you out of office. We are learning not to give the keys of our cars to drunken driving offsprings. ...

Maya Sapper
Santa Cruz

Maya Sapper

M. Sapper
1210 Route 14
Santa Cruz Ca 95062

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

March 4, 2010

Perry DiBenedetto
400 Owen St.
Santa Cruz, CA. 95062

California Coastal Commission

725 Front St., Suite 300

Santa Cruz, CA 95060

Dan Carl, District Director,

Concerning the Arana Gulch plan to pave a bike trail:

Why not locate the bikeway on the already degraded railroad right of way instead of on the ESHA? Why pave over more natural places when theres a good alternative? The proposed bike path will adversely impact the

Sensitive, Threatened and Endangered Plants Living in Arana Gulch:

Santa Cruz tarplant (*Holocarpha macradenia*)
San Francisco popcorn flower (*Plagiobothrys diffusus*)
Point Reyes horkelia (*Horkelia marinensis*)
Maple-leaved checkerbloom (*Sidalcea malachroides*)
Gairdner's yampah (*Perideridia gairdneri* ssp. *borealis*)

The proposed bikeroad through Arana Gulch Greenbelt has identified, at minimum, the following 24 mature live and healthy trees for removal:

2 Coast Live Oak (*Quercus agrifolia*)
4 California Bay (*Umbellularia californica*)
1 California Buckeye (*Aesculus californica*)
15 Eucalyptus (*Eucalyptus globulus*)

Depending on road-design alternatives, additional Poplar, Eucalyptus and Coast Live Oak trees could be added to the removal list.

Additionally, a significant number of other Arana trees would require limbing and/or trimming to make room for the bikeroad.

As a biker, Id be happy with the RR right of way made

into a safe bike lane to access those parts of town.

Please approve the Arana Gulch Master Plan without the paved Broadway-Brommer bike trail.

Thank you for protecting our coast,

Perry DiBenedetto



CENTER for BIOLOGICAL DIVERSITY

Because life is good.

*protecting and restoring natural ecosystems and imperiled species through
science, education, policy, and environmental law*

via electronic and US mail

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

March 3, 2010

Mr. Dan Carl
Ms. Susan Craig
California Coastal Commission
725 Front Street
Santa Cruz, CA 95060

Re: Item Th7a, Application 3-09-068-Master Plan for Arana Gulch, Broadway-Brommer
Pedestrian-Bicycle Path

These comments are submitted on behalf of the Center for Biological Diversity ("Center") on the City of Santa Cruz's Master Plan for Arana Gulch. The Center urges the California Coastal Commission ("Commission") to reject the Project as proposed until the non resource dependent Broadway-Brommer bicycle path is removed or reconfigured to avoid the significant disruption of endangered species habitat values.

While the Center applauds the City's efforts to develop the Arana Gulch Habitat Management Plan in accordance with the "Management Program for the Santa Cruz Tarplant (*Holocarpha macradenia*) Population at Arana Gulch", the significant impacts of the Broadway-Brommer Pedestrian Bicycle Path on the endangered Santa Cruz tarplant must be avoided. Alternatives exist that the Commission should adopt to protect and enhance endangered species habitat within the Environmentally Sensitive Habitat Area ("ESHA"), improve the Arana Gulch trail system for users with various mobility methods, increase educational and informational opportunities, and facilitate east west bicycle commute options. Unfortunately, the Project, as proposed, avoids win-win solutions to improve the environment, education, accessibility, and non-automobile transportation.

The Endangered Santa Cruz Tarplant in Arana Gulch

The Santa Cruz tarplant is listed as "endangered" by the State of California under the California Endangered Species Act, and "threatened" under the federal Endangered Species Act. As an endangered species the state of California has determined that the Santa Cruz tarplant "is in serious danger of becoming extinct." Cal. Fish and Game Code § 2062. The legal designation of endangered is supported by the dire factual circumstances of the few remaining Santa Cruz tarplant populations.

Arizona • California • Nevada • New Mexico • Alaska • Oregon • Illinois • Minnesota • Vermont • Washington, DC

Jonathan Evans, Staff Attorney
351 California St., Ste. 600 • San Francisco, CA 94104
tel: (415) 436-9682 x 318 fax: (415) 436.9683 email: jevans@biologicaldiversity.org
www.BiologicalDiversity.org

erroneously asserted that, contrary to the Environmental Impact Report ("EIR"), no significant habitat impacts would result from the Project. The Commission cannot selectively adopt portions of the EIR while rejecting other portions of the EIR where convenient.

The Draft EIR for the Arana Gulch Master Plan recognizes that the expanded trail system, including the Broadway-Brommer bike path, would result in a significant and unavoidable impact to the Santa Cruz tarplant and its habitat.⁹ In analyzing the impacts to the Santa Cruz tarplant and its habitat the EIR recognized that that impacts from the Project's trail components "would remain significant and unavoidable because it cannot be fully ensured that all tarplant habitat would be protected."¹⁰ The DEIR made this determination because the Project would result in significant impacts to the environmentally sensitive tarplant habitat due to the following: "routing of trail segments through historic Santa Cruz tarplant habitat" resulting in "a direct loss of habitat for the species"; "[c]onstruction of trails... [that] would result in permanent loss of tarplant habitat within the width of the trail"; disturbance of additional tarplant habitat outside the trail footprint by pedestrians and bicyclists; and indirect effects of construction such as deposition of fill, altered hydrology, or the introduction of weeds.¹¹ Thus, the significant disruption of habitat from the Broadway-Brommer bike path must be recognized by the Commission and cannot be dismissed.

The Coastal Act also prohibits non-resource dependent uses within an ESHA. In other words "only uses dependent on those (ESHA) resources shall be allowed." Pub. Res. Code § 30240(a). In the present case the staff report attempts to assert that a transportation project—developing an east-west bicycle corridor—is a resource dependent use because portions of the bike path "function as an interpretive path." Simply including interpretive signage does not convert a transportation project to a "resource dependent" use. This is tantamount to permitting a road within a wetland ESHA as long as interpretive signage describing the filled wetlands is displayed at a roadside stop, or permitting the development of an educational institution within an ESHA as long as that institution includes some educational discussion of the resources that were destroyed to permit its development. This type of justification must be flatly rejected. Interpretive uses can be facilitated for all mobility levels without this non-resource dependent transportation oriented path.

The Commission Should Adopt Alternatives to the Broadway-Brommer Bike Path that Avoid Significant Disruption of Habitat

The Commission should reject the Broadway-Brommer bike path in favor of less environmentally destructive alternative. The state legislature has declared that "stage agencies should not approve projects as proposed which would... result in the adverse modification of habitat essential for the continued existence of the species, if there are reasonable and prudent alternatives available" that would conserve the species essential habitat. Cal. Fish and Game Code § 2053. The Broadway-Brommer bike path component of the Project would destroy critical habitat for the Santa Cruz tarplant —essential for the continued existence of the species.

⁹ City of Santa Cruz 2006, Arana Gulch Master Plan DEIR at 4.2-43.

¹⁰ City of Santa Cruz 2006, Arana Gulch Master Plan DEIR at 4.2-44.

¹¹ City of Santa Cruz, Arana Gulch Master Plan DEIR at 4.2-42 to 43.

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Nanda Wilson

400 Owen St

Santa Cruz, CA

March 4, 2010

California Coastal Commission

725 Front St., Suite 300

Santa Cruz, CA 95060

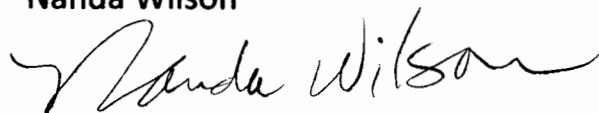
Dan Carl, District Director,

Concerning the Arana Gulch plan to pave a bike trail:

Why not locate the bikeway on the already degraded railroad right of way instead of on the ESHA? Why pave over more natural places when there's a good alternative? As a biker, I'd be happy with the RR right of way made into a safe bike lane to access those parts of town.

Please approve the Arana Gulch Master Plan **without** the paved Broadway-Brommer bike trail.

Thank you for protecting our coast, Nanda Wilson

A handwritten signature in black ink that reads "Nanda Wilson". The signature is fluid and cursive, with a long, sweeping underline.

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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To: DAN CARL
District Director
California Coastal Commission

Re: Paved Bike trail - Broadway to Brommer, Arana Gulch

Please approve the Arana Gulch master plan WITHOUT
the paved bike trail. A paved bike trail can
be on the railroad right of way or shortcuts can be
done through Frederick street park. Please do not pave
one of the few remaining natural areas of Santa Cruz.
Paths are OK, but please - No pavement! Arana
Gulch is already accessible by bicycle. No need to
pave it.

Thank you for listening.



DIANE ERICSSON

322 8th Ave

Santa Cruz CA 95062

Commissioners,

It is My hope that Your decision on Arana Gulch will be to Separate the Management Plan From the Transportation "Project" in the EIR now called an Interpretive Trail , and that You will Vote in favor of the management Plan and against the "Project" as it now exist .

There is an issue with the History of this Project that needs some clarification . Originally the City purchased a Right of way through the property with the intentions of building a road connecting Broadway and Brommer streets , and because of a massive outcry from the Citizenry that idea was eventually dropped , once the City bought the property as Open Space Public Works came forward with the "Bike Hi-Way" proposal , and once again there was Great resistance to the planed Project , and over the course of 15 or so Years the "Project" has morphed into what is now called an "Interpretive Trail" , well no matter how many layers of "Pig Lipstick" is put on this "Project" it is still a Non-Resource Dependent Transportation Project , adding a few signs does not change the underlying "Project". The "Project" as put forth by the City has always had the preferred alternative within the Original Right of Way .

All of the Goals of an Interpretive Trail can be Met Via the Northern entrance on Agnes St. which include Wheel-Chair access , with very little if any disruption of the ESHA .

Other Factual information that is missing from Your Staff Report is the City's lack of Management of any of It's Green-Belt Properties , Moore Creek and the Pogonip are both overrun with Homeless People that have left a trail of destruction and devastation at Both sites , Arana Gulch also has a small Homeless encampment near Capitola Rd. , Building a Bridge over Hagemann Creek will most assuredly bring about the same destruction from Campers as has been the case in the other Properties .

The City's Management , or lack there of , of the ESHA in Arana Gulch can best be described as "Extinction by Neglect" , therefore Your Staffs suggestion that the "Project" be approved with conditions many of Which the City has thus far Proven it Can't perform is foolhardy at best .

Also the City in It's EIR of the "Project" has never Identified where it is that the Funds to manage the ESHA will come from .

Given the Fact that this "Project" is not Coastal or Resource Dependent in keeping with section 30340 of the California Coastal Act , I see no other option for You other than rejecting this "Transportation Project" .

Thank You ,
Scott Graham
Santa Cruz, Ca.



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MAR 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

K

Dee Kenville
161 Hagemann Ave.
Santa Cruz, CA 95062-2212



FEB 25 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Sir,
I have lived in this neighborhood
for over 30 yrs & enjoyed Arana
Culch as-is. Please do not bring
heavy equip in to make a bike path
& destroy this precious habitat.
The eastside needs this slice of
nature as-is. Come & enjoy it
& see why.

If you must put in a
bike path please use the
Fred St Park existing bike
path!

Thank you.
Dee Kenville
Dee Kenville
831 331-3931

To:

Dan Carl, District Director
Calif Coastal Commission
725 Front St Suite 300
Santa Cruz, CA
95060

Nature's Design
P.O. Box 296,
Davenport, CA 95017
Photograph by
FRANK S. BALTHIS © 2002
Printed in U.S.A.
FB 295

PLEASE DO NOT WRITE BELOW THIS LINE, SPACE RESERVED FOR U.S. POSTAL SERVICE.



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FEB 25 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA



Lin Wyant
7303 Glen Haven Rd
Soquel CA 95073-9583

February 23, 2010

*Dan Carl, District Director
California Coastal Commission
725 Front St. Suite 300
Santa Cruz, CA 95060*

*I want to urge the Coastal Commission to approve the
Arana Gulch Master Plan without the paved
Broadway - Brummer bike trail which can and
should be located on the railroad right of way
rather than through an Environmentally Sensitive
Habitat Area.*

*Sincerely yours,
Lin Wyant*

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
 725 FRONT STREET, SUITE 300
 SANTA CRUZ, CA 95060
 PHONE: (831) 427-4863
 FAX: (831) 427-4877
 WEB: WWW.COASTAL.CA.GOV

Th7b

Prepared March 10, 2010 (for March 11, 2010 hearing)

To: Commissioners and Interested Persons

From: Dan Carl, District Manager *DCM*
 Katie Morange, Coastal Planner *KM*

Subject: **STAFF REPORT ADDENDUM for Th7b**
CDP Application Number 3-10-003 (Del Monte Forest to Carmel Beach Trail)

The purpose of this addendum is to modify the staff recommendation for the above-referenced item. Specifically, staff would like to clarify the permit conditions related to new landscaping proposed along the trail and minor improvements to existing trail segments within the alignment. Thus, the staff report is modified as shown below (where applicable, text in underline format indicates text to be added, and text in ~~strikethrough~~ format indicates text to be deleted):

Revise Special Condition 1 on staff report page 13 as follows:

- Final Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit two full size sets of revised Final Plans to the Executive Director for review and approval. The revised Final Plans shall be in substantial conformance with the plans submitted to the Coastal Commission (dated received in the Commission's Central Coast District Office on January 15, 2010, and titled "Carmel Way Pedestrian Trail," "North San Antonio Avenue Pedestrian Trail," and "Carmel Beach Stairs" prepared by WWD Corporation) except that they shall be revised and supplemented to: 1) provide a boardwalk across the North Dunes area constructed of natural wood materials designed in such as way as to blend as much as possible with the dune aesthetic; 2) omit decomposed granite at the top stairway landing and instead make a seamless connection between the boardwalk and the top stairway landing; 3) provide an overlook area at the top of the stairway, including a bench if feasible; 4) modify the path alignment on Carmel Way to avoid crossing the parking area near the Carmel gate and instead extend along the seaward side of the parking area off pavement (and on a decomposed granite path segment); 5) extend the decomposed granite path segment near the restroom along Carmel Way so that it provides seamless connection to decomposed granite path segments on either side; ~~and~~ 6) modify fence design so that supporting poles do not extend above pickets, and use 4"x4" poles and 2"x4" supports if feasible.; 7) repair and/or improve, as necessary, the existing trail between the 4th Street/North San Antonio intersection and the dune area so that it is safe and functional for public access use; 8) demarcate a 4-foot wide area of the existing trail (through striping, stenciling, or other method to clearly delineate the path) where it extends across pavement at the 4th Street/North San Antonio intersection (extending from North San Antonio Avenue to the existing decomposed granite trail segment); and 9) require all trail landscaping to be native plant species of local stock and appropriate to the surrounding habitat type, and prohibit non-native and/or invasive plant species along the trail. ...



Revise the first paragraph of the findings on staff report page 10 as follows:

The proposed trail and associated improvements are for the specific purpose of expanding and enhancing public recreational and interpretive access in the southern Del Monte Forest and Carmel Beach North Dune areas, and to provide California Coastal Trail (CCT) connection through this area. The trail would comprise an important new link in the CCT that would connect the existing Del Monte Forest trail system to the City of Carmel's trail system. The project area has long been identified as a significant gap in the CCT that limits access into the Forest, and ultimately limits access through the Forest and connecting to upcoast Pacific Grove at Asilomar Dunes. The project's multiple public access improvements, including restoration of the historic Redondo Trail, development of a new pathway along Carmel Way and North San Antonio Avenue, and a new path and stairway to Carmel Beach, would increase and improve public access and recreational opportunities that are currently not available or are underutilized at this location. Coastal Act policies demand that maximum public recreational access opportunities and low-cost recreation facilities be protected, encouraged, and provided. The proposed project will further Coastal Act goals in the Del Monte Forest and City of Carmel. To ensure full consistency with Coastal Act access requirements, Special Condition 1 requires minor repair and improvements to existing access segments along the alignment as necessary to ensure the entirety of the trail is safe and functional for public access use; Special Conditions 32 and 6 require that the trail be maintained and unobstructed in perpetuity for public use;; and Special Condition 4 requires that the Del Monte Forest trail map be updated to show the new trail and its connectivity to the existing system.

Revise the third paragraph of the findings on staff report page 12 as follows:

As such, a boardwalk through the dunes is appropriate to provide maximum public access, and it would also be consistent with the Coastal Act's ESHA protection requirements. Accordingly, Special Condition 1 requires a boardwalk over this approximately 520-foot long segment of the trail alignment. The project has also been conditioned (Special Conditions 1 and 2) to require directional and interpretive signage along this accessway to enhance the public's understanding and knowledge of dune habitat. In addition, to ensure that construction activities do not degrade the forest, dune, and beach habitat areas, Special Condition 5 requires a construction plan that minimizes construction activities and staging and otherwise protects these areas from construction equipment and materials, and Special Condition 1 requires that the all trail landscaping (such landscaping is only proposed along North San Antonio Avenue) be native, non-invasive species of local stock and appropriate to the surrounding habitat type (i.e., dune and forest) so as not to introduce any invasives and/or non-native plants that could compromise the native habitats. Finally, although not part of this project, the recently Commission-certified Del Mar Master Plan provides a detailed restoration and habitat protection plan for this area that will re-establish the natural dune system and provide for continuation of the habitat.



Th 76

Robin Wilson

P.O. Box 5247, Carmel, CA 93921
e-mail: robinwilson@comcast.net

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MAR 02 2010

March 1, 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508

In re: 3-10-003 Coastal Trail improvements in Carmel

As a long-time resident of San Antonio Avenue in Carmel (and for many years the only full-time resident of the two northernmost blocks), I have too often witnessed near misses as pedestrians on their way to and from the beach or the Pebble Beach golf course walk along this narrow and very busy street. Accordingly, I welcome the proposed new trail walkway and urge its approval for both aesthetic and safety reasons.

Sincerely,



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City of Carmel-by-the-Sea

POST OFFICE BOX CC
CARMEL-BY-THE-SEA, CA 93921
(831) 620-2000

RECEIVED

MAR 08 2010

Th7B
Application #3-10-003
Mayor Sue McCloud
In favor, with revisions

8 March 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Charles Lester
Senior Deputy Director
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508

Subject: Carmel-by-the-Sea Beach Trail
Application # 3-10-003
March 11, 2010 Commission meeting

Dear Dr. Lester:

The City of Carmel-by-the-Sea looks forward with anticipation to the proposed Carmel trail and beach access improvements. This trail would then complete a pathway from our northern border with Pebble Beach to our southern border with Monterey County. We wish to thank Coastal Commission staff for working with the City to complete this project.

The City would like special condition #1 revised to eliminate the requirement for a boardwalk across the North Dunes. The Commission's staff report indicates that the Del Mar Master Plan (DMMP), certified by the Commission in January of this year, "explicitly calls out the use of boardwalks for this purpose at this precise location". However, Policy P4-18 of the DMMP actually states:

"Consider construction of boardwalks or other improvements to aid beach circulation, protect tree roots and protect the sensitive vegetation in the North Dunes area." (emphasis added)

The City understands Coastal staff's request for a boardwalk. However, the policy clearly gives discretion to the City to determine whether a boardwalk should be installed.

During the development of the DMMP, the City held seven separate public hearings over the course of more than one year. The result of the public process was that the North Dunes should remain in their natural state without the use of boardwalks. One of the main reasons was that we do not have boardwalks in Carmel and these would be in such an isolated spot it would be impossible to check them frequently for maintenance and vandalism. We would thus like to see the extensive public process stand.

Additionally, like most California cities, the City of Carmel-by-the-Sea is under severe budget constraints. The condition requiring the boardwalk will add between \$40,000 and \$50,000 to the project, not to mention yearly maintenance costs. This has not been included in any of the City's budget estimates for the project and, therefore, has not been approved by the City Council.

We hope that you will join with us in honoring the public process by revising special condition #1 to eliminate the requirement for construction of a boardwalk through the North Dunes.

Sincerely,

A handwritten signature in cursive script that reads "Sue McCloud".

Sue McCloud
Mayor

cc: Mark Stone, Coastal Commissioner
Rich Guillen, City Administrator
Sean Conroy, Planning & Building Manager
Gerard Rose, Council Member
Karen Sharp, Council Member
Ken Talmage, Council Member
Paula Hazdovac, Council Member