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Appeal Filed:	7/8/2013
49th Day:	Waived
Staff:	Ethan Lavine - SF
Staff Report:	4/3/2015
Hearing Date:	4/15/2015

APPEAL STAFF REPORT: SUBSTANTIAL ISSUE DETERMINATION ONLY

Appeal Number:	A-2-SON-13-0219
Applicant:	California Department of Parks and Recreation
Appellant:	California Department of Parks and Recreation
Local Government:	Sonoma County
Local Decision:	Coastal development permit application number CPH12-0004 denied by the Sonoma County Board of Zoning Adjustments on January 17, 2013, and that denial upheld through an appeal to the Sonoma County Board of Supervisors on June 18, 2013.
Location:	At 14 State Parks parking areas located within Sonoma Coast State Park and Salt Point State Park at Stump Beach, Russian Gulch, Goat Rock (at Blind Beach, South Lot, North Lot, and Arched Rock), Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek (North Lot and South Lot (Bean Avenue)), Campbell Cove, and Bodega Head (Upper and Lower Lots) along some 35 miles of coast in Sonoma County.
Project Description:	Install 15 self-pay devices (iron rangers) and signage and sign posts within existing parking areas.
Staff Recommendation:	Substantial Issue Exists

SUMMARY OF STAFF RECOMMENDATION

Sonoma County denied a coastal development permit (CDP) application submitted by the California Department of Parks and Recreation (hereinafter “State Parks”, “DPR”, “the Applicant”, or “the Appellant”) to install 15 self-pay devices (or “iron rangers”) and associated signage and sign posts within 14 existing parking areas located in Salt Point State Park and Sonoma Coast State Park extending along some 35 miles of Sonoma County coastline. State Parks has appealed that denial decision to the Commission, and is requesting that the Commission find a substantial issue with the County’s CDP denial, and that the Commission take jurisdiction over the CDP application and ultimately approve the iron rangers project.

There is a great deal of public interest in this appealed decision, and it is important to understand the Commission’s role at this “substantial issue” public hearing. The Commission’s role at this phase of this appeal is to decide whether the appeal of the County’s action raises a substantial issue with respect to the grounds on which the appeal was filed. The grounds for this appeal of the County’s denial¹ are limited to a claim by the Appellant that the denied development conforms to the provisions of the certified Sonoma County Local Coastal Program (LCP) and to the public access policies of the Coastal Act. The Commission is charged with reviewing the project as proposed to the County at the time of the County’s denial in light of the appeal contentions in a substantial issue hearing, and the Commission is not charged with reviewing new proposed project modifications, at this time.²

State Parks contends that the County-denied project is consistent with Coastal Act public access policies. State Parks further contends that the denied project was designed in a manner consistent with fee collection devices approved at a number of statewide State Park locations by the Commission in 1991 and 1992,³ which were also the subject of the court case *Surfrider Foundation v. California Coastal Commission* (26 Cal. App. 4th 151). In that case, the California Court of Appeal⁴ upheld the Commission’s approval of the CDPs authorizing multiple fee collection devices, finding in part that the Commission made adequate findings supporting its decision that the fee collection devices were consistent with the Coastal Act’s public access policies. State Parks contends that the proposed project is in compliance with the appellate case, and therefore the project is fully consistent with the Coastal Act public access policies.

After reviewing the local record, it is clear that the County had valid reasons under the Coastal Act and the LCP to deny the proposed project. In denying the project, the County found that the iron rangers would adversely impact existing available public access in a variety of ways,

¹ Denial decisions can only be appealed for “major public works” projects, which include certain publicly financed recreational facilities, such as the proposed iron rangers project.

² On this point it is noted that DPR provided a package of materials to the Commission on March 26, 2015 that included new information that revised DPR’s proposed project (including with respect to identifying a proposed fee, fee program, and other implementation details) but that were not provided to and not before the County when the County made its CDP decision. The project revisions are likewise not before the Commission for consideration of substantial issue. The Commission would consider these revisions were it to find substantial issue and take jurisdiction over the CDP application for the proposed project.

³ Via approval of CDPs XS-90-1 through XS-90-16.

⁴ California Court of Appeal First District, Division 6.

including reducing general public access overall, disproportionately reducing access for lower income users, and causing a variety of impacts associated with increased use of highway pullouts and similar such informal parking areas along the coast when users searched for alternatives to paying fees (leading to potential safety, habitat, and other resource issues). Critically, there was a lack of specificity associated with DPR's proposal, not the least of which being DPR's lack of identification of what the fee amount or fee program was proposed to be, as well as lack of detail regarding the potential resultant effects on public access. The County found that denial was warranted in part due to the lack of evidence to support a finding that access would not be reduced. The County was also concerned that there was no assurance that the fees collected would be put back into Sonoma County State Park units, as opposed to going to other State Parks statewide. Overall, the County made the case that access to the 55-mile Sonoma County coast is predominantly automobile driven, and that the project as a result would have significant adverse impacts to public access inconsistent with the Coastal Act and the LCP. Based on a review of these County findings, the Commission might decide that the appeal by DPR raises "No Substantial Issue" and uphold the County's denial of the project.⁵

At the same time, it is clear that the County's denial of the iron rangers project could impact State Parks' ability to increase revenue generation as required by recent legislative and administrative mandates, and thus has implications on DPR's ability to fund operations at State coastal parks not just in Sonoma County but in coastal State parks overall. Despite the validity of the County's concerns, the denial of DPR's proposal raises a series of statewide issues that arguably warrant that the Commission take jurisdiction over the CDP application and consider the issues and concerns – of not only State Parks but also the County – and hold a future de novo hearing on the merits of the proposed project. If the Commission decides to vote for a "Substantial Issue" finding in order to do that, then the de novo hearing portion of the appeal would be continued to a future date and time to be determined. Critically, such a Substantial Issue finding would require DPR to substantially augment the information that it has developed to date in support of its application, including providing information on baseline conditions and expected impacts associated with the project, in order for there to be sufficient information to allow the Commission to appropriately make a decision on the application,⁶ whether that decision were to be approval with some form of conditions, or potentially a denial if the Commission cannot find that the proposal is consistent with the Coastal Act and LCP. Given the level of interest in this matter, such future hearing would best take place in a location as near as possible to the Sonoma County coast, which, given the Commission's hearing schedule would allow State Parks to collect and develop such data over coming months to augment their application so that results could be used during de novo consideration of proposed project.

⁵ On this note, the County Board of Supervisors recently indicated that it was willing to eliminate day-use fees at five trailheads found in Sea Ranch and at Pinnacle Gulch in Bodega Bay that offer parking but no amenities. County Parks also indicated that they would not seek to impose new fees at those five parking areas should State Parks prevail in their appeal. The County indicated it would continue to charge fees at the three other coastal parks run by the County (at Doran Beach, Stillwater Cove and Gualala Point) because they offer services beyond parking (such as campgrounds, restrooms, and ranger services).

⁶ It is noted that the cited *Surfrider Foundation v. California Coastal Commission* Court of Appeal decision in many ways stands for the premise that a decision such as this regarding fees must be based on clearly developed facts regarding the application (including details on the proposed program, its potential impacts, alternatives to avoid such impacts, etc.), and these facts have not yet been developed to a level of detail that would allow for consideration of an approval at this time.

Staff can see both sides of the issue, and can see reasons supporting both a finding of substantial issue and those supporting a finding of no substantial issue. However, staff believes the statewide issues engendered by the appeal to be a compelling reason for the Commission to take jurisdiction over the CDP application and hear this item de novo at a future date. It is exactly these types of statewide issues that warrant the Commission's involvement in cases such as this. This is not to say that the County did not have valid reasons to deny the project, as discussed herein. Rather, it is a conclusion that DPR's appeal raises a substantial issue under one of the five factors that the Commission typically uses to evaluate CDP appeals.

Thus, staff recommends that the Commission determine that a substantial issue exists with respect to the grounds on which the appeal has been filed and that the Commission take jurisdiction over the iron rangers CDP application. If the Commission finds substantial issue, the de novo phase of the hearing would take place at a future date. The motion and resolution for the "substantial issue" finding are found on page 6 of this report.

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APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

- Exhibit 1. Project Location Map
- Exhibit 2. Salt Point State Park Map
- Exhibit 3. Sonoma Coast State Park Map
- Exhibit 4. Iron Ranger Site Detail
- Exhibit 5. Regulatory Sign Detail
- Exhibit 6. State Parks' Appeal of Sonoma County's CDP Denial
- Exhibit 7. State Parks' CDP Application to Sonoma County
- Exhibit 8. Sonoma County Staff Report for Board of Zoning Adjustments
- Exhibit 9. Sonoma County Notice of Final CDP Action
- Exhibit 10. State Parks' Map of Proposed Fee and Free Parking Areas
- Exhibit 11. Coastal Commission Boundary Determination
- Exhibit 12. June 26, 2012 Letter from Stephanie Coleman (State Parks) to David Hardy (Sonoma County)
- Exhibit 13. October 2-17, 2012 Email Exchange between Stephanie Coleman (State Parks) and David Hardy (Sonoma County)
- Exhibit 14. March 26, 2015 Memorandum from State Parks to the Coastal Commission
- Exhibit 15. Correspondence Received
- Exhibit 16. Relevant Coastal Act and LCP Policies

I. MOTION AND RESOLUTION

Staff recommends that the Commission determine that a **substantial issue** exists with respect to the grounds on which the appeal was filed. A finding of substantial issue would bring the CDP application for the denied project under the jurisdiction of the Commission for *de novo* hearing and action. To implement this recommendation, Staff recommends a **NO** vote on the following motion. Failure of this motion will result in a *de novo* hearing on the CDP application, and adoption of the following resolution and findings. Passage of this motion will result in a finding of no substantial issue and the local action will become final and effective. The motion passes only by affirmative vote of a majority of the Commissioners present.

Motion: *I move that the Commission determine that Appeal Number A-2-SON-13-0219 raises no substantial issue with respect to the grounds on which the appeal has been filed under Section 30603 of the Coastal Act, and I recommend a no vote.*

Resolution to Find Substantial Issue. *The Commission finds that Appeal Number A-2-SON-13-0219 presents a substantial issue with respect to the grounds on which the appeal has been filed under Section 30603 of the Coastal Act regarding consistency with the Certified Local Coastal Plan and/or the public access and recreation policies of the Coastal Act.*

II. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION AND LOCATION

DPR's proposed project consists of the installation of self-pay devices (or "iron rangers") and associated signs at 14 parking areas located within Salt Point State Park and Sonoma Coast State Park for the purpose of charging a fee (**Exhibit 1**). Salt Point State Park is a 6,000-acre State Park located in the north-central portion of Sonoma County's coastal zone (**Exhibit 2**). Sonoma Coast State Park consists of parkland and beaches running some 16 miles along the Sonoma Coast from Bodega Head in the south to Vista Point, approximately 4 miles north of Jenner, in the central portion of Sonoma County's coastal zone (**Exhibit 3**). The proposed project is located along approximately 35 miles of Sonoma County coastline.

All of the proposed self-pay stations and signage would be located within existing parking lots located on the west side of Highway 1, including at: Stump Beach in Salt Point State Park (APN 109-030-006), and Russian Gulch (APN 109-140-011), Goat Rock – Blind Beach (APN 099-040-004), Goat Rock – South Lot (APN 099-040-004), Goat Rock – North Lot (APN 099-040-002), Goat Rock – Arched Rock (APN 099-050-006), Shell Beach (APN 099-060-001), Portuguese Beach (APN 101-110-004), Schoolhouse Beach (APN 101-040-003), Salmon Creek – North Lot (APN 101-040-003), Salmon Creek – South Lot (Bean Avenue) (APN 100-020-003), Campbell Cove (APN 100-010-007), Bodega Head – Upper Lot (APN 100-010-007), and Bodega Head – Lower Lot (APN 100-010-007) in Sonoma Coast State Park. If approved, State Parks has recently provided the Commission (see also below discussion) with estimates that 814

currently existing free parking spaces would now be subject to fees within these 14 lots (**Exhibit 14**).

As described in State Parks' CDP application to Sonoma County (**Exhibit 7**), the proposed self-pay devices consist of a metal cylinder (up to 4 feet tall) set in a concrete pad of sufficient width to be accessible to someone in a wheelchair and surrounded by bollards (**Exhibit 4**). The proposed signs, which would alert visitors to day use fees and provide payment instructions, would be mounted on redwood posts up to 6 feet tall (**Exhibit 5**).⁷

Roughly half of the Sonoma County coastline is located within public parkland, including much of the land west of Highway 1, approximately 23 miles of which is State parkland, and another 3 miles of which is in County parkland.⁸ Sonoma Coast State Park and Salt Point State Park are used for a variety of recreational purposes, including passive viewing of the coastline and beaches, birdwatching, hiking, picnicking, surfing, and camping. Fort Ross State Historic Park, which is located on both sides of Highway 1 roughly halfway between Sonoma Coast and Salt Point State Parks, includes a historic Russian colony and museum.

With the exception of very scattered residential subdivisions and larger population centers, such as Bodega Bay and Jenner, the Sonoma County coastline is sparsely developed. The southern coast is more heavily populated than the northern coast. The coastline is for the most part characterized by its rocky shoreline and high bluffs, though there are numerous State and County beaches accessible to the public. There is very limited bus service available on the coast, and thus visitors reach the beach access points at issue in this appeal primarily by car.

B. PROCEDURAL NOTES

Although the County denied the installation of a self-pay device and associated sign at the Campbell Cove parking lot within Sonoma Coast State Park, this parking area is actually located within the Commission's retained CDP jurisdiction (**Exhibit 11**). Thus, the County's action on the iron ranger at the Campbell Cove parking lot is not legally a part of the County's CDP decision, and thus is not in front of the Commission in this appeal. If State Parks wishes to pursue the proposed development at this particular location, they would need to apply directly to the Commission for a CDP.

In addition, State Parks' appeal contentions (**Exhibit 6**) describe the project as including the installation of an iron ranger at the Bodega Dunes day-use parking lot next to an existing kiosk. However, no new fee is proposed at this location, as State Parks already charges an \$8 fee for day-use parking here, which the public pays at the existing kiosk. There is no indication in State Parks' original application to Sonoma County (**Exhibit 7**), nor from the County Staff Report

⁷ State Parks has recently modified its project description (including with respect to identifying a proposed fee, fee program, and other implementation details), but these details were not provided to and not before the County when the County made its CDP decision (see also findings on this point that follow). These materials are likewise not before the Commission for consideration of substantial issue. The Commission would consider this information were it to find substantial issue and take jurisdiction over the CDP application for the proposed project. For the purposes of the substantial issue evaluation, however, the project description that was before the County represents the project that is being analyzed here.

⁸ Sonoma County LCP, Recreational Facilities Overview, V-34/p. 90.

prepared for the local hearing (**Exhibit 8**), that the installation of an iron ranger at Bodega Dunes day-use parking was included as a component of the project when it was pending before the County. Therefore, it also is not legally a part of the County's CDP decision, and thus is not in front of the Commission in this appeal. If State Parks wishes to pursue its proposal to install an iron ranger at this location, they would need to submit a CDP application to the County to do so.

Finally, State Parks submitted a lengthy memorandum to the Commission on March 26, 2015 in order to provide additional information on its proposed project (**Exhibit 14**). Appellants often provide the Commission with additional factual information to support their original appeal contentions, and factual information of this nature provided by State Parks in this memorandum has been incorporated into the analysis in this report. However, State Parks' March 26th memorandum also describes important aspects of the proposed project differently than they were described in the application State Parks made to the County. The most significant difference is in the description of the self-pay devices themselves, and the fee program that would be applied. In State Parks' original application to Sonoma County (**Exhibit 7**), the devices are described as "self-pay devices (i.e. Iron Rangers)" and "metal cylinders." The March 26, 2015 memorandum now includes a project description indicating the use of electronic self-pay stations or Automated Pay Parking Machines (APPM), rather than iron rangers (**Exhibit 14**, pp. 1-2):

In the short time since CSP filed its original application, the available technology now employed has rapidly evolved and improved. Whereas the traditional fee collection stations were limited to a heavy metal cylinder planted in the ground, CSP installs electronic self-pay stations or Automated Pay Parking Machines (APPM) at many of its busier parks, even in remote areas with limited infrastructure. APPMs are solar powered units which have Wi-Fi connectivity to allow for the purchase of day use access through the use of cash, debit, credit and Pay Pass options. They are fully programmable, and can be modified to meet daily needs, allow for retrieval of data, and thus have the potential for a more flexible and efficient rate schedule. Users can add time using their smart phones in locations where cell phone service is available, and CSP can alternate rate schedules to ensure maximum access is promoted.

State Parks' March 26th memorandum also proposes an initial fee schedule for the first time, which would be identical at each of the 14 locations. Visitors would have the option of a flat all-day rate of \$8, which would also allow them to park at all similar day use areas located within the Sonoma-Mendocino Coast District, an hourly rate of "up to \$3," or to park for free for 15 minutes. The memorandum explains that State Parks' ability to provide both flat and hourly options is made possible by the use of the APPMs. The APPMs could also allow for data collection that would be used as part of a monitoring and mitigation program to ensure that no reduction in public access results from the collection of new fees at these parking lots.

In sum, the project as it is now described in the March 26, 2015 memorandum has critical elements that were not fully described or even considered when the project application was before Sonoma County. Principally, the differences are: 1) the use of APPMs rather than iron rangers, 2) the identification of a flexible fee schedule, which includes flat and hourly rates, which are made possible by the use of APPMs, and 3) a monitoring program to ensure no reduction in public access (which employs data collection made possible by the use of APPMs).

As the Commission is hearing this item as an appeal of Sonoma County's decision to deny State Parks' original CDP application, it must first decide on the issue of whether a substantial issue exists with respect to the grounds upon which the appeal is being made. As described in more detail in Section D below, State Parks contends that the County was incorrect to deny its CDP application, asserting that the project is consistent with Coastal Act and LCP requirements. However, during the substantial issue determination portion of the hearing, the Commission limits its consideration and discussion to the question of whether the County's denial of this project raises a substantial issue with respect to the grounds on which the appeal was filed, and thus the Commission must examine the project on the basis of the submitted project description as it was presented to Sonoma County. Should the Commission find that a substantial issue exists and proceed to the *de novo* portion of the hearing, it would be exerting its jurisdiction to independently review the proposed project and thus could consider changes that State Parks now proposes to make to its project description in order to ensure full LCP and Coastal Act conformance, including but not limited to those changes outlined in the March 26, 2015 State Parks' memorandum.

In short, at this substantial issue phase, the Commission is charged with reviewing the project as proposed to the County, not the new proposed project modifications. The proposed project modifications identified in DPR's March 26, 2015 memo were not provided to and were not before the County when the County made its CDP decision. Although these modifications are useful for understanding the potential considerations on a *de novo* review, they are not before the Commission for consideration of substantial issue. The Commission would consider these proposed changes at a future hearing were it to find substantial issue and take jurisdiction over the CDP application for the proposed project.

C. SONOMA COUNTY CDP DENIAL

On January 17, 2013, the Sonoma County Board of Zoning Adjustments denied a CDP for DPR's proposed iron rangers project. In its denial action, the County noted that State Parks' permit application did not include a request to collect fees:

State Parks regards the decision about whether to collect fees as an "administrative decision" that is not subject to a Coastal Permit. State Parks has not applied to charge a particular fee, and no fee amount is specified in the application, but they are applying to install the signs that inform visitors that a fee is due and to install the iron boxes into which the fees would be paid and later collected by parks staff.

The County found the change from free parking to fee parking to be a change in the "type of public use." Thus the County found that the installation of fee-collecting devices is the means to charge a fee and charging fees changes the type of public use currently occurring along the Sonoma Coast, therefore requiring a CDP.

In denying the proposed project, the County cited both its certified LCP and Chapter 3 of the Coastal Act. The County found that Coastal Act Section 30210 requires "maximum" access and places only four limitations on its provision: public safety, protection of public rights, protection of private property rights, and protection of natural resource areas. The County specifically noted

that Coastal Act Section 30210 does not include fiscal or budgetary constraints as a basis for limiting “maximum” access. The County also cited Coastal Act Section 30212.5, calling for distribution of parking areas throughout an area so as to mitigate against impacts, social and otherwise, of overcrowding or overuse by the public of any single area, and Coastal Act Section 30213 which states that lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. The County also cited Coastal Act Section 30214, going to the legislative intent of the public access policies.

The County noted that State Parks’ proposal to charge fees primarily impacted motorists. The County noted that only 3 of the 15 pertinent State beaches were located near residential areas where the public could walk to the beach in lieu of having to drive. The County’s findings also state that most Sonoma County residents (and obviously visitors to the area) must drive to the beach because there is no viable public transit service available along the coast. The Sonoma County Transit system only operates bus service to the coast on weekends in July and August. Mendocino transit has one route serving the coast, departing from Mendocino County in the morning to take riders to Santa Rosa by way of Bodega Bay, and then making a late afternoon return trip to Mendocino County. Unlike more urban settings where bus transit is a viable access alternative, current available transit is not a viable option for inland residents of Sonoma County and/or other coastal visitors. The County found that a fee to park would be a fee on top of the cost to drive back and forth to the beach, and thus found the project to be inconsistent with the public access policies of the Coastal Act. The County also noted concern with Section 30240 and indicated that the likelihood of environmental damage occurring was heightened by the fee proposal. Beach visitors unwilling or unable to pay to park in the beach parking lots would park elsewhere and create “volunteer” trails to the beach in areas with fragile environmentally sensitive habitat.

The County also found that the proposal did not conform to its certified LCP. The County found that the LCP’s Access and Recreation Plan states that “no change” (i.e., from free to fee) is allowed to occur at Stump Beach, the four Goat Rock parking lots, Shell Beach or Portuguese Beach, and therefore that State Parks’ proposal to charge fees at these locations was in direct conflict with the Access and Recreation Plan provisions of the LCP.

The Board of Zoning Adjustments’ denial decision was appealed by State Parks to the Sonoma County Board of Supervisors. After deliberation, the Board of Supervisors unanimously upheld the denial decision and denied State Parks’ appeal on June 19, 2013. The Board’s findings for denial included detailing inconsistencies with the Coastal Act (Sections 30210, 30212, 30213, 30214 and 30240). The Board also found the project was not in conformity with the Sonoma County LCP. The Board noted that its findings and determinations set forth in its resolution of denial are based upon the record of the permit proceedings before the County. The County’s Notice of Final CDP Action is provided in **Exhibit 9**.

On Monday, June 24, 2013, the Coastal Commission’s North Central Coast District Office received the County’s Notice of Final CDP Action. The Coastal Commission’s ten-working day appeal period for this action began on Tuesday, June 25, 2013 and concluded at 5pm on July 10, 2013. On July 8, 2013, within the 10-working-day appeal period, State Parks filed a valid appeal with the Commission of the County’s denial. In accordance with Section 13112 of Title 14 of the

California Code of Regulations (CCR), Commission staff requested that the County provide all relevant documents and materials regarding the local CDP action. Pursuant to Coastal Act Section 30621, an appeal must be heard within 49 days from the date that the appeal is filed unless the Appellant waives that 49-day period. On July 17, 2013, and within the 49-day period, the Commission received a 49-day waiver submitted by State Parks. In the time since State Parks submitted its 49-day waiver, Commission staff has had a series of conversations regarding the appeal with State Parks as well as with the County, and has requested additional information related to the project and the appeal contentions on at least two documented occasions. In addition, due to a demonstrated high degree of interest in the appealed project expressed to the Commission from members of the public, the Commission hearing for this appeal has been scheduled to coincide with a locally scheduled Commission hearing. Thus, the Commission is considering this appeal later than it might otherwise have in order to allow for maximum public participation in its proceedings.

D. APPEAL PROCEDURES

Coastal Act Section 30603 provides for an appeal to the Commission of certain CDP decisions made by local jurisdictions with certified LCPs. Section 30625(b) of the Coastal Act requires the Commission to hear an appeal unless the Commission determines that no substantial issue is raised with respect to the grounds on which the appeal has been filed.⁹ Typically, when Commission staff is recommending substantial issue, unless three or more Commissioners object, it is presumed that the appeal raises a substantial issue and the Commission may proceed to the de novo portion of the appeal hearing without taking public testimony regarding the substantial issue question. However, if three or more Commissioners would like to hear the question of substantial issue, the Commission will hear arguments on substantial issue in a hearing and vote on the substantial issue question. **The only persons qualified to testify before the Commission on the substantial issue question are the Applicant/Appellant, the local government, and aggrieved persons (or their representatives) who made their views known before the local government.** Testimony from other persons regarding the substantial issue question must be submitted in writing. Any person may testify during the de novo CDP determination stage of an appeal, should one occur.

In this case, Commission staff is recommending that the Commission conduct a substantial issue hearing even though staff is recommending that a substantial issue exists. **This hearing therefore is a substantial issue only hearing.** This means that the Commission isn't in this hearing considering the merits of the project for purposes of making a final CDP decision. Rather, it means that the Commission is evaluating the County's denial decision in light of the County's record and the appeal contentions by State Parks. If, at the end of the hearing, the

⁹ The term "substantial issue" is not defined in the Coastal Act or in its implementing regulations. In previous decisions on appeals, the Commission has generally been guided by the following factors in making substantial issue determinations: the degree of factual and legal support for the local government's decision; the extent and scope of the development as approved or denied by the local government; the significance of the coastal resources affected by the decision; the precedential value of the local government's decision for future interpretations of its LCP; and, whether the appeal raises only local issues as opposed to those of regional or statewide significance. Even when the Commission chooses not to hear an appeal, appellants nevertheless may obtain judicial review of a local government's CDP decision by filing a petition for a writ of mandate pursuant to the Code of Civil Procedure, Section 1094.5.

Commission determines that the County's decision raises no substantial issue, then the County's decision stands and the project would remain denied as it was by the County. Alternately, if the Commission determines that the County's decision raises a substantial issue, then the Commission would take jurisdiction over the CDP application, and it would conduct a final hearing at a future date (known as the *de novo* phase of an appeal hearing). If the Commission conducts a future *de novo* hearing on the appeal, the applicable test under Coastal Act Section 30604 is whether the development is in conformance with the certified LCP. In addition, for approval of projects located between the sea and the first public road paralleling the sea, Coastal Act Section 30604(c) requires that a finding be made that the development conforms to the public access and recreation policies of Chapter 3. This project is located between the nearest public road and the sea, and thus this additional finding would need to be made if the Commission were to conduct a *de novo* public hearing and consider approval of the project.

Finally, there have been some questions raised as to why the County's decision was appealable to the Commission in the first place. In addition to several geographic and other classes of local CDP approval decisions that are appealable to the Commission, Coastal Act Section 30603(a)(5) provides that appeals may be filed for local government decisions to approve or deny proposed major public works projects. This project is appealable because it constitutes a major public works project as that term is defined and understood in the Coastal Act and the Commission's implementing regulations. Specifically, the proposed project is a publicly financed recreational facility that constitutes a major public works project pursuant to the definitions under Coastal Act Section 30114(c) and CCR Section 13012(b).¹⁰ Thus, pursuant to the aforementioned provisions of the Coastal Act and the Commission's regulations, the County denied a major public works project and State Parks may appeal the County's denial decision to the Commission. Section 30603(b)(2) provides that the grounds for appealing the denial of a permit for a major public works project are limited to an allegation that the proposed development conforms to the standards set forth in the certified LCP and the public access policies set forth in the Coastal Act. State Parks' contentions regarding the grounds for its appeal are described below.

E. SUMMARY OF APPEAL CONTENTIONS

State Parks, both the Applicant and the Appellant, contends that the County-denied project: 1) would not restrict maximum access required under Coastal Act Section 30210 and Article X, Section 4 of the California Constitution, as adequate parking areas would remain free; and 2) was designed to be consistent with previous CDP applications to install fee-collection devices approved by the Commission in the early 1990s, where those approvals were upheld after litigation challenge in a decision by the California Court of Appeal, First District, Division 6.

State Parks' first specific contention is that the County-denied project is in fact consistent with the Coastal Act's public access policies, and that the County is incorrect in its finding that development for the purposes of charging a parking fee would restrict maximum access opportunity as required under Coastal Act Section 30210 and Article X, Section 4 of the

¹⁰ Per CCR Section 13012(b), a "major public works" includes "publicly financed recreational facilities that serve, affect, or otherwise impact regional or statewide use of the coast by increasing or decreasing public recreational opportunities or facilities."

California Constitution. Specifically, State Parks contends that the denied project would not adversely affect maximum public access to the shoreline as adequate free parking areas exists and will continue to exist elsewhere. According to State Parks, traffic circulation along the coastline could change, but free parking would remain available at: 1) eight existing parking lots located within Sonoma Coast State Park; 2) existing roadside pullouts both located within existing State Parks' physical boundaries or outside of the State Parks' boundaries adjacent to Caltrans right-of-way areas on Highway 1; and 3) Kruse Rhododendron State Natural Reserve located adjacent to Salt Point State Park on the inland side of Highway 1.¹¹

State Parks' second appeal contention is that the County-denied project was designed to be consistent with the 1994 Court of Appeal decision in the case of *Surfrider Foundation v. California Coastal Commission*. The Court in *Surfrider Foundation v. California Coastal Commission* upheld 1991 and 1992 Commission CDP actions approving the installation of fee-collection devices throughout the coastal zone at 16 different State Park units, including at three locations on the Sonoma County coast (although it appears these 1992 approved fee-collection devices were never installed).

As noted above, appeal contentions are limited to claims that the denied development conforms to the applicable provisions of the certified LCP and the public access policies of the Coastal Act as opposed to prior court decisions. However, the 1994 court decision dealt specifically with Coastal Act policies, including Sections 30210, 30213, 30214, and 30240(b). State Parks' appeal contention could therefore be read as an assertion by State Parks that the County was incorrect in finding the denied project inconsistent with the Coastal Act, because State Parks modeled its new permit application on previous CDP actions that were found consistent with the Coastal Act by a court of law.

Finally, State Parks also states that their project is consistent with the certified County LCP by being consistent with the Coastal Act. State Parks requests that the Commission overturn the County's denial of the CDP. See **Exhibit 6** for the full text of the appeal contentions.

F. SUBSTANTIAL ISSUE DETERMINATION

As stated previously, the term "substantial issue" is not defined in the Coastal Act or in its implementing regulations. The Commission is generally guided by the following factors in making substantial issue determinations: the degree of factual and legal support for the local government decision; the extent and scope of the development as approved or denied; the significance of the coastal resources affected by the decision; the precedential value of the local government's decision for future interpretations of its LCP; and whether the appeal raises only local issues as opposed to those of regional or statewide significance.

Sonoma County contends that the project is inconsistent with (and the denial consistent with) the Coastal Act and its LCP. The Appellant argues that the denied project is consistent with the Coastal Act and the LCP. To help frame consideration and ultimate conclusion on the appeal contentions, the Commission's findings that follow will present each appeal contention and the five factors and discuss reasons that the appeal should result in a finding of no substantial issue

¹¹ Providing some 32 parking spaces.

(and not be heard) as well as reasons that the appeal should result in a finding of substantial issue (and the Commission should hear the de novo portion of the appeal at a future date). Following that analysis, a conclusion section is provided. See **Exhibit 16** for relevant Coastal Act and LCP policies discussed below.

Maximum Public Access

State Parks contends that the County incorrectly denied their project on the premise that charging a parking fee would restrict “maximum access” required under Coastal Act Section 30210 and pursuant to Article X, Section 4 of the California Constitution. State Parks has proposed the project for the purposes of revenue generation, but states that such revenue generation plays a role in its ability to provide recreational opportunities and attend to public safety needs at State Park units, including coastal State Park units. State Parks has recent specific legislative and administrative direction to create new revenue streams to fund facility management and operations throughout its park system.¹² State Parks contends that revenue generation activities such as the collection of fees at State Parks units, rather than limiting maximum access opportunities, actually provide for the maintenance and development of facilities for visitor use, as well as the provision of law enforcement. In other words, State Parks states the fees are necessary in order to provide for continued public access to the parks in question, and thus the fees themselves are a key to providing maximum public access opportunity.

State Parks plays a fundamental role in the management of the California coastline, including in Sonoma County. Through its units on the California coast, State Parks manages roughly 25% (or some 280 miles) of California’s coastline,¹³ and almost half of the Sonoma County coastline.¹⁴ However, State Parks’ role in the management of the state coastline does not change the independent statutory responsibilities of Sonoma County and the Coastal Commission to ensure that any new parking or other program fees are implemented consistent with Coastal Act and LCP policies.

The County’s CDP denial findings state that consistency with Section 30210 of the Act would not be achieved if fees were collected at public beach parking areas as proposed by State Parks, as there has been “no showing” by State Parks that the new imposition of fees is necessitated by public safety needs or the need to protect public rights, private property rights, or the protection of natural resource areas. The County asserts that because fiscal or budgetary constraints are not among the enumerated factors for limiting maximum access as specified in Section 30210 of the Act, the imposition of parking fees for the purposes of revenue generation is insufficient justification on its own to limit maximum access opportunities to the coast.

In determining whether substantial issue exists, the Commission must therefore analyze potential impacts to existing and future public access from implementation of such fees. Such an analysis is complicated by the fact that fees collected at individual park units are not necessarily spent on

¹² See, for example, Public Resources Code Section 5010.7(a) that requires DPR to develop a revenue generation program as part of a long-term sustainable park funding strategy.

¹³ See http://www.parks.ca.gov/?page_id=940.

¹⁴ Sonoma County LCP, Recreational Facilities Overview, V-34/p. 90. In addition, State and County park lands account for about one-quarter of the land area within the Sonoma County coastal zone overall.

maintenance and new amenities in those same park units. As summarized in a report by the California Research Bureau (Ruffolo and Buttice, May 2014), fee collection operates such that:

...fees will go into the State Park and Recreation Fund (SPRF) rather than pay for improved park maintenance or operations in the park where collected. State law [PRC Section 5010(b)] requires all park revenue to be deposited to SPRF, which is then appropriated to DPR through the annual budget process. DPR allocates SPRF throughout the park system, including headquarters. There is no constraint on the use of SPRF revenue by DPR—for example, the law does not require that user fees pay for facilities or other services that benefit individual users. In practice, districts and headquarters divisions receive a mix of funds, including General Fund, special funds, and SPRF, with which to pay for all services.¹⁵

In short, California relies on some park users subsidizing the operation of the rest of the system. The southern districts with beaches and Hearst Castle produce the most revenue for the state park system. The FTI report [a financial assessment prepared for the Parks Forward Commission] noted that southern beaches and parks with water features generated 76 percent of the revenue. Assuming that revenue exceeds the costs of operating these parks, then the visitors to these parks are essentially paying for the benefits derived by nonpaying visitors at other park units.

At present, State Parks funds day-to-day operations at State Park units on the Sonoma County coast primarily through budget allocations from the State General Fund and income from the State Parks and Recreation Fund (SPRF). In FY 2012/13, State Parks' Russian River District (now called the Sonoma-Mendocino Coast District), which includes its Sonoma County coastal park units, generated \$1.29 million in revenue through fees, concessions, or other miscellaneous revenue sources. With a budget of \$4.5 million, the District generated roughly one-fifth its operating cost in revenue. Only three of the State's 20 State Parks districts generated revenue greater than their "homebase" expenditures (i.e., day-to-day operations including personnel, operating expenses, and equipment) in FY 2012/13.¹⁶ The remaining 17 districts, including the Russian River District, generated less revenue than spent in homebase expenditures, with the remainder of the homebase expenditures paid primarily through monies derived from the General Fund or the SPRF.¹⁷

It is a fact that increased revenue generation through the collection of parking fees at Sonoma Coast and Salt Point State Parks would help to "grow the pie" for the SPRF and also potentially the operating income of the Sonoma-Mendocino District, as Public Resources Code Section

¹⁵ However, State Parks has set revenue targets for each district and provides financial incentives to districts that exceed their targets, allowing a portion of collected fees to be reabsorbed within the district where they were collected in certain circumstances. According to State Parks' website: "Districts that exceed their annual revenue targets will retain a portion of that increased revenue. Annual revenue targets were developed based on previous year revenue capabilities. Once Districts meet their annual revenue targets, a portion of the additional revenues (revenue earned above the target amount) will be allocated back to that State Parks District. The remainder of the additional revenues generated will be allocated to support the entire State Park System" (http://www.parks.ca.gov/?page_id=25978).

¹⁶ The Orange Coast, San Diego, and Channel Coast districts in Southern California.

¹⁷ FTI Consulting, November 30, 2013.

5010.7(d) requires that the Department allocate 50 percent of the revenues generated above its revenue generation goals by a park district to that district if the amount of revenues generated exceeds a targeted amount. However, it is not so clearly demonstrated that fees collected under State Parks' proposed Sonoma Coast project would result in proportionate increases in services that would enhance public access at the very same State Park units on the Sonoma Coast (e.g., additional patrol of Sonoma Coast and Salt Point State Parks by rangers, improvements being made to visitor-serving facilities and amenities in these parks, etc.). If it were possible to draw a direct connection between the fees proposed through the denied project and resultant actions/improvements at Sonoma County coastal State Parks units, it might be possible to more definitively determine if any reduction in maximum access opportunity due to the imposition of fees would be necessitated by public safety needs at these parks consistent with Coastal Act Section 30210. However, because fees collected at individual park units are deposited into a statewide fund and then redistributed to all 20 State Parks districts, such a determination is not clear at this time.

In a number of instances, the Commission has permitted the installation of fee collection devices at coastal State Parks units, in part because of the role that collected fees play in the ability of State Parks to maintain and continue the operation of coastal parks for the benefit of visitors from across the state and beyond.¹⁸ Where permitted parking fee programs exist and have been approved by the Commission, they are generally driven by some combination of public safety, public access regulation, and revenue generation objectives. State Parks believes that the proposed fees to be collected at the Sonoma County coast park units would allow the Sonoma-Mendocino Coast District to exceed its annual revenue targets, which would then allow 50 percent of revenues collected above the target to be utilized within the Sonoma-Mendocino Coast District, including possibly on bathrooms, parking lot improvements, and facility upgrades at existing park units on the Sonoma County coast. While State Parks concedes that it cannot guarantee future Legislatures will make specific appropriations, it believes that "increased revenue generation would provide opportunities for the Department to request projects specific to Sonoma Coast for Approval by the Legislature" (**Exhibit 14**, page 5).

State Parks also contends that fee collection as proposed in the denied project would not actually restrict or adversely affect maximum access to the shoreline at all, as alternative free parking options would be available to those beach visitors who must or desire to avoid fee payment at the 14 parking locations proposed as part of this project. On this basis, State Parks contends the project is consistent with the requirements of Coastal Act Section 30210. When this project was before the County, State Parks argued that while in their professional opinion "nothing would change," even if it did there would be alternative free parking options elsewhere so maximum access would not be reduced (**Exhibit 12**). According to State Parks' appeal, free parking would remain available at the following locations:

¹⁸ See, for example, CDP 5-13-0349 (approval with conditions for installation of automated payment machines and the implementation of a flexible fee collection program at Crystal Cove State Park in Newport Beach) and CDP 6-13-0357 (approval with conditions for after-the-fact installation of automatic payment machines and the implementation of a flexible fee collection program at San Onofre State Beach). Also see CDP 2-07-042 (approval with conditions for parking fees at Pacifica State Beach (a State Park unit managed by the City of Pacifica) where all such fees were required to be used for public access enhancements, including dedicated ranger service, at that beach).

- Eight parking lots within Sonoma Coast State Park.
- Thirty-one roadside pullouts with coastal and/or beach access in the 21.7-mile stretch between Salmon Creek and Russian Gulch. These 31 pullouts are located either within Sonoma Coast State Park boundaries or adjacent to Caltrans Highway 1 right-of-way.
- At “dozens” of roadside pullouts with coastal and/or beach access within State Parks’ boundaries or adjacent to Caltrans Highway 1 right-of-way in the 12.5-mile stretch between the southern boundary of Fort Ross State Historic Park (6.7 miles south of Salt Point State Park) and the northern boundary of Salt Point State Park.
- At the Kruse Rhododendron State Natural Reserve, which is located inland of Highway 1 and 1.5 miles north of the proposed fee lot at Stump Beach within Salt Point State Park.

State Parks asserts that “with this distribution/combination of free and fee spaces access to the shoreline would not be restrictive” (**Exhibit 6**, page 2) and has submitted a map (**Exhibit 10**) showing the location of free and fee parking spots (both within lots and at roadside pullouts) with coastal access across the Sonoma County coastline.

Assessing whether maximum public access is provided when the geographic unit under examination is as large as the Sonoma County coast is a significant analytical challenge. The distance between the northernmost boundary of Salt Point State Park and the southernmost boundary of Sonoma Coast State Park is roughly 35 miles. The map showing distribution of free and fee parking areas submitted by State Parks (**Exhibit 10**) does indeed demonstrate a fairly even distribution of free and fee parking areas available within the project area.¹⁹ Per State Parks, there are approximately 2,400 total day-use parking spots within its units located in this roughly 35-mile stretch of coast (which includes Sonoma Coast and Salt Point State Parks, as well as Fort Ross State Historic Park and Kruse Rhododendron State Natural Reserve), where these 2,400 spaces are located on both sides of Highway 1, in both paved and gravel lots, as well as spaces associated with roadside pullouts. Of the 2,400 overall spaces, State Parks indicates that approximately 600 spaces (or 25% of the total) already charge a fee (with the majority, about 80%, of these existing fee spaces found at Fort Ross and Salt Point). The 14 locations where iron rangers would be installed in DPR’s proposed project represent another 814 parking spaces that are currently free but that would become fee spaces, or another 34% of the total spaces. Taken together, that means that if the iron rangers were installed per DPR’s proposed project, about 1,414 of the 2,400 total identified parking spaces in this Sonoma Coast area (or 59%) would charge a fee. The rest of the parking spaces, estimated by State Parks as some 986 spaces (or 41%), would remain free. Overall, the proposed increase in fee-based parking in this stretch of coast represents a 135% increase in fee-based parking spaces (and a corresponding 45% decrease in free parking spaces) (**Exhibit 14**).

¹⁹ Within the State Parks units shown in **Exhibit 10**, proposed new fees are represented by orange circles, existing day-use parking fees are represented by red circles, and existing “no charge” areas (which appear to include both parking lots and roadside pullout areas) are represented by green circles. Sonoma Coast Regional Park fee lots are also represented on the map by red diamonds.

The evidence furnished by State Parks suggests that, with free alternatives available, the imposition of fees at 14 locations (accounting for some 814 currently free parking spaces) within their Sonoma County coast park units would not impact maximum access and therefore the proposed project could be determined consistent with Coastal Act Section 30210. However, knowing that there is a relatively even distribution of free and fee parking spaces does not in itself answer whether these free parking options would adequately serve people who are attempting to access specific points of interest along the Sonoma County coast, or be able to sufficiently accommodate all those who wish to utilize the free space option. This is particularly the case across a 35-mile stretch of the coastline that takes more than an hour to travel to in either direction by car, and on which there are extremely limited public transportation options available.

In its denial, the County found that if the iron rangers were installed, to avoid the fee, many beach goers would park at other remaining free locations or else they would drive further away from the pay lot and park, potentially make an unsafe crossing of Highway 1 (in addition to walking along the edge of the Highway itself to get to access locations), and potentially create new trails to the desired State Park unit through environmentally sensitive habitat resource areas. The County also found that in more populated portions of the Sonoma County coast, like Bean Avenue near Salmon Creek, beach goers will try to park on public streets in existing residential areas. This will then create conflicts between beach goers and residents.

Among the lots proposed for fees under the County-denied project are many of the largest lots included within the existing State Park units on the Sonoma Coast. State Parks indicates that these 14 lots contain 814 spaces that would be subject to a fee. On average, the lots that would remain free are much smaller lots and accommodate fewer visitors. In addition, while all of the lots with proposed fees are located on the west side of Highway 1, some of the remaining free parking areas are located a significant distance to the east of Highway 1. For example, the Pomo Canyon parking lot, an alternative free lot identified by State Parks in its submittal, is located 3.5 miles from Shell Beach for a pedestrian taking the most direct trail route to the coast to visit Shell Beach.

Roadside pullouts exist along the Sonoma County coast, both within and outside of State Parks' boundaries. However, in many instances it is difficult to speculate as to which roadside pullouts might be appropriate for use by the public, given safety considerations and the lack of clarity about which areas might be subject to ticketing by the California Highway Patrol or local law enforcement. This legal uncertainty would likely exist in the minds of many members of the public as well. Even if dozens of pullouts exist, some may not be legal for the public to use to park, or they may not be safe to use, and those that are safe may still be avoided by the public when there is no visible sign indicating that parking is allowed. There is also the potential that some people seeking to avoid fee parking will park illegally in already posted "no-parking" areas that exist. For example, the Bean Avenue residential area already has posted "no parking" signs in effect. State Parks indicated to the County that "[w]ith cooperation from local jurisdictions and Caltrans to make sure that visitors do not park illegally along adjacent roads, which is already part of each jurisdiction's responsibility, Parks believes that the transition can occur without major effects" (**Exhibit 12**). Upon inquiry from Commission staff, Caltrans staff with responsibility for planning in the Sonoma coastal area have stated that parking enforcement

on Highway 1 would likely fall to the California Highway Patrol, not to Caltrans, and that patrols of the highway are less frequent in the less developed portions of Sonoma County. Caltrans staff also indicated that increased public use of pullouts currently located along Highway 1 might conceivably cause concerns related to ongoing traffic operations, conflicts with bicyclists, and potentially conflicts for Caltrans when planning and enacting future Caltrans roadway maintenance or improvement projects.

A central unanswered question in regards to the State Parks' fee parking proposal is whether public access will be reduced at the specific destinations where the public wants to go along the Sonoma County coast. If fees deter members of the public who are unable or unwilling to pay a fee from visiting specific locations along the Sonoma County coast, or if they deter them from taking part in a particular type of recreational opportunity that is only readily available at specific locations where a fee is collected, then it is possible that the proposed project would impact the availability of maximum public access. For instance:

- The Goat Rock area of Sonoma Coast State Park is a popular destination point both for its scenic views of the shoreline (including Goat Rock itself and Arched Rock located just offshore), and its wide sandy beach at the intersection of the Russian River and the Pacific Ocean. State Parks' project would install fee-collection devices at each of the four lots at Goat Rock. These include two blufftop lots (the Blind Beach and Arched Rock lots), and two lots located down at the level of the shoreline (the North and South lots). These lots are accessed from Goat Rock Road, an access road coming off of Highway 1 with limited roadside pullout parking spots. Visitors who cannot or who prefer not to pay a parking fee would have few other available options but to park at another location along Highway 1 and walk into the park via Goat Rock Road or along a coastal trail. However, the distance along Goat Rock Road from Highway 1 to the beach is more than 1.7 miles, meaning that a minimum 3.5-mile round-trip walk would be required (and potentially farther depending on where parking along Highway 1 could be obtained). This distance may be prohibitively long for many people, particularly given the steep slope of the roadway on its descent to the level of the beach.
- Bodega Head is the headlands area between the Pacific Ocean and Bodega Harbor. It is well known as a site from which to observe gray whales during their annual migration. State Parks' project would install fee-collection devices at both lots at Bodega Head (the Upper and Lower lots). Similar to the situation at Goat Rock, visitors who cannot or who prefer not to pay a parking fee would have few options but to walk to the Pacific Ocean side of Bodega Head starting from a parking space in a lot or roadside pullout located along Bodega Harbor. This is a 1-mile round-trip walk, at the very minimum, and it would involve climbing and descending the steep terrain of the headland area. Thus, it could be a challenging or prohibitively difficult trip for many people.
- Stump Beach is one of the few sandy beaches located in Sonoma County north of Jenner. State Parks would install fee-collection devices at its parking lot under their proposed project. Roadside pullouts exist at various points along Highway 1 within Salt Point State Park, and there is a pullout located directly across Highway 1 from the Stump Beach parking lot on the eastern side of Highway 1 where a handful of cars might be able to park free of charge.

However, if that pullout were full, visitors who cannot or who prefer not to pay a parking fee would either have to hike into Stump Beach via a trail, or would need to park at a roadside pullout located farther away and walk along Highway 1. The latter option presents a significant public safety concern. The entrance to the Stump Beach lot is located along a windy stretch of Highway 1. The road is shadowed during much of the day by the forest canopy, and there are no roadside shoulders along the highway in places. It would be inadvisable for pedestrians to walk for a half mile along Highway 1 to the next pullout area as visibility is low, and at points they would be forced to walk directly in the traffic lane. This would be the closest free parking area if the free spaces in the roadside pullout located directly across Highway 1 from the Stump Beach lot were already in use.

- Salmon Creek Beach is a wide sandy beach just north of Bodega Bay. State Parks would install fee-collection devices at its northern and southern parking lots under the proposed project. Salmon Creek Beach is popular among families because there is an area for wading along Salmon Creek, farther back on the beach and away from the immediate shoreline. The Sonoma Coast Chapter of Surfrider Foundation, which opposes the proposed fees, wrote a comment letter to Sonoma County when State Parks' application was pending County consideration expressing the concern that, with fees being imposed at wide, sandy beaches like Salmon Creek and Goat Rock, many people who cannot or who desire to not pay the fee would be diverted to beaches where parking exists without a fee, such as Miwok, Marshal Gulch, Coleman, and Arched Rock. Surfrider believes that given the rugged and sometimes dangerous surf conditions in existence along the Sonoma County coast, the narrow and rocky beaches at Miwok, Marshal Gulch, Coleman and Arched Rock are more dangerous beaches for people to use. They also have steep vertical trails to the beach, whereas Salmon Creek's and Goat Rock's parking areas do not.²⁰

Locations of the above examples are identified in **Exhibits 2 and 3**.

Court of Appeal Decision

State Parks contends that their project is designed to be consistent with the 1994 Court of Appeal decision in the case of *Surfrider Foundation v. California Coastal Commission*. This Court of Appeal decision upheld Commission CDP actions in 1991 and 1992 approving the installation of fee collection devices at 16 State Parks beach parking lots statewide, including at three locations on the Sonoma County coast (although it appears that no fee-collection devices were ultimately installed). In its appeal (**Exhibit 6**), State Parks frames its contentions using a subset of the language from the Court of Appeal's decision that, out of context, might easily be misconstrued. A brief explanation is first required to place the Court of Appeal's decision language in its proper context and to examine State Parks' underlying claim. State Parks writes:

... in the case of the Surfrider Foundation v. California Coastal Commission 26 Cal. App. 4th. 151 No. A061659 April 25, 1994, the Court of Appeal, First District, Division 5, California, the court agreed with the California Coastal Commission findings that installing self-pay stations would not have an effect on coastal access. The Court found that "creation of

²⁰ Letter from Sonoma Coast Chapter of Surfrider Foundation to David Hardy, Sonoma County (<http://sonomacoast.surfrider.org/commentletter.pdf>).

alternative access routes, cited the statistical evidence of minimal impact on attendance resulting from prior parking fee increases, described the Department's measures for providing low-cost annual parking passes to disadvantaged and frequent users, noted the Department's intent to implement a program to monitor any adverse environmental impacts, before concluding with the finding of consistency..."

It is important to clarify that neither the Commission's CDP actions in 1991 and 1992, nor the Court of Appeal decision upholding those actions in any way suggested the installation of self-pay machines *could not* have an impact on coastal resources. Rather, the Commission's CDP approvals were upheld by the court because the specific facts and evidence examined in relation to those CDP applications were thoroughly analyzed and supported the Commission's determination that the approved projects were consistent with Coastal Act public access and recreational policies. Without the support of such evidence in its findings, the Court might not have found in favor of the Commission. The full text of this section of the Court of Appeal decision reads:

C. The Commission's Findings

[6] Finally, Surfrider challenges the adequacy of the Commission's written findings on consistency with the Act's policies (Cal.Code Regs., tit. 14, § 13096), claiming the findings ignored the purported impacts of parking fees on public access. Not so. The findings acknowledged the claimed potential for creation of alternative access routes, cited the statistical evidence of minimal impact on attendance resulting from prior parking fee increases, described the Department's measures for providing low-cost annual parking passes to disadvantaged and frequent users, and noted the Department's intent to implement a program to monitor any adverse environmental impacts, before concluding with the finding of consistency. The findings did not ignore the access issue, but addressed it in considerable detail. In that respect they were more than adequate.

State Parks' assertion that the project was designed to be consistent with the 1994 Court of Appeal decision could therefore be read as an assertion by State Parks that the CDP application contained information sufficient for Sonoma County to make findings of its consistency with the Coastal Act's public access policies. However, in its denial of the project, the County in several instances notes a lack of adequate evidence within the submitted CDP application to support a finding of consistency with Coastal Act public access policies:

- In its finding of inconsistency with Coastal Act Sections 30210 and 30214, the County findings indicate "there has been no showing by State Parks that any of the factors listed in Sections 30210 and 30214 lists revenue generation as a basis to limit maximum access."
- The County found the project to be inconsistent with Coastal Act Section 30213 based on the lack of alternative transportation available to the Sonoma County coast and a determination that the new fees on top of the cost of gas and automobile upkeep for the drive to the coast have the effect of eliminating existing lower cost visitor and recreation opportunity. The County findings indicate that "despite requests by PRMD [County] staff, State Parks has not submitted any data to show what effects the Project and its associated new parking fees would have on coastal access. In fact, State Parks has indicated to PRMD staff that no such

data exists.”

- The County considered the potential that new fee lots would divert increased numbers of visitors to free parking areas, which could result in damage to sensitive natural resource areas if increased use of free areas led to the creation of new “volunteer” trails to the beach. Such an outcome could be incompatible with Section 30240(b). The County findings indicate that “State Parks has not presented a detailed plan for assessing and monitoring these potential impacts.”

The lack of evidence on record for the County to make findings of Coastal Act access policy conformance illustrates certain differences between the approved CDP applications upheld by the 1994 Court of Appeal decision and the 2013 County-denied CDP application. The Commission’s CDP decisions in the early 1990s relied on statistics submitted by State Parks at that time showing that vehicle fee increases implemented at certain State Parks in 1987 had little or no lasting effect on attendance; evidence of the minimal impact that fees would have on seniors, low-income users, and frequent users because of the availability of reasonably priced parking passes; and an assurance that State Parks would annually submit evidence of monitoring for impacts from the fee-collection program and, if adverse effects were found, take necessary and appropriate mitigation measures. However, since State Parks appears not to have undertaken the development approved in 1991 and 1992, no such impact monitoring occurred.

With respect to the current project subject to this appeal, when it was submitted to Sonoma County, the County sought data from State Parks to ascertain the potential impacts of the project. The County also asked State Parks if data existed regarding any changes in the level of use at rural state beaches where new fees had been collected. State Parks indicated to the County they had no such data available (**Exhibit 13**). While the County had evidence of the current existing various parking pass programs State Parks makes available to low-income, senior, and frequent visitors, the County noted in its deliberations that the current price of an annual day-use pass has risen from \$75 in the early 1990s to \$195 currently, and that passes for low-income visitors and seniors do not guarantee maximum access to all parks or access at all times of the year (see County Staff Report, page 5, **Exhibit 8**). State Parks’ CDP application to Sonoma County also did not include a proposed detailed monitoring and mitigation plan to assess potential impacts (including the potential for decrease in use and impacts to environmentally sensitive areas) as a result of the fee-collection program.

The standard of review in the appeal of the denied CDP is the certified Sonoma County LCP and the Coastal Act public access policies. The most liberal read of this appeal contention would be to understand it as an assertion by State Parks that the denied project is consistent with all relevant Coastal Act public access policies, as were the 1991 and 1992 CDP applications at issue in the case before the Court of Appeal. The County has found the current appealed project to be inconsistent with several of the public access policies contained in the Coastal Act in part on the basis of inadequate evidence necessary to support a finding to the contrary, including inconsistency with Coastal Act Sections 30210, 30213, 30214, and 30240(b). This is not to say that such information does not necessarily exist or that it could not be obtained. However, the local record lacks critical information necessary to make a finding of conformance with the above-listed public access policies contained in the Coastal Act.

LCP Conformance

State Parks' appeal (**Exhibit 6**) alleges conformity with Coastal Act requirements and with the 1994 Court of Appeal decision. State Parks recently submitted document also contends that the denied project is consistent with the certified LCP (**Exhibit 14**). The local record provided by the County also indicates that State Parks provided information to the County regarding whether the County LCP contained language regarding fees. In a June 26, 2012 letter to the County (**Exhibit 12**), State Parks writes:

There are currently seven locations within Sonoma Coast and Salt Point State Parks that charge fees. Sonoma County's LCP section V-2, discusses that fees are charged by State Parks and private landowners. There is no discussion in the State Coastal Act or the LCP that these fees for access violate the intent of the Coastal Act or limit public access. The LCP also states that private land owners who charge a fee for access ways would require a coastal permit (page 59 of the LCP); no such condition is stated for public ownership of access ways.

The County interprets the policies of its LCP differently from State Parks, and finds in its denial that the installation of devices for the purposes of charging a fee at the proposed locations is not specifically authorized in its LCP and could not occur without an LCP amendment allowing for such a project. The LCP contains an Access Plan with specific policies for each park location where the proposed fee-collection devices would be installed under State Parks' proposal. The LCP also contains a Recreation Plan which provides specific policies for a number of the locations at issue in this project. Within the LCP's Access Plan, the policies for seven of the locations where State Parks proposes to install fee-collection devices include language that reads "No change."²¹ The County interprets this "no change" language to mean that no change is allowed to the current access available at that particular accessway without an LCP amendment. At the remaining locations, no specific LCP policy language exists regarding fees and no policy contained within the certified LCP specifically states "no change," but the County believes that the general access policies contained in the certified LCP preclude the charging of a fee where it is not explicitly allowed. The County contends that at access points where fees are currently allowed, they are addressed specifically in the certified LCP.

For instance, at Call Ranch, the Sonoma County LCP recommends that a formal accessway be opened to the public to connect the property to the lot at Fort Ross Historic Park and that fee access to the ranch be managed through the park.²² The County LCP Access Plan also includes policy language calling for the continued use of day fees at private access points where the extinguishment of a fee might jeopardize the public's continued ability to access the shoreline.²³ As to State Parks' contention that the existence of parking and user fees at other locations demonstrates that fees are in fact approvable under the County LCP, the local record on this

²¹ These locations include Stump Beach, the four Goat Rock lots, Shell Beach, and Portuguese Beach.

²² Sonoma County LCP Access Plan, Policy Number 28, page 78/V-22. Since the time of LCP certification, the Call Ranch has indeed been acquired and public tours of the Call House are provided to the public.

²³ Sonoma County LCP Access Plan Policy Numbers 11 and 12, page 74/V-18 (Northern and Southern Red Box Accessways) state: "Continue the Red Box program." LCP Access Plan Policy Numbers 40 (Duncan Mills Campground) and 41 (Casini's Campground) state: "Continue the day use fee program."

appealed CDP indicates that according to County staff's research, these fees predate the certification of the LCP and thus are "grandfathered" in. See **Exhibit 8** for the County Staff Report's discussion on LCP conformity and the related LCP policies starting on page 6.

The County's LCP could be interpreted to support the County's position that no change constituting a reduction in access is allowed without an amendment to the LCP. This is the case for two reasons: First, "adequate access" is defined by the LCP: "the Access Plan represents adequate access in Sonoma County" (pg. 62/V-6). Therefore, any reduction in access to the shoreline as it is identified in the Access Plan, such as a reduction that could result because of the imposition of parking fees, could strictly speaking represent the diminishment of "adequate access." Second, the Recreation Facilities section of the County LCP identifies and evaluates existing and potential coastal areas suitable for public and private recreation. The introduction to the Recreational Facilities section reads:

The objective of the Recreation section has been to identify and evaluate existing and potential coastal areas suitable for public and private recreation. The type and scale of such potential development has also been identified.

Thus, according to the County, if the type of allowable development identified in the certified LCP does not include fee-collection devices, then strictly speaking, fee-collection devices are not permitted in the parking lots within the areas detailed in the certified LCP's Recreation Plan without an LCP amendment. This being said, it is unclear that it was the intent of the LCP Access Plan and Recreational Facilities section to identify all types of allowable future development in the area described. The descriptions and policies contained in both are short and do not contain the level of detail that would be required to deal with all possible potential future development at coastal access points. An alternate interpretation of these policies is that their purpose was to identify priority actions that would result in the continued provision or enhancement of public access to the Sonoma County coast. Thus, "no change" could be read as strictly as it is understood by the County in this instance, but "no change" could also mean that there was not an identified need to make any changes to public access at those locations at the time of drafting (e.g., installation of accessibility features, development of new facilities, acquisition of private land for the purpose of building a trail, etc.). The underlying LCP certification documents do not provide a clear or expressed intent in this regard, and thus the LCP can likely be understood in either way.

Conclusion

As stated previously, there is a great amount of public interest in this appealed County decision. This is also an appeal of an action taken by a certified local government that can be interpreted as an action taken to protect the availability of public access along its shoreline. For these reasons, then, the Commission has considered the strengths and weaknesses of each appeal contention point offered by State Parks and the action undertaken by Sonoma County before concluding what action to take on this appealed project.

When considering a project that has been appealed to it, the Commission must review the appeal de novo unless it finds that the appeal does not raise a substantial issue. At this stage, the Commission has substantial discretion when evaluating whether an appeal raises a substantial issue. As previously explained, the Commission is guided in its decision of whether the issues

raised in a given case are “substantial” by the following five factors: the degree of factual and legal support for the local government’s decision; the extent and scope of the development as approved or denied by the County; the significance of the coastal resources affected by the decision; the precedential value of the County’s decision for future interpretations of its LCP; and, whether the appeal raises only local issues as opposed to those of regional or statewide significance.

With respect to maximizing public access, while State Parks contends that maximum access is provided by its project, when the County considered State Parks’ application, the application did not include adequate evidence on this point of contention. Thus, the County’s denial can be interpreted in part as a denial due to a lack of evidence presented by the Applicant. The County’s action therefore can be interpreted as a cautionary action due a failure to present persuasive evidence to the contrary. More specific evidence would need to be provided by State Parks, especially considering current public usage of the parking areas and Park units in question, and the effect of parking fees on such usage, as well as the indirect effects of pushing parking out to other free based options (including public access and other coastal resource impacts associated with same).

With respect to the Court of Appeal decision, the standard of review in the appeal of a denied CDP is the certified LCP and the Coastal Act public access policies. Thus, the most liberal read of this appeal contention would be to understand it as an assertion by State Parks that the denied project is consistent with all relevant Coastal Act public access policies, as were the 1991 and 1992 CDP applications at issue in the case before the Court of Appeal. The County found the appealed application inconsistent with the public access provisions of the Act. Although the Commission agrees with the County that State Parks did not provide the County with sufficient information regarding conformity with the Coastal Act’s public access policies, State Parks has subsequently submitted and has indicated a continued willingness to submit additional information to ensure conformance with the Coastal Act public access provisions.

Finally, with respect to conformance with the certified LCP, State Parks argues that the denied project is consistent with the Sonoma County LCP and Sonoma County argues that the project is inconsistent with its LCP. The County has strictly interpreted the meaning of its LCP language at issue in this CDP decision, perhaps due to the lack of information and analysis presented by State Parks when it submitted its application for County action. The “no change” LCP language could certainly be understood as strictly as it has been understood by the County, but it could also mean “no change” was deemed necessary at the time of drafting with respect to desired accessway changes. The underlying LCP certification documents do not provide a clear or expressed intent in this regard, and thus the LCP can likely be understood in either way.

When examining the appealed project decision against the five factors for determining substantial issue, the first point is the degree of factual and legal support for Sonoma County’s CDP decision. State Parks has submitted additional factual information to the Commission by virtue of a memorandum received on March 26, 2015. This factual information was not submitted to the County with the original application or when the County staff asked State Parks staff for additional information. However, even with this information the denied application still lacks sufficient evidence to make conclusions regarding consistency with the public access policies of the Coastal Act and LCP. Therefore, the Commission finds that there is factual and

legal support for Sonoma County's CDP decision based upon the record as it existed at the time of County action.

The second factor is the extent and scope of the development as denied by the County. The project can be considered to have a large extent and scope: the impacts of such a development would affect public access across an area of the State's coastline as long as 35 miles. Certainly the significance of the coastal resources affected by the denial is not in question, given the value of these coastal parks to visitors and the residents of Sonoma County alike. However, the County's denial preserves the status quo: that of mostly free public beaches with a few existing pay State and County beaches. Access to the Sonoma County beaches would remain as it currently is – predominately available for free. Therefore, the Commission finds that the County's denial does not clearly impact the extent and scope of available public access along the Sonoma County shoreline

With respect to the third factor, like the second factor, clearly 35 miles of coastline and public access thereto represent significant coastal resource areas for the public. However, again, the County's denial allows the continuation of mostly free public access to these 35 miles of coastline, and thus the Commission finds, without further evidence to the contrary, that the County's denial preserves the significance of the existing coastal resources.

The fourth factor asks the Commission to examine the precedential value of the decision for future interpretations of the Sonoma County LCP. The appeal raises certain concerns related to the precedential value of the County's denial decision for future interpretation of its LCP, including the "no change" language. The underlying LCP certification documents do not provide a clear or expressed intent in this regard, and thus the LCP can likely be understood in either way. Because the County's interpretation would require an LCP amendment before development that is not expressly identified in the LCP's public access and recreation plans can be approved, and if such interpretation were to find precedential value to future decisions, this raises a substantial precedential issue.

The overarching and substantial concern in this appeal is the regional and statewide significance of the issues at hand, given the fundamental role of State Parks in the management of the Sonoma County State beaches and all State beaches located along the California coast, and State Parks' reliance on revenue generation to support its operations at these State coastal beaches. Although it could be argued that the County's denial decision appropriately protects these regional and statewide resources of significant importance, it is difficult to dismiss that the decision affects not only these Sonoma Coast areas, but also State Parks overall California coastal park program. The Commission therefore finds that the denial of this project raises a substantial issue with respect to the grounds on which the appeal was filed. State Parks is an important and valuable partner with the Coastal Commission and plays a fundamental role in the provision of public coastal access and recreation opportunities both to the people of and visitors to the State. State Parks manages some one-quarter of the State's coastline and roughly half of the Sonoma County coast. In 1980, 91 percent of State Parks' budget came from the State General Fund, and in 2013, contributions from the General Fund accounted for 29 percent of the

budget.²⁴ State Parks is therefore increasingly reliant upon other methods of revenue generation to fund its system statewide, including at coastal State parks. State Parks has received specific legislative and administrative direction in recent years to create new revenue streams to fund its operations and the management of its facilities.

As to the question of conformance with Coastal Act public access policies, the County gave minimal consideration to the larger role that fees play in the support of park operations. One can argue this was because State Parks failed to include a fee scheme in its CDP application. However, the ability of State Parks to have a reliable revenue stream to support its operations is essential in the provision of access to the coast in Sonoma County and throughout the state.

The Commission recognizes that State Parks must have sufficient revenue and a revenue stream to support park operations, which in turn allows for the maintenance of public access and recreation opportunities at all state coastal parks. The collection of fees, such as those proposed at Sonoma Coast and Salt Point State Parks, is a means of increasing revenues for the State Parks system as a whole, and their denial raises questions of statewide importance. That is not to say that denial is necessarily the wrong CDP outcome here, but rather to say that any approval would need to be carefully considered and circumscribed in such a way as to clearly be consistent with LCP and Coastal Act access and recreation policies, including providing for maximum access and recreational opportunities.

Therefore, for the reasons stated above, the Commission finds that Appeal Number A-2-SON-13-0219 presents a substantial issue with respect to the grounds on which the appeal has been filed under Section 30603 of the Coastal Act, and takes jurisdiction over the CDP application for the project.

Information Needed for *De Novo* Review of State Parks' CDP Application

However, even in finding substantial issue, the Commission recognizes that more specific evidence must be provided by State Parks before the Commission can conduct a *de novo* hearing. By any reasonable standard, State Parks' CDP application to the County provided insufficient information on the proposed project and its potential effects to public access. In instances in which the Commission has approved development to allow parking and user fees at the coast, it has done so on the basis of substantial evidence on record to support its determination that no adverse effects to public access would occur. Based on the local record, and as discussed above, the Commission does not believe that State Parks submitted all of the information that would have been necessary for the County to come to a determination that no potential for adverse effects to public access exists. Given the evidence it had at hand, the County acted in a manner it believed would ensure that existing access provided at these coastal parks remained available as lower cost visitor and recreational facilities.²⁵

²⁴ Testimony of Mat Fuzie, State Parks Deputy Director of Operations, to the Sonoma County Board of Supervisors, June 18, 2013.

²⁵ The proposal by State Parks to institute parking fees at its coastal parks in Sonoma County has resulted in broader conversations about the ability of the County to assure the maintenance of coastal parks as lower cost visitor and recreational facilities. In the last month, the County's Board of Supervisors has resolved to revisit the day-use parking fees in place at several coastal parks operated by the County, and, should its denial of the proposed fees by State Parks stand, to potentially eliminate such fees in order to act in consistence with its stated opposition to

State Parks has recently provided the Commission with a memorandum (**Exhibit 14**) that provides a great deal of new additional information regarding its proposed project, its potential impacts, and proposed monitoring and mitigation to avoid adverse impacts to public access and environmentally sensitive resource areas. The Commission notes that both the County when the permit was pending before it in 2012 and 2013, and the Commission while the appeal has been pending have been asking State Parks for additional information to substantiate either its pending CDP request with the County or the pending appeal contentions with the Commission. State Parks only very recently provided this new additional information to the Commission last week. If the Commission determines substantial issue exists with this appeal, this new information submitted on March 26, 2015 can be relied upon by the Commission for its de novo proceedings. This information would provide the basis for a more detailed analysis. However, prior to bringing this matter back for Coastal Commission review in the context of a de novo CDP application hearing, State Parks will need to provide the following additional information necessary to fully evaluate the project for consistency with the LCP and Coastal Act access policies. State Parks must provide the Commission with:

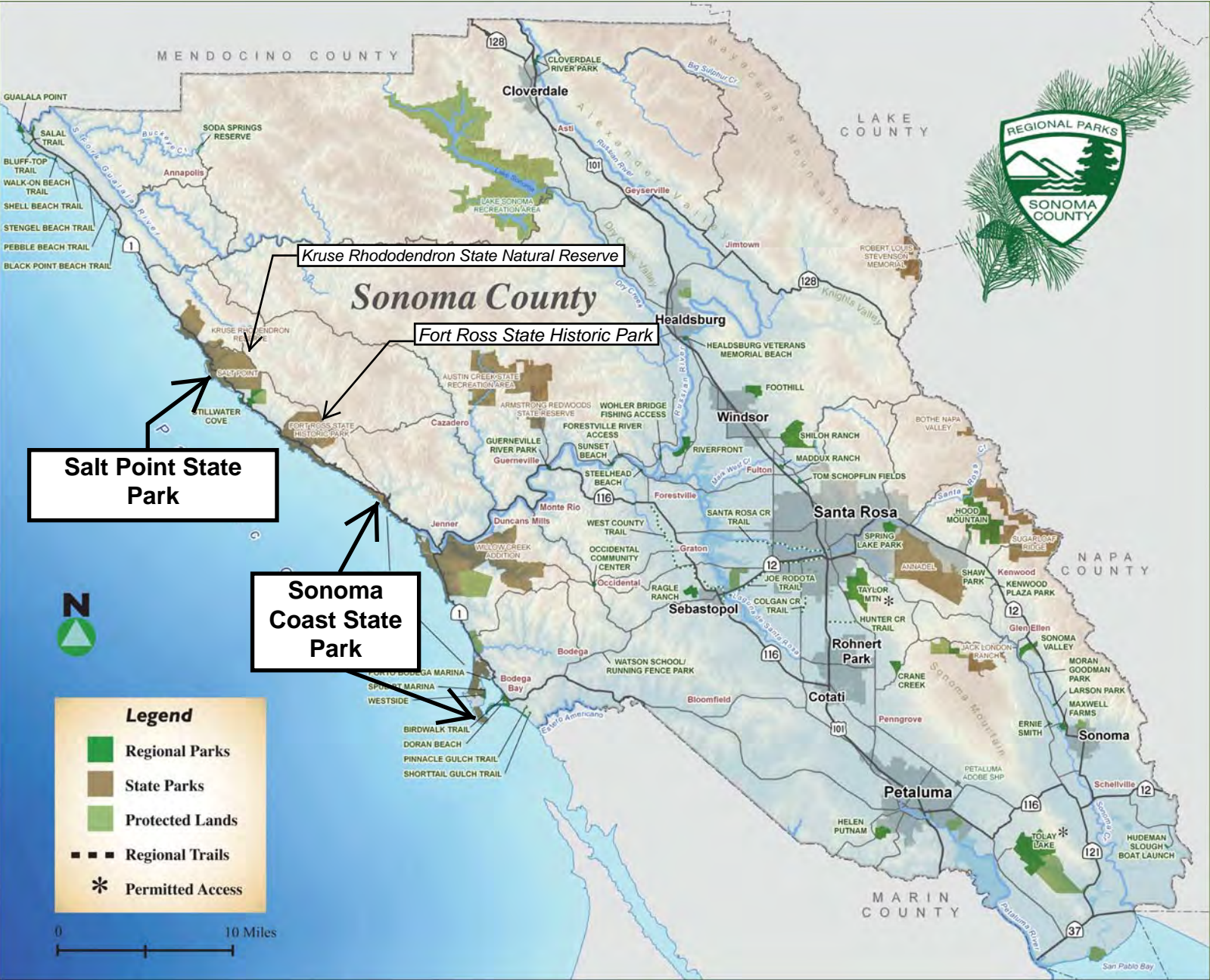
- Data on existing usage of these parking lots and pullout areas (including those with proposed fees, and those free areas that visitors who require or desire to avoid the fees might utilize). State Parks' March 26th memorandum indicates that some of this information may already be available, and the Commission's understanding is that additional monitoring might be required of State Parks prior to actual collection of fees in order to establish baseline user data.
- Evaluation of expected changes in usage of these parking lots and pullout areas if fees are instituted as proposed, and mitigations to address any potential reductions in access that might be engendered by the fees.
- To the extent possible given the provisions of State law, the proposed program for use of the additional anticipated additional revenue generated within the Sonoma-Mendocino Coast District as a result of the proposed fee collection, including how and where the revenues would be applied, including what percentage of collected fees would be spent within areas where collected and within Sonoma County coastal parks in general.
- To the extent possible, additional information regarding facility and amenity improvement proposed both short-term and long-term for Sonoma County coastal parks.

There may be additional information need areas that, after a public hearing on substantial issue, may become identified as necessary for a complete analysis.

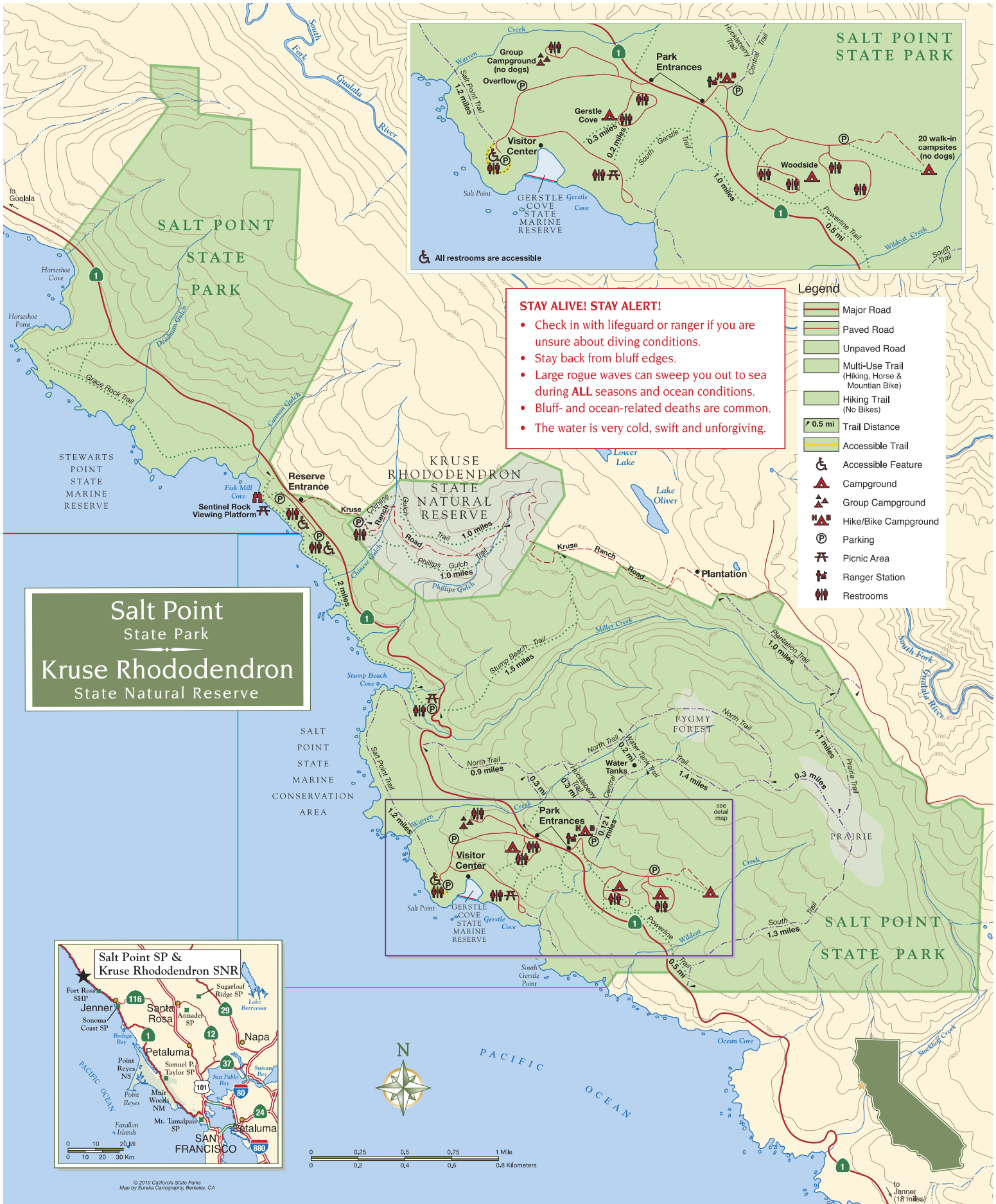
fees at Sonoma Coast and Salt Point state parks. See: http://sonoma-county.granicus.com/MetaViewer.php?view_id=2&clip_id=471&meta_id=153653.

APPENDIX A: SUBSTANTIVE FILE DOCUMENTS

- FTI Consulting. “California State Parks Baseline Financial Assessment.” November 30, 2013.
- Jennifer Ruffolo and Matthew K. Buttice, California Research Bureau. “California State Parks: An Equitable and Sustainable Revenue Generation Strategy.” May 2014.



Sonoma County Regional Parks



STAY ALIVE! STAY ALERT!

- Check in with lifeguard or ranger if you are unsure about diving conditions.
- Stay back from bluff edges.
- Large rogue waves can sweep you out to sea during **ALL** seasons and ocean conditions.
- Bluff- and ocean-related deaths are common.
- The water is very cold, swift and unforgiving.

- Legend**
- Major Road
 - Paved Road
 - Unpaved Road
 - Multi-Use Trail (Hiking, Horse & Mountain Bike)
 - Hiking Trail (No Bikes)
 - Trail Distance
 - Accessible Trail
 - Accessible Feature
 - Campground
 - Group Campground
 - Hike/Bike Campground
 - Parking
 - Picnic Area
 - Ranger Station
 - Restrooms

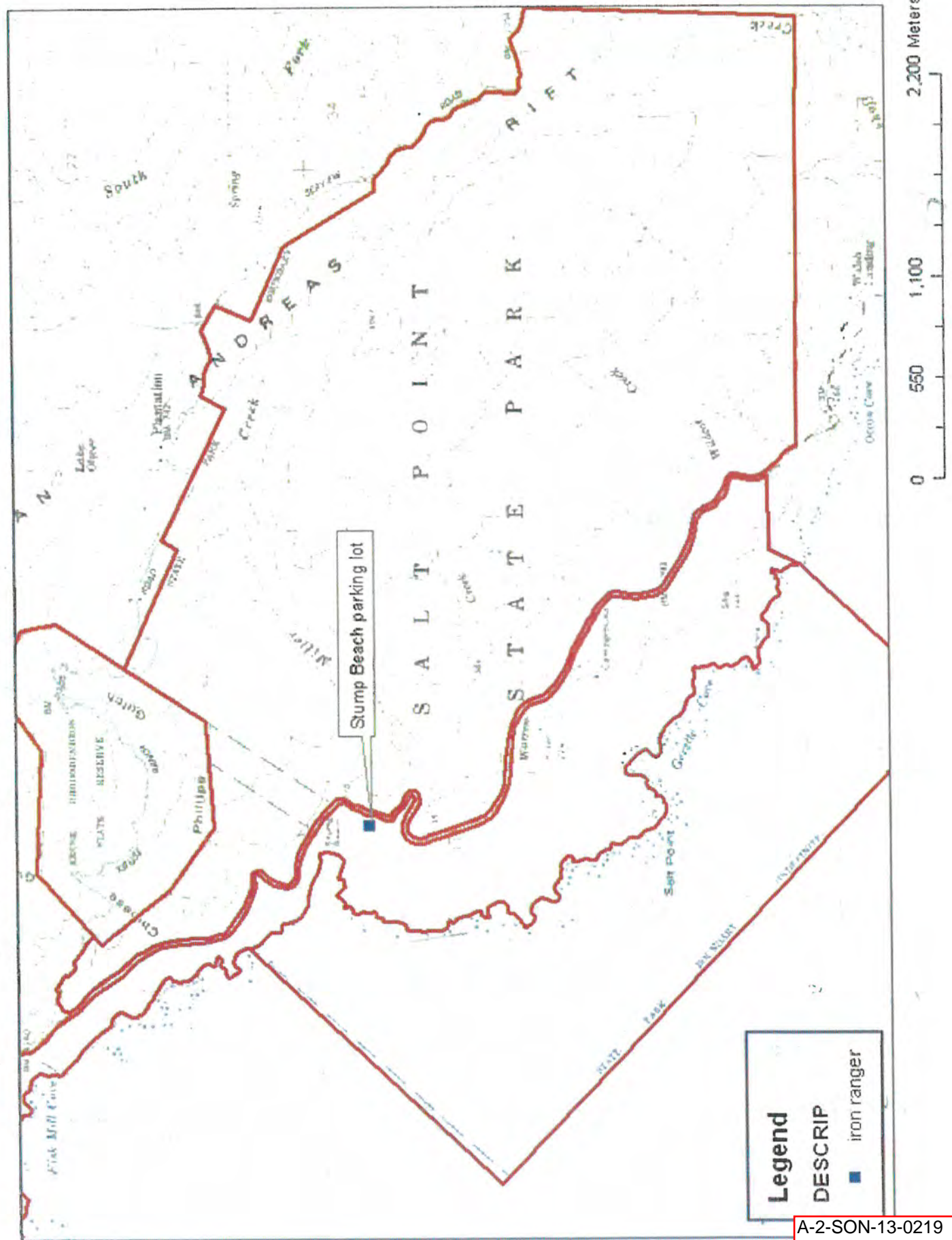
Salt Point
State Park
Kruse Rhododendron
State Natural Reserve

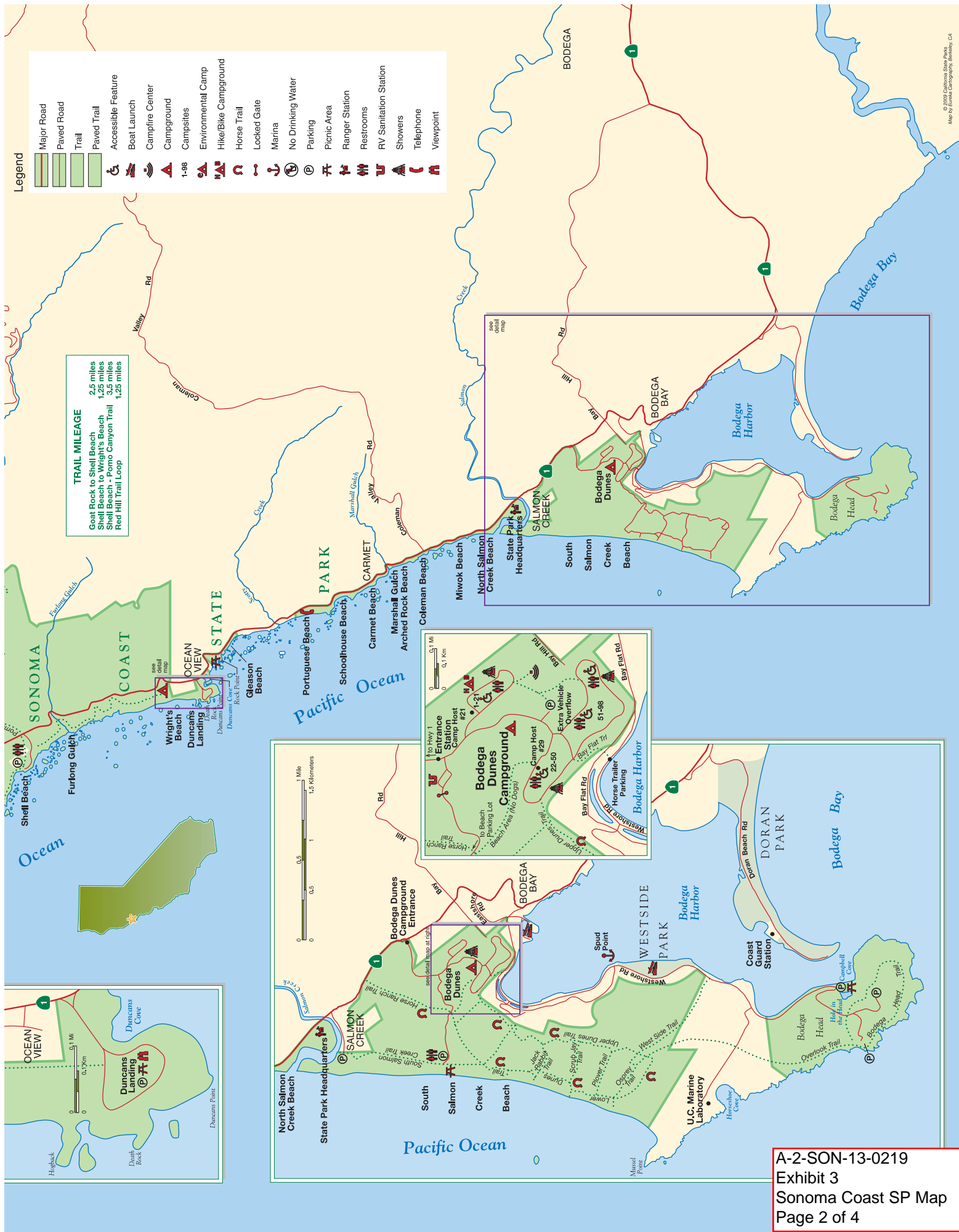


This park receives support in part through a nonprofit organization. For information contact Fort Ross Interpretive Association, 19005 Coast Highway 1, Jenner, CA 95450 (707) 847-3437 • www.fortrossinterpretive.org

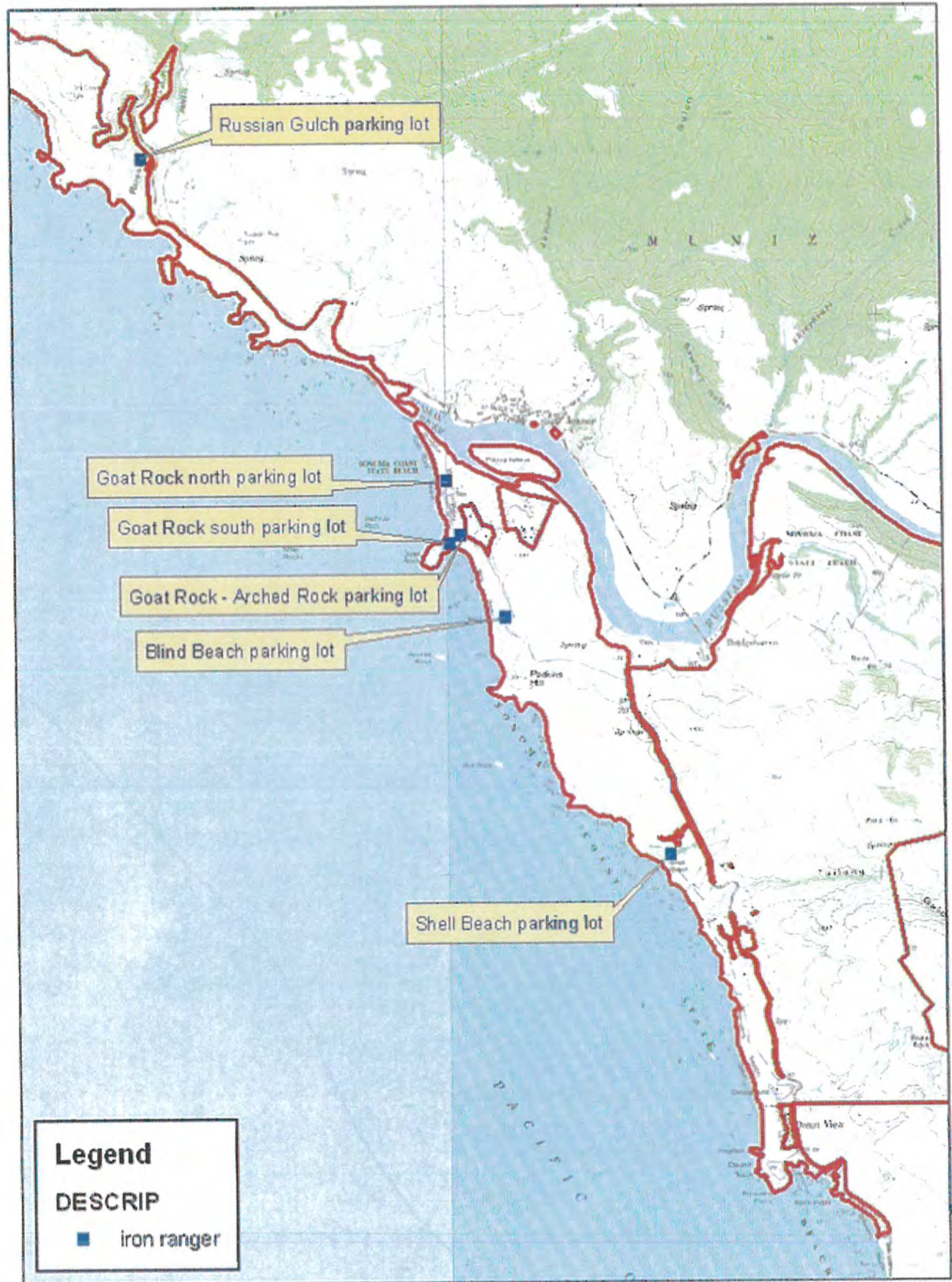
A-2-SON-13-0219
Exhibit 2
Salt Point SP Map
Page 1 of 2

Salt Point State Park - Proposed Iron Ranger Location



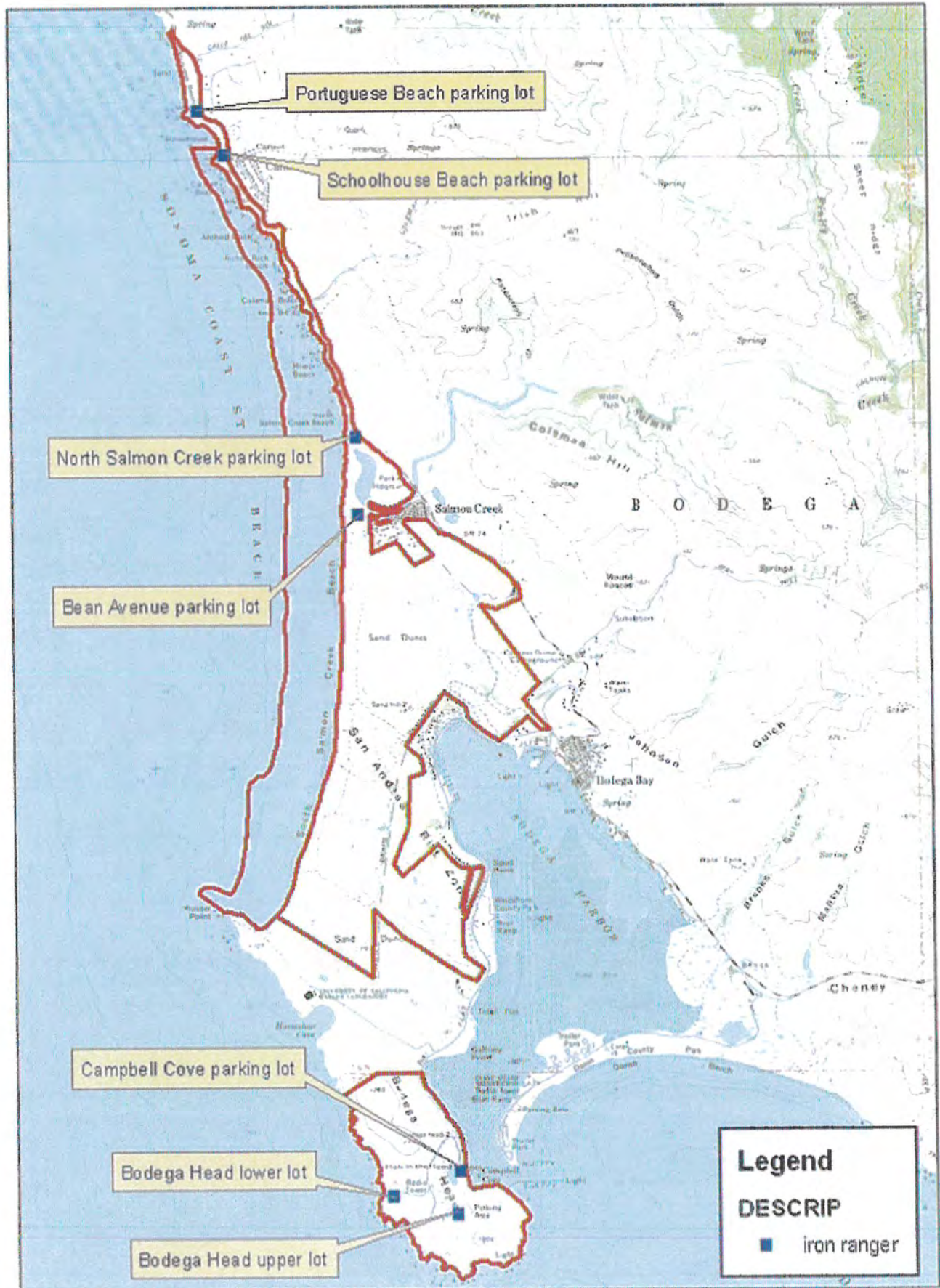


Sonoma Coast North - Proposed Iron Ranger Locations



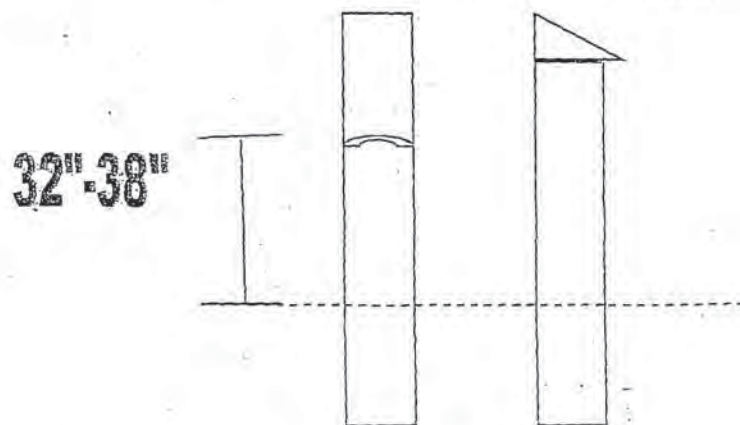
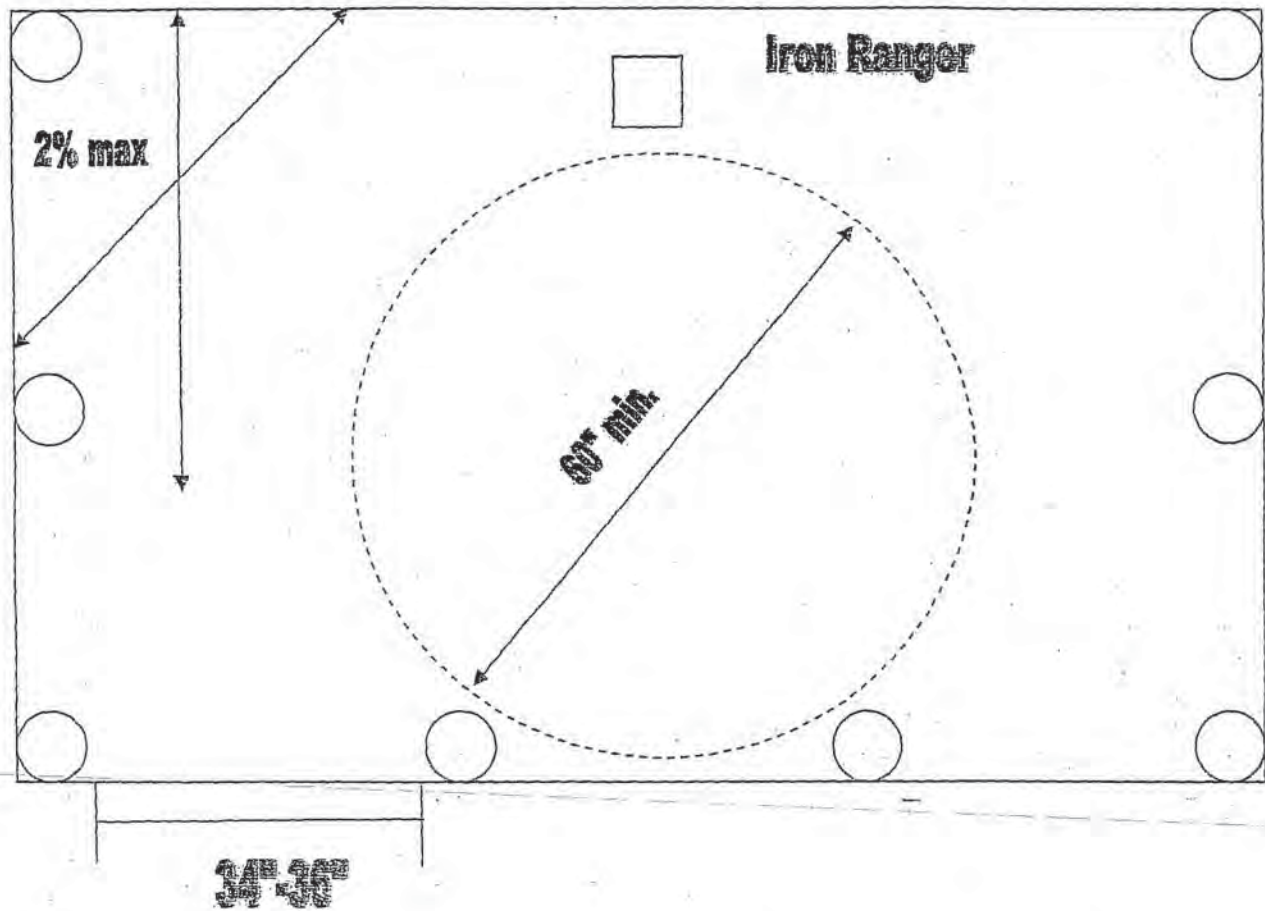
0 650 1,300 2,600 Meters

Sonoma Coast South - Proposed Iron Ranger Locations



0 600 1,200 2,400 Meters

Iron Ranger Site Detail



DAY USE FEES SELF REGISTRATION

+ PARKING	+
-----------	---

+ SENIOR CITIZEN DISCOUNT	AGE 62 OR OLDER - \$1.00 OFF PARKING EXCEPT BUSES OVER 9 PASS. CAPACITY	+
---------------------------	--	---

+ DISABLED DISCOUNT	+
---------------------	---

+ OVERSIZED VEHICLES	OVER 25 FEET IN LENGTH OR 9 FEET IN WIDTH	+
----------------------	--	---

+ GOLDEN POPPY ANNUAL	AVAILABLE	+
+ DAY USE PARKING PASS	THROUGH PARK STAFF	+

PAY INSTRUCTIONS

1. COMPLETE REQUIRED INFORMATION ON ENVELOPE
2. PUT FEE IN ENVELOPE AND TEAR OFF STUB.
3. PLACE ENVELOPE IN DEPOSIT SLOT. DISPLAY STUB
AS INSTRUCTED ON STUB.

RANGER WILL VERIFY PAYMENT

Example of Area Signs



M-103.

Policy: Use to regulate park operating hours.

Size: 36 x 18.

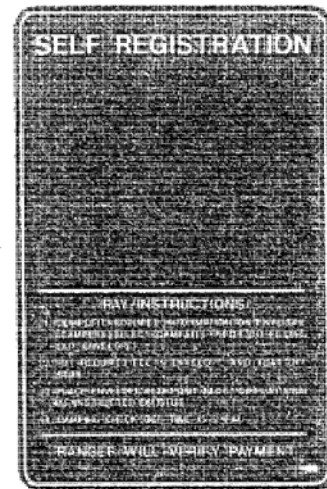
M-110

Policy: Use to advise the visitor of fees and instructions for payment in areas where self registration is in use.

Variable fees: Specify fees to be collected in your area.

Size: 24 x 36

M-110.2





DEPARTMENT OF PARKS AND RECREATION
P.O. Box 942896 • Sacramento, CA 94296-0001

Major General Anthony L. Jackson, USMC (Ret), Director

July 2, 2013

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

RECEIVED

JUL 08 2013

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Commission and Commission Staff:

On May 31, 2012, California State Parks (CSP) submitted an application for a Coastal Development Permit (CDP) to install 15 self-pay station collection devices and necessary appurtenant signs within Salt Point and Sonoma Coast State Parks. On January 17, 2013, the Sonoma County Board of Zoning Adjustments considered the pay-station project and denied CSP's application; on June 18, 2013 the Sonoma County Board of Supervisors (Board) denied the appeal of that decision. CSP is appealing the Board's decision to the California Coastal Commission.

The Board denied the project on the premise that charging a fee would restrict the maximum access required per California Constitution Article X, Section 4 and Section 30210 of the 1975 California Coastal Act.

In the case of the Surfrider Foundation v. California Coastal Commission 26 Cal. App. 4th. 151 No. A061659 April 25, 1994, the Court of Appeal, First District, Division 5, California, the court agreed with the California Coastal Commission findings that installing self-pay stations would not have an effect on coastal access. The Court found that *"creation of alternative access routes, cited the statistical evidence of minimal impact on attendance resulting from prior parking fee increases, described the Department's measures for providing low-cost annual parking passes to disadvantaged and frequent users, noted the Department's intent to implement a program to monitor any adverse environmental impacts, before concluding with the finding of consistency..."*

CSP designed the project to be consistent with the Coastal Act requirements and the 1994 Court of Appeal decision. This project will not adversely affect maximum access to the shoreline. Circulation could change but alternate parking options would be available: Currently, 5 locations in Salt Point State Park and Sonoma Coast State Park are subject to parking fees – Salt Point main lot, Sonoma Coast - Bodega Dunes, Pomo Canyon, Willow Creek and Wright's Beach parking lots each charge an \$8 fee. The project would add 14 new pay station locations and convert one location from a kiosk to a self-pay station; however, free parking would remain available at 8 parking lots and at either 31 road side pullouts within Sonoma Coast State Park boundaries or adjacent to Caltrans right-of-way with coastal and/or beach access from Salmon Creek to the south to Russian Gulch on the north. At Salt Point State Park free parking is available at dozens of road side pullouts within State Parks boundaries or adjacent to Caltrans

A-2-SON-13-0219
Exhibit 6
State Parks' Appeal
Page 1 of 9

right-of-way with coastal and/or beach access from Southern Fort Ross State Historic Park boundary to Northern Salt Point State Park Boundary. At Kruse Rhododendron State Natural Reserve all parking is free.

CSP believes with this distribution/ combination of free and fee spaces access to the shoreline would not be restrictive. Therefore, CSP respectfully requests the Coastal Commission overrule Sonoma County's decision to deny the request and approve the project to install 15 self-pay station collection devices and necessary appurtenant signs within Salt Point and Sonoma Coast State Parks.

Thank you for the consideration of this request. I can be reached at 707-865-2391 and at liz.burko@parks.ca.gov , project staff can be reached at Stephanie.coleman@parks.ca.gov and at 916-445-8779, if you have any questions or need additional information.

Best regards,

Signature on file.

For Liz Burko, Superintendent
Russian River District
California State Parks

c: Stephanie Coleman – Northern Service Center

Enclosure

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060-4508
VOICE AND TDD (831) 427-4863
FAX (831) 427-4877

**APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT**

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: California State Parks

Mailing Address: One Capitol Mall, Suite 410

City: Sacramento

Zip Code: 95814

Phone: 916-445-8779

SECTION II. Decision Being Appealed

1. Name of local/port government:

Sonoma County

2. Brief description of development being appealed:

Installation of 15 Self-Pay Stations (Iron Rangers) within Sonoma Coast and Salt Point State Parks. Instituting parking fees at 14 new locations and installing an iron ranger at Bodega Dunes Day use next to an existing kiosk (\$8 fee already charged).

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Sonoma Coast State Park – Goat Rock – Blind Beach-099-040-009, Arch View-099-040-004, North Lot-099-040-002, South Lot-099-040-004; Campbell Cove, Bodega Head – West lot, South lot-100-010-007; Bodega Dunes – 100-220-007 and 100-220-033; South Salmon-100-020-003; North Salmon-101-040-003; Shell Beach-099-060-001; Russian Gulch -109-140-011; Schoolhouse Beach-010-040-003; Portuguese Beach-101-110-004 and Salt Point Stump Beach 109-030-006– See Attached Location Maps.

4. Description of decision being appealed (check one.):

- ☐ Approval; no special conditions
☐ Approval with special conditions:
☒ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

A-2-SON-13-0219

DATE FILED:

7/8/13

DISTRICT:

North Central Coast

RECEIVED

JUL 08 2013

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☒ City Council/Board of Supervisors
☐ Planning Commission
☐ Other

6. Date of local government's decision: 6/18/13

7. Local government's file number (if any): CPH12-0004

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

California State Parks
Stephanie Coleman
One Capitol Mall, Suite 410
Sacramento, CA 95814

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

PHILIP SALES
1355 FELDER ROAD
SONOMA CA 95476

DAVID KENLY
PO BOX 158
JENNER CA 95450

LAURA HIEB
9529 GOAT HILL ROAD
JENNER CA 95450

ERIC KOENIGSHOFER –
FORMER SUPERVISOR
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OCCIDENTAL CA 95465

THERESA CHAMPAGNE
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SANTA ROSA CA 95407

BEV BURTON
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BODEGA BAY CA 94923

GREGORY FEARON
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SANTA ROSA CA 95404

ERIC CARPENTER
FORMER SUPERVISOR
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GRATON CA 95472

DOUGLAS PILE
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HEALDSBURG CA 95448

EDIE BISHOP
4960 VINE HILL ROAD
SEBASTOPOL CA 95476

JEFF LIGGETT / SURFRIDERS
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CEA HIGGINS
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ROHNERT PARK CA 94928

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spencer.nilson@gmail.com

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BODEGA BAY CA 94923

STEVE WALTERS
9293 OLD REDWOOD HWY
PENNGROVE CA

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ROHNERT PARK CA 94928

C G BLICK
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ROHNERT PARK CA 94927

MARIO KALSON
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SANTA ROSA CA 95404

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MONTE RIO CA 95462

MARGARET BRIARE
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briarepach@aol.com

ED SHEFFIELD, DISTRICT DIRECTOR
STATE SENATOR NOREEN EVANS
50 D STREET
SANTA ROSA CA 95404

Stefanie Sekich' - ssekich@surfrider.org
Ernie Carpenter' - ernie_man@comcast.net
Roth, Tom' - Tom.Roth@sen.ca.gov
Hirshfield, Maddy' - Maddy.Hirshfield@asm.ca.gov
Efren Carrillo - Efren.Carrillo@sonoma-county.org
Susan Upchurch - Susan.Upchurch@sonoma-county.org

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

The Sonoma County Board of Supervisors denied the project on the premise that charging a fee would restrict the maximum access required per California Constitution Article X, Section 4 and Section 30210 of the 1975 California Coastal Act.

However, in the case of the Surfrider Foundation v. California Coastal Commission 26 Cal. App. 4th. 151 No. A061659 April 25, 1994, the Court of Appeal, First District, Division 5, California, the court agreed with the California Coastal Commission findings that installing self-pay stations would not have an effect on coastal access. The Court found that *"creation of alternative access routes, cited the statistical evidence of minimal impact on attendance resulting from prior parking fee increases, described the Department's measures for providing low-cost annual parking passes to disadvantaged and frequent users, noted the Department's intent to implement a program to monitor any adverse environmental impacts, before concluding with the finding of consistency..."*

The Board denied the project on the premise that charging a fee would restrict the maximum access required per California Constitution Article X, Section 4 and Section 30210 of the 1975 California Coastal Act.

In the case of the Surfrider Foundation v. California Coastal Commission 26 Cal. App. 4th. 151 No. A061659 April 25, 1994, the Court of Appeal, First District, Division 5, California, the court agreed with the California Coastal Commission findings that installing self-pay stations would not have an effect on coastal access. The Court found that *"creation of alternative access routes, cited the statistical evidence of minimal impact on attendance resulting from prior parking fee increases, described the Department's measures for providing low-cost annual parking passes to disadvantaged and frequent users, noted the Department's intent to implement a program to monitor any adverse environmental impacts, before concluding with the finding of consistency..."*

CSP designed the project to be consistent with the Coastal Act requirements and the 1994 Court of Appeal decision. This project will not adversely affect maximum access to the shoreline. Circulation could change but alternate parking options would be available: Currently, 5 locations in Salt Point State Park and Sonoma Coast State Park are subject to parking fees – Salt Point main lot, Sonoma Coast - Bodega Dunes, Pomo Canyon, Willow Creek and Wright's Beach parking lots each charge an \$8 fee. The project would add 14 new pay station locations and convert one location from a kiosk to a self-pay

station; however, free parking would remain available at 8 parking lots and at either 31 road side pullouts within Sonoma Coast State Park boundaries or adjacent to Caltrans right-of-way with coastal and/or beach access from Salmon Creek to the south to Russian Gulch on the north. At Salt Point State Park free parking is available at dozens of road side pullouts within State Parks boundaries or adjacent to Caltrans right-of-way with coastal and/or beach access from Southern Fort Ross State Historic Park boundary to Northern Salt Point State Park Boundary. At Kruse Rhododendron State Natural Reserve all parking is free.

CSP believes with this distribution/ combination of free and fee spaces access to the shoreline would not be restrictive. Therefore, CSP respectfully requests the Coastal Commission overrule Sonoma County's decision to deny the request and approve the project to install 15 self-pay station collection devices and necessary appurtenant signs within Salt Point and Sonoma Coast State Parks.

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Signature on file.

Signature of Appellant(s) or Authorized Agent

Date: 7/2/13

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby authorize STEPHANIE COLEMAN
to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature on file.

Signature of Appellant(s)

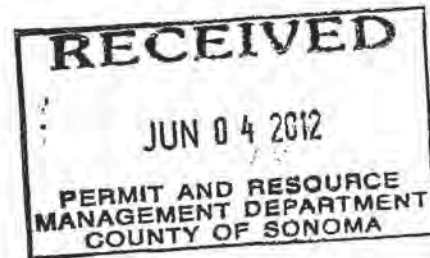
FOR LIZ BURKO

Date: 7/2/13



DEPARTMENT OF PARKS AND RECREATION
Northern Service Center
Acquisitions and Development
P.O. Box 942896 • Sacramento, CA 94296-001
916-445-8779

Ruth Coleman, Director



May 31, 2012

David Hardy, Supervising Planner
Sonoma County
Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403-2829

Dear Mr. Hardy:

California State Parks (Parks) is applying for a Coastal Development Permit (CDP) to install fifteen self-pay devices and up to fifteen sign posts in Sonoma Coast State Park and Salt Point State Park. Work consists of excavation of holes up to three feet deep and two feet wide, installation of fifteen metal cylinders in concrete, installation of sign posts and posting signs.

Please find enclosed Park's CDP application, project description, and photos of each site, maps, the CEQA Notice of Exemption filed at the State Clearinghouse, and an example of the site detail.

I can be reached the above address, at scoleman@parks.ca.gov and at 916-445-8779 if you have any questions or need additional information.

Best regards,

Signature on file.

Stephanie Coleman
Environmental Coordinator

Enclosure(s)

Planning Application

PJR-001

File#: CPH12-0004

Type of Application:

- | | | | |
|---|--|---|--------------------------------------|
| <input type="checkbox"/> Admin Cert. Compliance | <input type="checkbox"/> Design Review Comm./Ind. | <input type="checkbox"/> Minor Subdivision | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Ag./Timber Preserve/Contract | <input type="checkbox"/> Design Review Residential | <input type="checkbox"/> Mobile Home Zoning Permit | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Cert. of Compliance | <input type="checkbox"/> Design Review Signs | <input type="checkbox"/> Ordinance Interpretation | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Cert. of Modification | <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Second Unit Permit | |
| <input type="checkbox"/> Coastal Permit | <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Specific/Area Plan Amendment | |
| <input type="checkbox"/> Design Review Admin. | <input type="checkbox"/> Major Subdivision | <input type="checkbox"/> Use Permit | |

Applicant (Contact Person):

California State Parks - Stephanie Coleman

Name

One Capitol Mall, Suite 410

Mailing Address

Sacramento

CA

95814

City/Town

State

Zip

916-445-8779

916-445-8883

Phone

Fax

scoleman@parks.ca.gov

email

Owner, if other than Applicant:

Name

Mailing Address

City/Town

State

Zip

Phone

Fax

email

Signature

Date

Signature

Date

Other Persons to be Notified: (Specify: Other Owner(s), Agent, Lender, Architect, Engineer, Surveyor)

Name

Name

Name

Mailing Address

Mailing Address

Mailing Address

City/Town

State

Zip

City/Town

State

Zip

City/Town

State

Zip

Title

Title

Title

Phone

Fax

Phone

Fax

Phone

Fax

email

email

email

Project Information:

Install 15 Self Pay devices and Sign posts

Address(es)

multiple locations see attached

Assessor's Parcel Number(s)

100-010-007 and others

Project Description: **see attached - excavate to install self pay devices and sign posts**

(Please attach additional sheet(s) if needed)

Site Served by Public Water? ☐ Yes ☒ No

Site Served by Public Sewer? ☐ Yes ☒ No

Number of new lots proposed **0**

----- DO NOT WRITE BELOW THIS LINE - To Be Completed by PRMD Staff -----

Planning Area: **1** Supervisorial District: **5** Current Zoning: **PFC BR, G** General Plan Land Use: **PQP**

Specific Plan: **Local Coastal Plan** S.P. Land Use: Needs CEQA Review? ☐ yes ☒ no

Commercial/Industrial Uses: (Enter numbers where applicable)

Bldg. sq. ft. Existing: Proposed: Existing Employees: New Employees:

New Manufactured Homes: New Units For Sale: New Units For Rent: Density Bonus Units:

Violation? ☐ yes ☒ no; Application resolve planning violation? ☐ yes ☐ no; Penalty applicable? ☐ yes ☐ no; Civil Penalty Factor

Previous Files: **Numerous**

Application accepted by **D. Hardy** Date **6-6-12**

Sonoma County Permit and Resource Management Department

2550 Ventura Avenue ♦ Santa Rosa, CA ♦ 95403-2829 ♦ (707) 565-1900 ♦ F

Carrie Muller

S:\Handouts\PJR\PJR-001 Planning Application.WPD

11/13/09

A-2-SON-13-0219

Exhibit 7

CDP Application to Sonoma Co.

Page 2 of 13

Supplemental Application Information

Existing use of property: Recreation

Acreage: 13785

Existing structures on property: Visitor Centers, rest rooms, entrances kiosks and various other buildings

Proximity to creeks, waterways and impoundment areas: Pacific Ocean

Vegetation on site: various grasses at some locations.

General topography: Flat at project locations

Surrounding uses to
(Note: An adjoining
road is not a use.)

North: recreation

South: recreation

East: recreation

West: recreation

New structures proposed
(size, height, type): N/A

Number of employees: Full time: N/A

Part time: N/A

Seasonal: _____

Operating days: varies depending on season

Hours of operation: sunup to sunset

Number of vehicles per day: Passenger: varies

Trucks: _____

Water source: N/A

Sewage disposal: n/A

Provider, if applicable: _____

Provider, if applicable: _____

New noise sources

(compressors, power tools, music, etc.): Use of hydraulic auger during construction

Grading proposed: Amount of cut (cu. yds.): N/A Amount of fill (cu. yds.): _____ Will more than one acre be disturbed by construction of access roads, site preparation and clearing, fill or excavation, building removal, building construction, equipment staging and maintenance, or other activities? Yes _____ No x If Yes, indicate area of disturbance(acres): _____

Identify method of site drainage (sheet flow, storm drain, outflow to creek or ditch, detention area, etc.): _____

Vegetation to be removed: various grass

Will proposal require annexation to a district in order to obtain public services: Yes _____ No x

Are there currently any hazardous materials (chemicals, oils, gasoline, etc.) stored, used or processed on this site? Yes _____ No x

Will the use, storage, or processing of hazardous materials occur on this site in the future if this project is authorized? Yes _____ No x

Fire safety information (existing/proposed water tanks, hydrants, emergency access and turnaround, building materials, etc): n/a

Coastal Permit Application Supplemental Information

PURPOSE:

This form is to be completed by applicants in order to provide additional information regarding a Coastal Permit application. The more details that are provided, the easier it will be to promptly process the Coastal Permit application. Please answer all questions. Indicate "Not Applicable" or "N/A" for those questions which do not pertain to the proposed project. It is important that applicants provide complete answers to all questions.

1. Are there existing structures or improvements on the property? ☒ Yes ☐ No
If yes, describe below and identify the use and size of each structure or improvement.

Sonoma Coast State Park and Salt Point State Park have visitor centers, rest room buildings, entrance kiosks and other buildings.
~~No development or improvements are planned for these buildings.~~

2. Describe the project and include structure sizes(s) (in square feet), improvements such as wells, septic systems, grading, vegetation removal, roads, driveways, propane tanks, oil tanks, water storage tanks, solar panels, etc.

N/A

3. Is any grading or road/driveway construction planned? ☐ Yes ☒ No

Estimate the amount of grading in cubic yards: _____

If greater than 50 cubic yards or if greater than 2 feet of cut or 1 foot of fill will result, a grading plan and permit will be required.

Estimate the length of the proposed road/driveway: _____ feet.

4. Will vegetation be removed on areas other than the building sites and roads?
☐ Yes ☒ No

If yes, explain: _____

5. Are there any water courses, anadromous fish streams, sand dunes, rookeries, marine mammal haul-out areas, wetlands, riparian areas, rare or endangered plants, animals or habitat which support rare and endangered species located on the project site or within 100 feet of the project site? If yes explain:

Some parking areas are with 100 feet of the pacific ocean.

Installation locations are located within developed parking lots

and will avoid sensitive areas.

6. How many trees will be removed to implement the project: 0. Indicate on the site plan all trees to be removed which are greater than 9 inches in diameter (measured four feet from the ground). If applicable, please indicate on the site plan the size, location and species of all on-site trees that provide screening from public view areas.

7. Will the proposed development be visible from:

- ☐ A. State Highway 1? ☒ Yes ☐ No
☐ B. Other Scenic Corridor? (see list below) ☐ Yes ☒ No
☐ C. Park, beach, or recreation area? ☒ Yes ☐ No

If you answered yes, explain construction areas are within State Parks
and would be placed within developed areas so there is no impact
to scenic resources.

Scenic Corridors: Stewarts Point-Skaggs Springs Road, Fort Ross Road, Myers Grade/Seaview Road, Highway 116, Willow Creek (paved portion), Coleman Valley Road, Bay Hill Road, Bodega Highway and Petaluma-Valley Ford Road.

8. Height of structure(s) in feet (measured from average grade to the highest point of the structure). Identify height of building(s) on architectural elevations:

No structures will be built. Devices (metal cylinder) are
up to 4 feet tall and sign posts may be up to 6
feet tall.

9. Describe all exterior materials and colors of all proposed structures

Siding material _____ Color _____

Trim material _____ Color _____

Chimney material _____ Color _____

Roofing material _____ Color _____

Window frame material _____ Color _____

Door material _____ Color _____

Fencing material _____ Color _____
Retaining wall material _____ Color _____
Other exterior materials _____ Color _____

10. Will there be any new exterior lighting? ☐ Yes ☒ No
If yes, provide lighting details and specifications for all exterior lighting fixtures. All lighting fixtures must be downcast and shielded to prevent light and glare beyond the parcel boundaries. Identify the location of all exterior lighting on the site plan or building plan.

11. If the project is commercial, industrial, or institutional, complete the following:

Total square footage of all structures: N/A

Estimated employees per shift: _____

Estimated shifts per day: _____

Type of loading facilities proposed: _____

Will the proposed project be phased? ☐ Yes ☐ No

If Yes, explain your plans for phasing: _____

Parking will be provided as follows:

Number of Spaces:

Existing: _____ Proposed: _____ Total: _____

Number of standard spaces: _____ Size: _____

Number of handicapped spaces: _____ Size: _____

12. What will be the method of sewage disposal?

☐ Community sewage system, specify N/A

☐ Septic Tank (indicate primary and replacement leachfields on plot plan)

☐ Other, specify _____

13. What will be the domestic water source?
- ☐ Community water system, specify supplier: N/A
- ☐ Well ☐ On-site ☐ Off-site
- ☐ Spring ☐ On-site ☐ Off-site
- ☐ Other, specify _____

14. Utilities will be supplied to the site as follows: N/A

Electricity:

- ☐ Utility Company (service exists to the parcel)
- ☐ Utility Company requires extension of services to site: _____ feet _____ miles
- ☐ On Site generation, Specify: _____
- ☐ None

Gas:

- ☐ Utility Company/Tank
- ☐ None

Sonoma Coast and Salt Point Self Pay Device and Sign Installation

Project Description

Install fifteen self-pay devices (i.e. Iron Rangers) and sign posts within existing developed parking areas. A hydraulic auger will excavate holes up to 3 feet deep and two feet wide for the devices and sign posts. The devices are approximately 4 feet high and one foot in diameter installed in concrete. Sign posts will be wood posts 4 by 4 inches in diameter and up to 6 feet tall installed in crushed rock and native soil. Signs are brown and white.

Plants

If the devices or signs post locations are within grass areas a botanical survey will be completed prior to installation and sensitive areas avoided.

RUSSIAN RIVER DISTRICT IRON RANGER INSTALLATION PROJECT

IRON RANGER LOCATION DESCRIP	PARK UNIT	UTM COORDINATES	Parking Lot Composition
Stump Beach Parking Lot	Salt Point SP	470926E, 4270226N	Gravel
Russian Gulch Parking Lot	Sonoma Coast State Park	486496E, 4257969N	Gravel
Blind Beach Parking Lot	Sonoma Coast State Park	489492E, 4254159N	Asphalt
Goat Rock - South Lot	Sonoma Coast State Park	489030E, 4254779N	Asphalt
Goat Rock - North Lot	Sonoma Coast State Park	489012E, 4255301N	Asphalt
Goat Rock - Arched Rock Lot	Sonoma Coast State Park	489127E, 4254845N	Asphalt
Shell Beach Parking Lot	Sonoma Coast State Park	490865E, 4252198N	Asphalt
Portuguese Beach Parking Lot	Sonoma Coast State Park	492988E, 4247780N	Asphalt
Schoolhouse Beach Parking Lot	Sonoma Coast State Park	493189E, 4247446N	Asphalt
Salmon Creek North Parking Lot	Sonoma Coast State Park	494185E, 4245304N	Asphalt
Bean Avenue Parking Lot (South Salmon)	Sonoma Coast State Park	494194E, 4244715N	Asphalt
Campbell Cove Parking Lot (Bodega Head)	Sonoma Coast State Park	494925E, 4239718N	Paving Block
Upper Lot (Bodega Head)	Sonoma Coast State Park	494901E, 4239394N	Gravel
Lower Lot (Bodega Head)	Sonoma Coast State Park	494410E, 4239534N	Gravel

Indemnification Agreement

PJR-011

"As part of this application, applicant agrees to defend, indemnify, release and hold harmless the County, its agents, officers, attorneys, employees, boards and commissions from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void or annul the approval of this application or the adoption of the environmental document which accompanies it. This indemnification shall include, but not be limited to, damages, costs, expenses, attorney fees or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in conjunction with the approval of this application, whether or not there is concurrent passive or active negligence on the part of the County. If, for any reason any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect."

Signature on file.

California State Parks

Applicant Name

Applicant Signature

Owner Name

Owner Signature

Date

5/31/12

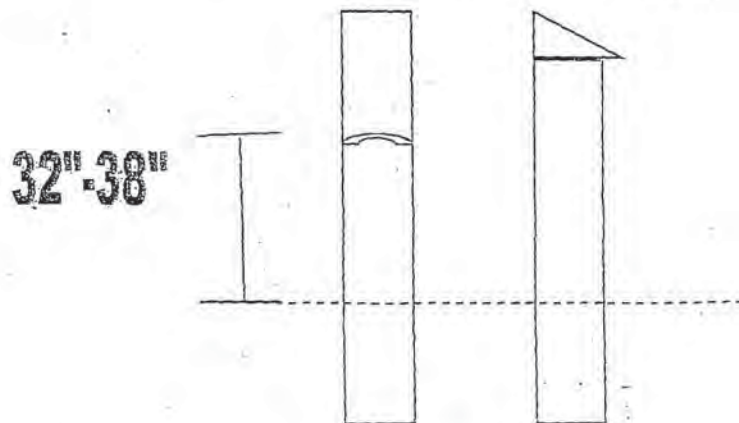
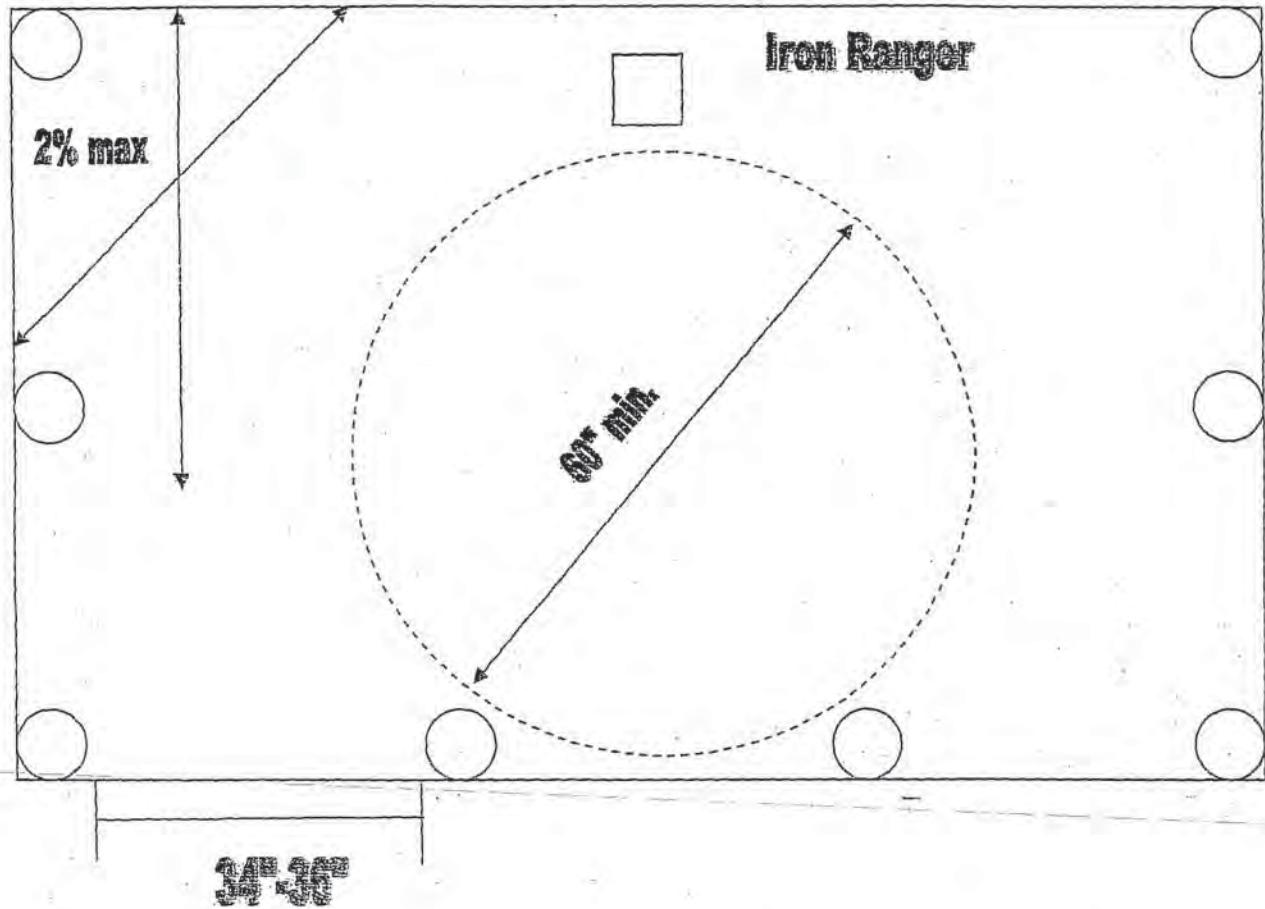
File No.

NOTE: The purpose of the Indemnification Agreement is to allow the County to be held harmless in terms of potential legal costs and liabilities in conjunction with permit processing and approval.

Sonoma County Permit and Resource Management Department

2550 Ventura Avenue ❖ Santa Rosa, CA ❖ 95403-2829 ❖ (707) 565-1900 ❖ FAX (707) 565-1901

Iron Ranger Site Detail



State of California
Department of Parks and Recreation

NOTICE OF EXEMPTION

TO: Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

FROM: Department of Parks and Recreation
1416 Ninth Street
P.O. Box 942896
Sacramento, CA 94296-0001

PROJECT TITLE: Salt Point and Sonoma Coast State Parks Self-Pay Stations and Signs Installation

LOCATION: Salt Point State Park; Stump Beach, Sonoma Coast State Park; Russian Gulch, Blind Beach, Goat Rock North, Goat Rock Arched Rock, Goat Rock South, Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek North, Bean Avenue, Campbell Cove, Bodega Head Upper and Bodega Head Lower.

COUNTY: Sonoma

DESCRIPTION OF THE NATURE AND PURPOSE OF PROJECT:

Install fifteen self-pay stations (iron rangers) and fee signage within Salt Point and Sonoma Coast State Parks. Installation consists of; excavation of holes (maximum 3' depth x 2' width), iron rangers set in concrete and signs posts set in crushed rock and backfilled with native soil.

PUBLIC AGENCY APPROVING THE PROJECT: California Department of Parks and Recreation

NAME OF DIVISION OR DISTRICT CARRYING OUT THE PROJECT: Russian River District

EXEMPT STATUS:

☒ Categorical Exemption Classes: 3, 4, and 11 Section: 15303, 15304, 15311

REASONS WHY PROJECT IS EXEMPT:

Project consists of construction and location of limited numbers of new, small facilities; minor public alterations in the condition of land and/or vegetation which do not involve the removal of healthy, mature, scenic trees except for forestry purposes; and construction or placement of minor structures accessory to (appurtenant to) existing facilities; included as "installation of signs" and "installation of fee collection devices" in the Department of Parks and Recreation's list of exempt activities in accordance with CCR

CONTACT: Brendan O'Neil
Russian River District

TELEPHONE: (707) 865-3129
EMAIL: boneil@parks.ca.gov

Signature on file.

Liz Burko, District Superintendent

2-22-12
DATE

California Home

Tuesday, May 29, 2012



OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Document Description

Salt Point and Sonoma Coast State Parks Self-Pay Stations and Signs Installation

SCH Number: 2012028265

Document Type: NOE - Notice of Exemption

Project Lead Agency: Parks and Recreation, Department of

Project Description

Install fifteen self-pay stations (iron rangers) and fee signage within Salt Point and Sonoma Coast State Parks. Installation consists of: excavation of holes (maximum 3' depth x 2' width), iron rangers set in concrete and signs posts set in crushed rock and backfilled with native soil.

Contact Information

Primary Contact:
 Brendon O'Neil
 California Department of Parks and Recreation
 707 865-3129
 1416 Ninth Street
 P.O. Box 942896
 Sacramento, CA 94296-0001

Project Location

County: Sonoma
 City:
 Region:
 Cross Streets:
 Latitude/Longitude:
 Parcel No:
 Township:
 Range:
 Section:
 Base:
 Other Location Info:

Exempt Status

- ☐ Ministerial
☐ Declared Emergency
☐ Emergency Project
☒ Categorical Exemption
☐ Statutory Exemption

Type, Section or Code Number 15303, 4, & 11 - Class 3, 4 & 11

Reasons for Exemption

Project consists of construction and location of limited numbers of raw, small facilities; minor public alterations in the condition of land and/or vegetation which do not involve the removal of healthy, mature, scenic trees except for forestry purposes; and construction or placement of minor structures accessory to (appurtenant to) existing facilities; included as "installation of signs;" and "installation of fee collection devices" in the Department of Parks and Recreation's list of exempt activities in accordance with CCR.

Date Received: 2/24/2012

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A-2-SON-13-0219
 Exhibit 7
 CDP Application to Sonoma Co.
 Page 13 of 13



Sonoma County Board of Zoning Adjustments STAFF REPORT

Sonoma County Permit and Resource Management Department

2550 Ventura Avenue, Santa Rosa, CA 95403
(707) 565-1900 FAX (707) 565-1103

FILE: CPH12-0004
DATE: January 17, 2013
TIME: 1:05 p.m.
STAFF: David Hardy, Project Planner

Appeal Period: 10 calendar days

SUMMARY

Applicant: State of California Department of Parks and Recreation

Owner: State of California

Location: Sonoma Coast State Beaches (13 locations) and Salt Point State Park
APNs: 109-030-006; 109-140-011; 099-040-002 & -004; 099-050-006; 099-060-001; 101-040-003; 101-110-004; 100-020-003; 100-010-007;
Supervisory District No. 5:

Subject: Installation of fee collection devices called "Iron Rangers"

PROPOSAL: Request to install signs and fee collection devices for the purpose of charging a new fee for parking at 14 locations on the Sonoma Coast, ranging from Stump Beach in Salt Point State Park to Bodega Head.

Environmental Determination: Categorical Exemption, CEQA Guidelines Section 15303, Small Structures; and Section 15273, Rates, Tolls, Fares and Charges.

General Plan: PQP, Public Quasi-public

Specific/Area Plan: Local Coastal Plan
Land Use: Institutional

Ord. Reference: 26C-183 (e)

Zoning: PF-Public Facilities, Coastal Combining

Application Complete for Processing: June 27, 2012

RECOMMENDATION: Deny the Request

ANALYSIS

Background:

Faced with budget shortfalls and a legislative mandate to increase revenue, the California Department of Parks and Recreation ("State Parks") proposes to install fifteen self-pay iron boxes to collect fees for parking at 14 beach parking lots in the Sonoma Coast State Park and at Salt Point State Park. State Parks regards the decision about whether to collect fees as an "administrative decision" that is not subject to a Coastal Permit. State Parks has not applied to charge a particular fee, and no fee amount is specified in the application, but they are applying to install the signs that inform visitors that a fee is due and to install the iron boxes into which the fees would be paid and later collected by parks staff.

Certain projects of State Parks can be considered to be exempt from a coastal permit, such as minor upgrades to facilities and maintenance of trails and parking. However, these are determined on the basis of the Coastal Commission's adopted Repair, Maintenance and Utility Hook-Up Exclusions from Permit Requirements adopted in 1978. Regarding parks, the Exclusion Order states:

"No permit is required for routine maintenance of existing public parks including repair or modification of existing public facilities where the level or type of public use or the size of structures will not be altered."

Staff regards the change from free parking to fee parking as a change in the "type of public use." Thus, the installation of the fee-collecting devices is the means to charge a fee and change the "type of public use" that requires a coastal permit.

While fees currently are collected for parking at several state beaches and County beach parks, staff's research indicates that most of these locations were charging fees at the time the Coastal Act was adopted by the Legislature in 1976 or when the Sonoma County Local Coastal Plan was first certified by the Coastal Commission in December 1980.

While State Parks does not ordinarily require County approval of its projects, this project is located in the Coastal Zone, and the County is the responsible permitting agency with jurisdiction derived from adoption of the Sonoma County Local Coastal Plan (LCP) by the Coastal Commission. The County's responsibility for access is set forth in the LCP, which says on Page 61, "The County shall take all necessary steps to protect and defend the public's constitutionally guaranteed rights of access to and along the shoreline."

This application is not the first time that State Parks has requested approval of fee collection devices for beaches in Sonoma County. Following a \$16 million budget cut on State Parks in 1990, the department requested approval directly from the Coastal Commission to install iron rangers at Russian Gulch, Goat Rock, and Campbell Cove—all of which are on the current list of installations. The Coastal Commission approved the devices, and Commission staff noted that the recommendation for approval was based upon previous Commission action. In those applications, State Parks proposed to monitor usage to see if the public that was deterred by the fees would start parking elsewhere and damaging sensitive coastal resources. Another part of the basis for approval was that Sonoma County, which initially objected to the fees, reached an agreement to reimburse State Parks for the anticipated revenue.

The Commission staff report for the January 13, 1992 meeting stated:

"The primary issue before the Commission is whether the installation and operation of the fee collection devices will adversely impact public access and/or other coastal resources. In its approval of the other 12 devices, the Commission found that they would not adversely impact public access; these four devices are similar to those already approved and thus will not adversely impact public access."

The main issue associated with the parking fee is possible attempts by the public to circumvent payment by such means as parking in adjacent free areas and walking over or through sensitive habitat areas to access the beach."

Following the Commission's approval, the Surfrider Foundation challenged the approval, joined by the City of Fort Bragg. Surfrider also contested the CEQA exemption.

The First District Court of Appeal upheld the Commission action on both the CEQA challenge and the Coastal Act compliance. In particular, the Court noted that State Parks presented evidence that new fees or fee increases had resulted in temporary reductions in usage that were subsequently restored to prior levels after several years.

In its decision, the Court noted that "Strictly speaking, the Commission did not approve the imposition of fees, but merely the installation of fee collection devices. Viewed simply as small structures, those devices will not physically impede coastal access. It is the fact that one must deposit money into them that underlies Surfrider's claims of impeded access. Is this type of indirect effect within the scope of the [Coastal] Act's policies. We believe so...we conclude the public access and recreational policies of the Act should be broadly construed to encompass all impediments to access, whether direct or indirect, physical or nonphysical."

The Court went on to say that it relied on the evidence provided by State Parks "demonstrating that state park vehicle fee increases in 1987 had little or no effect on attendance."

The Court also said, "In an ideal world, people should not have to pay a fee to enjoy the coast...Like so many public agencies, the Department has suffered budget cuts. Sources of additional funding must be found, or some state park beaches might have to be closed, precipitating a genuine access problem."

More recently, the Coastal Commission approved new fees, not just increased fees, in the City of Pacifica, which has an operating agreement for a state beach. The November 2012 approval contained conditions to monitor nearby areas for three years, with the Commission to review the permit at that time. The Commission also noted that there was public transit available, and that the fees did not apply to walk-in visitors.

The City of Fort Bragg dealt with this matter earlier this year, and denied the requested fee approval. State Parks did not appeal the decision.

It should also be noted that three locations may be within the direct jurisdiction of the California Coastal Commission. This would shift the coastal permit approval burden for the lots at Campbell Cove, Russian Gulch, and the north parking lot at Goat Rock, but does not change the recommendation of denial for the sites within County jurisdiction.

Project Description:

The self-pay stations consist of an iron box approximately four feet above ground and one square foot in size placed in a hole approximately three feet deep and two feet in diameter on a concrete pad with bollards and with sufficient width and size to be accessible to someone in a wheelchair. The signs stating "DAY USE FEES SELF REGISTRATION" would be mounted to 4" by 4" redwood posts installed in crushed rock and backfilled with native soil.

The self pay stations and signs are proposed to be located in the already developed parking lots at the following locations. All sites are zoned PF CC – Public Facility, Coastal Combining zoning district. The site characteristics of each location, surrounding uses, and surrounding zoning are noted here also.

Stump Beach at Salt Point State Park—Gravel parking lot located 100 feet west of Highway 1, surrounded by forest. Existing bathroom onsite. PFCC-Public Facility, Coastal Combining. (APN109-030-006)

Russian Gulch—Gravel parking lot with gate, 200 feet west of Highway 1, screened by willows and riparian vegetation. Existing bathrooms are generally closed. LEA CC – Land Extensive Agriculture to the west and north and TP CC – Timber Preserve to the north. (APN109-140-011). This site may be within the direct jurisdiction of the California Coastal Commission.

Goat Rock – Blind Beach

Goat Rock – South Lot

Goat Rock – North Lot (two locations)

Goat Rock – Arched Rock

The four parking lots at Goat Rock are all paved with asphalt and sometimes covered with sand. All locations except Arched Rock have bathrooms available. Blind Beach and Arched Rock lots are at the top of the cliffs; the “North” and “South” parking lots are at dune and beach level. Nearby residential area overlooking the river mouth is zoned RR CC – Rural Residential. (APNS 99-040-002 & -004) The North parking lot may be within the direct jurisdiction of the California Coastal Commission.

Shell Beach—Asphalt parking lot 600 feet west of Highway 1, surrounded by coastal scrub with an old subdivision to the north. Site has bathrooms and trail to beach. All surrounding area, including area of three home sites, is zoned PF CC, same as the subject state parks property. (APN 99-060-001)

Portuguese Beach—asphalt parking lot just west of Highway 1, with bathroom and trail to beach. Surrounding area is PF CC to the north and south, with the Sereno del Mar subdivision, zoned RR-Rural Residential, to the east of Highway 1. (APN 101-110-004)

Schoolhouse Beach— asphalt parking lot just west of Highway 1, with trail to beach. Surrounding area is PF CC to the north and south, with the Carmet subdivision, zoned RR-Rural Residential, to the east of Highway 1. (APN 101-040-003)

Salmon Creek North Lot

Salmon Creek South Lot – (Bean Avenue)

The two Salmon Creek parking lots are paved with asphalt and have bathrooms. The north lot is just off Highway 1. To the east is pasture owned by the Sonoma County Agricultural and Open Space District zoned PF CC. The Bean Avenue lot is a quarter-mile west of Highway 1. Surrounding zoning to the north and south is PF CC, and to the east is the Salmon Creek subdivision, zoned RR CC. This site is governed by an existing Coastal Permit approved on appeal by the Coastal Commission, which may retain jurisdiction on this permit. (APN 101-040-003 & 100-020-003)

Bodega Head – Campbell Cove Lot

Bodega Head – Upper Lot

Bodega Head Lower Lot

The upper parking lots have gravel parking lots, while the Campbell Cove lot has paving block surfaces. All lots have bathrooms. Surrounding area is coastal scrub, and the Campbell Cove site has the abandoned nuclear power plant trenching. All surrounding area is zoned PF CC. (APN 100-010-007) The Campbell Cove parking lot may be within the direct jurisdiction of the California Coastal Commission.

DISCUSSION OF ISSUES

Issue #1: Coastal Act Conformity

The right of California citizens to access the beaches and rivers of the state is set forth in Article X of the California Constitution, and this section of the Constitution provides the basis for the access policies of the Coastal Act.

SEC. 4. No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay, inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people thereof.

Staff notes that this provision binds the state Legislature, telling that branch of government to give "the most liberal construction" to this provision of the Constitution.

The most fundamental Coastal Act policy that applies to the fee discussion is Section 30210, which reads:

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

This section requires "maximum" access, and places only four limitations on its provision. Those limitations are public safety, protection of public rights, protection of private property rights, and protection of natural resource areas. This law does not list fiscal or budgetary constraints as a basis to limit that "maximum access."

Section 30212.5 calls for distribution of parking areas "throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area."

Section 30213 addresses the cost of access, saying, "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided." In the 1994 appellate decision, the Court noted that the cost of a senior pass was \$20, that low-income users could purchase an annual pass for only \$5, and that \$75 bought an annual pass for anyone. Today, the annual day use pass is \$195. The \$20.00 senior pass and low income pass are at the same rate, but they come with certain restrictions, and they don't guarantee access to all parks or at all times of the year.

Another aspect of cost is that the fee to be collected is from motorists who drive, not from walk-ins or bicyclists. Only Portuguese Beach, Schoolhouse Beach, and Bean Avenue lots are in the vicinity of residential areas where people can walk in to the beach. As a practical matter, for most people to reach any of the other beach lots requires an automobile because there is not viable transit service along the coast. The Sonoma County Transit system only operates bus service to the coast on weekends during the months of July and August. Mendocino Transit Authority's Route 95 serves the coast, departing from Mendocino County in the morning to take riders all the way to Santa Rosa by way of Bodega Bay, and then making a late afternoon return trip. So, if someone wanted to go from Guerneville by bus to Jenner, they would have to take the 2:16 pm bus to Santa Rosa, then catch the 4:15 p.m. bus to the Coast, and they would arrive in Jenner by 5:30 p.m. Unlike urban settings where bus transit is an alternative to parking fees, this is not a viable option for local inland residents of Sonoma County. Thus, the cost of the parking fee is on top of the cost of the drive to the coast.

Implementation of the access policies is discussed in Section 30214, which sets forth the basis for providing less than "maximum access."

30214. (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.*
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.*
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.*

As with Section 30210 above, the limitations specified do not mention fiscal constraints or budget issues. The limitations set forth in this section are related to physical aspects and problems, such as steep slopes, fragile natural resources, proximity to adjacent residential areas, private property privacy, and litter. In this regard, the section reflects the concern of the policies to protect environmentally sensitive habitat, specifically:

30240(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.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

This is the policy cited by Coastal Commission staff as the basis for continued monitoring of sensitive resources that may be impacted by the diversion of visitors from new fee-entry parking to nearby free parking.

To summarize, the Constitution requires the Legislature to give "the most liberal construction" to the citizens right and ability to access the coast, and the Coastal Act provides that the Constitution shall be implemented to provide "maximum access." Limitations on providing that maximum access are limited to physical constraints, not fiscal constraints.

Issue #2: Local Coastal Plan Conformity

The Local Coastal Plan, adopted in 2001, contains an Access Plan that provides specific descriptions of facilities and policies (called "recommendations" in the plan) regarding the use of those facilities. The LCP Access Plan contains references to all of the sites on the State Parks proposed fee parking list. In some cases, the references are specific. In other cases, they refer to the "Recreation Plan," which consists of a series of policies on pages 103-108 and Figure V-1, which consists of four pages of maps in the Appendix to the LCP.

Here are the references descriptions, and policies ("recommendations"), using the site's number in the Access Plan. Underlines are for emphasis.

17. *Salt Point State Park – Improved [Stump Beach]*

Discussion: See Recreation Plan

The Recreation Plan for the Stump Beach Cove Area says: "No changes (parking, picnic, and pit toilet facilities are located just west of the highway with trail leading to the sandy beach)."

34. *Russian Gulch - Dedicated and Undeveloped*

Discussion: Russian Gulch has a large, attractive, accessible and heavily used beach. The lack of restrooms presents a health hazard, as well as an inconvenience. Impromptu highway parking can create traffic hazards. For additional information and recommendations, see Recreation Plan.

Recommendations:

1. *Develop parking area.*
2. *Construct restrooms.*
3. *Utilize new facilities as a roadside rest area.*

43. *Goat Rock River Access - Dedicated and Improved*

Discussion: The beach at the mouth of the Russian River is accessible from Goat Rock parking area at the Sonoma Coast State Beach.

Recommendations:

No change.

46. *Goat Rock Ocean Access - Dedicated and Partially Improved*

Discussion: Four accessways are available from Goat Rock Road.

Recommendations:

No change.

48. *Shell Beach - Dedicated and Improved*

Discussion: State Parks operates this accessway to Shell Beach. A safe trail, parking for 40 cars, and restrooms are available. Lateral access between Shell Beach and Wright's Beach is hindered only by one bluff promontory. A staircase up and over this bluff would allow hiking along nearly 2 miles of beach.

Recommendations:

1. *No change in vertical access.*
2. *Develop a trail connection and staircase, as appropriate between Shell Beach and Wright Beach.*

55. *Portuguese Beach - Dedicated and Developed*

Discussion: State Parks operates this accessway. A trail and parking area are available.

*Recommendations:
No change.*

56. Sonoma Coast State Beach - Portuguese Beach to Salmon Creek - Dedicated and Developed.

Discussion: Between Portuguese Beach and Salmon Creek are six beaches and access points operated by State Parks: Schoolhouse, Carmet, Arched Rock, Coleman, Miwok, and North Salmon Creek Beaches. Trail and parking areas are available. For additional information and recommendations, see Recreation and Transportation Plans.

The Recreation Plan for this area No. 56 reads as follows:

Day use of the beaches is very popular because of the easy accessibility to the population centers of Sonoma and Marin Counties. Many visitors make the loop from Petaluma, up the coast at Bodega Bay, and inland at Jenner along the Russian River. A series of parking lots west of Highway 1 generally provide adequate parking. Additional day use parking is shown on the General Development Plan Map for the Sonoma Coast State Beach: 150 cars at Salmon Creek, where the existing park office is located and parking for 400 cars in four locations in the sand dunes. Each proposed parking area also shows restrooms and picnic sites.

The Bean Avenue Parking Lot is a special situation because of State Parks prior attempts to close the parking lot in 1990. The attempt to close the parking lot entirely was modified to request a partial closure (20 of 40 spaces) to allow revegetation and restoration. The County staff report at the time noted that "Because the Coastal Plan contains policies regarding retention of an enhancement of the existing parking lot, a Coastal Plan Amendment is required." The Board of Supervisors approved the request only after adopting an amendment to the LCP that placed limitations on the closure. A citizen from Jenner appealed the Board action to the Coastal Commission. Ultimately, the Commission allowed partial closure of the lot, but required 20 spaces to remain and required continued vertical access for the public. Here is the text in the current LCP:

57. South Salmon Creek Beach (Bean Avenue Access) - Dedicated and Partially Improved

Discussion: South Salmon Creek is one of the most important and heavily used beach access points on the Sonoma County Coast. Existing parking is inadequate, and roadside parking is incompatible with residential uses. Heavy usage has resulted in damage and destabilization to the dunes. At such time as the State Department of Parks prepares a revegetation management plan, has funds in place and available to implement the revegetation plan and is ready to begin immediate revegetation of the dunes, the County may issue a coastal permit for the purpose of temporarily closing the parking lot during the revegetation period. Any such permit shall not authorize closure for more than three (3) years. If the State Department of Parks wishes to extend the closure period beyond three years, it will be necessary to reapply for a coastal permit to authorize such extension. Each extension of the closure period shall not exceed two (2) years and may not be granted unless the County determines that the State Department of Parks is diligently proceeding with its revegetation program and that continued closure is in the best interest of the public and the County's Coastal Program."

60. Bodega Head - Dedicated and Partially Developed

Discussion: Numerous trails, roads, two parking areas, and restrooms are located at Bodega Head. For additional information and recommendations, see Recreation Plan.

The Recreation Plan for Bodega Head states:

Bodega Head is well known as the site where a nuclear power plant was proposed in the 1960's. A deep hole excavated for the project is now a fresh water pond valuable as bird habitat and used currently [1980] as an experimental salmon raising site. Bodega Head is generally used for picnicking, short hikes, and viewing the coast, whale migration and Bodega Bay.

The University of California Bodega Marine Reserve is located to the north of Bodega Head and south of the Bodega Dunes Campground. Any recreational development at Bodega Head should be limited to low-key day use activities to minimize conflicts with the Reserve.

To summarize, the LCP says that "no change" is allowed to the current access at Stump Beach, the four Goat Rock parking lots, Shell Beach, or Portuguese Beach. As with the 1990 State Parks attempt to close the Bean Avenue parking lot, staff today believes that an LCP amendment would be required to make a change to the free parking at these locations.

Russian Gulch and Bodega Head, Schoolhouse Beach, Salmon Creek North, and Bean Avenue Parking lots are the only proposed fee-entry locations where there is not a specific LCP prohibition against changes to the parking and access, although Bean Avenue has existing coastal permit restrictions against closure. Nevertheless, the general access policies as set forth above would preclude charging a fee.

Nevertheless, fees are charged currently at both State Parks and Sonoma County Regional Parks, and the County maintains "iron rangers" at the beach access points in The Sea Ranch that were designated in the Bane Bill and the 1982 update of the LCP. There is Coastal Plan language that indicates some acquiescence regarding fees:

Page 74 Northern Red Box Accessways. Program provides shoreline access "for a small fee."
Policy: "Continue the Red Box program."

Page 75 regarding Ocean Cove: "Fee access is available at Ocean Cove for a small fee."

Page 78 regarding Call Ranch: "28. *Call Ranch Acquisition - Dedicated and Undeveloped*

Discussion: The Call Ranch stretches from Fort Ross north almost to Kolmer Gulch and was formerly a fee access and camping area. The shoreline is rocky with a small beach area at low tide with access down a steep path at Clam Beach. The property is unofficially open to public use, has few trees, is visually vulnerable."

Recommendations:

- 1. Open a formal accessway to the public.*
- 2. Connect the abandoned section of Highway 1 on the property to the parking lot at Fort Ross Historic Park.*
- 3. Manage fee access through the Park.*

Duncans Mills Campground and Casini Ranch: "Continue the day use fee program."

According to Regional Parks staff, Westside Park, Doran Beach, and Stillwater Cover campground all charged fees from the day they opened, and all opened before the adoption of the Local Coastal Plan, so those fee-collection stations could all be considered legal non-conforming, i.e. "grandfathered" because the practice was in place when the plan was adopted.

Issue #3: CEQA

State Parks is the lead agency pursuant to the California Environmental Quality Act (CEQA), and has prepared a Notice of Exemption filed in 2011. The exemption relies on Section 15301, Small Structures. Staff concurs that sign posts and concrete pads with metal boxes are the kind of structures specifically intended to be covered by this section.

A number of commenters have noted that if the “iron rangers” are installed, to avoid the fee, beach goers will visit other remaining free locations or else drive down the road a ways and park and form new trails through sensitive areas. Or in the alternative, in the areas around Sereno del Mar, Carmet, and Salmon Creek communities, beach visitors will take up parking on public streets in these residential areas. Bear Avenue in Salmon Creek is already posted for no parking. Other areas might require new signage, which would be another aspect of the project, but the signs themselves would not ordinarily trigger potential significant impacts.

The appellate court also considered this issue in its 1994 decision, noting:

“Surfrider argues...the imposition of parking fees will cause people to park outside parking lots and create alternative beach access routes, with resulting adverse environmental impacts. Surfrider is confusing apples with oranges. Any such causal effect would not be from the construction of the small structures at issue here—the fee collection devices—but from the underlying imposition of the fees, which is statutorily exempt from CEQA.”

The applicable section of the CEQA Guidelines is under Statutory Exemptions, Sec. 15273, Rates, Tolls, Fares, and Charges. This section says CEQA does not apply to the “establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, and other charges by public agencies” when the agency finds that the fees are to meet operating expenses.

Nevertheless, State Parks in their project description says that they will monitor the potential new trails, etc. that may result from the project. The City of Pacifica in its approval of the fee parking imposed a three-year monitoring program. Should the Board of Zoning Adjustments approve the alternative to staff’s recommendation, a monitoring condition similar to the Pacifica requirement would be applied to the coastal permit.

As a practical matter, a number of free access points and parking lots would remain, although they would require additional driving to reach them. These include access to the Bufano sculpture at the Timber Cove Inn, Windermere Point and Kolmer Gulch at Fort Ross, turnouts along the High Cliffs north of Jenner, Duncans Cove, Gleason Beach, Coleman Beach, Arched Rock Beach, and access to Salmon Creek Beach from Bay Flat and Westside Roads in Bodega Bay, and several vista points.

Issue #4: Prescriptive Rights

A number of those who wrote letters opposing the parking fee claimed that the public has a “prescriptive right” of access to the beach. The notion of prescriptive rights applies to privately owned property where trespass across someone else’s land has occurred for more than five years without resistance.

The Coastal Plan states:

“For the public to obtain an easement by way of implied dedication, it must be shown that the public has used the land for the prescriptive period of five years as if it were public land:

Without asking or receiving permission from the owner.

With the actual or presumed knowledge of the owner.

Without significant objection or bona-fide attempts by the owner to prevent or halt such use.

Prescriptive easements can be established through litigation or coastal permit conditions although proving implied dedication through litigation is a very complex procedure. Prescriptive litigation can be initiated by a public agency or by a member of the public."

STAFF RECOMMENDATION

Deny the application as proposed because of inconsistency with the Coastal Act policies for "maximum access" and the policies of the Sonoma County Local Coastal Program that specify "no change" to existing access provisions at certain beach parking lots. Although the fee itself is statutorily exempt from CEQA review, other LCP and Coastal Act policies require protection of sensitive natural resources, and the project to impose fees is inconsistent with those policies to the extent that trespass and alternate access points would result.

ALTERNATIVES

Based upon the past practice of State Parks and County Regional Parks, as well as tacit acquiescence in the LCP itself and Coastal Commission prior approvals of fee collection, the BZA could consider approval of the fee collection devices at the eight locations not specifically designated in the LCP's Access Plan as sites of "no change." Those sites would be Stump Beach, Russian Gulch, Schoolhouse Beach, Salmon Creek North, South Salmon Creek/Bean Avenue, and the three lots at Bodega Head.

Should the BZA be willing to consider this approach, staff suggests certain conditions of approval should be applied. These would include the following:

- Improving the parking lots that have gravel surfaces, pursuant to the Access and Recreation plans
- Limiting the approval for a three-year period, with monitoring of nearby residential and sensitive bluff areas for signs of displaced parking, trespass and bluff degradation
- Improved law enforcement
- Requiring State Parks to show the amount of funds received, how the funds were applied, and whether they were kept within the Sonoma County coastal area or siphoned off to other regions.
- Consideration could be given to require the State Parks Commission to hold a public meeting in Sonoma County regarding any proposed new fees or increased fees.

FINDINGS FOR RECOMMENDED ACTION

The recommended denial of this application is based upon the following findings:

1. The change in the "type of use" from free access to fee access does not allow an exemption from a coastal permit pursuant to Section II-C of the Repair, Maintenance and Utility Hook-Up Exclusions from Permit Requirements adopted by the Coastal Commission in 1978, and therefore a Coastal Permit is required.
2. All Coastal Permits must comply with all of the policies of the Coastal Act and the Sonoma County Local Coastal Plan.
3. Coastal Act Section 30210 requires "maximum" access, and places only four limitations on its provision. Those limitations are public safety, protection of public rights, protection of private property rights, and protection of natural resource areas. This law does not list fiscal or budgetary constraints as a basis to limit that "maximum access."

4. Section 30214 of the Coastal Act regarding implementation of the access policies suggests that limitations on "maximum access" should be based only upon topography, sensitivity of nearby resources, and other physical limitations of the site.
5. The County has a duty to "take all necessary steps to protect and defend the public's constitutionally guaranteed rights of access to and along the shoreline."
6. The Local Coastal Plan contains an Access Plan that sets forth the provisions for acquisition and development of coastal beach parking at specified locations. The LCP specifies "no change" to the access at the four beach parking lots at Goat Rock, at Shell Beach, and at Portuguese Beach, therefore the change to require parking fees is in direct conflict with the Access Plan provisions for those specific locations.
7. Russian Gulch and Bodega Head, Schoolhouse Beach, Salmon Creek North, and Bean Avenue Parking lots are the only proposed fee-entry locations where there is not a specific LCP prohibition against changes to the parking and access. Nevertheless, the general access policies as set forth above preclude charging a fee.
8. Low cost access to the Coast is already limited because there is no viable daily bus service to the coast from Sonoma County, other than the Mendocino Transit Authority, whose trip to the Coast from Santa Rosa begins at 4:15 p.m. A person who wants to take a bus from Guerneville to Jenner would have to take a three hour bus ride to go 12 miles.
9. Indirect effects can result in damage to sensitive natural resources because people who choose not to pay the fee can park elsewhere and scramble through dunes or on bluffs creating new trails to the beach, in conflict with Coastal Act policies.

LIST OF ATTACHMENTS

EXHIBIT A: State Parks Project Description and Application Materials
EXHIBIT B: Photographs of the Proposed Locations
EXHIBIT C: Draft Resolution
EXHIBIT D: Correspondence

FINAL NOTICE OF FINAL ACTION ON A COASTAL PERMIT

Sonoma County Permit and Resource Management Department
2550 Ventura Avenue, Santa Rosa, CA 95403
(707) 565-1900 FAX (707) 565-1103

REFERENCE # 2-SON-13-0398

APPEAL PERIOD 6/25/13 - 7/1/13
Date:

June 19, 2013

RECEIVED
JUN 24 2013
CALIFORNIA
COASTAL COMMISSION

Applicant Name: California Department of Parks and Recreation
Applicant Address: One Capital Mall, Suite 410
Applicant City State and Zip: Sacramento, CA 95814

This notice is being distributed to the Coastal Commission and those who requested notice. The following project is located within the Coastal Zone. A project decision has been completed by the Sonoma County Board of Supervisors on June 18, 2013. The Board voted to deny the applicant's appeal and to deny the project.

File No.: CPH12-0004

Project Location: 14 locations on the Sonoma Coast, ranging from Stump Beach in Salt Point State Park to Bodega Head. The affected beaches include Stump Beach, Russian Gulch, Goat Rock, Blind Beach, Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek (north lot and Bean Avenue), Campbell Cove, and Bodega Head upper and lower lots.

Assessor's Parcel Number: APNs: 109-030-006; 109-140-011; 099-040-002 & -004; 099-050-006; 099-060-001; 101-040-003; 101-110-004; 100-020-003; 100-010-007;

Project Description: The self-pay stations consist of an iron box approximately four feet above ground and one square foot in size placed in a hole approximately three feet deep and two feet in diameter on a concrete pad with bollards and with sufficient width and size to be accessible to someone in a wheelchair. The signs stating "DAY USE FEES SELF REGISTRATION" would be mounted to 4" by 4" redwood posts installed in crushed rock and backfilled with native soil.

The self pay stations and signs are proposed to be located in the already developed parking lots at the following locations. All sites are zoned PF CC – Public Facility, Coastal Combining zoning district. The site characteristics of each location, surrounding uses, and surrounding zoning are noted here also.

- 1 Stump Beach at Salt Point State Park—Gravel parking lot located 100 feet west of Highway 1, surrounded by forest. Existing bathroom onsite. PFCC-Public Facility, Coastal Combining. (APN109-030-006)
- 2 Russian Gulch—Gravel parking lot with gate, 200 feet west of Highway 1, screened by willows and riparian vegetation. Existing bathrooms are generally closed. LEA CC – Land Extensive Agriculture to the west and north and TP CC – Timber Preserve to the north. (AP
- 3 Goat Rock – Blind Beach
- 4 Goat Rock – South Lot
- 5 Goat Rock – North Lot (two locations)
- 6 Goat Rock – Arched Rock

The four parking lots at Goat Rock are all paved with asphalt and sometimes covered with sand. All locations except Arched Rock have bathrooms available. Blind Beach and Arched Rock lots are at the top of the cliffs; the "North" and "South" parking lots are at dune and

beach level. Nearby residential area overlooking the river mouth is zoned RR CC – Rural Residential. (APNS 99-040-002 & -004) **The North parking lot may be within the direct jurisdiction of the California Coastal Commission.**

- 7 Shell Beach—Asphalt parking lot 600 feet west of Highway 1, surrounded by coastal scrub with an old subdivision to the north. Site has bathrooms and trail to beach. All surrounding area, including area of three home sites, is zoned PF CC, same as the subject state parks property. (APN 99-060-001)
- 8 Portuguese Beach—asphalt parking lot just west of Highway 1, with bathroom and trail to beach. Surrounding area is PF CC to the north and south, with the Sereno del Mar subdivision, zoned RR-Rural Residential, to the east of Highway 1. (APN 101-110-004)
- 9 Schoolhouse Beach-- asphalt parking lot just west of Highway 1, with trail to beach. Surrounding area is PF CC to the north and south, with the Carmet subdivision, zoned RR-Rural Residential, to the east of Highway 1. (APN 101-040-003)
- 10 Salmon Creek North Lot
- 11 Salmon Creek South Lot – (Bean Avenue)

The two Salmon Creek parking lots are paved with asphalt and have bathrooms. The north lot is just off Highway 1. To the east is pasture owned by the Sonoma County Agricultural and Open Space District zoned PF CC. The Bean Avenue lot is a quarter-mile west of Highway 1. Surrounding zoning to the north and south is PF CC, and to the east is the Salmon Creek subdivision, zoned RR CC. **This site is governed by an existing Coastal Permit approved on appeal by the Coastal Commission, which may retain jurisdiction on this permit.** (APN 101-040-003 & 100-020-003)

- 12 Bodega Head – Campbell Cove Lot
- 13 Bodega Head – Upper Lot
- 14 Bodega Head Lower Lot

(Y) The upper parking lots have gravel parking lots, while the Campbell Cove lot has paving block surfaces. All lots have bathrooms. Surrounding area is coastal scrub, and the Campbell Cove site has the abandoned nuclear power plant trenching. All surrounding area is zoned PF CC. (APN 100-010-007) **The Campbell Cove parking lot may be within the direct jurisdiction of the California Coastal Commission.**

Proposed Project Denied by the Sonoma County Board of Supervisors on June 18, 2013.

Findings: The project, as described in the application does not conform with the plans, policies, requirements and standards of the Sonoma County Coastal Program. Specifically, The Board of Supervisors made the following findings to support the decision:

Section 1. Application And Project.

1.1 The State of California Department of Parks and Recreation ("State Parks") filed Application CPH12-0004 with the Sonoma County Permit and Resource Management Department ("PRMD") on May 31, 2012, requesting a coastal development permit to install self-pay stations and fee

signage for the purpose of charging a new fee for parking at 14 locations on the Sonoma coast: Stump Beach in Salt Point State Park, and Russian Gulch, Goat Rock – Blind Beach, Goat Rock – South Lot, Goat Rock – North Lot, Goat Rock – Arched Rock, Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek – North Lot, Salmon Creek – South Lot (Bean Avenue), Campbell Cove, Bodega Head – Upper Lot, And Bodega Head – Lower Lot in Sonoma Coast State Park; APNs 109-030-006, 109-140-011, 099-040-002, 099-040-004, 099-050-006, 099-060-001, 101-110-004, 101-040-003, 100-020-003, and 100-010-007; zoned PF (Public Facilities), CC (Coastal Combining); Supervisorial District No. 5.

Section 2. Procedural History.

2.1 Prior to submitting Application CPH12-0004, State Parks determined that it would act as lead agency for the Project for the purposes of the California Environmental Quality Act ("CEQA"). As lead agency, State Parks determined that the Project was exempt from CEQA pursuant to State CEQA Guidelines sections 15303 (New Construction or Conversion of Small Structures), 15304 (Minor Alterations to Land), and 15311 (Accessory Structures), and prepared and filed a notice of exemption for the Project with the Office of Planning and Research on February 22, 2012.

2.2 After PRMD staff set the Project for public hearing before the Sonoma County Board of Zoning Adjustments ("the Board of Zoning Adjustments"), PRMD staff prepared a staff report analyzing the Project, discussing Project issues, and recommending denial of the Project. The staff report was distributed to the Board of Zoning Adjustments and made available to State Parks and the public in accordance with applicable law.

2.3 The Sonoma County Board of Zoning Adjustments ("the Board of Zoning Adjustments") conducted a duly noticed public hearing on the Project on January 17, 2013. At the hearing, the Board of Zoning Adjustments heard and received all relevant testimony and evidence presented orally or in writing regarding the Project. All interested persons were given the opportunity to hear and be heard. At the conclusion of public testimony, the Board of Zoning Adjustments closed the hearing, discussed the Project, and denied the Project on a 5-0 vote.

2.4 Within the time and in the manner prescribed by law, State Parks appealed the decision of the Board of Zoning Adjustments denying the Project to the Board ("the Appeal").

2.5 After the Clerk of the Board set the Appeal and the Project for public hearing before the Board, PRMD staff prepared a staff memorandum discussing the issues raised at the Board of Zoning Adjustments hearing and recommending denial of the Appeal and the Project. Attached to the staff memorandum was the staff report for the Board of Zoning Adjustments and other relevant documents. The staff memorandum was distributed to the Board and made available to State Parks and the public in accordance with applicable law.

2.6 The Board conducted a duly noticed public hearing on the Appeal and the Project on April 9, 2013. At the hearing, the Board heard and received all relevant oral and written testimony and evidence presented or filed regarding the Appeal and the Project. All interested persons were given the opportunity to hear and be heard. At the conclusion of public testimony, the Board closed the hearing, discussed the Appeal and the Project, and determined to deny the Appeal and the Project on the grounds specified herein.

2.7 The Board has had an opportunity to review this resolution and hereby finds that it accurately sets forth the intentions of the Board regarding the Appeal and the Project.

2.8 The Board's decisions herein are based upon the testimony and evidence presented to the County orally or in writing prior to the close of the Board hearing ("the record of these proceedings"). By Board Rule, any information submitted after the close of the Board hearing was deemed late and not considered by the Board.

Section 3. CEQA Compliance.

3.1 The Board finds and determines that for the purposes of CEQA, State Parks is the lead agency for the Project and the County is a responsible agency.

3.2 Because the Board is denying the Project, the Board finds and determines that the Project is exempt from CEQA pursuant to State CEQA Guidelines section 15270(a), and that the Board does not need to consider whether the Project is exempt from CEQA pursuant to State CEQA Guidelines sections 15303 (New Construction or Conversion of Small Structures), 15304 (Minor Alterations to Land), and 15311 (Accessory Structures), as determined by State Parks.

Section 4. Coastal Act and Local Coastal Plan Conformity

4.1 The Board concurs with PRMD staff's determination that the Project requires a coastal development permit pursuant to the California Coastal Act (Government Code section 30000 et seq.) ("the Coastal Act"), and that no exemption from the permit requirement applies. The Board further concurs with PRMD staff's determination that the County is the issuing agency for the required coastal development permit.

4.2 The Board finds and determines that the Project is not in conformity with the public access policies of Chapter 3 of the Coastal Act (commencing with Section 30200), and that the Board therefore cannot make the conformity finding required by Section 30604(c), for the following reasons.

(a) Article X, section 4 of the California Constitution ensures that "access to the navigable waters of this State shall be always attainable for the people thereof." Section 30210 of the Coastal Act states that in carrying out this constitutional requirement, "maximum access . . . shall be provided for all people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse." Section 30210 places four limitations on the requirement to provide maximum access to the coast: public safety, protection of public rights, protection of private property rights, and protection of natural resource areas. Further, Section 30214 of the Coastal Act provides that limitations on maximum access should be based upon the facts and circumstances of each case, including topography and geologic site characteristics, capacity of the site to sustain use and at what level of intensity, fragility of natural resources in the area, proximity to residential areas, protection of private property privacy, and protection of aesthetic values by providing for collection of litter. All of these factors concern site limitations and problems. Neither Section 30210 nor Section 30214 lists revenue generation as a basis to limit maximum access. The Board therefore finds that revenue generation alone is not sufficient justification to limit maximum access to the coast. One or more of the factors listed in Sections 30210 and 30214 must also be present. The Board further finds that there has been no showing by State Parks that any of the factors listed in Sections 30210 and 30214 necessitate the Project and its associated new parking fees. In fact, the Project and its associated new parking fees may adversely impact one of the listed factors, public safety, by causing people to avoid the safe fee-entry parking lots and instead park along and scramble up and down the eroding and far more dangerous bluffs to reach the beaches. The Board therefore further finds that the Project and its associated new parking fees are inconsistent with the requirements of Sections 30210 and 30214.

(b) The Coastal Act provides in Section 30213 that, "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. . . ." Unlike urban settings where public transit provides a viable alternative means of reaching the coast, that is not the case in Sonoma County because there is no viable daily bus service to the coast from inland Sonoma County. Therefore, as a practical matter, for people to reach the coast in Sonoma County requires the use of an

automobile. The parking fees that will result from the Project will be entirely new fees, not merely increased existing fees, and will be on top of the cost of the drive to the coast. The new fees will have the effect of eliminating existing lower cost visitor and recreation facilities (i.e., the existing free parking lots). The Board notes that despite requests by PRMD staff, State Parks has not submitted any data to show what effects the Project and its associated new parking fees would have on coastal access. In fact, State Parks has indicated to PRMD staff that no such data exists. Based on the record of these proceedings, the Board finds that the Project and its associated new parking fees will adversely affect the availability of lower cost visitor and recreation facilities and negatively impact access to and use of the beaches. The Board therefore finds that the Project and its associated new parking fees are inconsistent with the requirements of Section 30213.

(c) The Coastal Act provides in Section 30240(b) that, "Development adjacent to . . . parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those . . . recreation areas." The Project and its associated new parking fees have the potential to cause the diversion of visitors from the new fee-entry parking lots to nearby free parking outside the lots. This could result in damage to sensitive natural resources as people create new trails to the beaches. State Parks has not presented a detailed plan for assessing and monitoring these potential impacts. The Board therefore finds that the Project and its associated new parking fees are inconsistent with the requirements of Section 30240(b).

4.3 The Board finds and determines that the Project is not in conformity with the Sonoma County Local Coastal Plan ("the LCP"), which was certified by the California Coastal Commission in 2001, for the following reasons. The LCP contains an Access Plan delineating existing and proposed accessways for an overall coastal access system for the Sonoma coast. Among other items, the Access Plan includes a description and recommendations (i.e., policies) for each accessway. The Access Plan contains references to all of the sites included in the Project. In some cases, the references are specific. In other cases, the references are to the "Recreation Plan" in the LCP. The LCP specifies that no change is allowed to the parking and access at Stump Beach, Goat Rock – Blind Beach, Goat Rock – South Lot, Goat Rock – North Lot, Goat Rock – Arched Rock, Shell Beach, and Portuguese Beach. The LCP does not include specific prohibitions against changes to the parking and access at Russian Gulch, Schoolhouse Beach, Salmon Creek – North Lot, Salmon Creek – South Lot (Bean Avenue), Campbell Cove, Bodega Head – Upper Lot, and Bodega Head – Lower Lot. However, the LCP does not specifically discuss or authorize new fees at these locations. The Board therefore finds that the Project and its associated new parking fees are inconsistent with the LCP and that an LCP amendment would be required for the Project to proceed. The Board further finds that no such LCP amendment has been applied for by State Parks.

Section 5. Evidence In The Record.

5.1 The findings and determinations set forth in this resolution are based upon the record of these proceedings. References to specific statutes, ordinances, regulations, reports, or documents in a finding or determination are not intended to identify those sources as the exclusive basis for the finding or determination.

Now, Therefore, Be It Further Resolved, based on the foregoing findings and determinations and the record of these proceedings, that the Board hereby declares and orders as follows:

1. The foregoing findings and determinations are true and correct, are supported by substantial evidence in the record, and are adopted as hereinabove set forth.
2. The Project is exempt from CEQA for purposes of denial, pursuant to State CEQA Guidelines section 15270(a).
3. The Appeal and the Project are denied.

4. The Clerk of the Board is designated as the custodian of the documents and other materials that constitute the record of the proceedings upon which the Board's decisions herein are based. These documents may be found at the office of the Clerk of the Board of Supervisors, 575 Administration Drive, Room 100A, Santa Rosa, CA 95403.

Project is Appealable. The decision of the Board of Supervisors is appealable to the State Coastal Commission within ten (10) working days.

Address:
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

If you have any questions, feel free to contact me at (707) 565-1924 or at David.Hardy@sonoma-county.org. Please refer to your file number (CPH12-0004) and site address when making inquiries.

Sincerely,

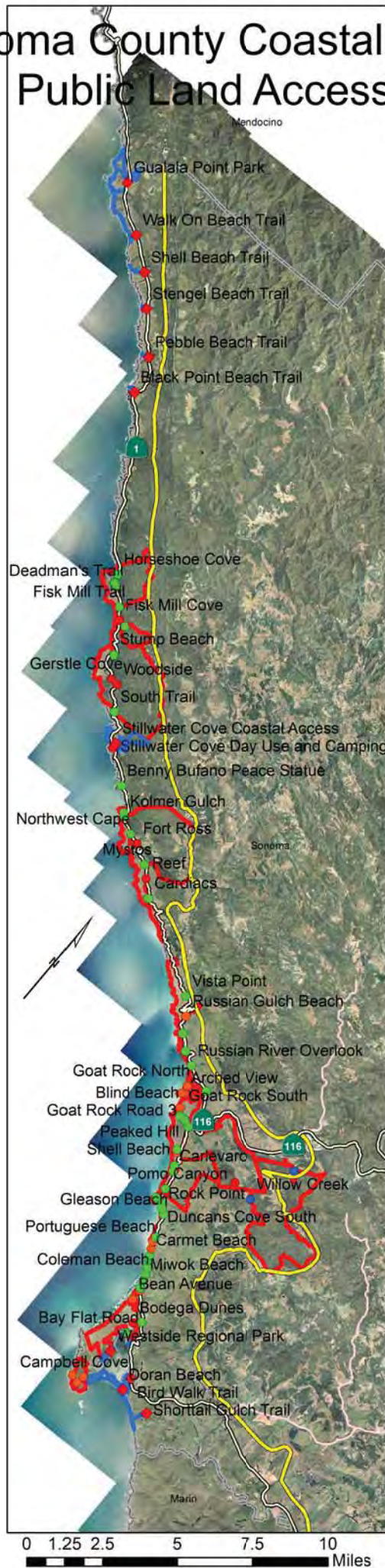
Signature on file

David Hardy
Project Planner

:xx

c: File No. CPH12-0004

Sonoma County Coastal Zone Public Land Access



From: Rance, Darryl@Coastal
Sent: Thursday, July 11, 2013 3:43 PM
To: Cavalieri, Madeline@Coastal; Coleman, Stephanie@Parks
Cc: Van Coops, Jon@Coastal; Rance, Darryl@Coastal; 'David.Hardy@sonoma-county.org'; Kellner, Laurel@Coastal
Subject: Boundary Determination, State Parks Iron Ranger Project, Sonoma County
Attachments: Example of Area Signs.pdf; location maps.pdf; fee schedule sign example.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Madeline,

A boundary determination has been requested for the California State Parks Iron Ranger Project at various locations within the Sonoma Coast State Park and Salt Point State Park in Sonoma County. Physical development includes the installation of Iron Rangers and two types of signs [1) Fee Area – Self Registration Required and 2) a sign that lists the fees by vehicle type] at each of the locations. Work would consist of the excavation, within existing parking areas, of approximately 35 holes to install fifteen self-pay stations and fee signage. Holes would be a maximum 3' deep and 2 feet wide, the iron rangers would be set in concrete and sign posts in crushed rock. A four foot by four foot area around the iron rangers may require minor leveling. The parking lot areas are specifically located at:

Sonoma Coast State Park

- Goat Rock – Blind Beach
- Goat Rock – Arch View
- Goat Rock – North Lot
- Goat Rock – South Lot
- Campbell Cove
- Bodega Head – West Lot
- Bodega Head South Lot
- Bodega Dunes
- South Salmon Creek
- North Salmon Creek
- Shell Beach
- Russian Gulch
- Schoolhouse Beach
- Portuguese beach

Salt Point State Park

- Stump Beach

Based on the information provided and available in our office, the Campbell Cove Parking lot area within the Sonoma Coast State Park appears to be located entirely within Coastal Commission retained permit jurisdiction. Development proposed at the Campbell Cove parking lot area would require coastal development permit authorization from the Coastal Commission. Each of the other Iron Ranger and signage sites within the parking areas at Sonoma Coast State Park and Stump Beach State Park appear to be located entirely within the coastal development permit jurisdiction of Sonoma County. At Sonoma Coast State Park the parking areas include: Goat Rock – Blind Beach, Goat Rock – Arch View, Goat Rock – North Lot, Goat Rock – South Lot, Bodega Head – West Lot, Bodega Head South Lot, Bodega Dunes, South Salmon Creek, North Salmon Creek, Shell Beach, Russian Gulch, Schoolhouse Beach and Portuguese beach. At Salt

Point State Park the parking area is located at Stump Beach. The Iron Ranger / Signage project at these parking lot locations would require coastal development permit authorization from Sonoma County.

Please contact me at (415) 904-5335 if you have any questions regarding this determination.

Darryl Rance
GIS/Mapping Program



DEPARTMENT OF PARKS AND RECREATION
Northern Service Center
Acquisitions and Development
P.O. Box 942896 • Sacramento, CA 94296-001
916-445-8779

Ruth Coleman, Director

June 26, 2012

David Hardy, Supervising Planner
Sonoma County
Permits and Resource Management Department
2550 Ventura Avenue
Santa Rosa CA 95403-2829

Dear Mr. Hardy:

Several questions have arisen from Sonoma County and other Local Coastal Plan jurisdictions regarding the issuance of a Coastal Development Permit (CDP) to install the self-pay stations in the Coastal Zone. Although California State Parks (Parks) does not necessarily agree that the installation of the sign, posts and devices should fall under the Coastal Act, Parks has agreed to apply for a Coastal Development Permit to install the self-pay systems and signs. However, after review of the State Coastal Act and Sonoma County's 2001 Local Coastal Plan (LCP), Parks finds no reference that gives the Coastal Commission or Sonoma County authority to regulate the charging of fees to access State Park property. The decision to charge fees and the amount is an administrative decision within the discretion of the California State Parks.

State Parks has been directed by the State Legislature to become more self-sufficient. This directive included generating revenue to carry out the California State Park's mission to provide for the health, inspiration, and education of the people of California by helping to preserve the State's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

Section 30210 of the California Coastal Act states that "*In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*" and Section 30211 states that "*Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*"

The California State Park System is open to the general public. Fees are charged by individual units to provide support for recreational use of state property including the shoreline. This includes the maintenance and development of infrastructure such as

David Hardy
Page 2

parking lots, restrooms, showers, and trails. In addition, fees are used to provide services like law enforcement to Parks Units. These services provide safety and security to the public and allow for the safe access and use of the shoreline by everyone. Without this revenue generation, Parks is required to make tough decisions about Park operations which may include having to close or restrict use of restrooms, visitor centers, parking areas, and even parks because we cannot maintain them.

There are also concerns that the charging of fees at the locations indicated in the CDP application may change visitor or use patterns. In our professional opinion there will be no change in visitor or use patterns; therefore, there will be no effect on other properties. With cooperation from local jurisdictions and CalTrans to make sure that visitors do not park illegally along adjacent roads, which is already part of each jurisdiction's responsibility, Parks believes that the transition can occur without major effects.

There are currently seven locations within Sonoma Coast and Salt Point State Parks that charge fees. Sonoma County's LCP section V-2, discusses that fees are charged by State Parks and private landowners. There is no discussion in the State Coastal Act or the LCP that these fees for access violate the intent of the Coastal Act or limit public access. The LCP also states that private land owners who charge a fee for access ways would require a coastal permit (page 59 of the LCP); no such condition is stated for public ownership of access ways.

58+59

In conclusion, the decision to charge fees and the amount is an administrative decision within the discretion of the California State Parks so that Parks can provide the maximum access available to the general public. This includes high quality recreational opportunities, infrastructure, and law enforcement so our facilities are open and safe for public use.

In addition, please find enclosed the Coastal Development Application fee of \$4387.

If you have any questions or need additional information, I can be reach at the above address, at scoleman@parks.ca.gov and at 916-45-8779.

Sincerely,
Signature on file

Stephanie Coleman
Environmental Coordinator

Enclosure

David Hardy

From: Coleman, Stephanie [scoleman@parks.ca.gov]
Sent: October 17, 2012 9:05 AM
To: David Hardy
Subject: RE: Iron Rangers

Hi Dave, I had headquarters looking for the data you requested or finding a way to get the data. They have concluded that the data does not exist nor is there a way to get the data.

Sorry,

Stephanie

Stephanie Coleman
Environmental Coordinator
Northern Service Center
916-445-8779

From: David Hardy [mailto:David.Hardy@sonoma-county.org]
Sent: Wednesday, October 03, 2012 11:37 AM
To: Coleman, Stephanie
Subject: RE: Iron Rangers

Thanks!

David Hardy
Planner III (Extra Help)
Sonoma County PRMD
2550 Ventura Ave., Santa Rosa CA 95403-2829

707-565-1924 (direct) 707-565-1103 (FAX)
EMAIL: David.Hardy@sonoma-county.org
PRMD Lobby hours are now Monday-Thursday from 8 a.m. until 4 p.m.
Closed Fridays, but available by phone.

From: Coleman, Stephanie [mailto:scoleman@parks.ca.gov]
Sent: October 03, 2012 10:12 AM
To: David Hardy
Subject: RE: Iron Rangers

Hi Dave, I am looking to see if what data exists. Will get back to you as soon as I find out.

Stephanie

Stephanie Coleman
Environmental Coordinator
Northern Service Center
916-445-8779

From: David Hardy [<mailto:David.Hardy@sonoma-county.org>]
Sent: Tuesday, October 02, 2012 1:38 PM
To: Coleman, Stephanie
Subject: Iron Rangers

Stephanie,

Do you have any data regarding before and after usage at rural state beach parks where a fee was newly imposed, not just increased? In other words, what was the average annual usage before the fee was imposed and after the fee was imposed. By rural I mean places where frequent public transit is not available.

Dave

David Hardy
Planner III (Extra Help)
Sonoma County PRMD
2550 Ventura Ave., Santa Rosa CA 95403-2829

707-565-1924 (direct) 707-565-1103 (FAX)

EMAIL: David.Hardy@sonoma-county.org

PRMD Lobby hours are now Monday-Thursday from 8 a.m. until 4 p.m.

Closed Fridays, but available by phone.

Appeal of Sonoma County Board of Supervisors Decision Denying California State Parks Application for Iron Rangers

I. INTRODUCTION

On May 31, 2012, California State Parks (CSP) submitted an application to Sonoma County for a Coastal Development Permit (CDP) to install 14 self-pay station collection devices and necessary appurtenant signs at various sites within Salt Point and Sonoma Coast State Parks. On January 17, 2013, the Sonoma County Board of Zoning Adjustments (BZA) considered the pay-station project and denied CSP's application, on the basis that installation of the pay-stations is inconsistent with the 1976 Coastal Act, which encourages "maximum access" to coastal beaches. As a result of this finding, and based on additional reasons, the BZA found that the proposal was inconsistent with its certified local coastal development plan (LCP).

California State Parks appealed the Board of Zoning Adjustment's decision to the Sonoma County Board of Supervisors (Board) and on June 18, 2013 the Board denied the appeal of that decision, also on the premise that charging a fee would restrict the "maximum" access required per California Constitution Article X, Section 4 and Section 30210 of the 1975 California Coastal Act. CSP is appealing the Board's decision to the California Coastal Commission on the grounds that the proposed pay stations are both consistent with the County's LCP and on the basis that they are also consistent with the Coastal Act itself. The County's decision to deny CSP a permit based on its finding of reduced public access cannot reasonably be supported, and in fact is contradicted by its own revenue collection at beaches in the area. CSP submits there are Substantial Issues the Board failed to consider that have the potential to set a regional and potentially state-wide precedent, and CSP will demonstrate pay station installation will not result in damage to coastal resources, and will actually enhance public access to the coastline within Sonoma County, consistent with both the Coastal Act and the LCP. CSP will also demonstrate that the proposal retains affordable, low cost recreation, as well as free recreation, and that there is no public safety or environmental impacts associated with the proposal that are not present now, or cannot be reconciled with active management and monitoring as proposed.



II. PROJECT DESCRIPTION

In the short time since CSP filed its original application, the available technology now employed has rapidly evolved and improved. Whereas the traditional fee collection stations were limited to a heavy metal cylinder planted in the ground, CSP now installs electronic self-pay stations or Automated Pay Parking Machines (APPM) at many of its busier parks, even in remote areas with limited infrastructure. APPMs are solar powered units which have Wi-Fi connectivity to allow for the purchase of day use access through the use of cash, debit, credit, and *Pay Pass* options. They are fully programmable, and can be modified to meet daily needs, allow for retrieval of data, and thus have the potential to provide for a more flexible and efficient rate

schedule. Users can add time using their smart phones in locations where cell phone service is available, and CSP can alternate rate schedules to ensure maximum access is promoted.

Each APPM will have four bollards and installed to protect the machine, as well as, ADA access, and signage to assist visitors with “Self-Pay” instructions. Signage is located on 6’ high x 2” diameter break-away galvanized pole secured and anchored with concrete. Signage typically measures no more than 28” in width and no more than 84” above finished grade.

With the use of APPMs CSP can offer a rate structure that can be set to accept both flat rate and hourly options from the visitor. The use of the machines and a flexible and reasonable rate structure effectively manages high demand parking areas by increasing turn-over allowing for an increase in access for all visitors to these unique coastal areas.

Initially CSP proposes identical rates at each of the 14 locations, using the following general rate structure:

Flat all-day rate	\$8
Hourly	Up to \$3
15 minute “surf-check”/sunset spaces	Free

CSP will provide a 15 minute “surf-check” or sunset window for free at all times. It should also be noted, if patrons pay for a flat all-day pass, it will be good for all day use areas within the Sonoma-Mendocino Coast District for that calendar day.

III. Access Will Not Be Affected Over the Long-Term, and Will Likely be Improved

Based on experience and ongoing data collection at other beach locations, charging a flat rate or adjusting hourly rates during peak days does not discourage access, and in some cases can improve it. Similarly, over time CSP has generally found that new fees only cause a temporary deterrence, and that over a short period baseline usage goes largely unchanged. Based on its unique expertise and its experience, CSP believes this would be the case here given the popularity of these beaches and the unique attributes they provide to their region. (See, *Surfrider Foundation v. California Coastal Commission* (1994) 26 Cal. App. 4th 151, reviewing evidence provided by CSP that fees generally only cause a temporary decline in use.) Additionally, flat fees and hourly rates combined can have the effect of producing more parking opportunity. For example, visitors will in some cases opt to select an hourly ticket that more accurately reflects their anticipated time at the beach, thus freeing up spaces for later users. Additionally, because of the popularity of these beaches, and the fact that CSP offers a host of choices for annual and use passes, CSP believes visitors will continue at minimum to visit in their present numbers. Moreover, as new revenue streams allow services to be enhanced (like restrooms, parking lots, and trails), visitors will be even more likely to come and enjoy these beaches, particularly where lack of facilities like bathrooms and other basic necessities are currently creating an unintended deterrent.

In addition to believing this day-use fee rate schedule will have only minimal impacts on usage, CSP provides a host of alternative payment options that will allow fair and maximized access.

For example, CSP offers an array of low or no-cost annual passes to certain eligible groups. Persons with permanent disabilities are eligible to purchase a lifetime pass for a nominal \$3.50 processing fee, which entitles the user to a 50% discount for vehicle day use, family camping, and boat use fees at California State Park operated units. The Distinguished Veteran Pass is free for certain honorably discharged war veterans and entitles the user to free day use, camping and boat use fees at all units of the State Park system. The Golden Bear Pass is available for a \$5 processing fee to any qualifying person receiving Supplemental Security Income (SSI) [CA State Welfare and Institutions Code § 12200]; any person receiving aid under the applicable aid codes in the CalWORKS Program, or any person 62 years of age or older with income limitations. The Golden Bear pass entitles the bearer and spouse or registered domestic partner entry to most California State Park operated units where vehicle day use fees are collected at no charge. CSP also offers the limited Golden Bear Pass for \$20 to any person aged 62 or older. This pass entitles the holder and spouse or registered domestic partner entry to most California State Park operated units during non-peak season where vehicle day use fees are collected at no charge. If a person does not qualify for one of these passes, CSP also offers the Golden Poppy pass at a cost of \$125 which provides entry into most Parks in the State Park system with the exception of Hearst Castle and the southern California beaches. CSP proposes to post information about the available pass options along with the “self-pay” instructions.

Finally, in addition to CSP’s decision to retain 41% of its spaces for free parking (see section V Current Baseline Usage), these Parks also boast significant adjacent or near adjacent informal free parking on the shoulder or in nearby county lands. Attached to this memorandum are pictures of all affected day use areas, and included are descriptions of where such informal free parking exists and is currently being used by patrons wishing to walk into the beach, or when overflow is necessary. In most cases habitat is not impacted by this use, as these are existing pull outs and non-paved dirt areas that are designed for additional ingress and egress, and as such, have been used for many years by cars and visitors for the purpose of parking. Where there are potential areas where visitors would have to walk through habitat that is not marked by a trail or road, this is noted, and will be dealt with in the mitigation area of this memorandum. Importantly, since use of these informal areas is already taking place to allow for overflow and off-area hiking, and in fact was identified in Sonoma’s LCP as existing public access points, there is no reason to think public safety issues will increase as a result of this change, which merely maintains the existing baseline.

IV. CURRENT PARKING FEES CHARGED IN SONOMA

The Sonoma-Mendocino Coast District currently provides day use parking at the rate of \$8 per day at 5 day use parking areas in Fort Ross State Park, 6 day use parking areas in Salt Point State Park and 2 day use parking areas at Sonoma Coast State Park. A day use pass is currently, and the proposed flat rate day use pass would be, valid for parking at any recognized day use area managed and operated by State Parks during the date of purchase and operational hours, which may vary by park unit.

V. CURRENT BASELINE USAGE

The District does not track visitor attendance by day use parking area but does track overall visitor usage within each park unit, broken down between paid day use and free day use. Within Sonoma Coast State Park, existing paid day use represents approximately 14% of the overall parking but only approximately 1% of the visitor trips.

There are currently an estimated 2400 day use parking stalls within Sonoma County State Park, Fort Ross State Park and Salt Point State Park. These include paved, gravel and shoulder parking where visitors routinely park. Approximately 600 spaces in 13 day use parking areas are currently subject to a flat \$8 daily fee. Under CSP's proposal, an additional 814 spaces would be subject to fees leaving 41% of all day use parking spaces free for visitors.

As noted below, CSP proposes to provide available baseline data prior to operation of APPMs so that it can fully assess any impediment to access over time, and adjust accordingly.

VI. Monitoring Program Proposed by CSP to Ensure Access is Not Compromised

To ensure that no reduction in public access results, CSP proposes to employ the following monitoring and mitigation programs:

1. Provide Data and analysis currently done to develop the DPR Annual Statistical Data Report;
2. Provide any available baseline data of park unit and day use area parking lot use prior to operation of the APPM's;
3. Provide daily attendance figures for each park unit where an APPM is installed;
4. Provide any available analysis of the relationship of use fees to park attendance and day use area visitation patterns including vacancy and/or turnover rates if available;
5. Provide available information regarding factors such as weather, water quality, water temperature, surf conditions, Etc. which may affect visitation patterns;
6. Provide any available data which demonstrates use of annual passes, senior/disabled or other discounts; and
7. Provide information or statistics on parking violations or citations issued in areas where APPMs are utilized.

CSP will use rangers, roving lifeguards and other district staff in the course of their normal patrols, to continually monitor any change in the pattern of parking, making note of hazardous parking conditions, volunteer trail creation, and any resulting resource damage.

VII. Environmental Mitigation and Monitoring

CSP recognizes that there may be a few locations where patrons will elect to park informally and walk-in rather than pay a day use fee. In most instances, as described in the attachments, there will be no impacts because this is already happening and wide turn outs designed for ingress and egress are available. However, where there is any habitat that could be used as a makeshift trail, CSP will deploy its rangers to attempt to educate about not using these areas.

To protect the cultural and natural resources of the park units and deter an increase in voluntary trail use, CSP proposes the following monitoring plan:

1. CSP trained employees will monitor visitor parking behaviors, creation or development of new voluntary trails, or visible degradation of resources.
2. CSP will conduct annual evaluations of resource damage and any increase in voluntary trails and compare and record changes from current baseline conditions using aerial photography and mapping provided through the *California Coastal Records Project or other similar means*.
3. If necessary, CSP shall retain the ability to make adjustments in rate structures to respond to any impacts to resources.

VIII. Fees Will Improve Service

In general, fees collected at State Parks are deposited in the State Parks and Recreation Fund (SPRF) which is available to the Department upon appropriation by the Legislature. While the Department cannot commit future Legislatures to specific appropriations, increased revenue generation would provide opportunities for the Department to request projects specific to Sonoma Coast for approval by the Legislature. Additionally, through the passage of AB 1478 (2012), Public Resources Code §5010.7 (a) requires the Department to set revenue targets annually for each District. Public Resources Code §5010.7 (d) states that any District which exceeds their individual revenue target is provided with 50% return of revenue collected above the established target and that revenue must be expended in the same district it was collected. PRC 5010.7(d) would allow 50% of revenues above target to be utilized to enhance visitor services and amenities which maintain or increase revenue generating opportunities, where currently these opportunities are limited.

The current revenue target for the Sonoma Mendocino Coast District is approximately \$3.1 million. Generally, revenue targets are set annually based on the average of the three prior years of revenue collected in the district plus an adjustment for inflation. Therefore, it is expected that by implementing a fee collection program, Sonoma Mendocino Coast District will have the ability to exceed their revenue target and realize an increase in revenue returned directly to the District.

The increase in revenue received as a result of this program will make direct service enhancements such as improvements to bathrooms, parking lot improvements, and facilities upgrades at these Parks possible, where currently these opportunities are limited.



Bodega West Day Use Parking Area

Bodega West Day Use Parking Area is located on Bodega Head at the Southern end of Sonoma Coast State Park. The area provides gravel parking for approximately 90 standard-sized vehicles, contains restrooms and serves as a trailhead for a trail that skirts the bluff to the south and a trail that traverses Bodega Head towards Campbell Cove to the east. Because of topographical limitations and its relative remoteness, the nearest area where visitors could park without paying is along the shoulder of Westshore Road approximately 1 mile from the comfort station. However, visitors park along the shoulders of the road near the parking area when this Bodega West Day Use parking area is full, which is not accounted for in the total parking count. Additionally, there are user created paths between this informal shoulder parking and the trails.



Bodega East Day Use Parking Area

Bodega East Day Use Parking Area is also located on Bodega Head at the terminus of Westshore Road at the Southern end of Sonoma Coast State Park. The area provides gravel parking for approximately 100 standard-size vehicles, contains restrooms and serves as a trailhead for the same trail that traverses Bodega Head. Existing informal parking occurs along the shoulder of Westshore Road where a user-created trail is used to access the bluffs.



Campbell Cove Day Use Parking Area

Campbell Cove Day Use Parking Area is also located on Bodega Head at the terminus of Westshore Road at the Southern end of Sonoma Coast State Park. The area contains parking for 25 standard-size vehicles along with restrooms, and serves as a trailhead for shoreline trails along the Cove. Existing informal parking routinely occurs outside the gates along the shoulder of Westshore Road.



Bean Avenue/South Salmon Day Use Parking Area

Bean Avenue/South Salmon Day Use Park Lot is located at the western terminus of Bean Avenue, a county-maintained road. It is a paved parking area that accommodates 35 standard vehicle spaces and a comfort station. Bean Avenue also provides primary access to a small residential subdivision and is relatively constrained to the south by residences and by the river on the north side. However, visitors do frequently park on the shoulder in the subdivision to access the beach though shoulder parking is prohibited on weekends, and cars could be ticketed and/or towed. If parking on the shoulders, visitors access the beach by walking on the road and thus, non-designated trails and resource impacts are not a significant issue.



North Salmon Day Use Parking Area

The North Salmon Day Use Parking Area is located immediately north of the Salmon Creek estuary and just off Coast Highway 1. It is a paved parking area that accommodates 35 standard vehicle spaces and a comfort station. Free shoulder parking for approximately 60 vehicles is located both north and south of the parking lot entrances and vertical access trails are used to access the large beach area and estuary.



Schoolhouse Beach Day Use Parking Area

The Schoolhouse Beach Day Use Parking Area is located on a bluff above the ocean, and just across the highway from a residential subdivision. It is a paved parking area that accommodates 77 standard-size vehicles, a comfort station and coastal access. Due to the steepness of the bluff, access is limited to the existing designated trail. There is very limited free shoulder parking along the highway parking in the vicinity of this site but visitors occasionally park along the subdivision roads during peak use times and walk across the highway.



Portuguese Beach Day Use Parking Area

Similar to Schoolhouse Beach Day Use Parking Area and just approximately 1,500 feet to the north, Portuguese Beach Day Use Parking Area is located on a bluff above the ocean, and just across the highway from a residential subdivision. It is a paved parking area that accommodates 75 standard-size vehicles, a comfort station and coastal access. Some non-designated trails exist between the parking area and the top of the rocky bluffs. There are 12 vehicle spaces approximately 600 feet north, but as with Schoolhouse Parking Area, visitors may park along the subdivision roads during peak use times.



Shell Beach Day Use Parking Area

The Shell Beach Day Use Parking Area is located in a relatively isolated area just south of the community of Jenner, and setback approximately 600 feet off from the highway. It is a paved parking area that accommodates 42 standard-size vehicles, a comfort station and coastal access, and serves as a trailhead for the popular Kortum Trail. Free parking for approximately 66 vehicles exists along county roads (mostly undeveloped subdivision) immediately north of this parking lot and there are non-designated trails between those parking areas and the Kortum Trail.



Blind Beach Day Use Parking Area

The Blind Beach Day Use Parking Area is located in a relatively isolated area just south of the community of Jenner. It is a paved parking area that accommodates 22 standard-size vehicles, a comfort station and coastal access, and serves as another trailhead for the popular Kortum Trail. There is very limited free parking for approximately 6 vehicles along Goat Rock Road, approximately 1,200 feet to the north. There is a non-designated trail that surfers use to access the southern-most cove.



Arched View Day Use Parking Lot

Arched View Parking Lot is located on a bluff overlooking Goat Rock. It is a paved parking area that accommodates 30 standard-size vehicles, provides coastal access, serves as another trailhead for the popular Kortum Trail, is a prime vista point and is used frequently by hang gliders. This Day Use Area contains no restroom facilities, although there are others located nearby. There is limited free parking along the park road below the bluff and just above the beach. Because of the steepness of the bluff, there are no non-designated trails in the area.



North Goat Rock Day Use Parking Area

The North Goat Rock Day Use Parking Area is located just above the beach where the Russian River meets the ocean. It is a paved parking area that accommodates 64 standard-size vehicles, a comfort station and coastal access. Because of its proximity to the beach, non-designated trails are not a significant issue in this area though user-created paths are present in the European beach grass dominated dunes between the parking area and the beach.



South Goat Rock Day Use Parking Area

South Goat Rock Day Use Parking Area is a large paved parking area capable of accommodating up to 110 vehicles, and contains both restrooms and coastal access. As with North Goat, free parking opportunities are very limited in this area. Because of its location on a narrow rocky isthmus between the mainland and Goat Rock, volunteer trails are not an issue in this vicinity.



Russian Gulch Day Use Parking Area

Russian Gulch Day Use Parking Area is a gravel parking area that accommodates approximately 50 standard-size vehicles. The area includes a restroom and designated trail access to the beach area below. During peak use times, vehicles can be found parked at and across from the entrance to the parking area as well as shoulder parking along the highway approximately 700' north and 1200' south of the entrance. Non-designated trails from the off-highway shoulder parking to the beach are not a significant issue due to the steep terrain and dense vegetation.



Stump Beach Day Use Parking Area

Stump Beach Day Use Area is located in an isolated area along the Coast Highway 1 in Salt Point State Park. It has a gravel surface capable of accommodating approximately 37 vehicles. It contains a picnic area, restrooms, coastal access and serves as a trailhead. Shoulder parking along the highway occurs across from the entrance and approximately ½ mile south of the entrance across an open terrace. Mushroom foraging is popular within this park and has created a dispersed network of paths. No significant non-designated trails occur in the vicinity.



The Surfrider Foundation is a non-profit grassroots organization dedicated to the protection and enjoyment of our world's oceans, waves and beaches. The Surfrider Foundation now maintains over 90 chapters and 250,000 members, supporters, and activists in the U.S.

March 29, 2015

Attention: Ethan Lavine
North Central Coast District
California Coastal Commission

Re: A-2-SON-13-0219

California State Parks Appeal to the Coastal Commission regarding Sonoma County Board of Supervisors (BOS) denial of the Coastal Development Permit (CDP) to install 15 self-pay devices for collection of parking fees at Sonoma Coast State Beaches.

Dear Mr. Lavine,

In light of the most recent document submission by State Parks and further clarification by the Coastal Commission hearing announcement, Sonoma Coast Surfrider wishes to include in the record the following additional concerns.

1. In recognition of the unique situation before the Commission in determining substantive issue to hear the appeal, could you please clarify which factors will influence the decision in this case where a local jurisdiction has made a determination based on a Local Coastal Plan which has been certified by the Commission. The factors that the Commission has generally been guided by in making substantial issue determinations include:
 - the degree of factual and legal support for the local government's decision;
 - the extent and scope of the development as approved or denied by the local government;
 - the significance of the coastal resources affected by the decision;
 - the precedential value of the local government's decision for future interpretations of its LCP; and,
 - whether the appeal raises only local issues as opposed to those of regional or statewide significance.

Will these factor be applicable and/or are there any additional factors to be included and if so what are they and what is the justification for their inclusion?

2. What is the scope of review that will be utilized when evaluating the County's denial and what level of deference will be given to the County's interpretation of their LCP?
3. What constitutes the record for this determination? It is our belief that the most recent submission by State Parks in the 11th hour should not be included in the record. Under a review of an appeal, the record should consist of what was considered by the County in their decision. The recent document by State Parks, which to be as polite as possible, is full of unsubstantiated claims, has not been presented in a manner that has allowed the parties involved an opportunity to refute its claims before the Commission and the facts presented were not included or presented to the County in their determination for denial of the CDP.
4. It is important to note in this decision to hear the appeal that State Parks has made no good faith effort to negotiate with the local jurisdiction. The Sonoma County Board of Zoning Adjustments' staff report upon which the Sonoma County Board of Supervisor's denial was based included an alternative proposal with conditions of approval that opened the door to negotiations on the pay-station proposal. State Parks has chosen instead to bypass the local jurisdiction which could best evaluate and determine the factors that influence the impacts to Sonoma Coast public access and coastal environment. State Parks' justification for this tactic has been that public access is a "statewide issue". While this is true, it is important to recognize that impacts to public access can only be properly determined by accounting for local geographic, environmental, and economic factors. It was with these factors as they apply to the Sonoma Coast and in compliance with the Coastal Act that the County made its determination.
5. Sonoma Coast Surfrider strongly advocates that public testimony be considered before Commissioners vote on the substantive issue determination. We greatly appreciate that the Commission made efforts to conduct the hearing as close as feasible to the location affected; however, this effort would be for naught if public testimony was not allowed.

Kind regards

Cea Higgins
Sonoma Coast Surfrider
Volunteer and Environmental Policy Coordinator

Lavine, Ethan@Coastal

From: sonomacoastsurfrider@comcast.net
Sent: Thursday, March 26, 2015 2:53 PM
To: Lavine, Ethan@Coastal
Cc: Lester, Charles@Coastal
Subject: Re: Sonoma Coast Pay Station Proposal
Attachments: CCC Comments for Appeal R1.docx

Dear Ethan

Thank you for sending the State Parks' appeal letter. Please find attached the comments from the Sonoma Coast Chapter of Surfrider that addresses our concerns which we hope will be considered in your staff report. Any determination by the Coastal Commission must take into account the unique geography and public access challenges of the Sonoma Coastline and we highly encourage a site visit to the proposed pay station locations. Please feel free to email or call with any questions.

Best regards

Cea Higgins

707-217-9741



The Surfrider Foundation is a non-profit grassroots organization dedicated to the protection and enjoyment of our world's oceans, waves and beaches. The Surfrider Foundation now maintains over 90 chapters and 250,000 members, supporters, and activists in the U.S.

March 21, 2015

Attention: Ethan Lavine
North Central Coast District



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March 21, 2015

Attention: Ethan Lavine
North Central Coast District
California Coastal Commission

Re: A-2-SON-13-0219

California State Parks Appeal to the Coastal Commission regarding Sonoma County Board of Supervisors (BOS) denial of the Coastal Development Permit (CDP) to install 15 self-pay devices for collection of parking fees at Sonoma Coast State Beaches.

Dear Mr. Lavine,

State Parks appeal to the California Coastal Commission to overturn the Sonoma County BOS denial of the CDP for installing 15 pay stations on the Sonoma Coast is in violation of Coastal Act provisions that ensure continued public access and environmental protections.

Public Access:

State Parks' comment in their appeal that "*this project will not adversely affect maximum access to the shoreline*" is not substantiated. The imposition of fees on the Sonoma Coast requires considerations that are not accounted for in the appeal or in State Parks' original application.

If implemented as proposed, the pay stations would reduce the number of free parking spaces in beach parking lots from 852 to 172 spaces. This would be an 80% reduction in free coastal access parking from Bodega Head to Jenner in a single action. The only viable access to the Sonoma Coast by the general public is by vehicle. No reasonable alternative transportation exists.

In addition, the other free parking areas cited by State Parks, such as roadside pullouts or Kruse Rhododendron's lot, are not viable alternatives for public access. Roadside pullouts along narrow stretches of a busy major highway do not provide safe access to the beach. The alternative free parking lot options suggested in the appeal are between 15 and 25 winding cliff-side miles north of the popular safer, sandy beach access points and only provide access to rocky stretches of coastline with steep bluffs and treacherous trails or require non-crosswalk traversing of Coastal Highway 1 to access the beach.

The Sonoma Coast has a rugged and treacherous coastline with few points of access to the less dangerous sandy beaches with wading opportunities. The current proposal of installing 15 pay stations will reduce public access to every access point that affords the public a safer option.

Surfrider believes there will be a significant change from "free access" to "paid access" and this would absolutely constitute a change in the "level or type of public use" in a manner that severely impacts public access.

Any prior approval of fees by the Coastal Commission in other jurisdictions in California has taken into account how the geographic factors affect public access. Prior to consideration of any pay station plan on the Sonoma Coast, it is imperative that Coastal Commission staff visit and survey the proposed fee areas and gain a comprehensive understanding of the impacts of the fee stations as they apply to the geography of the Sonoma Coast.

It is also important to note that the locations of all pay stations proposed on the Sonoma Coast are for gravel parking lots that do not provide amenities other than pit toilets. There is no fresh water or camping facilities available at any of the proposed locations. Where these amenities are available on our coast, State Parks currently charges a fee.

Monitoring Plan & Baseline:

In their appeal to the Coastal Commission, State Parks cites the case of *Surfrider Foundation v. California Coastal Commission 26 Cal. App 4th 151*. In this 1994 court case, State Parks provided statistics from 1987 to show that initially public attendance declined with vehicle fee increases. In order to be granted the regulatory discretion of charging fees, the Department presented statistics to show that usage returned to previous levels regardless of fee increases at those particular locations.

There are two substantive exceptions that apply to the Sonoma Coast which support the fact that this case cannot be cited as precedent to justify the current pay station proposal. State Parks is not increasing fees - they are implementing fees. Also, State Parks has not provided a baseline of current usage or presented any plan to show how usage will be measured once iron rangers are installed. State Parks' claims that violations of the Coastal Act in regards to public access do not exist; however, these claims are not justifiable without comparison baseline statistics, current data collection logistics, or monitoring plans specific to the Sonoma Coast which would substantiate that there is no long term impact to public access.

Special conditions recommended by the Coastal Commission to ensure that public access will be minimally impacted in other jurisdictions in California where the Commission has approved fees are not feasible on the Sonoma Coast. A majority of the Sonoma Coast does not have adequate reception nor is electricity available to operate Automated Payment Machines that could provide hourly rates or allow adjustment in fees.

Other Considerations:

1. ADA Compliance:

The Americans with Disabilities Act specifies the amount of accessible parking spaces that must be provided and is determined by the total number of spaces present in each parking lot. Vehicle parking is intrinsic to charging parking fees and therefore, disabled accessible parking requirements are triggered by the proposed installation of any new pay stations, including barrier-free access from parking spaces to the pay stations. State Parks disabled passes pass entitles the bearer to a 50% discount for vehicle day use areas, therefore individuals with disabilities still need ADA compliant access to the pay stations.

The current application fails to address compliance with accessibility to the fee stations or inclusion of disabled parking areas in the new pay-to-park arrangements. A few disabled parking spaces exist at the proposed locations but none of them meet current ADA guidelines. Any improvements or development in proposed lots must consider upgrades to existing parking areas to meet specifications of ADA regulations such as an accessible path of travel from an accessible parking stall to the pay device and confirmation that code complying disabled accessible parking exists at all parking lots with pay devices.

2. Environmental Concerns:

Surfrider does not believe that the Department has done a thorough job of explaining how they will avoid impacts to water courses and sensitive areas. Wording in the State Parks' application such as "Some parking areas are within 100 feet of the Pacific Ocean" as well as "installation locations...will avoid sensitive areas" is vague. We would like to see more explanation of how the Department will avoid any sensitive areas and any impacts to the adjacent waterways. The failure of State Parks in their application to install the pay stations to specify the exact locations and design of fee collectors, sign posts, grading requirements, and modifications for ADA compliance preclude any conclusion that sensitive areas will be avoided.

3. Fiscal Accountability:

In the denial of the CDP, Permit & Resource Management Department of Sonoma County requires that State Parks "*show the amount of funds received, how the funds were applied, and*

whether they were kept within the Sonoma County Coastal area or were siphoned off to other regions” when considering the pay station proposal.

In addition the recent Parks Forward Commission report recommends that State Parks “*promptly identify costs for appropriate levels of service, analyze what those costs should be, what revenue generation potential should be, and what additional funding is needed to ensure natural and cultural resources and visitor services are adequately maintained*”.

The current proposal in front of the Commission is premature. To date, State Parks has not provided the County with a fiscal plan that addresses any of the criteria the County requested nor have they followed the recommendation of the Parks Forward Commission before requesting additional funding sources on the Sonoma Coast.

4. Impact to Surfing Community:

In addition we believe it is important to highlight sections of the Coastal Act that encourage recreation, as Surfers would be disproportionately impacted by paid access at almost all of Sonoma Coast surf spots - North Salmon Creek, South Salmon Creek, Bodega Dunes, Bodega Head, Goat Rock, Reef Campground, Fort Ross, and Stump Beach.

- **30220:** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- **30223:** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

In Conclusion, Surfrider believes that the current proposal is a violation of the Coastal Act, would have a maximum impact on public access, is inadequate in stating impacts to the coastal environment, and fails to address the recommendations of the County or the Parks Forward Report. Any modified proposal that would address any of the concerns expressed herein should not be considered at this time by the Coastal Commission in an appeal and must instead be presented to the County of Sonoma for compliance with the Local Coastal Plan.

Cea Higgins
Environmental Policy & Volunteer Coordinator

Spencer Nilson
Chapter Chair

Sonoma Coast Chapter of Surfrider Foundation

RECEIVED

JUN 27 2014

CALIFORNIA
COASTAL COMMISSION



June 26, 2014

Dear Laurel,

We've enclosed more signed petitions that include the contact information of Sonoma County residents who are expressing their opposition to the California State Parks pay station proposal for the Sonoma Coast, requesting that any hearing on this application be "local", and that they be informed of any Commission action on this issue. We appreciate that you add these petitions to the record.

Best Regards,

Spencer Nilson and Cea Higgins
Surfrider Foundation
Sonoma Coast Chapter

Clear



We, the signees of this petition:

1. Wish to express our opposition to any new parking fees at Sonoma Coast State Beaches.
2. Request that any meeting scheduled for approving fees at these beaches be held at most one hour driving time from Sonoma County.
3. Want to be added to the notification list of stakeholders who are informed of all California Coastal Commission actions regarding proposed State Parks beach parking fees at Sonoma Coast State Beaches.

Name	Address	Email	Date
MIKE HOLDEN	P.O. BOX 965, BODEGA BAY	mikenholden@me.com	4/1/14
Bobby Dye	PO Box R3 Tiburon	whatisthis2@yahoo.com	4/1/14
Harry Montgomery	1620 King St Apt 22 Santa Rosa	harrymontgomery@gmail.com	4/1/14
Terry Ann Gifford	60 Monell Lane	terryartmusic@yahoo.com	5/1/14
George Niosi	4763 Tarfon Dr Santa Rosa	nborn7741@gmail.com	5/01/14
Iman	4763 Tarfon Dr Santa Rosa	noomac@hotmaill.com	5/1/14
Cole Nelson	PO Box 102 Tomales CA	colenelson@gmail.com	4/1/14
Emma Irving	PO Box 102 Tomales CA 94971	emma40irving@gmail.com	4/2/14
Vincent Orsini	1580 Eastshore Rd, Suite J	orsinivince@gmail.net	4/1/14
Nickey Meindorff	P.O. 93 DUNCANS MILLS		2/2/14
Tessa Hill	2260 Bloomfield Rd		4/1/14
Ken Calderin	3 Ventana Ct Emerald Hills CA 94064		4/1/14
Marie Stobbe	2881 Hwy 101, Suite 100, Tiburon CA 94930		4/1/14

Please Write Clearly so your requests can be responded to!

Janet Wolfe 974 McFarlane Ave. wolfepower22 4/2/14
 Seb 95472 @yahoo.com
 Danielle MURRAY 9285 TORRS WAY FORESTVILLE 95436 4/2/14
 Mary Greal 7401 Trenton Rd Forestville, 95436 4/13/14



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Name	Address	Email	Date
Autumn Moore	P.O. Box 1011 Bodega Bay CA 94923	NA	5-15-14
Pamela Holbrook	215 NE 53rd Ave Portland, OR 97232	pamperholbrook@gmail.com	5-15
Ralph P. P. P.	35413 Co Rd 24 Woburn MA 01801	carpeted@msn.com	5-15
Rachel Harris	3575 Sprauer Rd Petaluma Ca. 94952	racheleharris13@gmail.com	5-16
Frankie Mc	7328 Carroca Ct Kohler Park, CA	NA	5-16
Jennifer Hervey	1760 Mariner Dr Sebastopol CA	jhervey10@yahoo.com	5-16/14
Steve B.	27765 Townsend Ave		5-16-14
Monte Teeman	2815 Vista Dr West Sac CA		5-16-14
Jennie Rose	Po Box 374 Bodega CA 94922		5/16/14
Fran Carbonaro	6883 Fanner Sebastopol 95472		✓
VERA MCKEN	8123 C St. Windsor CA 95492		5/17/14
LORI COYLE	7467 Willow St Sebastopol CA	loricoil1964@gmail.com	5/17/14
Jim Coyle	7467 Willow St. 95472	jimrobc.coyle@gmail.com	5/17/14

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Name	Address	Email	Date
Dawn Lundberg	161 Surfboard Court Bodega Bay, CA 94923	dawnlundberg@com	4/09/14
David Seawall	15 San Marino Dr. San Rafael CA 94561	DESSEWELL@gmail.com	4-11-14
RICH POTTER	1800 SLATED ST S. ROSA 95404		4-11-14
Shirley Hughes	780 Sierra Court Windsor, Ca		4-11-14
Lois Boos	1461 Bayflat Rd Bodega Bay		4-11-14
Chris Gustafson	1100 Fitzpatrick Ln Bodega	CL GUS P SONIC.NET	4/12/14
CYNTHIA FOX	1619 VALLEJO ST SANTA ROSA CA	CFOXPE@COMCAST.NET	4/12/14
Kevin Molseed	P.O. Box 353 Valley Ford CA, 94972		4/14/14
Errett Pusey	PO Box 973 Occidental, CA 95463		4-14-14
William Golly	Box 861 Point Arena CA 95468		4-14-14
Robin Rudderow	PO 1525 Bodega Bay CA 94923		4-14-14
Lisa Preston	P.O. Box 7 Colfax CA 95713		4/14/14
RICHARD PIERCE	2346 PROVIDENCE ST SANTA ROSA CA 95401	PIERCER5@SONIC.NET	4/15/14

★ Please Write Clearly so your requests can be responded to!

~~Savannah Boling 128 Northgate Dr. #219
Manatee, FL 34556
Savannah.Boling@verizon.com~~

~~Kimberly Morones 27 Rella Ct. AC. CA 95003
Kim.morones@comcast.net~~

3,122.51807
Keep our Beaches
Free!



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Name	Address	Email	Date
Perry Boaz	55 4th St Windsor Ca 95492	PtBoaz@aol.com	3/29/14
Paul Alonso	903 Springfield Ct Windsor	AlonsoBuiltMotors@yahoo.com	3/29/14
Chris Calvi	PO Box 542, Bodega Bay, CA 94923	savebayhille@gmail.com	3/31/14
Alyssa Grant	196 South Coombs St Windsor CA 95451	grant.alyssa@gmail.com	7/17/14
Chelsea Coleman	505 Daniels Ave Valley CA 94590	ChelseaSturmColeman@gmail.com	4/7/14
Chris Wilson	20248 Willow Rd Monte Rio CA 95462	Wilsoncr@yahoo.com	4/20/14
Ricardo Viveros	2035 E Street Azusa CA 91701	ricardo.viveros@dhcs.ca.gov	4/20
Amy Chagnjian	1740 Guerneville Rd Santa Rosa	achagnjian@gmail.com	4/27/14
Kochi Angelica	21000 Coleman Valley Rd Bodega Bay	xoce-angelica@gmail.com	5/4/14
Brian Schlossstein	1360 Windy Lane Bodega Bay CA	brian.schlossstein@gmail.com	5/4/14
Megan Halaweis	1140 Hwy 1 Bodega Bay CA	megan.Halaweis@yahoo.com	5/4/14

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Name	Address	Email	Date
Pauline Wells	537 Crunella Petaluma		5-1-14
Patricia Wells	1099 Catalpa way	Petaluma	5-1-14
Kim T. Orain	1164 Windy Ln B. Bay	orsinivince@gmail.com	5-1-14
Tina Moreda	1530 Ranch Rd	moredatl2@gmail.com	5-2-14
Timmy White	11 eye st SR	twhite@elliot.com	5-2-14
Samuel Thompson	101 Senghail Ct	sfoot122055@comcast.net	5/2/14
Samuel Thompson	11 Hinman St Petaluma	makaisam@gmail.com	5/3/14
Veronica Sanchez	3074 Harvest Lane Santa Rosa CA 95407	ruivingwell@comcast.net	5/3/14
Thomas Tjorn	374 Harvest Ln 95401	John.Chapierlo@comcast.net	5/3/14
Carol Pinson	6982 Baker Ln. Sols 95472		5/3/14
Andrea Trojillo	andrea trojillo st. Vallejo	andrea.trojillo@gmail.com	5/3/14
Robert Wit	11 Main St.	coen.wit@gmail.com	5/4/14

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Name	Address	Email	Date
Cheryl Becker	Robnett Park	Cheryl.becker1@gmail.com	5/12/14
Debbie Wilson	" "	" " "	5/12/14
Ernest Becker	Robnett Park, CA	becker68@sonic.net	5/12/14
Glenn Ahern	Santa Rosa CA	—	5/13/14
L. Flannery	1500 BAY FLAT RD	—	5/13/14
Clare Murray	Robnett Park, CA	—	5/14/14
Patricia Waldrip	108 Baywood	Petaluma CA 94954	5/14/14
Dawn Marmier	Robnett Park CA	dawnsdolly@gmail.com	5/15/14
Roy Hyslop	Robnett, CA	—	5/16/14
Ove Tillwig	Sebastopol, CA	—	5/16/14
John Schmacher	"	theshoeboxrecords@gmail.com	5/16/14

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Name	Address	Email	Date
Marti Anelli	1835 Hwy 1 Bolinas Bay CA		4-15-14
Kathleen Berenz	377 McBrown Rd Pet		4-20-14
Marty Ranker	" "	seckit.com	4/20/14
Lois Watts	4901 Highst Rocklin ⁰⁵⁶⁷¹		4-21-14
Scott Marshall	580 HWY 1 Bolinas Bay	planoman4v64@gmail	4-24-14
Corby Hines	15301 Coleman Valley Rd	hinescorby@fastmail.fm	4/24/14
Megan Marsi	1447 Petaluma Hill Rd	meganmarsi88@gmail	4/25/14
Jack Summers	1447 Petaluma Hill Rd ^{HT# 406}		4/25/14
Brian Jackson	5050 CONITA AVE ^{8867 1462}	BOD BAY LIN @YAHOO.COM	4/25/14
Corey LaS	11211 Jack Tar ^{SR.ca}		4/25/14
Amy Chagnonjian	1740 Guerneville Rd	achagnonjian@gmail.com	4/27/14
Anthony Karamina	2433 Democracy Dr	Monom04@gmail.net	4/24/14
Alex Carrera	1309 Stroven Ln.		4/27/14

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Name	Address	Email	Date
Matt Andrus	1835 Hwy 1 Bodega Bay		4-8/14
Wendy Anderson	100 W. Bodega Bay		4-8-14
Janet Anderson	991 Salmon Creek Rd. 94922	bjbodega@gmail.com	4/9/14
Mike Ryan	9526 Goat Hill Rd	rmryan@mr.com	4/9/14
Captain Dauey	POB 70 Bodega Bay	Captandauy723@5mail.com	
Dan Krueger	202 Fieldstone Ct	clkrkrueger@comcast.net	4-12-14
Leslyn Dooley	POB 902 Bodega Bay	james_dooly007@comcast.net	4/13/14
Alexa Blum	PO Box 334 BB 94923		4/14/14
Ed Liebig	PO Box 1715/5090 Hwy #1 BB	papiliebig@gmail.com	4/14/14
Laura Lewis	1643 Lepper Ave	urmysunshine@gmail.com	4-14-14
Mike Johns	3005 Mary Ann Dr		
Sarah Hamman	2170 Burbank Ave	browniegurl2483@yahoo.com	4/15/14
Richard S. Linn	100 Elizabeth Circle Bodega Bay		4/15/14

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Name	Address	Email	Date
Mike Cohen	Point St		4/28/14
Karen Ornbauer	Santa Rosa	Karenjo57@yahoo.com	4/28/14
Spencer Brumm	Ejere In Bodega Bay	skibrumm@yahoo.com	4/28/14
Cathy Pisman	Garberville, CA		4/30/14
L. HENZLING	Pungwa, CA	lhenz@att.net	4/30/14
Brandon Schmoeller	Santa Rosa, CA	brandonshoe35@gmail.com	4/30/14
Kenneth Cornett	Tonales CA	Wycash@gmail.com	5-3-14
Jessica Massi	Bodega Bay CA	jessicamassi@yahoo	5-4-14
Richard Volmer	457th Santa BB		5-6-14
Ted Dechn	Bodge Bay,	Ted@WEBNET123.COM	5.7.14
Christine	Santa Rosa	cvoshere@gmail.com	5/7/14
Carrie Hanson	Occidental, CA	EdCarrieHanson@gmail.com	5.8.14
Ed Hanson	OCCIDENTAL CA	Edcarriehanson@gmail.com	5-8-14

Please Write Clearly so your requests can be responded to!



We, the signees of this petition:

1. Wish to express our opposition to any new parking fees at Sonoma Coast State Beaches.
2. Request that any meeting scheduled for approving fees at these beaches be held at most one hour driving time from Sonoma County.
3. Want to be added to the notification list of stakeholders who are informed of all California Coastal Commission actions regarding proposed State Parks beach parking fees at Sonoma Coast State Beaches.

Name	Address	Email	Date
Boie Rubin	1750 Highway 1 Bodega Bay		3/30/14
Rebel Marsi	P.O. Box 334 Bodega Co. 94922		3/31/14
Jim Murrese	1444 Kinnison Dr. 87436		3/31/14
Angel Clemencia	2660 Highway 1 Bodega Bay		4/1/14
Jenny Marsi	P.O. Box 789 Bodega Bay 94923	jennifermarsi123@	4/2/14
Megan Johnson	1415 Bay Rd Santa Rosa, CA 95409	megan.dwyer.89@gmail.com	4/2/14
Jason Johnson	✓	Johnson94945@gmail.com	4/2/14
Jorge Avalos	P.O. Box 789 Bodega Bay	94923	4/3/14
Bob Miller	Box 183 Bodega Bay CA 94923		4/3/14
Fred Aschep	Bodega Bay		4/3/14
Lori Peters	177 Villy Forest Frstn Bodega 94922		4-3-14
Jeremy Amoroso	2427 Schaeffer Rd		4-3-14
Connie Burnett	1500 Bay Flat Rd		4/4/14

Please Write Clearly so your requests can be responded to!

Pam Sorensen

2424 Quail Hollow Dr. SE 95403

4/8/14

916-4831222



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Name	Address	Email	Date
Margre Kott	306 Cornillo Drive, Sebastopol, CA 9503	Bmmg@Mac.com	5/4/14
KATHLEEN BROWN	309 4th St Petaluma CA 94952	Khoun7977@gmail.com	5/5/14
CARSON HUNTER	P.O. Box 327, Bodega 94922	chunter222@hotmail.com	5/5/14
Ned Fenstermaker	35 Hayden St. Marin MA 01752	nfenstermaker@hotmail.com	5/5/14
Amanda Braun	Po Box 76 Bodega 94922	braunamanda@hotmail.com	5/6/14
Bill Jackson	P.O. Box 301 Guerneville 95446	whjackson_52@hotmail.com	5/7/14
WAYNE SKALA	P.O. Box 2333 Guerneville, CA 95446	_____	5/7/14
Arline Thomas	7225 Bodega Ave, Sebastopol 94922	_____	5/9/14
M.R. Cooke	590 SHANNON DR VACAVILLE CA 95688	mikecooke@comcast.net	5/9/14
Kaoru Campbell	Po Box 2425 Sebastopol CA 95473	kisavagikaoru@hotmail.com	5/9/14
JAKE HAMILTON	Po Box 1011 BODEGA BAY CA 94923	_____	5/9/14
Merlin Kolb	Po Box 1336 Bodega Bay 94923	MerlinKolb@aol.com	5/10/14
Joanna Strang	1205 Bayview Bodega Bay	_____	5/10/14

Please Write Clearly so your requests can be responded to!

Ryan Messing 198 Decatur Cir. Windsor
 Artan Shapper #5 Commodore Ct. Santa Rosa 95838
 M.E. GORMAN 1106 MANOR DR., SONOMA 95476

5/13/14

5/11/14
 5-11-14

~~D. Spickard 55, KILMER RD Guerneville, CA 95446 5/5/14~~



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Name	Address	Email	Date
Quintin	9 Redwood Ct	christianquin@comcast.net	5/17/14
Angela Black	610 Adams St. Albany	n/a	5/17/14
Robert George	2 Guixoto Ct., S.F., CA 94145	glebert@sonic.net	5/17/14
SALLY WARE	3590 Rioloma Way	BIGSALRAIDER@GMAIL.COM	5/19/14
Janice Morikawa	6000 Burnside Rd	janicemorik@yaho.com	5/20/14
REMY SIMONAITIS	21860 EAST STREET	RIMSIN@GMAIL.COM	5/21/14
George Cartwright			
J. Henderson	376 Pleasant Hill Ave. Lodi	jhenderson@mac.com	5/22/14
Brian Outler	5430 El Camino Real RB	BrianOutler@gmail.com	5/23/14
Robert Ransom	PO Box 157 Sebastia CA 95472	iw@sonic.net	5/21/2014
James Michael	6600 Arnold St SFA	JamesMichael@sonic.net	5/23/14
Panna Lossy	101 Ross #2 Cotati CA		5/23/14

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Name	Address	Email	Date
Dean McRoberts	1500 Bay Flat Rd		4/4/14
Doug Gould	8259 Valley View Dr		4-4-14
Anthony Cooper	1500 Bay flat Rd	Cooperoutlaw@gmail.com	4-4-14
Tim HARRINGTON	1500 BAY Flat Rd Apt 5		4-5-14
Mathew McCauley		mathew.mccauley@aol.com	5 Apr '14
John McCauley	110 Blue Jay Dr. Santa Rosa		
Mark Andrews	1835 Hwy 1 Bodega Bay CA		4-5-14
Andrew Bears	1174 Neale Dr. Santa Rosa CA	andrewbears@yahoo.com	4-5-14
Mike Johns	PO Box 475 Bodega Bay CA		4-6-14
Gene Spadden	Columbia Ave		4/6/14
Phil Marchand	1757 Northstar Dr Petaluma	prcm3961@hotmail.com	4/6/14
DIANE NOTLEY	7984 Lexington		4/6/14
Spencer Brumm	1520 Estero Ln Bodega, CA	skibrumm@gmail.com	4/7/14

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RECEIVED

APR 09 2014

CALIFORNIA
COASTAL COMMISSION



Dear Laurel,

Enclosed you will find signed petitions that include the contact information of Sonoma County residents who are expressing their opposition to the California State Parks pay station proposal, requesting that any hearing on this application be "local", and that they be informed of any Commission action on this issue.

You expressed that the Commission was aware of the public's request that a hearing be local and these petitions (which are only beginning to circulate) are the testimony for that request.

I appreciate that you add these petitions to the record and I hope this clarifies that the request to have a local hearing is not just a request of Sonoma Coast Surfrider but is widespread throughout the county.

Best Regards,

Cea Higgins

Surfrider Foundation

Sonoma Coast Chapter

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Name	Address	Email	Date
KAREN WAGNER	2622 WAWONA DR SANTA ROSA	KARWAG@SONIC.NET	3/20/14
JIM NORRIS	13149 Bodega Hwy, Freestone	CORKY2CORKY@gmail.com	"
ERIC MILLER	2520 Stepps Rd Seb 95472	emiller@warminghandsinc.com	"
Susa Gaynard	4551 Ranchette Rd SR 95409	gaynard@sbcglobal.net	"
WALTER GAYNARD	"	"	"
GARY SUGIYAMA	2684 GUERNEVILLE RD SR 95401	GSUGI@SONIC.NET	"
SARA REYNOLDS	16800 Taylor Lane Occidental	SaraReynolds@gmail.com	"
Dave Rampton	300 Hwy Pt #310	Spongucuk@Yahoo.com	3/20/2014
* Andrea Granahan	16619 Joy Woods Way	navgal@earthlink.net	3/20/14
JOHN LOVELL	17906 NEELEY RD, GUERNEVILLE 95446	JLOVELL5002@YAHOO.COM	3-20-14
CECI SMART	9550 RIO VISTAR, FORESTVILLE CA 95436	CS1111@SBCGLOBAL.NET	3-20-14
Eszter Freeman	5490 Hessel Ave Sebastopol CA 95472	eszter@sonic.net	3/20/14
Berlin Brendlin	2684 Guerneville Rd Santa Rosa CA 95401	bbrendlin@gmail.com	3/20/14
Mary Wilson	1631 Mariposa Dr Santa Rosa CA 95405		3/20/14

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Name	Address	Email	Date
AL LORENZONI	8350 LEWANNA LN		3/20/14
Alicia Lorenzoni	8350 Lewanna Ln	alorenzoni@stcglobal.net	3/20/14
Geoffrey King	20501 CHAPEL DR MONTE RIE	gking@doblethomas.com	3/20/14
Laurie Maguire	7350 Frost Ave.	laurie@cumuluspresents.com	3/20/14
Gene Smith	P.O. Box 331 Bolinas Bay	Nellbertgrady@yahoo.com	3/22/14
CATH GILBERT	1655 CREEKVIEW CIR PETALUMA CA 94954		3/24/14
Mike Orton	1182 Lombardi Ave Petaluma CA 94954	mikeo7@earthlink.net	3-29-14
Tony Sadoti	3889 Hamison Grade Rd. Sebastopol 95472		3/29/14
Roll O'Leary	107 Edith St. Petaluma CA 94952		3/29/14
Nancy Todd	880 Scenic Ave Santa Rosa Ca	ninjabut@yahoo.com	3/29/14
Clarice Stasz	1182 Lombardi Ave Petaluma CA 94954		3/29/14
Susan Stover	3889 Hamison Grade Rd Sebastopol 95472	sstover@sonic.net	3/29/14
RASHLEIGH B. PANTINO	745 WEST ST. PETALUMA CA 94952	rbpantino@comcast.net	4/3/14
Austin W. Simkins	498 miller creek rd. san rafael ca 94903		4/3/14

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Name	Address	Email	Date
LUIS SANTIAGO	P.O. Box 177 GRATON CA.	MILDREDANN@HOTMAIL.COM	4/3/2014
Ben Hakala	330 Bohemian Hwy Freestone CA 95472	Bodegabene@hotmail	4/3/2014
Patrick Parks	330 Bohemian Hwy Freestone CA 95472	patricktparksjr@gmail	4/3/14
JJ Yost	9890 Bodega Hwy Sebastopol CA 95472	jjyost@yahoo.com	4/3/14
JAMES ROGERS	922 VALONCIA ST SF, CA	JAMESROGERS@GMAIL.COM	4/3/14
Landon Bassell	900 Euclid Berkeley CA	landorb@yahoo.com	4/3/14
Jake Martin	566 S. Van Ness SF 94110	jakeMartin@calcoo.com	4/3
John Bromstad	P.O. Box 2017 Sonoma 95476	JBromstad@yahoo.com	4-3-14
John Powers	11703 oak rd Forestville, CA 95436		4-3-14
Shurt Sperring	18917 LOMITA AVE SONOMA CA 95476		4/3/14
Kris Wienski	12460 MIL ST Bloomfield CA 94952		4/3/14
MARK FRIESEN	300 STONY PT RD SPC 308 PETALUMA CA 94952		4/3/14
Gretchen Paradis	300 Stony Point Rd Spc 309 Petaluma CA 94952		4/3/14
JANICE STEWART	300 STONY POINT #310 PETALUMA, CA 94952		4/3/14

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Name	Address	Email	Date
Whiteswave	PO Box 101 Bodega CA 94922	Whiteswave@hotmail.com	3/15/2014
Carla Mays	11678 Barnett Valley Rd. Sebastopol, 95472	surfnturf2@comcast.net	
Sandy Taylor	PO Box 2342 Novato 94948	Sandylikesabeach@hotmail.com	
NORM PERRY	4680 BLANK RD, SEB 95472	ELPATO@DISHMAIL.NET	3/15/14
Cora Ann Perry	4680 Blank Rd, Seb. 95472	anidaperry@dishmail.net	3-15-14
Julian Loveland	618 4th St Santa Rosa, CA 95404	julianl@sonic.net	3/20/14
Mick Loveland	618 4th St #207 Santa Rosa, CA. 95404	mick@lovelandviolinshop.com	3/20/14
Sarah Lecus	1320 North St. #10 Santa Rosa, CA 95404	SarahLecus@gmail.com	4/3/14

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Name	Address	Email	Date
Miranda Darley	1150 Windy Ln. Bodega Bay	mdarley@comcast.net	3/15/14
Gabe Nelson	8185 Sonoma Mountain Rd Glen Ellen 95492		3-15-14
Mike Foss	495 Kono Ave Bodega Bay 94923	mfoss@comcast.net	3/15/14
John Skelton	P.O. Box 4624 Petaluma CA 94955	(A) skelton @arcfree.net	
Chris Hansen	P.O. Box 611 Bodega Bay CA 94923	chris4255@gmail.com	3/15/14
Jesse Dunman	9566 Rio Vista Rd Forestville CA 95436	jessedunman@gmail.com	3/15/14
Jesse Lockman	P.O. Box 1033 Occident CA 95465	jesselock@Gmail	3/15/14
Eric Holt-	P.O. Box 714 Eureka CA 95444	eholtgine@yahoo.com	3/15/14
STITH CAILLAT	190 MARIA LN SANTA ROSA CA 95409		3/15/14
BOB FALLON	235 SUMMITVALE DR, HEARDSBURG, CA 95448 ⁹⁵⁴⁴⁹		3/15/14
Diana Bundy	Box 457 BB 94923	VUKKO@comcast.net	3-15-14
Michael Bundy	Box 457 BB 94923	VUKKO@comcast.net	3-15-14
Jeri Mason Nilson	2011 Leafgreen Dr Santa Rosa CA 95405	nilson@comcast.net	3-19-14



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Name	Address	Email	Date
Bonnie Lauxana		BLauxana@yahoo.com	3/26/14
Nicole Paban		NIKKIP333@gmail.com	3/26/14
Luis Berna		lupaberna10@gmail.com	3/26/14
Olivia Wilson-James		kikawanij@gmail.com	3/26/14
Mary N. Cirinelli		nelsneatknits@aol.com	3-26-14
Diana Huezo		grillis_g@hotmail.com	3/26/14
Alfonso Arias		ariasalfonso718@gmail.com	3/26/14
Karen Figueroa		Kafigueroa07@yahoo.com	3/26/14
Gloria Davidson		ilea777@yahoo.com	3/26/14
Stephanie Rodriguez	Bohnert Park CA 94928	SRodriguez0688@gmail.com	3/26/14
Nichole Machado	Santa Rosa, CA 95403	Nickinicki116@yahoo.com	3-26-14
Jim EMERSON	BOHNERT PARK CA 94928	EMERSON8872@SRCGLORINDLIND	3/26/14
Sheri Silvera	792 Hewlbut ave 95472	SheriSilvera23@gmail.com	8/26/14

Please Write Clearly so your requests can be responded to!

Charlene Kint PO Box 1074 Penn Grove CA 94951 Challengekint@yahoo.com 8/26/14



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Name	Address	Email	Date
Alan Lewis	P.O. Box 60	Patheheartofbeige@gmail.com	3-29-14
Fran Carbonaro	6883 Fanner Ave. Sub. 95472	francarbonaro@att.net	
Jim Irving	P.O. Box 564 BB. 94923	jirving@gmail.com	3/30/14
William Partridge	PO Box 731 Monte Rio 94162	BillPartridge@mail.com	3/30/14
Bradley Yearwood	8405 Clothier Ln. Cotati 94931	bny@sonic.net	3/31/14
Patricia Doyle	1818 Westshore Rd	Supermacydoyle@yahoo.com	3/21/14
Steve Frommer	1411 Hwy 1 Bodega Bay 94923	boedogss & friends@yahoo.com	2-31-14
CARSON HUNTER	P.O. Box 327 Bodega, CA	cohunter22@hotmail.com	3/31/14
Jocelyn Brabyn	PO Box 266 Bodega CA 94923	jocelyn.brabyn@gmail.com	3/31/14
Benjamin Sharp	PO Box 512 BAY 94923	ez@sonic.net.com	3/31/14
EARL FROUG	Box 2275 95446	earlyearl66@6-mail.com	3/31/14
Elizabeth Irving	Box 564 Bodega Bay	libbycirving@gmail.com	3/31/14
Samantha Hanan	PO Box 1043 Bodega Bay	SamanthaRHanan@gmail.com	3/31/14

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Name	Address	Email	Date
Anthony Rinaldi	4220 Frontera Dr. Davis, CA	orlyrox@gmail.com	3/29
Cassie Varland	1806 Raintree Pl. Davis, CA	volleyball1800@yahoo.com	3/29
Marissa Varland	" " " "	tavarland@gmail.com	3/29
Shannon Marsi	3605 Maryina Dr. Bodega Bay, CA	Shannonmarsic@gmail.com	3/29
Jessica Marsi	PO BOX 334 Bodega, CA	jessicamarsi@yahoo.com	3/29
SEAN AMOROSO	1888 SCHAEFFER RD, SEBASTOPL, CA	SJAmoroso@hotmail.com	3-29
Carol Bailey	2628 Waverly Way Fairfield, CA	crtcarol50@yahoo.com	3/30
Cristine Montgomery	1020 King Street Santa Rosa, CA	Cmt27line.Montgomery14@gmail.com	3/30
Michael Fahme	P.O. Box 351 Bodega, CA	mtfahmie@yahoo.com	3/30
John Marsi	15300 Bodega Hwy. CA.	sjmarsic@gmail.com	3/29
Bridget Cimino	1281 Redwood Rd. Placerville, CA		3/30
MARIO RETES	1219 LANCE ST STA	MARIO RETES 9@gmail.com	3/30
Stanley Marsi	15400 Bodega Ct		2/29

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Name	Address	Email	Date
MARK DARLEY	311 SEYMOUR MILL VALLEY	Markdarley@nec.com	3/26/14
Joanne Darley	311 Seymour Mill Valley	darley@mac.com	3/26/14
Nicole Hoey	5550 Country Club Dr	nicoleehoe@ gmail.com	3/26/14
Britt White	801 Carr Ave	briittkwhite@ gmail.com	3/26/14
KIMBERLY HANSEN	ROHNERT PARK, CA 8000 Rohnert Park Blvd	KAHANSEN104@icloud.com	3/26/14
Chris Moran	Cotati, CA	moranchris78@yahoo.com	3/26/14
JUAN CUESTA	555 ANT 3 MacConnell SANTA ROSA	cuestajuan@hotmail.com	3/26/14
Steve Mais	128 Santa Alicia Drive, Rohnert Park	stevemais5@yahoo.com	3/26/14
Henry Kietz	557 Carr Ave SR	peravalon@hotmail.com	3/26/14
Yusef Begdon	1434 Blue sky Ln		3/26/14
John Burbank	31 Wamhold Ln Petaluma	JShilli@comcast.net	3/26/14
Elena Irving	PO BOX 561 Bodega Bay CA 94923	elena-irving@yahoo	3/29/14
Oliver Schmitt	PO BOX 89 Bodega CA 94923	no	3/29/14

Please Write Clearly so your requests can be responded to!

From: sonomacoastsurfrider@comcast.net
Sent: Wednesday, April 02, 2014 9:09 AM
To: Kellner, Laurel@Coastal
Cc: Susan Upchurch; Lester, Charles@Coastal
Subject: Re: pay station proposal

Hi Laurel

Thank you very much for taking the time to speak with me regarding the questions in my email. I wanted to make sure that I accurately represent our conversation to my membership who is extremely concerned on this issue. Please let me know that I am summarizing correctly:

In regards to the possibility of the pay station proposal being on the May agenda you stated that to your knowledge it was not on the May calendar.

As far as the possibility of the scope of the project being expanded, to your knowledge, the applicant has not submitted a different project to the Coastal Commission then was presented and denied by the County of Sonoma. The application to the county only included the placement of the pay stations and did not present improvement of facilities such as grading, repaving, or running water and there is nothing before the Commission at this time that includes these modifications in the scope of the project applied for.

It was my understanding from our conversation that on appeal, an applicant can not change the scope of a project and that the task before the Commission is to consider the following only:

- Did the County of Sonoma uphold its LCP in the decision to deny the State Parks pay station proposal:
- Is the County's decision in compliance with Chapter 3 of the Coastal Act in regards to public access and recreation.

I did also express that environmental concerns and protections needed to be included in the review of this application and that Sonoma Coast Surfrider would be submitting official comment on these concerns as well as impacts to public access and recreation that are relevant to the application.

I also appreciate that you acknowledged that the Coastal Commission is alerted to the voice of the residents of Sonoma County in requesting a local hearing and that you have received substantial comments pertaining to this request. I did forget to clarify which address is best to submit petitions that deal with this request and I appreciate your follow-up on this last item.

All the best
Cea

From: <mailto:Laurel.Kellner@coastal.ca.gov>
Sent: Tuesday, April 01, 2014 2:06 PM
To: <mailto:sonomacoastsurfrider@comcast.net>
Cc: <mailto:Nancy.Cave@coastal.ca.gov>
Subject: RE: pay station proposal

Cea-
Thanks for taking the time to speak with me today about your questions. I am adding your email below to the record.
Please feel free to submit additional items as you wish.
Best-
Laurel

From: sonomacoastsurfrider@comcast.net [mailto:sonomacoastsurfrider@comcast.net]
Sent: Tuesday, April 01, 2014 9:32 AM
To: Kellner, Laurel@Coastal
Subject: re: pay station proposal

Hi Laurel
Welcome back. I was not sure if you received emails in your absence so I am resending.
All the best
Cea

From: sonomacoastsurfrider@comcast.net
Sent: Friday, March 28, 2014 4:13 PM
To: [Laurel Kellner](#)
Cc: [Charles Lester](#)
Subject: re: pay station proposal

Dear Laurel

I hope this email finds you well. I am writing in regards to the pending pay station proposal by State Parks for the Sonoma Coast. In my recent conversations with State Parks during other collaborative projects, it was brought to my attention that the item was slated for the May Hearing. I am writing to receive confirmation of this.

Is this item to be scheduled for the May Marin CCC meeting?

During these conversations, it was expressed that State Parks is proposing to do major improvements to the parking areas as part of the proposal. This seems like a different application than the one which was submitted to and denied by the County. State Parks filed a NOE for the installation of the iron rangers under §15303, 15304, & 15311 Class 3, 4, & 11 which involve “minor” alterations. It is concerning that a proposal to the Commission which involves major project renovations would be considered exempt without review or opportunity for public comment.

This is a challenging issue as Sonoma Coast Surfrider has always maintained a positive relationship with State Parks. In order to best represent the proposal to our membership, it would be helpful to understand what the scope of the application to the Commission involves.

Is it possible to see the application or be informed of its content and scope?

The Sonoma Coast presents unique concerns of environmental, public safety, and access impacts with this proposal and it is important that the sweeping Commission approval of these applications for State Park fee collection in other areas of the state not be applied without careful consideration of these facts. We are doing our best to accurately represent this issue to our membership and would appreciate any information you can provide.

The majority sentiment in the county is opposed to the proposal (as it was presented to the county PRMD). There are many residents who have signed petitions and are asking to be notified by the Commission of any news relevant to this application. They are generally unfamiliar with the process and have turned to our chapter for guidance.

Is it best to mail these petitions to you directly so that you are able to add these names of individuals and groups to your notification list?

Thank you for your help and I look forward to your response and the opportunity to make formal comment on the issues the pay station proposal raises for the Sonoma Coast.

Sincerely

Cea Higgins

Sonoma Coast Surfrider

12 March 2014

CA Costal Commission
North Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508
Attn Laurel Kellner, Coastal Analyst:

Dear Ms Kellner:

It has come to my attention that the Coastal Commission is again considering allowing "iron rangers" to be installed at Sonoma County beach parking lots.

Please let me inform you that there is HUGE public sentiment in this county *against* such an idea. This is not "government by the people and for the people". The coast belongs to everyone, not just the few that can afford to park there. I assure you, were those "rangers" allowed to be placed, you would see people parking in residential neighborhoods and all over the place to avoid those fees.

A similar idea occurred in the 1980's when the county tried to place a toll booth at the Goat Rock entrance and to collect admission fees to access the beach. It was eventually taken down after huge public outcry and picketing at the site. I, for one, was participated in those demonstrations with my presence and my sign, and turned away hundreds of cars, directing them to beaches where they could access the coast for free. I would expect the same kind of public response if this idea is allowed to proceed.

People are literally fed up, Ms Kellner. Fees for this, fees for that, this tax, that tax....No more, PLEASE.

I would appreciate being kept informed of the status of this issue by letter or e-mail. My e-mail address is stevecavalli@sbcglobal.net.

Sincerely,
Signature on file
Steve Cavalli

RECEIVED

MAR 14 2014

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

A-2-SON-13-0219

Exhibit 15

Correspondence

Page 35 of 112

Lavine, Ethan@Coastal

From: sinyjoan <sinyjoan@cs.com>
Sent: Wednesday, December 04, 2013 11:45 AM
To: Kellner, Laurel@Coastal
Subject: Reject Response

Take Action Now!
Tell the CA Coastal Commission
to reject the appeal which would block the public's access to OUR beaches!

From: iwing7@comcast.net
Sent: Monday, December 02, 2013 10:29 AM
To: Kellner, Laurel@Coastal
Subject: State Park Iron Rangers

Dear Ms. Kellner,

I am writing in regard to the appeal of Sonoma County action denying State Parks application to install 15 Self-Pay Stations (iron rangers) along the Sonoma Coast.

Please note that I strongly oppose parking fees at our public beaches. The beaches of California belong to the public. The access and enjoyment of these beaches is our right.

In Sonoma County, we need to use our cars to get to the beaches. Parking along the road is usually either impossible or very dangerous as the roads are narrow. Imposing mandatory parking fees would be a barrier to our being able to access and enjoy our publicly owned beaches.

Sincerely,

Deanna Issel

From: sbraitto@comcast.net
Sent: Wednesday, November 27, 2013 8:51 AM
To: Kellner, Laurel@Coastal
Subject: iron rangers on Sonoma coast

Please do NOT support the use of iron rangers at any of the public beaches along the Sonoma coast. Please reject the appeal. There is little, if any, public transportation to our coast & so people must drive cars to get there. Having to pay for parking will create a huge barrier to public access to our beaches. One of the primary reasons the Coastal Commission exists is to protect public access. Please continue to do your job with that foremost in your goal.
Sincerely, S. Braitto, Glen Ellen, Ca.

Lavine, Ethan@Coastal

From: Wendy <wlk@sonic.net>
Sent: Monday, November 25, 2013 8:41 AM
To: Kellner, Laurel@Coastal
Subject: No "iron rangers"

CA Coastal Commission
Dear Ms. Kellner,

I am strongly opposed to "iron rangers", or any other mechanism for requiring payment to park at our coastal beaches. Such measures would reserve beaches for those with higher incomes and would create problems with illegal parking and traffic hazards.

Please do the right thing and preserve coastal access to all in California.

Thank you.

Wendy Krupnick
4993 B. Occidental Rd.
Santa Rosa, 95401

Lavine, Ethan@Coastal

From: Wendy <wlk@sonic.net>
Sent: Monday, November 25, 2013 8:41 AM
To: Kellner, Laurel@Coastal
Subject: No "iron rangers"

CA Coastal Commission
Dear Ms. Kellner,

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Please do the right thing and preserve coastal access to all in California.

Thank you.

Wendy Krupnick
4993 B. Occidental Rd.
Santa Rosa, 95401

From: Halbert Stone <hal@stonez.com>
Sent: Sunday, November 24, 2013 8:31 AM
To: Kellner, Laurel@Coastal
Subject: Keep Sonoma Beaches available to all

Hi,

I do not like the idea of parking fees to visit the Sonoma Coast. When I had a young family we would use the beaches for family outings. I could not have afforded to pay \$5 to park. I understand that we need to pay for the services (toilets, litter removal, trail maintenance, etc.) at the beaches, I just think it will be the wrong way to get money. We can argue that 'pay to use' is fair, however I suggest there is a greater good in 'we all' paying for all our beaches, parks, and open space. We all benefit in different ways for these places, we all should be bearing the burden of their maintenance, NOT through 'Iron Rangers' parking fees. Why not use general tax funds to spread the burden and allow all folks free access? Keep our beaches open for all, not just the 'fat cats' that can afford the drive out to the beach and the parking fee.

thanks,
Hal Stone

From: Halbert Stone <hal@stonez.com>
Sent: Sunday, November 24, 2013 8:31 AM
To: Kellner, Laurel@Coastal
Subject: Keep Sonoma Beaches available to all

Hi,

I do not like the idea of parking fees to visit the Sonoma Coast. When I had a young family we would use the beaches for family outings. I could not have afforded to pay \$5 to park. I understand that we need to pay for the services (toilets, litter removal, trail maintenance, etc.) at the beaches, I just think it will be the wrong way to get money. We can argue that 'pay to use' is fair, however I suggest there is a greater good in 'we all' paying for all our beaches, parks, and open space. We all benefit in different ways for these places, we all should be bearing the burden of their maintenance, NOT through 'Iron Rangers' parking fees. Why not use general tax funds to spread the burden and allow all folks free access? Keep our beaches open for all, not just the 'fat cats' that can afford the drive out to the beach and the parking fee.

thanks,
Hal Stone

Lavine, Ethan@Coastal

From: Rich & Bridge <richandbridge@sonic.net>
Sent: Friday, November 22, 2013 6:15 PM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers

The Sonoma Coast "Iron Rangers" appeal be denied. There is very little public transportation to the Sonoma Coast. Charging fees would be a violation of public access and is a clear barrier to lower income individuals' ability to enjoy our publicly owned coast. Again, please deny this appeal.

Richard Bloom
Cotati, CA

Lavine, Ethan@Coastal

From: Rich & Bridge <richandbridge@sonic.net>
Sent: Friday, November 22, 2013 6:15 PM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers

The Sonoma Coast "Iron Rangers" appeal be denied. There is very little public transportation to the Sonoma Coast. Charging fees would be a violation of public access and is a clear barrier to lower income individuals' ability to enjoy our publicly owned coast. Again, please deny this appeal.

Richard Bloom
Cotati, CA

From: Todd Schram <tjschram@gmail.com>
Sent: Friday, November 22, 2013 2:31 PM
To: Kellner, Laurel@Coastal
Subject: Reject appeal to install 'Iron Rangers' on Sonoma Coast

Laurel,

I'm writing today to express my disapproval for considering self-pay devices to be installed on the Sonoma Coast. I understand that there is an appeal in process regarding the installation of 'iron rangers' and believe the appeal should be denied because I believe in maintaining public access to our coast for all and this may limit access for lower income people. I wish to be kept abreast of the status of this issue with the CA Coastal Commission.

Thanks you for your time.

Todd Schram
Petaluma, CA

From: Todd Schram <tjschram@gmail.com>
Sent: Friday, November 22, 2013 2:31 PM
To: Kellner, Laurel@Coastal
Subject: Reject appeal to install 'Iron Rangers' on Sonoma Coast

Laurel,

I'm writing today to express my disapproval for considering self-pay devices to be installed on the Sonoma Coast. I understand that there is an appeal in process regarding the installation of 'iron rangers' and believe the appeal should be denied because I believe in maintaining public access to our coast for all and this may limit access for lower income people. I wish to be kept abreast of the status of this issue with the CA Coastal Commission.

Thanks you for your time.

Todd Schram
Petaluma, CA

From: Don McEnhill <don@russianriverkeeper.org>
Sent: Thursday, November 21, 2013 2:39 PM
To: Kellner, Laurel@Coastal
Cc: Dennis Rosatti
Subject: Deny the Iron Rangers Appeal for Sonoma Coast State Beaches!

Dear Ms Kellner,

I am writing to oppose the California State Parks appeal of their rejected proposal to install "Iron Ranger" parking meters at Sonoma Coast State Beaches.

Russian Riverkeeper opposes the Iron Ranger proposal for the following reasons:

- It will limit the public access to the coast by imposing a fee for cars to park and access and enjoy our coastline in Sonoma County
- There is little if any public transportation to the Sonoma Coast so cars provide 95% of access to coast
- This will lead to increased erosion and decreased safety from people trying to park on the side of the road and avoid fees
- As cars are parked outside Iron Ranger regulated lots State Parks will be prompted to install fencing and barriers to reduce parking outside of iron ranger parking lots leading to reduction in aesthetic enjoyment of the coast and scenic values
- A state analyst report released today states that the state will see a surge in revenue over next several years so the economic impetus for Iron Rangers is not as dire as it was when this was first proposed
- The Iron Ranger's will impact tourism along the Sonoma Coast, a very rural area whose economy depends on tourism

Please keep me informed on this appeal as it moves through the Coastal Commission process.

Thank you for considering our comments.

Sincerely,
Don McEnhill

Don McEnhill
Executive Director
Russian Riverkeeper
PO Box 1335
Healdsburg, CA 95448
707-433-1958
www.russianriverkeeper.org

Inspiring the community to protect the Russian River since 1993!

Lavine, Ethan@Coastal

From: Gwendolyn P Dhesi <gpdhesi@sonic.net>
Sent: Thursday, November 21, 2013 6:51 PM
To: Kellner, Laurel@Coastal
Subject: Beach access

Coastal Commission -

Please prevent all attempts to block or make access to beaches difficult.

Thank you,

Gwen Dhesi

--

Gwendolyn P Dhesi

Lavine, Ethan@Coastal

From: Chris Carrieri <chris@c2alts.net>
Sent: Thursday, November 21, 2013 1:41 PM
To: Kellner, Laurel@Coastal
Subject: please consider re the iron rangers

On the Sonoma Co coast-these will create more problems than they solve. Please look at other alternatives for funding.

Chris Carrieri
C²: Alternative Services
758 Pine St.
Santa Rosa CA 95404
Office: 707/568-3783
Fax: 707/575-6866
chris@c2alts.net

www.c2alts.net

Lavine, Ethan@Coastal

From: schatzismom@comcast.net
Sent: Thursday, November 21, 2013 1:41 PM
To: Kellner, Laurel@Coastal
Subject: Please Do NOT Install "Iron Rangers" at Coastal Beaches.

Dear Ms Kellner,

I am writing to express my adamant disapproval of the appeal to install "Iron Rangers" at parking lots on the CA coast. These self-pay devices, will have a negative impact on use of our beaches along the Sonoma Coast. They are a barrier to public access to the coast. Such access is GUARANTEED by State Law!! In addition to violating the Coastal Act's access provisions, Iron Rangers will negatively impact Sonoma County's tourism industry which our local economy depends upon.

Iron Rangers will have an impact on parking, by changing the pattern of where the public parks, thereby impacting traffic. The changes in parking that will likely occur could have serious impacts on public safety as well as impacting neighborhoods as visitors seek parking alternatives in nearby residential areas.

Unlike urban areas in Southern California, there is minimal public transportation to the Sonoma Coast. Since a vehicle is required to get to the beach, charging fees to park there effectively means charging a fee to use the beach. This is a violation of public access and is a clear barrier to lower income individuals' ability to enjoy our publicly owned coast.

For these reasons, please deny the appeal for "Iron Rangers" and please keep me informed as to the outcome of this appeal.

Thank you very much!
Sincerely,
Sara Jones from Santa Rosa, CA

Lavine, Ethan@Coastal

From: Ron Hayes <1rshayes@comcast.net>
Sent: Thursday, November 21, 2013 2:11 PM
To: Kellner, Laurel@Coastal
Subject: Sonoma State Beaches

Please help keep our Sonoma Coast State beaches free and open to the public.

Regards,

Ron Hayes
2474 Copperfield Ct.
Santa Rosa, CA 95401

Lavine, Ethan@Coastal

From: Anja Woltman <anja@sonic.net>
Sent: Thursday, November 21, 2013 7:14 PM
To: Kellner, Laurel@Coastal
Subject: Coastal fees

PLEASE don't start charging parking fees along our Sonoma Coast! It would encourage people to only just get out, snap a photo and move on, instead of lingering, walking, pic-nicing, enjoying the incredible nature. I don't think the tourists would mind too much, but it would be a hardship for local people. There are many families that would have a hard time coming up with \$6 or \$7 every time they want to take their kids to the coast and I would hate to take something so healthy and beautiful away from those who need this the most.

Is n't there another solution? I'd gladly add a few dollars to our registration fee, for example!

I hope you will hear all of us, who are agains coastal fees and respond favorably.

Anja Woltman
Sebastopol, CA

Lavine, Ethan@Coastal

From: DF Music <dfmusic@sonic.net>
Sent: Thursday, November 21, 2013 8:20 PM
To: Kellner, Laurel@Coastal
Subject: Parking fees for coastal access a bad idea

Parking fees for coastal access is a bad idea.

Thank you,
David

Lavine, Ethan@Coastal

From: Colman <cfpigott@sonic.net>
Sent: Thursday, November 21, 2013 6:27 PM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers

Dear California Coastal Commission, Iron Rangers block access to the coast and downgrade Sonoma County's tourism experience. It also goes against the very grain of the Commission original mandate. A big no to Iron Rangers.

Lavine, Ethan@Coastal

From: Hunter Smith <airtech@sonic.net>
Sent: Thursday, November 21, 2013 10:53 AM
To: Kellner, Laurel@Coastal
Subject: Iron rangers

Please do not block our access!

Sent from my iPhone

From: Lauren Campbell <lauren@stressadvantage.com>
Sent: Thursday, November 21, 2013 7:10 AM
To: Kellner, Laurel@Coastal
Subject: iron rangers

Hi Laurel,

Please do not allow the iron rangers to go ahead. Many people as you now are suffering from a suppressed living wage and good job opportunities as many jobs now go over seas. That leaves only lower paying jobs available. Many of us who had great lives a few years ago are now living on the edge. The coast and it's beaches are one of the only places some of us have to be with nature and bring our families that does not cost money. It would be a terrible choice and in humane to allow iron rangers to go ahead. We need a softer and more humane world and this would be a great start by not allowing iron rangers.

Thank you for choosing the people and no to iron rangers.

Happy Day!

Lauren Campbell
lauren@stressadvantage.com
415.519.9887

“Remember: Health is your greatest wealth.”

Turn stress into energy and productivity!
www.stressadvantage.com

Lavine, Ethan@Coastal

From: Helen Shane <shane5@sonic.net>
Sent: Thursday, November 21, 2013 7:37 AM
To: Kellner, Laurel@Coastal
Cc: Sarah Gurney
Subject: Beach access

Dear Ms. Kellner:

State law guarantees that there be public access to our beaches.

Iron Rangers would limit that access, and turn away the very people who are tomorrow's stewards of the beaches and coast.

The beaches are part of our commons.

The commons belong to the people. All the people,

Please reject the use of Iron Rangers.

Thank you. Helen Shane, 327 Neva St., Sebastopol, CA 95472.

Lavine, Ethan@Coastal

From: Lauren Campbell <lauren@stressadvantage.com>
Sent: Thursday, November 21, 2013 7:10 AM
To: Kellner, Laurel@Coastal
Subject: iron rangers

Hi Laurel,

Please do not allow the iron rangers to go ahead. Many people as you now are suffering from a suppressed living wage and good job opportunities as many jobs now go over seas. That leaves only lower paying jobs available. Many of us who had great lives a few years ago are now living on the edge. The coast and it's beaches are one of the only places some of us have to be with nature and bring our families that does not cost money. It would be a terrible choice and in humane to allow iron rangers to go ahead. We need a softer and more humane world and this would be a great start by not allowing iron rangers.

Thank you for choosing the people and no to iron rangers.

Happy Day!

Lauren Campbell
lauren@stressadvantage.com
415.519.9887

“Remember: Health is your greatest wealth.”

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www.stressadvantage.com

Lavine, Ethan@Coastal

From: Helen Shane <shane5@sonic.net>
Sent: Thursday, November 21, 2013 7:37 AM
To: Kellner, Laurel@Coastal
Cc: Sarah Gurney
Subject: Beach access

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Iron Rangers would limit that access, and turn away the very people who are tomorrow's stewards of the beaches and coast.

The beaches are part of our commons.

The commons belong to the people. All the people,

Please reject the use of Iron Rangers.

Thank you. Helen Shane, 327 Neva St., Sebastopol, CA 95472.

From: Wendy Herniman <wherniman@gmail.com>
Sent: Thursday, November 21, 2013 8:11 AM
To: Kellner, Laurel@Coastal
Subject: Blocking of beach access

Please halt the policy of installing self-pay stations along on our Sonoma County coast; these will severely restrict access to our public beaches.

Sonoma County residents are entitled to free access to our coasts and this policy will also act as a barrier to the tourists who are so vital to our local economy.

These self-pay stations would have a detrimental effect on our citizens by making it more difficult for the poorer members of our community to enjoy the benefits of exploring nature and being physically active, increasing the likelihood of more obesity.

Please stop this policy.

Thanks,

Wendy Herniman

From: Guy Erdman <guye@sonic.net>
Sent: Thursday, November 21, 2013 8:15 AM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers

Dear Laurel,

I have just been made aware of the Iron Ranger situation by a Sonoma County Conservation Action alert. I request that you deny the appeal for Iron Rangers. I totally agree with Conservation Action's viewpoint that since there is minimal public transportation to the Sonoma Coast that charging fees to park at the coast is a violation of public access to lower income individuals. Please keep me informed of the coastal commissions decisions on the matter.

Thank you,
Guy Erdman

Lavine, Ethan@Coastal

From: Deb and Rory Pool <debnrory@sbcglobal.net>
Sent: Thursday, November 21, 2013 7:54 AM
To: Kellner, Laurel@Coastal
Subject: coastal access

Good Morning Laurel,

I am a resident of Sonoma County. After recently returning from a trip down to the Big Sur area, I was so appreciative of our incredible access to the Sonoma Coasts. The number of access points, the views and access points being available to all, not just the landowners who claim the beauty for themselves and block it from the rest of us. When we did find access, it cost \$ 5.00 to be able to walk on the beach. The nature & beauty of the ocean should not have a price to partake it. There is just something wrong about that concept. We need nature to keep us in balance and remind us how we fit in to the bigger picture. Please don't put a price on what quenches our souls.

Sincerely,
Deb Pool
Glen Ellen, CA

Lavine, Ethan@Coastal

From: Barbara Baer <bbforest@sonic.net>
Sent: Thursday, November 21, 2013 7:58 AM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers

Please keep our coastal areas open for enjoyment without fees. No Iron Rangers, please. Last week end, my son and I enjoyed hours at Goat Rock beach along with many many more visitors--we all were courteous and left no trash, grateful to be at the beach and not having been forced to pay \$8 or \$10 which would have turned us away. Respectfully, Barbara L. Baer, Forestville

From: Clare Najarian <armen@sonic.net>
Sent: Thursday, November 21, 2013 8:46 AM
To: Kellner, Laurel@Coastal
Subject: charging to see the sunset

To the California Coastal Commission,

It would be a grievous mistake to charge the public to see a sunset and this egregious plan to charge to visit our coast is incomprehensible.

- I demand that the Sonoma Coast "Iron Rangers" appeal be denied.
- There is minimal public transportation to the Sonoma Coast. Charging fees would be a violation of public access and is a clear barrier to lower income individuals' ability to enjoy our publicly owned coast.
- Further parking issues and traffic will occur if Iron Rangers are installed.
- Please keep me informed on this critical issue facing the public.
- You are charged with the responsibility to protect our coast and make it accessible for everyone; this action flies in the face of common good.

Thank you for your consideration

Clare Najarian

Lavine, Ethan@Coastal

From: Sandra Peterson <slp9367@att.net>
Sent: Thursday, November 21, 2013 9:24 AM
To: Kellner, Laurel@Coastal
Subject: Coast Access

Free Coastal access is guaranteed by State Law. We should be free to explore our wild places. You can't charge for everything!

From: Peter Baye <baye@earthlink.net>
Sent: Thursday, November 21, 2013 10:37 AM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers appeal: recommend denial

Dear Ms. Kellner:

I recommend that the Coastal Commission deny the appeal of the Commission's denial of State Parks application to install 15 Self-Pay Stations ("iron rangers") along the Sonoma Coast. There are no valid reasons to justify the appeal. The appeal is contrary to the public's interest, and the Coastal Commission's mandate, to maintain long-standing coastal access for all California citizens at all income levels, particularly surfers and working families who rely on the unimproved roadside pull-out parking for affordable coastal recreation.

The false "budget crisis" claimed by State Parks was due to unauthorized stashing of State Parks revenues (<http://www.sacbee.com/2012/07/21/4646682/hidden-parks-funds-spark-outrage.html>), and the current State budget has recently shifted from deficit to surplus for the first time in a decade (<http://www.sfgate.com/politics/article/Good-news-California-Surplus-is-2-4-billion-4997158.php>.) There is therefore no sufficient justification for introducing unprecedented fees for unimproved coastal parking that differentially penalizes lower income California residents who visit the Sonoma Coast and support the regional coastal tourism economy.

Peter Baye
33660 Annapolis Rd
Annapolis, California 95412

From: Carol Treacy <ctreacy@sbcglobal.net>
Sent: Thursday, November 21, 2013 10:13 AM
To: Kellner, Laurel@Coastal
Subject: No Iron Rangers on our beaches

Dear Ms. Kellner,

I am asking you to deny an appeal by the Sonoma Coast "Iron Rangers" for a variety of reasons:

- There is minimal public transportation to the Sonoma Coast.
- Charging fees would be a violation of public access.
- It is a clear barrier to lower income individuals' ability to enjoy our publicly owned coast.
- Further parking issues and traffic will occur if Iron Rangers are installed.

Please keep me informed on the issue. Thank you.

Sincerely,

Carol Treacy

From: Chris Mccook <christophercmccook@yahoo.com>
Sent: Thursday, November 21, 2013 9:41 AM
To: Kellner, Laurel@Coastal
Cc: george mccook; Tim Galarneau; timrwelch@gmail.com; Lori Sacco
Subject: Sonoma Coast Parking

Dear Laurel,

I am a resident of Sonoma County.

Demanding payment for parking on our state beaches is effectively a violation of state law that allows public access.

Please do not allow the " Iron Rangers" to be installed.

This fundamental right to access is also the right to freedom and to pursue happiness.

Please prevent the prison mentality from spreading.

We do not need more armed rangers in our parks, their high pay is why parks are needing money.

We need to reverse this trend. The carrying of arms changes the mentality of a person and a ranger.

They tend to harass and intimidate visitors rather than serve and protect

The continued militarization of society that the Iron rangers and armed park police represent are an ugly road we are walking and should be reversed not furthered.

Thank you for your consideration of this concern and sharing this with others who can influence this decision.

Sincerely, Chris McCook

Lavine, Ethan@Coastal

From: Jennifer York <bamboodancer@earthlink.net>
Sent: Thursday, November 21, 2013 10:27 AM
To: Kellner, Laurel@Coastal
Subject: No iron rangers please

Sonoma Coast state beaches are public beaches for everyone, anytime! We pay our taxes (already!) and want to encourage tourism. Please do not employ iron rangers.

Jennifer York

Bamboo Sourcing

bamboodancer@earthlink.net

From: NORMA JELLISON <normalj@sonic.net>
Sent: Sunday, November 03, 2013 9:34 AM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers CDP Appeal A-2-SON-13-0219

Hi Laurel - There is much interest in this community and elsewhere in Sonoma County and beyond in the iron ranger proposal for Sonoma Coast State Beaches.

Mostly opposition, even among members of Stewards of the Coast and Redwoods, who volunteer with State Parks here on coast.

Ditto, those who participated in the efforts that resulted in the Coastal Act -Bill Kortum comes to mind, plus locals still alive who formed Save Our Sonoma Coast; COAAST and others who march on in their memories.

I notice it remains on the list of future agenda items.

Any sense if that future = December meeting in SF?

Please give some advance notice, other than our having to watch the meeting notice EMs!

PS. Michael Stocker is the featured speaker at the American Cetacean Society SF Bay Chapter meeting, November 12 - talking about his book. 7pm Saylor's in Sausalito.

Thanks,

Signature on file

A new ethic for the ocean where the ocean is not seen as a commodity we own but as a community of which we are a part.

The sea is worth saving for its own sake. Bill Ballantine NZ

And take this to the land as well.

10/29/13

RECEIVED

NOV 01 2013

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

We would like to see our
coasts kept free from fees
so everyone could use them

Al + Beverly Bertina
239 West 1st
Sebastopol CA 95472

Lavine, Ethan@Coastal

From: Spencer Nilson <spencer.nilson@gmail.com>
Sent: Tuesday, October 08, 2013 7:36 AM
To: Kellner, Laurel@Coastal
Cc: Lester, Charles@Coastal; sonomacoastsurfrider
Subject: Fwd: State Parks CDP Appeal CPH12-0004

Hello Laurel,

I'm contacting you regarding State Parks' appeal to install iron rangers on the Sonoma Coast. Has this item been assigned to a Coastal Commission meeting? Sonoma Coast Surfrider is writing a comment letter to the Commission and I want to make sure you receive it during the development of your staff report. I'd appreciate any information you can offer on progress and schedule.

Thanks,

Spencer Nilson,
Chair, Sonoma Coast Chapter
Surfrider Foundation

----- Forwarded message -----

From: **Spencer Nilson** <spencer.nilson@gmail.com>
Date: Mon, Jul 8, 2013 at 7:04 PM
Subject: Re: State Parks CDP Appeal CPH12-0004
To: "Carl, Dan@Coastal" <Dan.Carl@coastal.ca.gov>
Cc: "Lester, Charles@Coastal" <Charles.Lester@coastal.ca.gov>, sonomacoastsurfrider <sonomacoastsurfrider@comcast.net>, "Cavalieri, Madeline@Coastal" <Madeline.Cavalieri@coastal.ca.gov>, "Kellner, Laurel@Coastal" <Laurel.Kellner@coastal.ca.gov>

Hello Dan,

This information is very helpful. We'll continue our correspondence with the Commission for this item through Laurel Kellner. Thanks for getting back to me.

Best Regards,

Spencer Nilson
Surfrider Foundation
Sonoma Coast Chapter

On Jul 8, 2013, at 2:40 PM, "Carl, Dan@Coastal" <Dan.Carl@coastal.ca.gov> wrote:

Hi Spencer,

Although we received a courtesy email copy of the County's action on June 19th, appeal periods only commence when we receive the notice via first class mail (per the Commission's

regulations), which we did on June 24th. Thus, the appeal period is still open, running from June 25th through July 9th. We received an appeal from State Parks on July 3rd. It is not clear at this time when the appeal will be heard by the Commission, but we will make sure to add you to our noticing list for the item. The analyst assigned is Laurel Kellner (copied here), and she can help you with any questions moving forward. Hope that helps...

Dan

Dan Carl

District Director

Central Coast and North Central Coast Districts

California Coastal Commission

725 Front Street, Suite 300

Santa Cruz, CA 95060

P: [831-427-4863](tel:831-427-4863)

F: [831-427-4877](tel:831-427-4877)

dan.carl@coastal.ca.gov

www.coastal.ca.gov

From: Spencer Nilson [mailto:spencer.nilson@gmail.com]

Sent: Sunday, July 07, 2013 10:26 PM

To: Cavalieri, Madeline@Coastal; Carl, Dan@Coastal

Cc: Lester, Charles@Coastal; sonomacoastsurfrider

Subject: State Parks CDP Appeal CPH12-0004

Dear Ms. Cavalieri and Mr. Carl,

My name is Spencer Nilson and I am Chair of Surfrider Foundation's Sonoma Coast Chapter. I'm contacting you regarding State Parks' proposal to install iron ranger pay stations at Sonoma County State Beaches. On June 19, 2013 you received the Sonoma County Board of Supervisors' Notice of Final Action denying State Park's appeal. The ten working day appeal period to the California Coastal Commission ran through July 3, 2013. We are following this issue and respectfully request confirmation that State Parks did or did not submit an appeal to the Commission on this item. Thank you in advance for your help in obtaining information on State Parks CDP Appeal CPH12-0004.

Sincerely,

Spencer Nilson
Surfrider Foundation
Sonoma Coast Chapter

Lavine, Ethan@Coastal

From: Randi Francis <randi1francis@gmail.com>
Sent: Tuesday, October 08, 2013 9:09 AM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers

Hello Laura,

Im writing to request that the "Iron Rangers" appeal be denied. Since there is minimal public transportation to the Sonoma Coast, charging fees would be a violation of public access and is a clear barrier to lower income individuals' ability to enjoy our publically owned coast. There will be further parking issues and traffic will occur if Iron Rangers are installed. People often don't carry the exact amount of cash needed for these iron rangers, so people will be parking along the highways or roads, creating car clutter and safety issues.

Please keep me informed on the issue.

Thank You,

Randi Francis

frequent hiker

From: Cavalli, Steve@DDS
Sent: Sunday, October 06, 2013 3:13 PM
To: Kellner, Laurel@Coastal
Subject: Iron Rangers at Sonoma Coast Beaches

Dear Miss Kellner: I was just made aware of the appeal to install these pay devices at Sonoma Coast Beaches. I don't know how much of the public is aware of this plan, but I can assure you it is not a popular one. I personally organized picketing at Goat Rock in the early 90's when they planned to put a pay kiosk on the road to the beach. **I would not hesitate to do so again.** People are simply tired of countless new "fees" that are passed without any public input or notice. The Sonoma Coast beaches have been free for decades. Let's leave them free. Its one of the few things low-income people still have access to.

I can guarantee you there will be a parking nightmare up and down the coast as people either park on the side of the road or in residential neighborhoods to avoid having to pay anymore fees. I, for one, will not use them or pay, I assure you.

Please, if you have any influence, discourage this idea and "nip it in the bud". Save yourselves a lot of trouble. This unpopular idea will not fly.

Please keep me informed on this issue. I am very interested on where this is heading.

Sincerely,

Steve Cavalli

Lavine, Ethan@Coastal

From: Sandra Peterson <slp9367@att.net>
Sent: Sunday, October 06, 2013 2:56 PM
To: Kellner, Laurel@Coastal
Subject: REJECT THE APPEAL WHICH WOULD BLOCK THE PUBLIC'S ACCESS TO OUR BEACHES!

The Sonoma Coast "Iron Rangers" appeal must be denied!

There is minimal public transportation to the Sonoma Coast. Charging fees would be a violation of public access and is a clear barrier to lower income individuals' ability to enjoy our publically owned coast. Further parking issues and traffic will occur if Iron Rangers are installed.

Keep me informed on this issue. Thanks!

ROBERT SCAR BEAUCHAMP

Greetings:

The seemingly endless pressure from the St. Parks Dept. to require a (\$100/day) flat fee payment at our North Bay beaches is short-sighted, simplistic, uncreative, and undemocratic. It will probably generate revenue, certainly, of some magnitude, but at what cost? My wife and I (who currently visit these beaches regularly, sometimes for 15 minutes and other times for 2-4 hours) will, along with many other local (tax-paying) citizens, no longer be able to enjoy our beautiful coast - simply for lack of affordability.

Please deny this awful proposal completely or, if you cannot, then modify it to charge perhaps by the hour (75¢?)

Manny Thomas

Signature on file

7/20/13

NOISSIMWMOCTAL
CALIFORNIA
COASTAL COMMISSION

RECEIVED
JUL 24 2013

July 2, 2013

Dear Dr. Lester,

The enclosed letter and accompanying signatures were sent to Governor Brown, Major General Anthony Jackson and the people cc'd at the bottom. It is also going out today to you, Elizabeth Goldstein of CA State Parks Foundation and Congressman Jared Huffman.

I don't know, however, if you know how the closures of our state park accesses are affecting us here on the Mendonoma Coast.

I hope you will take a moment to read the letter regarding the closure these parks and accesses. They are affecting people in many different ways and some may surprise you.

In two weeks we have had hundreds of people ask to sign on our letter. One elderly woman called me to sign on and said in a whisper, "I can't make it down the coast without a bathroom." So, she simply can't go from her home in Point Arena to Santa Rosa, a drive of over two hours.

Another woman, much younger, is going through cancer. You can see her comments in the attached list. Her name is Rainie Pauter. It's quite compelling how the park closures are affecting someone like her, as she must drive from Gualala to Santa Rosa for radiation and chemotherapy.

Talking recently with tourists from Iowa, they joked that everything was closed in Northern California. It felt like our state was somehow broken.

In the dialogue about adding iron rangers to north coast state parks, the issue of the reduction of services that we've been experiencing with for several years doesn't seem to even register. We are sad to see our coast parks deteriorate and beyond frustrated to see the chains blocking our access.

If there is anything you can do to help get our coastal accesses reopened, we would greatly appreciate it.

Sincerely,

Signature on file

Jeanne A. Jackson
P. O. Box 1029
Gualala, CA 95445
707 884-1761

RECEIVED

JUL 08 2013

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

June 24, 2013

The Honorable Edmund G. Brown, Jr., Governor of the State of California
Major General Anthony L. Jackson USMC (Ret), State Parks Director

Dear Governor Brown and Major General Jackson,

We call the northern coast of Sonoma and the southern coast of Mendocino the Mendonoma Coast. It's a beautiful part of the world, cherished by those of us who live here and by the visitors who come from around the world. It's a place of crashing waves, bluffs covered in wildflowers, and wild rivers. Ospreys choose to nest here. Artists and photographers are drawn to the natural beauty.

When our state parks are closed, it feels like a part of us is missing.

We on the Mendonoma Coast have borne an inordinate amount of closures. One of the most senseless closures is Fort Ross Historic State Park. It is closed every weekday, except for summer when it opens on Fridays.



Fort Ross State Historic Park is quite a tourist attraction. The history lessons it imparts are important. Tourists come to the Mendonoma Coast specifically to see it. To close it has a negative impact on our local economy.

Just after taking the photo above, a car with European tourists pulled up, only to drive away after a few minutes when they found it closed.



One of the best places to watch Gray Whales on their yearly migration is from the lookout at Fisk Mill Cove, which is in Salt Point State Park. While other parts of Salt Point State Park are open, Fisk Mill Cove is inexplicably closed.



Ironically the chain blocks off the pay station.



Mendonomans travel several hours one way to get to the nearest city, usually Santa Rosa. On the trip we have had access to the Vista Trail, near the top of the Jenner Grade. With the bathrooms and hiking trails, it's one of the best places to see raptors of many species. Add in an ocean view that is amazing, and you can understand why this is a popular place to stop and take a break. This access has been closed for too long.



We respectfully ask that these public access points be reopened – for our economy, for the many visitors to our coast and for us, the people who call the Mendonoma Coast home.

Very truly yours,

Signature on file

Richard and Jeanne Jackson
Gualala (Mendocino County) 707 884-1761

Signature on file

John and Jodi Sperry
Timber Cove (Sonoma County) 707 847-3457

cc: Noreen Evans, State Senator, Wesley Chesbro, State Assemblyman, Dan Hamburg, Mendocino County Supervisor, Efren Carrillo, Sonoma County Supervisor, Liz Burko, State Parks, Andrea Mapes, State Parks

**THE FOLLOWING 450+ PEOPLE SUPPORT OPENING MENDONOMA COAST STATE
PARKS AND HAVE SIGNED ONTO THE JACKSON/SPERRY LETTER:**

Adam Brown, Manchester

Adele Funderburk, Gualala , Tom's Plumbing, Inc. – I feel that it's a tragedy that these parks are closed. Especially if someone is sick or has to use the facilities anywhere between Stewart's Point and Jenner, a very long and isolated part of the highway.

Alan Reinke, Berkeley and The Sea Ranch

Alfredo Orozco, Point Arena, Owner of Anchor Bay Store

Alice Combs, Gualala

Alice Diefenbach, The Sea Ranch

Allen O'Neil

Allen Vinson, The Sea Ranch and Pleasant Hill

Amanda Stephens, Stewarts Point

Ana Sanchez, Point Arena – I recently filled out a parks survey and noted in bold big letters that their most important issue is to keep our parks open!

Andrea VanBecelaere, Cazadero

Angela Contorno, Annapolis

Angelique Beaumont, Cazadero

Ann Graf, The Sea Ranch

Annie Brayer, The Sea Ranch

Armando Estrada, Montara

Art Lopez, Timber Cove

Barbara Fast, Point Arena

Barbara Mehl, Gualala

Barbara Orozco, Point Arena, Owner of Anchor Bay Store

Barbara Rice, The Sea Ranch

Barry Richman, The Sea Ranch

Bart Bundesen, Novato

Bea Aker, Gualala – Use the money hidden away to open our coastal parks.

Beatrice Acosta, Gualala

Bernida Kay Barnes, Jenner

Betsy Anderson, Cazadero

Betty Anthens, Gualala

Betty Bechtel, Yucaipa

Bettye Winters, Irish Beach

Bill Elliot, Yuba City

Bill Halderman, Gualala – Yes, we would agree with all the parks and accesses be opened. There are so many people who would be glad to volunteer to assist in the opening and maintenance of these resources.

Bill Walton, Cazadero – I'm pretty angry about these park closures, especially since I worked for the State Parks for 30 years. There was such great support for park interpretation in the past, but sadly the most recent administration has defiled the spirit of parks. These closures are insulting, unnecessary and detrimental to the preservation of our culture.

Bob Mulford, Santa Rosa and The Sea Ranch – We are particularly confused about the closing for several years now of the Vista Trail. Since it consists only of a parking area, a pit toilet and a little less than a mile of asphalt trail, we fail to see how it takes significant resources to keep this park open.

Bob Pounds, The Sea Ranch – We want to see our parks reopened.

Bob Rutemoeller, Gualala

Bobbie Penny, The Sea Ranch

Brenda Verno, Jenner – Open our parks, please!

Brent Klopfer, Gualala

Brian Williams, Duncans Mills

Bruce Johnson, Cazadero

Bryn Harris, Gualala

C'Anna Bergman Hill, Castro Valley and frequent visitor to the coast – We miss all these spots, but particularly Fisk Mill (great hiking!! And great spot to check in on the history of the north coast) and Vista Trail...on my, I sigh a big sigh every time we drive past that site with the barriers across the driveway. We love that view! And we need that bathroom and a leg-stretch on many a trip!

Carole Lowrance, Jenner

Carolyn Andre, The Sea Ranch

Carolyn Case

Carolyn Goheen, The Sea Ranch

Carolyn Singer, Cazadero – When I worked as a park aide at both Fort Ross and Salt Point, I had daily visits from many foreign visitors – cars and camper vehicles full of whole families – parents, grandparents and kids.

Caron Cogdill, Gualala, Owner of Surf Motel

Carrie Krieger, The Sea Ranch

Cassy Grossman, The Sea Ranch

Cate Hawthorn, Fort Bragg, Liquid Fusion Kayaking

Cathleen Crosby, Gualala

Cathy Alexander, The Sea Ranch

Cathy Bechtel, Redlands

Cathy Schezer, Cazadero

Charity Mulford, Santa Rosa and The Sea Ranch

Charlie Ivor, Gualala

Cheryl Mitouer, Gualala

Chris McManus, Gualala

Chris Poehlmann, Annapolis

Christina Marie Rose Bridge Magdelene Chapman, Anchor Bay

Christine Kreyling, The Sea Ranch

Claire McCarthy, The Sea Ranch – We especially miss the Vista Trail, which was always a welcome pit stop on the way home and place to stretch legs and enjoy the view.

Claire Skilton, Point Arena – Closures are penny-wise and pound-foolish. These resources are an important venue for connecting citizens to their environment. When I pay taxes or vote for ballot measures, I weigh the costs and benefits. Good schools, a strong safety net, good public safety and good access to the shared treasures of our state, in particular our coastline, are very meaningful benefits. Allowing the infrastructure of parks, waysides and public access points to deteriorate or go unused seems like a poor choice in the budget balancing process; finding adequate and stable funding streams would be more productive. Try the dedicated vehicle tax again! Get the chains down soon!

Claudia Giacinto, Timber Cove

Clay Yale, The Sea Ranch

Craig Bell, Gualala

Craig Tooley, The Sea Ranch – I agree totally.

Dagmar Moseley, Gualala – It breaks my heart and makes me angry that these parks are closed.

Dan Wormhoudt, The Sea Ranch

Dard Hunter, The Sea Ranch

David Allen, Gualala

David Bergman-Hill, Castro Valley and frequent visitor to the coast.

David Ferguson, Bloomington, IN – As a visitor, I would appreciate facilities to be open.

David Goheen, The Sea Ranch

David Harris, Anchor Bay

David Passmore, Cazadero

David Rice, The Sea Ranch

David Satran, Cazadero

De Williams, Gualala

Dean Schuller, The Sea Ranch

DeAnn Steele, Point Arena – owner of Blue Canoe

Deb Heatherstone, Point Arena

Debbie Rosson, Timber Cove – Gates should be open and no 'no parking' signs!

Deborah Parsons, Gualala

Dennis A. Evans, The Sea Ranch and Mill Valley

Dennis Latona

Dennis Meredith, Cazadero – People use these areas in spite of the closures – bathrooms need to be open.

Denny Gold, Owner Physical Gym, Gualala

Don Heimbürger, Gualala

Don Krieger, The Sea Ranch

Don Lindsey, Timber Cove and Alameda

Don Omer, The Sea Ranch – Every time we drive Highway 1, we discuss how stupid it is that all these parks are closed and how it has to be effecting many of the businesses up here.

Dorise Ford, Gualala – We need all the tourists we can get up here. Our businesses need them. Of all the state parks, Fort Ross deserves to be open year round. I remember many years ago when my children were small stopping there. The highway used to go through the Fort in those days. I am in favor of year round access to the park.

Dorothy Ruef and William Perry – It's a wonderful letter and so important.

Dot Porter, The Sea Ranch

Dr. Beverly Flynn, Mendocino County

Dr. Frank Mello, Owner B Bryan Preserve, Point Arena

Dr. Gena Davis, Gualala

Dr. Ruth I. Gordon, Cloverdale and The Sea Ranch - Once again the public is barred from using our natural resources. It would appear that anything that helps people learn beauty, the natural world, our environment, closes but prisons eat up funds while we deprive children or parks, the ocean beaches, whales and schools.

Drew M. Calley

Edward Tunheim, Cazadero

Elisa Bechtel, Redlands, but practically raised on the Mendonoma Coast.

Elizabeth Bailey, Anchor Bay and Massachusetts

Elizabeth Elstun, Gualala

Ellen Simon, The Sea Ranch

Emilia Adams, Fortuna

Emily Nelson, Gualala – All of these parks are important to tourists and residents. I really miss the Vista Trail on my trips to and from Santa Rosa.

Eric Anderson, Anchor Bay

Eric Cogdill, Gualala, Owner of Surf Motel

Eric Dahlhoff, Point Arena

Eric J. Kritz, Gualala

Eric W. Kritz, Graton – Even the CONCEPT of closing a park is strange. Why can't I walk down a beach? Here's another one: the locked toilets – ALL OVER, for example Bodega Head with human poop very evident right behind it.

Erich Coobs

Ferne Fedeli, Point Arena

Francis Drouillard, Anchor Bay and Novato

Frank Healy, Gualala

Frank Locatell, Cazadero

Fred Mitouer, Gualala

Gail Hamilton, Gualala – I particularly miss Fisk Mill, and it is also a good bathroom stop, a type of facility that is rare on the coast. Considering the amount of tourists traveling the road, closing it is a most unfriendly thing to do to visitors. Cars are frequently parked outside the barriers, which indicates that people are using the area.

Gail Taylor, Gualala

Gail Wight, Timber Cove

Gary Baxter, The Sea Ranch

Gary Levenson- Palmer, Manchester – It's a loss to our local economy, a loss of historical and cultural history of California, and a loss to us all from seeing and enjoying the beauty in these special places.

Gene Gretehen, Hauser Ridge – open parks.

Geoffrey A. Beaty, The Sea Ranch

George Anderson, The Sea Ranch

George Grunig, The Sea Ranch

Gillett Bechtel, Yucaipa – After twenty + years of living on the Coast, we entirely agree.

Glenn Funk, Anchor Bay – yes, yes, yes! And what about Stump Beach?

Gloria Jorgensen, Point Arena – I am a disabled North coast resident. I have owned land and paid taxes here for 24 years. It is a tremendous hardship for me to drive from Point Arena to Santa Rosa with virtually no place to stop and stretch my legs. It is also heartbreaking to see these beautiful parks deteriorating to a point that they will be almost impossible to recover. The sooner they can be reopened, the less expensive it will be to make them usable again. Please, do the expedient, cost effective, human thing and reopen our State Parks.

Gloria Wood, Larkspur and frequent visitor and voice teacher

Goldie Pounds, The Sea Ranch

Gordon Smith, Annapolis

Grace O'Malley, Timber Cove

Grace Steurer, Point Arena – I can't make it all the way down the coast if everything is closed off.

Gretel Matull, The Sea Ranch

Hall Kelley, Gualala

Hank Birnbaum, Santa Rosa, Programs Manager, Fort Ross Conservancy

Hannah Clayborn, Jenner

Hanne Liisberg, The Sea Ranch

Harmony Susalla, Gualala

Harper Smith, The Sea Ranch

Harry Lutz, The Sea Ranch

Heide Moore, Elk Grove and The Sea Ranch

Heidi Horvitz, Cazadero

Henrik Liisberg, The Sea Ranch

Howard Blair, The Sea Ranch

Irena Rogozina, Syktyvkar, Russia – I admire Fort Ross and all the people working there!

Iris Lorenz-Fife, Annapolis – It has baffled me why our local state parks and access areas are still closed. After they found all the money the Parks Dept. had secreted away, I believe the order to close parks should INSTANTLY have been reversed. Not only are our State Parks incredible important assets of our state that have been put a great risk by these closures and the moves to commercialize them, or otherwise shift their responsibility away from the State, their closures affect the lives of everyone who lives in the state. I don't say that lightly – trees, especially those in preserved areas, do more to improve the quality of the air we breathe than any single air control item the state has mandated. And the closure of the local preserves has personally inconvenienced many, including me – fewer places to visit, to walk, photograph or draw; fewer places to see wildlife or view the ocean; and certainly fewer places in which to rest, eat lunch, or use toilet facilities when driving to and from Santa Rosa.

Irma Brandt, Gualala – Stump Beach is another inexplicable closure!

Jaci Hallett, volunteer at Fort Ross 1975 – 1995

Jack Bayless, Cazadero – I agree with this wholeheartedly.

Jack Ellingboe, The Sea Ranch

Jack Likins, Gualala – Not only does the park closures prevent tourists from seeing the sights and camping, but also creates safety hazards because people park along the highway and walk into the beaches anyway. Even though the park is being used, people are not paying. To me it makes no sense, when people could be paying safely parking and generating income for the parks. It seems to me that if it costs too much to have people clean the toilets and do maintenance, then it is a simple matter of raising the fees, not closing the parks.

Jackie Gai, DVM, Vacaville and frequent visitor to the Coast

Jackie Norton, Florence, Oregon and formerly of Gualala

Jackie Petersen, McKinleyville and The Sea Ranch

Jacqueline McAbery, Point Arena

Jacquie Brewer, Gualala

James Butler, Cazadero – Open Please!

James Joyce, Stewarts Point

Jan Estrada, Montara

Jan Harris, Gualala – owner Adventure Rents

Jan Henley, Stewarts Point

Jane Jarlsberg, Point Arena and Anchor Bay

Jane Kelley, Gualala

Jane Schuler-Repp, The Sea Ranch

Jane W. Evans, The Sea Ranch and Mill Valley

Janele Peltier, Anchor Bay

Janet Held, Irish Beach and Novato

Janice Bonora, Annapolis

Janis Dolphin, Gualala – Particularly for us locals, the on-going closure of the Vista point, bathrooms and trails before Jenner has been a difficult one to endure.

Jason Ives, Point Arena – I think there may be a few more worth mentioning – Goat Rock, for one. Where did that surplus money go? Maybe they could use it to open a few parks back up and increase visitor traffic to an underfunded region of the state.

Jason Mahon, Forestville

Jean Ortiz, The Sea Ranch

Jeanne Novosel, The Sea Ranch

Jef Schultz, Gualala

Jeff Gyving, Point Arena

Jeff Solomon, Fort Bragg

Jeff Watts, Gualala – We should mention poaching fish and abalone with the parks closed.

Jennifer Smallwood, Cazadero – Make it work!

Jennifer Smith Alston, San Francisco

Jennifer Smith, Santa Rosa

Jenny Wilder, Apple Valley

Jill Chioino, Owner Timber Cove Lodge – Keep beaches OPEN.

Jill Silliphant, The Sea Ranch

Jim Flessner, The Sea Ranch

Jim Garlock, Gualala– We have been longtime members of the California State Park Foundation and love hiking in and exploring them everywhere we go in the state. On one of our very first trips to the

Mendonoma coast we stopped at Fort Ross and learned its history, something we may never have discovered with the park closed.

Jim McCrumb, Cazadero

Joe Gitt, The Sea Ranch

Joel Crockett, Gualala, Owner Four-eyed Frog Bookstore

John Blakemore, Alameda – I have been visiting Fort Ross for forty years! It's a treasure!

John Denten, Gualala

John Hoffman, Point Arena

John Howland, Jenner

John McGehee, Manchester – These park closures are SHAMEFUL. I would love to do what I can to get these parks open again.

John Petersen, McKinleyville and The Sea Ranch

John Walton, Gualala

Jon Copper, Cazadero – Open the parks!

Jon Handel, Point Arena

Joni Goshorn, Point Arena

Jorge Dorticos, Point Arena

Joseph E. Pearson, Jenner

Joy Copeland, Jenner

Joyce Omer, The Sea Ranch

Juan Aianis, Modesto

Judy Mello, Owner B. Bryan Preserve, Point Arena

Judy Rosales, Cazadero – We love our parks!

Judy Taylor, The Sea Ranch

Julie A. Verran, Gualala

Julie Werner, Gualala, Owner of ARFF

Julio Chavez, Cazadero

Kalynn Funk, Anchor Bay

Kara Giacinto, Timber Cove

Karel Sue Metcalf, The Sea Ranch

Karen Bechtel

Karen Schryver, Gualala

Karen Scott, Gualala

Karl Young, Gualala

Kate Gelles, San Francisco, frequent visitor to the coast

Kathleen Lassiter

Kathryn Anderson, The Sea Ranch

Kathy Edelbrock – One of the things about closing the state parks, especially Fish Mill Cove, is the closures of all the restrooms that tourists as well as elderly folk need when driving down the coast. There are many retirees living up here who have to make trips down to Santa Rosa or San Francisco for doctor appointments and find it a hardship when there are no rest stops or restrooms available until you get to Jenner. I read that there was money found. Now that they have it, why are they still closing the state parks?

Kay Martin, The Sea Ranch

Keith Hill, General Manager – Timber Cove Inn – I attest to the disappointment that many of my guests express when traveling to the area and staying at my Inn, only to find that one of the more notable and historic local attractions – Fort Ross – is only open on the weekends. As a destination lodging property, midweek business is always an opportunity to fill guest rooms and drive TOT dollars. If Fort Ross were open during the week, it would certainly assist in the effort to drive midweek business.

Kelley Litle, Anchor Bay

Ken Fischer, The Sea Ranch and Moraga – I'm a member of the California State Parks Foundation and during our annual lobbying day in Sacramento earlier this year I did my best to remind the legislators I spoke with how important the North Coast State Parks are to the area, both for recreation and the local economy. They deserve support just as much as the parks closer to or in urban area.

Kim McKinney, Sierraville

Kirill Kuvyrdin, Menlo Park

Kitty Wolfe, Manchester

Konstantin Kudryavtsev, Sunnyvale

Kris Kilgore, Timber Cove

Kristine Thomure, Gualala – People continue to go to some of these beaches, going around barriers by foot but there are no services, no security, no lifeguards and no safe parking.

Lake Perry, Cazadero

Lani Ka'ahumanu, Cazadero

Larain Matheson, Gualala – It's crazy that we have these amazing nature places FOR THE PEOPLE, and that they are inaccessible most of the time. Our Governor and all the others in Sacramento need to know it is what makes our coast so special to us and others. These are our parks!

Larry Jacobs, The Sea Ranch

Laurie Kreger, Gualala, owner Heart of a Child toy store – Our state taxes have gone into the coffers with the understanding that our state facilities would be available to us. Recovery to a strong, sustainable economy must be built from the bottom up.

Laurie Mueller, The Sea Ranch

Lawrence Pauter, Point Arena

Leigh Mueller, The Sea Ranch

Lena Bullamore, Point Arena

Lenny Balter, Owner of Pacific Real Estate Co.

Leslie Dahlhoff, Point Arena

Leslie Hoppe, The Sea Ranch

Leslie Lindborg, Friends of Schooner Gulch – I would like to see open ALL the closed parks, as well as the three very good choices in this letter. This would include Stump Beach and Reef Campground just north of Jenner Grade. The longer these parks are left to molder, the harder and MORE EXPENSIVE it will be to make them viable again.

Linda Babson, Gualala

Linda Bostwick, Point Arena

Linda Bradbrook, Owner Gualala Country Inn – I have owned and run lodging property on the Sonoma/Mendocino Coast for 26 year. The travel trends I see are families with children on vacation

travel mid-week to capitalize on mid-week discounts. They want to go to state parks, beaches, and tide pools. They want their children to see, learn and experience as much about nature, how it works and history. Fort Ross is by far one of the most educational, yet fun, state parks in northern California. I see many traveling families disappointment that one of the main highlights they wanted to see and experience is closed during the time they are here. Foreign travelers are also very disappointed. Foreigners tell me their travel trends are to spend weekends in the cities for the nightlife and midweek traveling to see US state and national parks. I feel the state of California is now taking away one more education resource parents and grandparents have by closing our parks. As families and foreign travelers learn our parks are closed, they start bypassing our state to go to other areas where they can access open parks. This majorly impacts my business and other businesses in our area. When our economy is hurt, it also affects the entire economy of California. Please open Fort Ross during the week.

Linda Dorticos, Point Arena – Please add our names to this most worthy battle!!!

Linda Frey, The Sea Ranch

Linda Haering, Annapolis and Santa Rosa – I drive past all of those places twice a week and would like to see at least the parking lots and restrooms open again.

Linda Weinstein, The Sea Ranch – There are so many of us who appreciate our state park system. We drive up and down Hwy 1 quite often. Besides the beauty of stopping, stretching and hiking, there are many of us who need a so-called pit stop occasionally. Give us the choice of paying a few cents more in order to keep the toilets open.

Linda Y. Saldana – Please keep our beautiful Mendonoma Coast accessible.

Ling-Yen Jones, Point Arena

Lisa Joakimides, Point Arena – I actually park outside of several of the aforementioned places and hike in whenever I am passing by. I like to stretch my legs and walk when I am on my journeys deliver jams and chutneys, picking up fruit for products or just visiting friends and family. Let's get them back open so the people who don't know their spectacular beauty can enjoy them fully too....and they can donate much needed funds for upkeep and care at the same time!!!

Lisa Kritz, Gualala

Lisa Smullen, Jenner

Lita Gitt, The Sea Ranch

Lois Lutz, The Sea Ranch

Lonnie Schellhorn, Gualala

Loren Given, Oakland

Loretta Healy, Gualala

Lucas Ivor, Glen Ellen

Lucienne Allen, Gualala

Lynda O'Brien, The Sea Ranch

Lynn Krynen, formerly of Gualala, host at Sugarloaf Ridge State Park – I have been praying for our state parks to open for over 11 years now. People need the jobs and also to be out in nature. We are full every weekend and it is run by volunteers, grants and fundraising! I support this effort.

Lynn Walton, Gualala

Madeline Kibbe, Point Arena

Mana Hobson, MD, Anchor Bay

Marcia Joyce, Stewarts Point

Marcia Metcalfe, Gualala

Margaraet Zink Vellutini, Gualala

Margaret Lindgren, The Sea Ranch

Margery Anthony, The Sea Ranch

Marghi Hagen, The Sea Ranch

Margie Binker, Gualala

Marianne Baxter, The Sea Ranch

Marilyn Green, The Sea Ranch

Marilyn Jasper, Chair, Public Interest Coalition, Loomis

Mark Hancock, Gualala – It breaks my heart to see so many of the wonderful parks between here and the Bay Area closed. I often see several cars parked along the road near the entrances so people are still using, and hopefully not abusing, them.

Mark Haveman, Gualala

Mark Simikins, Manchester

Martha Campbell, The Sea Ranch and San Francisco

Martha Fischer, The Sea Ranch and Moraga

Martha Wohlken, The Sea Ranch

Mary Hunter, The Sea Ranch

Mary Lynn Gauthier, volunteer at Fort Ross 1990s

Mary Roberts, San Francisco

Mary Rosas, Cazadero

Mary Sue Ittner, Gualala – All of these things mentioned in the letter have been really bugging me, especially Fish Mill where they locked the bathrooms, took away the garbage cans, and aren't maintaining the trails. They want to add iron rangers to other parks and here is one where there already was one and they've shut it. And we almost always stopped at the Vista Trail, used the bathroom, stretched our legs, did the short loop trail and went on our way.

Mary Waters, Gualala

Massomeh J. Roberts, Roberts & Assc. Architecture

Maureen Simons, The Sea Ranch

Max Werner, Gualala, Owner of ARFF

Mel Smith, Point Arena

Merry E. Marsh, Cazadero

Merry Lake, The Sea Ranch

Michael Alexander, The Sea Ranch

Michael Combs, Gualala

Michael Hallett, volunteer at Fort Ross 1990s, Architect

Michael Kreyling, The Sea Ranch – Now that the state is in the black again, there should be enough money to reopen. It seems ironic to me that after so much struggle to keep beach access open, these parks should be among those to be closed.

Michael Singer, Cazadero – It makes no sense to keep these parks closed.

Michael Wong, Yucaipa

Michele Chaboudy, The Sea Ranch – There are few priorities as high as providing public space for Californians and outside visitors to enjoy nature. Being a taxpayer, having to drive by the closed signs is really frustrating and very sad. Not only for us but for all those who could have stopped and benefitted from a walk, hike, or run in nature.

Micheline White, Director of South Coast Senior Center, Gualala and Point Arena – State Parks are also important to our senior population because many of our seniors spend their extra time hiking and visiting the beaches. Hope this works because it's a bummer having all the bathrooms and beaches closed.

Micki Meredith, Cazadero

Mike Brayer, The Sea Ranch

Mike Mee, The Sea Ranch

Miriam Starhawk Simos –It's a travesty that they are closed!

Mirka Knaster, The Sea Ranch

Mitch McFarland, Point Arena

Monica M. Mastin DVM Gualala

Myra Changus, Napa

Nancy Donald, teacher Horicon

Nancy Epanchin, Manchester

Nancy Feeham, Cazadero – Open the parks!!

Nancy Scarola, The Sea Ranch

Nancy Trissel, Gualala

Nancy Wagner

Nanette Brichetto, Novato and Anchor Bay – I find it sad that both the Russian Gulch Beach at the bottom of the Jenner Grade is closed. This has always been our halfway point. We stop there regardless, but have to leave our car along highway One and walk in. It's sad to see that people are using the woods as a bathroom because the outhouse is locked. We also enjoy Stump Beach and find it disappointing that it has not been reopened since the shortage of funds turned out to be the result of a truly misguided state employee.

Nathan Guinn, Anchor Bay – I also share the feeling of loss at not being able to enjoy these wonderful State parks and beach access points along the Mendonoma Coast. These parks have been closed in far too great a number, for far too long, and with far too great a concentration in the North Coast Region.

Ned Seal, The Sea Ranch

Nicholas Epanchin, Manchester

Nicholas Lee, Cazadero
Niki Ward, Cazadero – open parks.
Norm Fast, Point Arena
Norman Wohlken, The Sea Ranch
Pat Whelan, The Sea Ranch
Patricia McBratney, The Sea Ranch
Patricia Schwindt, Point Arena
Paul Bechtel, Redlands
Paul Brewer, Gualala
Paul Teicholz, Berkeley
Paula Gordon, Gualala – I miss the parks.
Paula Ray Power, Gualala
Pauline C. Zamboni, Manchester
Peggy Mee, The Sea Ranch
Pennie Lynne Schellhorn, Gualala
Peter Bechtel, Yucaipa
Peter Cooper, Cazadero
Peter Dobbins, Point Arena
Peter Reimuller, Friends of Schooner Gulch
Peter Youtz, The Sea Ranch
Phil Graf, The Sea Ranch
Philip Atkins, Gualala
Phyllis Chase, Gualala
Priss Ellingboe, The Sea Ranch
Rae Lynne Radtkey, The Sea Ranch

Rainie Pauter – One thing I can say is having at least Fisk Mill or the one at Meyer's Grade open while going through chemo and radiation...would be nice.

Ray and Alicia Frost, Jenner – We're ready for our parks to be open!

Ray Comeau, Gualala

Ray Sinetar, The Sea Ranch

Rebecca Golly, Point Arena

Regina Lathrop, The Sea Ranch and Sausalito

Remi Alexander, The Sea Ranch

Renata Lopez, Timber Cove

Renata Yardumian, Point Arena

Rhea Vytlacil, Chicago, Illinois – Although I live in Illinois, I come to your area often and ALWAYS enjoy the beauty of the parks. The birds and the terrain are too gorgeous to be locked up.

Rich Perry, The Sea Ranch

Rich Trissel, Gualala

Richard Gross, Cazadero – I enthusiastically support the effort to keep our parks open for the public benefit.

Richard Kuehn, The Sea Ranch

Rob Boguaski, The Sea Ranch and Sausalito

Robert Dickson, Cazadero

Robert Diefenbach, The Sea Ranch

Robert Geary, Anchor Bay

Robert Hansen, Santa Rosa and frequent visitor to the Coast – All of my family vacations as a child were spent camping in California State Parks. Now as a parent, our summers are spent camping in different California State Parks. Just two weeks ago, we went camping at Salt Point State Park with three other families. I was so excited to visit Fort Ross again and see my children experience it for the first time. Many in our group were visiting for the first time and were amazed at how history has been preserved so well at the site. It would have been a shame to have pulled up to the park on that day and seen a closed sign. Our State Parks are crucial to preserving the beauty and diversity of California's landscape and history.

Robert Henley, Stewarts Point

Robert Scarola, The Sea Ranch

Robert Schwein, Point Arena – Odd that a new, expensive sign was installed at Fort Ross.

Rolly Coombs, The Sea Ranch

Ron Champoux, The Sea Ranch

Ron Melander, Meyers Grade

Ronald Gelles, San Francisco, frequent visitor to the coast

Rose Hirscher, Manchester

Rosie Iversen, Gualala

Roxanne Claflin, Gualala

Rozann Grunig, The Sea Ranch

Ruby Cooper, Cazadero – Please uncloze the state parks!

Russ Martin, Reno, Nevada

Russell Norton, Tahoe city

Russell Wells

Sallayanne Campbell, Gualala – I REALLY miss the 'rest area' at Meyer's Grade where those of us who drink coffee or tea in the morning need to stop on our way to Santa Rosa and the Bay Area!

Sam Parsons, Gualala

Sandy Vinson, The Sea Ranch and Pleasant Hill

Sara Scott, Sebastopol

Saundra Brewer, The Sea Ranch

Sayeath Farmer, Stewarts Point – Please keep the parks open.

Scott Smith, The Sea Ranch

Shannon Amaya, Monte Rio

Sharon Albert, The Sea Ranch

Sharon Burningham, Gualala

Sharon Nickodem, Gualala

Shelley Hodgen, San Rafael – The access to nature our state parks provide is so important.

Shirley L. Arora, Point Arena

Siegfried Matull, The Sea Ranch – I cannot believe there are no ways to reopen our Nature Paradises as soon as possible.

Sister Julie DeRossi, Staracross Monastic Community, Annapolis – I am glad to add my name to this.

Sita Milchev, Gualala

Sonja Keasberry, Manchester – I agree that Fort Toss stay open all year. I drive by it and think - look at the place. It seems to be closed all the time.

Star DeHaven, The Sea Ranch

Stephanie R. Endsley, Cazadero

Stephen V. Bohn DVM Gualala

Steve May, Gualala, Owner of Surf Supermarket

Steve Waters, Gualala – I don't believe they should close any state parks. The parks generate income. I don't understand why they are closed, especially during the summer when we have tens of thousands of tourists coming through here.

Steven Pearce, El Cerrito

Sue Bohlin, Anchor Bay

Sue Clark, Cazadero

Sue Halderman, Gualala

Sue Larson, Gualala

Susan Blair, The Sea Ranch

Susan Crutcher, Point Arena

Susan Flessner, The Sea Ranch

Susan Levenson-Palmer, Manchester

Susan M. Clark, Architectural historian, The Sea Ranch

Susan McKay, Cazadero and Berkeley

Susan Moon, Manchester

Susan Shaddick, Gualala

Susana Arzate, Gualala

Suzanne Hansen, The Sea Ranch

Suzanne L. Brown, Plantation Ranch – Yes! Will use!

Suzanne Lindsey, Timber Cove and Alameda

Sylvia Murphy

Tad Simons

Tara Dino Burkhardt – The photos tell so much about what we miss so much.

Tatyana Vinogradov-Nurenbeg, Sunnyvale

Teresa Youtz, The Sea Ranch

Thayer Walker, The Sea Ranch

Thomas G. Matson, The Sea Ranch

Tim Balambao, Point Arena

Tim Gallagher, The Sea Ranch

Tim Winterer, Timber Cove

Tina Rollo, Jenner

Tom Cochrane, The Sea Ranch

Tom Eckles, Gualala

Tom Giacinto, Timber Cove

Tom Landecker, The Sea Ranch

Tom McEneaney, Gualala

Tony and Susan Ventrella, Gualala Nursery

Trish Miller, Gualala

Trish Ross, Gualala

Tyler Ferguson, Bloomington, IN

Vicki Leeds, The Sea Ranch and Pt. Reyes Station – I have to drive up and down the coast a couple of times a month. My dogs are usually with me. We love being able to stop and go for walks, it makes the drive even more enjoyable and doable.

Vicki Talbot, Point Arena

Victoria Hodge, Gualala

Vince Kreger, Gualala

Wayne Harris, Gualala – Owner Adventure Rents

Wendy Bailey, Gualala – I would especially like our little potty break at the top of Jenner Grade reopened.

Wendy Simmons, Lexington, Kentucky – I was there last summer, and was shocked at how many places, including Fort Ross, that we could not go to.

William H. Stuart, The Sea Ranch

William R. Vellutini, Gualala

Zak Rudy, Timber Cove

Zlata Lund, Alaska – If we could help the Fort Ross to survive we certainly would, because of our historical connections.

Zoe Smith, Annapolis, teacher.

Lavine, Ethan@Coastal

From: ceaview <ceaview63@comcast.net>
Sent: Tuesday, July 09, 2013 6:42 AM
To: Kellner, Laurel@Coastal
Cc: Cavalieri, Madeline@Coastal; Spencer Nilson
Subject: re: State Parks CDP Appeal CPH12-0004
Attachments: PRMD Iron Ranger Comments.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Laurel

It is my understanding that State Parks is appealing the decision of the Sonoma County Board of Supervisors to deny their application to install 15 pay stations along the Sonoma Coast. I am requesting that Sonoma Coast Surfrider be included as a stakeholder in this appeal and that we be notified of important and relevant hearing dates.

We have a long history with this issue on the Sonoma Coast and have many concerns about the impacts to public access, public safety, coastal bluff erosion, and local jurisdictions. We have reviewed the original application thoroughly and feel that State Parks has not addressed these issues adequately.

We have a long history of cooperation with State Parks and support and understand the necessity for funding but believe that the installation of pay stations as it is currently proposed is more problematic and costly than a fiscally and environmentally responsible resource for revenue.

I have attached a comment letter which was originally submitted to Sonoma County PRMD. We will naturally reformulate an official comment letter for the Coastal Commission but I wanted to provide you with a background of our initial concerns and research.

Please let me know if there is any other information that our chapter can provide and we look forward to further dialogue on this key issue to our coast.

Sincerely

Cea Higgins
volunteer coordinator
Sonoma Coast Surfrider



Attention:

David Hardy, Supervising Planner
County of Sonoma
Permit and Resource Management Department
Re: CPH12-004

Request for Coastal Permit for installation of 15 self-pay devices and signposts for collection of fees at Salt Point State Park and Sonoma Coast State Beach by California State Parks

From:

Sonoma Coast Chapter of Surfrider Foundation
PO Box 2280
Sebastopol, CA, 95473
sonomacoastsurfrider@comcast.net

The Surfrider Foundation is a non-profit grassroots organization dedicated to the protection and enjoyment of our world's oceans, waves and beaches. The Surfrider Foundation now maintains over 80,000 members and 90 chapters worldwide.

In response to a referral of the California State Parks Coastal Development Permit application, Sonoma Coast Surfrider appreciates the opportunity to express concerns regarding the inadequacy of the application in the following areas:

1. ADA compliance issues
2. Environmental Impacts
3. Public Access Impacts
4. Public Safety/traffic impacts
5. Socioeconomic Impacts

For clarification, Sonoma Coast Surfrider's response to the recent statement from State Parks that "*the Department does not need to obtain a CDP*" is to highlight section 30600 of the Coastal Act that explains the requirements for a CDP and wording from a 1994 court case regarding the installation of iron rangers (*Surfrider Foundation v. California Coastal Commission*)

The Coastal Act requires a permit for any "development" in the coastal zone (Public Resource Code s. 30600) Development includes "the placement or erection of any solid material or structure" (Public Resources Codes s. 30106)

State Parks is required to obtain a Coastal Development Permit and to submit an application that fully addresses environmental, public access, traffic, and safety issues. State Parks' reckless attitude and presumed entitlement to install fee stations without the requirement of a CDP is evidenced by their failure to adequately address significant and required aspects of the permit process in their application. Below are issues that should be further analyzed and addressed **prior** to a permit being granted by the county.

Application Discrepancies and Ambiguities:

A. The application is for 15 self-pay devices but lists only 14 specific locations, making the application's intent unclear. Is the 15th location missing from the list? Are there two pay devices at one of the listed locations?

B. The maps provided do not clearly explain the proposed pay device locations but show most of the beach names listed elsewhere. Maps should be noted to indicate the actual pay device locations and eliminate ambiguities.

- "Vista Point" appears to be highlighted without explanation and is not listed as a pay device location.
- "Russian Gulch" parking area is not shown on the maps but is listed as a pay device location.
- Bean Avenue parking lot is listed as the "South Salmon Creek" pay device location but the maps show "South Salmon Creek" at the Bodega Dunes Day Use parking lot. Which parking lot gets a pay device?

C. The application is for installing up to 15 sign posts. Signage examples are shown generically but not specifically. The generic approach to this information creates lack of clarity.

- Seven sign types are shown of varying sizes but only two or three will fit on one sign post. Will more than one sign post be required at pay device locations for seven individual signs bringing the sign post total higher than 15?
- ADA signage to indicate disabled accessibility is missing.

D. The application says no grading is planned (CDP Supplemental Information, Item 3). However, the "Iron Ranger Site Detail" graphically shows improvement adjacent to the pay device, or "iron ranger", that is not explained and appears to require grading. This drawing should have notation to fully explain the extent of the planned improvement.

- The "Iron Ranger Site Detail" shows in plan view eight circles around the pay device that could be interpreted as metal protective bollards requiring drilled holes and concrete footings but no explanation is provided.
- The pay device and eight circles are encompassed by a rectangular shape that could be interpreted as a paved area but no explanation is provided. A 60-inch minimum diameter wheelchair turning radius and 2% maximum cross slope for disabled accessibility of paved or hard surfaces is indicated within the rectangle, which implies that construction grading and paving are planned.

ADA Compliance:

The Americans with Disabilities Act signed in 1990 was a major stepping-stone in ensuring equal rights to all Americans with disabilities. The act details guidelines for

every public area to provide ample accessibility options for the disabled. Parking and related areas are also taken into proper consideration. Accessible parking spaces take care of intricacies that make it possible for people with disabilities to get into or out of a vehicle, and also around it. From stating the sizes to the routes to access signs markings, every aspect has been collated meticulously. The amount of accessible parking spaces that must be provided is determined by the total number of spaces present in each parking lot. Several proposed new revenue areas such as Portuguese Beach with a capacity for 100 vehicles would require a minimum of 4 disabled parking spaces.

State Parks' images of signs to be posted include "Disabled Discount"; however, this seems to be the only accommodation accounted for in their plan. The application fails to address compliance with accessibility to the fee stations or inclusion of disabled parking areas in the newly fee'd lots. Any improvements or development in proposed lots must consider upgrades to existing parking areas to meet specifications of ADA regulations such as a barrier-free accessible path of travel from an accessible parking stall to the pay device and confirmation that code complying disabled accessible parking exists at all parking lots with pay devices.

Environmental Concerns:

Surfrider does not believe that the Department has done a thorough job of explaining how they will avoid impacts to water courses and sensitive areas. Wording in the State Parks' application such as "Some parking areas are within 100 feet of the Pacific Ocean" as well as "installation locations...will avoid sensitive areas" is vague. We would like to see more explanation of how the Department will avoid any sensitive areas and any impacts to the adjacent waterways. The failure to specify the exact locations and design of fee collectors, sign posts, grading requirements, and modifications for ADA compliance preclude any conclusion that sensitive areas will be avoided.

Public Access Concerns:

In reference to the Department's letter where it states: *"There are also concerns that the charging of fees at the locations indicated in the CDP application may change the visitor use patterns. In our professional opinion there will be no change in the visitors use"*.

Again, Surfrider believes there will be a significant change from "free access" to "paid access" and this would absolutely constitute a change in the "level or type of public use". Considering that 15 iron rangers will be installed at 80% of total parking spaces- State Parks cites 852 total parking spaces available-with the installation of the iron rangers only 172 of these will remain free spaces which leaves less than 20% free parking at the Sonoma Coast-We believe this limit to public access undermines the Coastal Act's intent to improve and expand public access to the coast. Citing the following sections of the law:

- **30530:** It is the intent of the Legislature, consistent with the provisions of Chapter 9 (commencing with Section 31400) of Division 21, that a program to maximize public access to and along the coastline be prepared and

implemented in a manner that ensures coordination among and the most efficient use of limited fiscal resources by federal, state, and local agencies responsible for acquisition, development, and maintenance of public coastal access ways.

- **30213:** Lower cost visitor and recreational facilities shall be protected and encouraged...
- **30212.5:** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

In addition we believe it's imperative to highlight sections of the Coastal Act that encourages recreation, as Surfers would be disproportionately impacted by paid access at almost all of Sonoma Coast surf spots-North Salmon Creek, South Salmon Creek, Bodega Dunes, Bodega Head, Goat Rock, Reef Campground, Fort Ross, and Stump Beach.

- **30220:** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- **30223:** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

In terms of securing public access as described in the provisions of the Coastal Act, we want to highlight a point made in the 1994 court case (*Surfrider Foundation v. California Coastal Commission*) regarding iron rangers:

“It is the fact that one must deposit money into them that underlies Surfrider's claims of impeded access. Is this type of indirect effect within the scope of the Act's policies? We believe so... For this reason, we conclude the public access and recreational policies of the Act should be broadly construed to encompass all impediments to access, whether direct or indirect, physical or nonphysical”.

In this 1994 court case, State Parks provided statistics from 1987 to show that initially public attendance declined with vehicle fee increases. In order to be granted the regulatory discretion of charging fees, the Department presented statistics to show that usage returns to previous levels regardless of fee increases.

It is important to note two exceptions that apply to the Sonoma Coast. State Parks is not increasing fees- they are implementing fees. Also State Parks has not provided a baseline of current usage or presented any plan to show how usage will be measured once iron

rangers are installed. State Parks' claims that violations of the Coastal Act in regards to public access do not exist; however, these claims are not justifiable without current data collection, statistics, or monitoring plans which would substantiate that there is no long term impact to public access.

Public Safety and Traffic Concerns:

The Sonoma Coast is a rugged and often dangerous coastline. Beach access and safe wading areas are limited. Currently, the most popular and safest areas for families to recreate include Salmon Creek Beach and Goat Rock State beach-both currently free access and both proposed to become paid access. These beaches have the largest square footage of shoreline as well as either river or creek wading opportunities. Beaches that are to remain free include Miwok, Marshal Gulch, Coleman, and Arched Rock. These beaches have steep trails and rocky, treacherous shorelines. Sonoma Coast Surfrider has valid concerns for increases in injuries and possible fatalities as beach goers who will not be able to afford parking fees will be forced to utilize more dangerous beaches. State Parks' disregard for public safety considerations in their proposal of iron ranger locations must be addressed by the county who will bear the costs of protecting the public.

In addition competition for free parking will increase tension amongst beach goers-especially on impacted holidays and weekends. Free cliff-side parking where there is little transition space to the highway and the increase in pedestrian crossing or paralleling Highway 1 in search of free parking will amplify dangers to public safety and cost to public agencies whose jurisdiction includes regulatory responsibilities in these areas.

The steep transition of free access parking areas to paid access will lead beach goers to seek free parking in neighborhoods and roads adjacent to fee'd areas and will create the need for increased control and law enforcement. State Parks comments that *"cooperation from local jurisdictions and CALTrans"* is expected to make sure visitors do not park illegally along adjacent roads; however, they do not account for the increased costs to those agencies in providing staff to ensure that the *"transition can occur without major effects"*. State Parks also states that *"fees will be used to provide services like law enforcement to park units...."* However, the pay devices will actually increase the need for public safety control and law enforcement, which works against the goal of raising money to keep State Parks open.

Current State Parks Fiscal Scandal:

Sonoma Coast Surfrider questions the untimely decision by State Parks to implement a fee collection system on the Sonoma Coast. The recent discovery of hidden funds and the current audit of State Parks to determine the cause of the problem naturally casts doubt on the ability of the agency to effectively and efficiently manage funds from fees collected on the Sonoma Coast. Transparency on both the local and state level in regards to budgets and expenditures is necessary to regain public trust and develop long term solutions to the State Parks' funding issue.

Recommendations for CDP:

- A. Correct and clarify discrepancies and ambiguities in the application and provide missing information
- B. Provide thorough analysis of environmental impacts due to development
- C. Provide current and accurate baseline of beach usage and attendance and a plan for determining the effects of pay devices on these statistics
- D. Ensure a proper traffic analysis is conducted
- E. Examine socioeconomic implications and explore mitigation measures for low-income individuals and families

Surfrider Foundation Headquarters recently issued a position statement regarding increased fees at State Parks. It, in part, reads:

“Surfrider Foundation understands that in order to keep parks open, well maintained, and protect natural resources creative short term and long term solutions are needed. We realize that in order to keep parks open it is inevitable that the State will raise the price for the annual State Park pass, increase park entrance fees, and potentially collect new camping/parking fee at some parks. We are sympathetic to the difficult economic situation the State is in and believe that reasonable park fees are necessary to maintain our parks and keep them open. ***That said, all efforts to institute new fees within State Parks must be conducted with thorough community input and involvement.*** Surfrider wants to ensure that all impacts associated with installing pay stations are thoroughly evaluated, including, but not limited to: environmental impacts, signage, traffic analysis, socioeconomic implications and other community concerns that are raised during a public process.”

State Parks’ assumption that the “*decision to charge fees and the amount is an administrative decision within the discretion of the California State Parks so that parks can provide **maximum** access available to the general public..... including high quality recreational opportunities.....that are open and safe for public use*” is in direct contrast to the outcome that will result with the placement of 15 pay stations, which will reduce access, increase the likelihood of traffic incidents, reduce public safety, as well as limit recreational opportunities.

In conclusion, Sonoma Coast Surfrider believes that a new model of funding which accounts for the characteristics of the Sonoma Coast needs to be designed. Applying models of highly impacted areas of the State, which have more developed facilities, as a basis for revenue predictions is misleading. Increasing operational costs to generate income is flawed logic.

Sonoma County is the parent of the Coastal Act, which expresses the concept that “the coastal zone belongs to all.” Bill Kortum is recognized as the dean of Sonoma County environmentalists and is known statewide for his conservation efforts. He was a key figure in developing the county’s first General Plan, helping to avoid urban sprawl, and crafting the 1972 Coastal Initiative. His efforts to preserve coastal access are the reason

that one of the most beautiful trails on the Sonoma Coast is named after him. The “Kortum Trail” is currently accessed from either Shell Beach or Blind Beach. The proposed placement of an iron ranger at each end of the trail derails the significance of the efforts of outstanding Sonoma County residents such as Mr. Kortum who have spent a lifetime protecting public access to the coast.

Pay stations are an inadequate and temporary solution but if they are implemented, the change in the fundamental philosophy and heritage of the Sonoma Coast will be forever.

Cea Higgins
Volunteer Coordinator

Spencer Nilson
Sonoma Coast Surfrider Chair

Relevant Coastal Act Policies:

Section 30210 Access; recreational opportunities; posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212 New development projects

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

[...]

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision;

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 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.*
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.*
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.*

Section 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.*
- (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Relevant LCP Policies

Access Plan General Recommendations

- 1. Adopt the Access Plan as the primary policy on access to the Sonoma County shoreline.*
- 7. Utilize the Development Criteria for Access Facilities in designing and constructing new or expanded accessways.*
- 8. Conduct visual analysis prior to siting parking areas for accessways.*

Access Plan Descriptions and Recommendations

17. Salt Point State Park - Improved

Discussion: See Recreation Plan

33. Russian Gulch Northern Access - Existing and Proposed

Discussion: An existing trail leads from Russian Gulch over the hill to the cove to the north. This trail makes access along the beach from the Eckert acquisition to Russian Gulch possible. Part of the trail is on State property and part is on the Black Ranch.
Recommendations: Acquire remainder of the access trail. Construct safe trail.

34. Russian Gulch - Dedicated and Undeveloped

Discussion: Russian Gulch has a large, attractive, accessible and heavily used beach. The lack of restrooms presents a health hazard, as well as an inconvenience.

Impromptu highway parking can create traffic hazards. For additional information and recommendations, see Recreation Plan.

Recommendations: Develop parking area. Construct restrooms. Utilize new facilities as a roadside rest area.

43. Goat Rock River Access - Dedicated and Improved

Discussion: The beach at the mouth of the Russian River is accessible from Goat Rock parking area at the Sonoma Coast State Beach.

Recommendations: No change.

46. Goat Rock Ocean Access - Dedicated and Partially Improved

Discussion: Four accessways are available from Goat Rock Road.

Recommendations: No change.

47. Shell Beach Bluff Trail - Dedicated and Undeveloped

Discussion: A blufftop trail from Shell Beach northward would connect Shell Beach to Goat Rock and provide a unique hiking experience.

Recommendations: Construct and formalize new trail, No new support facilities needed

48. Shell Beach - Dedicated and Improved

Discussion: State Parks operates this accessway to Shell Beach. A safe trail, parking for 40 cars, and restrooms are available. Lateral access between Shell Beach and Wright's Beach is hindered only by one bluff promontory. A staircase up and over this bluff would allow hiking along nearly 2 miles of beach.

Recommendations: No change in vertical access. Develop a trail connection and staircase, as appropriate between Shell Beach and Wright Beach.

55. Portuguese Beach - Dedicated and Developed

Discussion: State Parks operates this accessway. A trail and parking area are available.

Recommendations: No change.

56. Sonoma Coast State Beach - Portuguese Beach to Salmon Creek - Dedicated and Developed.

Discussion: Between Portuguese Beach and Salmon Creek are six beaches and access points operated by State Parks: Schoolhouse, Carmet, Arched Rock, Coleman, Miwok, and North Salmon Creek Beaches. Trail and parking areas are available. For additional information and recommendations, see Recreation and Transportation Plans.

57. South Salmon Creek Beach - Dedicated and Partially Improved

Discussion: South Salmon Creek is one of the most important and heavily used beach access points on the Sonoma County Coast. Existing parking is inadequate, and roadside parking is incompatible with residential uses. Heavy usage has resulted in damage and destabilization to the dunes.

60. Bodega Head - Dedicated and Partially Developed

Discussion: Numerous trails, roads, two parking areas, and restrooms are located at Bodega Head. For additional information and recommendations, see Recreation Plan.

Recreation General Recommendations

- 1. Prepare a long range General Plan for each State and County park unit in conjunction with park development planning.*
- 7. Design parking and restroom facilities to serve only the planned intensity of recreation development.*
- 9. Locate parking in visually screened areas.*
- 11. Encourage State Parks to take immediate action, including adequate staffing and necessary physical measures, to protect the natural and cultural resources of new acquisitions.*

Public Recreation Recommendations

Salt Point State Park Unit -Salt Point State Park

- 21. Develop two types of facilities, each to accommodate 30-60 persons, east of the highway: a campground oriented toward horseback riding, and a campground*

oriented toward hike-in camping. These campsite areas should be accessible to the public only by horseback or hiking.

22. Designate new and existing trails with signs and provide interpretation of the natural environment. Designate the trail from the intersection of the existing riding and hiking trail and Highway 1 to the bluff in a westerly direction. Designate specific trails in this and other locations where use now occurs in an informal manner, to help preserve the park's sensitive resources.

23. Encourage the development of trails recommended in the Access Plan and various facilities approved by the Coastal Commission.

Sonoma Coast State Beach Unit - Sonoma Coast State Beach

44. Encourage development of a visitor center in the vicinity of Salmon Creek or the Bodega Dunes campground. Interpretive facilities and material should include warning of the hazards of the Sonoma coast.

45. Encourage development of a nature trail west of Highway 1 at the Salmon Creek marsh.

46. Complete State beach inholdings to the degree possible at Pacific View Estates and parcels 101-13-11, 2 and 3.

47. Encourage the development of trails recommended in the Access Plan and parking facilities recommended in the Transportation section.

Sonoma Coast State Beach Unit - Bodega Head

51. Limit development to improvement of existing facilities, such as improved parking, restroom, and picnic facilities. Trails for sightseeing and diving access should also be considered.

52. Encourage development of the trail recommended in the Access Plan.

53. All fencing except that needed to prevent access to the Hole in the Head should be removed. Continuation of salmon-rearing program in the pond should be considered.

Sonoma Coastal Trail Recommendations

56. Encourage a coastal trail along the beach, the coastal terrace, the uplands, the ridge roads, or the highway to connect public and private recreation areas and access trails with communities and commercial services.

57. Encourage increased provision of facilities for storing bicycles and camping equipment at campgrounds designed for bicyclists and hikers.

58. Provide reduced rates for campers arriving by bicycle or foot.

CALIFORNIA COASTAL COMMISSION

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W17a

Prepared April 14, 2015 for April 15, 2015 Hearing

To: Commissioners and Interested Persons

From: Dan Carl, District Director
Nancy Cave, District Manager
Ethan Lavine, Coastal Planner

**Subject: Ex Parte Disclosures and Correspondence Received for W17a
Appeal Number A-2-SON-13-0219 (State Parks' Iron Rangers Project)**

The attached is correspondence and ex parte received in the time since the staff report was distributed for this item. In particular, staff has received a submittal by State Parks today requesting that Coastal Commission staff submit an addendum to the staff report and recommend that if the Commission determines a substantial issue exists on the appeal matter, that the Commission take jurisdiction over the CDP application and immediately at the April 15, 2015 hearing proceed to a de novo hearing on the merits of the CDP application and approve the CDP, subject to conditions proposed by Parks in the submittal. In the alternative, State Parks requests that the Commission hold the de novo hearing on the merits of the CDP application no later than the Commission's June 2015 meeting and approve the CDP with the conditions proposed in State Parks submittal.

Staff cannot support the request to hold a de novo permit hearing on April 15, 2015. The staff report prepared for this item specifically states that the hearing this week will only be on whether the appeal raises a substantial issue. If the Commission finds that it does, the report states that the de novo phase of the hearing will be held at a future Commission meeting. In addition, the substantial issue staff report does not include the elements that are required under the Commission's regulations to be included in a de novo staff report. Therefore, the legal prerequisites for the Commission to take de novo action are not satisfied. In addition, as a matter of public policy, it is unwise to pursue this course of action as interested members of the public – and there are many – are preparing for a substantial issue only hearing. In addition, State Parks only recently (in the last couple of weeks) identified their specific proposed fee program associated with the proposal to install iron rangers (now automatic pay parking machines). Under the Commission's regulations, staff recommendations need to be provided within a reasonable period time of the hearing to provide adequate notice to the public – a requirement not satisfied here with respect to a potential de novo permit hearing.

With respect to State Parks alternative request to hold a de novo hearing no later than the June 2015 Commission meeting, staff notes that under State Parks' own proposal, it would not begin

collecting fees until September. Given that, continuing the de novo phase of the hearing until a later time, should the Commission find substantial issue, would not prejudice State Parks' ability to collect fees as proposed if the Commission approves the permit at a future meeting. Staff also notes that a June hearing would provide staff about one month to prepare a de novo hearing recommendation. Ordinarily staff would seek more time to prepare such a recommendation. However, should the Commission find that the appeal raises a substantial issue and subsequently desire that a de novo hearing be held in June, staff would do its best to evaluate State Parks recently submitted information, understand the Commission's input and direction, and work with State Parks, the County and other interested parties to develop a staff recommendation for Commission action in this time.

Finally, the staff recommendation that the Commission find that the appeal raises a substantial issue is unchanged. This, of course, is a decision for the Commission to consider in its deliberations tomorrow.

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**Memorandum****April 14, 2015**

To: Commissioners and Interested Parties

FROM: Dan Carl, North Central Coast District Deputy Director
 North Central Coast District

Re: *Additional Correspondence and Information for
 Commission Meeting Wednesday April 15, 2015*

Agenda Applicant
Item

Description

W17a A-2-SON-13-0219 California Dept. of
 Parks and Recreation, Sonoma Co.

Correspondence, Liz McGuire, Department of Parks and Recreation
 Correspondence, Susan Gorin, County of Sonoma
 Correspondence, Sen. Mike McGuire, Assemblyman Marc Levine,
 Assemblyman Jim Wood, Assemblyman Bill Dood
 Email, Dave Hardy
 Email, Cea Higgins, Surfrider Foundation
 Email, Norma Jellison
 Correspondence, David L. Rampton
 Email, Linda Curry
 Email, Jeff Erkel
 Correspondence, Berit Brunn
 Correspondence, Paul, Patty & Alicia Ginochio
 Email, Pat Paterson
 Correspondence, Susan S Weston
 Correspondence, Jack Bundy
 Correspondence, Diana Bundy
 Correspondence, Robert O. Beauchamp
 Correspondence, Scott Miller
 Correspondence, Anne C. Donovan
 Correspondence, Susan G. and John A. Hicks
 Correspondence, Teresa Gary
 Correspondence, Ceci Smart
 Email, Fran Levy
 Correspondence, David and Nancy Kalb
 Email, Jacques Levy
 Email, Kathryn Zils PHN
 Email, George H Cinquini
 Email, Oliver Marks
 Email, Bonnie Hogue
 Email, Paul Lewis
 Email, Peggy Dombeck
 Email, Gerry Schultz
 Email, Kathleen Watson
 Email, Pamela Bernier
 Email, Chris and Anne Gibson
 Email, Richard R. Rudnansky
 Email, Wanda Boda

Email, Stephanie Brodt
Email, Kathy and Tom Flynn
Email, David Gurney
Email, Roinn Hoegerman
Email, Jim McGowan
Email, Timothy & Darlene Sumrall
Email, Michael A. Cook
Email, John FitzGerald
Email, Fred Allebach
Email, Fredrick Crichton
Email, Victoria Tonski
Email, Louisa Yates
Email, Mary G. Shearer
Email, Linda Park
Email, Linda Lucey
Email, Mary DeDanan
Petition, Surfrider Foundation
Email, Gerry Schultz
Email, G. Schultz
Email, Gioia
Email, California Redwood Chorale
Ex Parte Communication, Carole Groom
Ex Parte Communication, Greg Cox
Correspondence, Rixanne Wehren
Email, Alexandra Genetti

Memorandum

W17a

Date : April 14, 2015

To : Charles Lester, Executive Director
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105

From : Liz McGuirk, Deputy Director, Legislation
Department of Parks and Recreation
1416 9th Street
Sacramento, California 95811

Subject : Appeal Number A-2-SON-13-0219 – California State Parks Coastal Development Permit Application Number CPH12-0004 (Iron Rangers at State Beaches within Sonoma County)

The California Department of Parks and Recreation (State Parks), respectively requests that the California Coastal Commission (Commission) staff submit an addendum to its “Appeal Staff Report: Substantial Issue Determination Only”, dated April 3, 2015, regarding State Parks’ appeal of the Sonoma County’s denial of State Parks’ application of Coastal Development Permit CPH12-0004 (CDP). State Parks requests that the addendum recommend that if the Commission determines a Substantial Issue Exists that the Commission take jurisdiction over the CDP application and immediately at the April 15, 2015 hearing proceed to a de novo hearing on the merits of the CDP application and approve the CDP with the conditions proposed below.

In the alternative, State Parks requests that the Commission hold the de novo hearing on the merits of the CDP application no later than the Commission’s June 2015 meeting and approve the CDP with the conditions proposed below.

State Parks’ appeal falls under the agenda category of “New Appeals”. Pursuant to the Commission’s explanation of “New Appeals” as stated in the April 2015 Agenda, a new appeal requires an initial determination that a substantial issue exists and may not include a de novo hearing on the merits of the project. If staff recommends that a substantial issue exists, as they have in the staff report for this appeal, a public hearing will only be held if 3 or more Commissioners request a hearing. If 3 or more Commissioners do not request a hearing on whether a substantial issue exists, the matter automatically proceeds to de novo public hearing at the same or later Commission meeting. If the Commission finds substantial issue and there is no staff recommendation on the merits of the project, the de novo hearing will be scheduled for a subsequent meeting.

The Commission's procedures related to hearing new appeals contemplates that the Commission, after determining substantial issue, may immediately proceed to hearing the permit application on the merits if there is a staff recommendation on the merits. Thus, State Parks requests that Commission staff submit an addendum regarding the merits of the CDP to its April 3, 2015 report.

State Parks initiated this project because it has been mandated by the Legislature to seek additional revenue generation at its park units to become more self-sufficient. State Parks originally submitted its CDP application to Sonoma County in June 2012. State Parks has been unable to implement this project and, as a result, has missed opportunities in the form of lost revenue and lost recreational opportunities (as further explained below) have occurred. If the CDP application is not considered at this hearing or by the Commission's June 2015 meeting, State Parks could conceivably be forced to wait another full year, incurring a fourth year of lost revenues and recreational activities.

State Parks offers the following information that may assist Commission staff regarding State Parks' request for a de novo hearing on the merits of the CDP application.

Information for the Summary of Staff Recommendation:

State Parks seeks approval to install 14 automated parking fee machines (Iron Rangers) at 14 state day use parking areas within Sonoma County, that fall within the jurisdiction of the Local Coastal Plan certified for Sonoma (Sonoma LCP). The maximum daily rate proposed would be \$8.00/day, and a companion hourly rate could be set not to exceed \$3.00/hour, but adjusted as necessary by State Parks' staff to account for off-peak use, inclement weather, or other factors so that maximum access and use can be ensured in real time. State Parks would allow free 15-minute short-term parking for the purpose of surf checks and other similar uses at all locations.

State Parks originally sought approval of a coastal development permit for the project from Sonoma County in June 2012. It was denied by the Sonoma County Zoning Board of Adjustments on or about January 17, 2013, on the grounds it was inconsistent with the Sonoma LCP, and that access requirements of the Coastal Act would be impaired. State Parks appealed that decision to the Sonoma County Board of Supervisors (BOS), who denied the appeal in June 2013, on those same grounds. State Parks appealed the BOS decision to the Commission on or about July 8, 2013, and now asks the Commission to find both that this appeal presents a substantial issue and to approve the project, with conditions.

The Commission is generally guided by the following factors in making substantial issue determinations: the degree of factual and legal support for the local government decision; the extent and scope of the development as approved or denied; the significance of the coastal resources affected by the decision; the precedential value of the local government's decision for future interpretations of its local coastal plan; and whether the appeal raises only local issues as opposed to those of regional or statewide significance.

Here all the factors have been met. The decision by the BOS to deny State Parks' CDP included inaccurate information and lacked legal merit. The footprint of the project is small and has no appreciable effect on natural resources. The precedential value of allowing a local entity to effect a legislative mandate regarding state management of lands has broad implications of statewide concern. As noted above, Sonoma County found that the proposal did not conform to its certified LCP; specifically the Access and Recreation Plan which states that "no change (i.e., from free to fee) is allowed to occur at Stump Beach, the four Goat Rock parking lots, Shell Beach or Portuguese Beach." Sonoma County imposed a new condition in its LCP that was not intended. The reference to "no change" in the LCP was simply recognition and grandfathering in of existing services and access points, and thus an acknowledgment that there were no plans in 2001 for additional access ways when the LCP was drafted and certified.

Sonoma County also erroneously cited Coastal Act Section 30212.5, calling for distribution of parking areas throughout an area so as to mitigate against impacts, social and otherwise, of overcrowding or overuse by the public of any single area. State Parks (free) parking areas are already distributed over 35 miles of Sonoma County coastline yet overcrowding is already a recognized issue. In fact, the LCP (page 91) specifically states that on about ten weekends per year, the demand for facilities exceeds the supply. Keeping parking free to the public will not mitigate an impact that is already occurring in part because of the free parking. As such, this section not only was inappropriately used to deny the appeal, it actually justifies active management of parking facilities. The Iron Rangers will allow State Parks the ability to employ parking fees to reduce overcrowding by increasing turnover, thereby improving maximum access.

Coastal Act Section 30213 was also used to deny the appeal. This section states that lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Certainly, lower cost could include free but is not synonymous with free. The provision of hourly rates would potentially allow more people to economically utilize these scarce resources and thus, is consistent with this section. Furthermore, the collection of fees will ultimately provide funding to facilitate other improvements in the future, which will also improve public access. Therefore, State Parks' proposal is consistent with this Section.

Finally, Sonoma County also cited Coastal Act Section 30214 that speaks to the legislative intent of public access policies. This section states that 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, the need to provide for the management of access areas. It further states that in carrying out the public access policies of this article, the Commission and any other responsible public agency shall consider and encourage the *utilization of innovative access management techniques*. As previously noted, the Iron Rangers do allow innovative management techniques that will ultimately enhance public access while protecting natural resources. Once again,

Sonoma County's justification was erroneous as the project actually supports State Parks' efforts to promote maximum public access.

Contradicting its own denial, Sonoma County has had a long history of charging fees along its managed beaches. In fact, Sonoma County recognized the need for user fees as an important source for their maintenance and operation funding as the Sonoma County Outdoor Recreation Plan (page 127) called for user fee increases to keep pace with inflation. State Parks likewise agrees that user fees are an important component of ensuring proper maintenance of park facilities and asks for equitable treatment.

The imposition of fees is no doubt controversial to Sonoma County residents and the BOS was responsive to their constituents. However, it is clear that Sonoma County's misreading of the statutes that were needed to justify the denial was not responsive to the 39 million other tax payers in this state and as such, is an issue of statewide significance.

The proposed State Parks' fees will generate revenue, a significant portion of which (50%) will be allocated by State Parks back into Sonoma pursuant to the mandate in Public Resources Code Section 5010.7. Once appropriated, these allocations will result in the long-term improvement of services and management at facilities designed to promote recreational opportunity. Additionally, nearly 41% of State Parks' existing parking spaces, including shoulder parking, within the Coastal Zone located in Sonoma County will continue to remain free of charge; informal roadside and shoulder parking areas commonly used for overflow now will continue to allow walk-in opportunities for patrons.

The existence and frequent use of roadside shoulder parking areas amidst seemingly abundant free designated parking lots, also demonstrates that innovative management techniques are appropriate for these designated parking areas. Since these shoulder and roadside overflow areas have been historically used by persons walking into these beaches, there is no risk that additional hazards or environmental impacts will be created by this proposal, even if slightly more patrons begin to rely on these informal parking areas, since their use is finite and their locations designed to permit this sort of ingress and egress. Finally, parking trends across the State Parks System for established fees such as the ones proposed do not deter long-term use if paired with a range of reasonably priced parking passes that ensure equitable access for low income patrons-- passes which State Parks presently makes available and has detailed in its appeal. (See Appeal of Sonoma County Board of Supervisors Decision Denying California State Parks Application for Iron Rangers). For all these reasons, State Parks believes access will be maximized, not impaired.

State Parks intends to partner with Sonoma County on proposed improvements on both State Parks and Sonoma County property within the Coastal Zone. State Parks will also outreach to Sonoma County and the public regarding the allocation of revenue generated by these fees, consistent with law. State Parks also proposes a variety of monitoring options to ensure ongoing data is collected and evaluated. Thus,

many of the goals of Sonoma's LCP and the recreational improvements sought by the Coastal Act itself are furthered by State Parks' proposal.

Proposed Motions and Resolutions:

1. Substantial Issue Exists and Proceeding Immediately to a De Novo Hearing on the Merits of the CDP Application:

Please consider the following as a proposed motion to the Commission regarding the finding of Substantial Issue Exists and proceeding immediately to a de novo hearing on the merits:

I move that the Commission find a substantial issue exists and that the Commission take jurisdiction over the Coastal Development Permit Application Appeal No. A-2-SON-13-0219 and immediately at this hearing proceed to a de novo hearing on the merits of the permit application.

Please consider the following as a proposed resolution to the Commission regarding the finding of Substantial Issues Exists and proceeding immediately to a de novo hearing on the merits:

The Commission finds that Appeal Number A-2-SON-13-0219 presents a substantial issue with respect to the grounds on which the appeal has been filed under Section 30603 of the Coastal Act regarding consistency with the Certified Local Coastal Plan and/or the public access and recreation policies of the Coastal Act. Specifically, a substantial issue of statewide importance exists relative to the establishment of fees at state properties. The Commission will immediately proceed to a de novo hearing on the merits of the permit application.

2. Substantial Issue Exists and Proceeding to a De Novo Hearing on the Merits No Later than the Commission's June 2015 Meeting

In the alternative, the following is a proposed motion to the Commission regarding the finding of Substantial Issue Exists and proceeding to a de novo hearing on the merits no later than the Commission's June 2015 meeting:

I move that the Commission find a substantial issue exists and that the Commission take jurisdiction over the Coastal Development Permit Application Appeal No. A-2-SON-13-0219 and hold a de novo hearing on the merits of the permit application no later than the Commission's June 2015 meeting.

Please Consider the following as a proposed resolution the Commission regarding the finding of Substantial Issue Exists and proceeding to a de novo hearing on the merits no later than the Commission's June 2015 meeting:

The Commission finds that Appeal Number A-2-SON-13-0219 presents a substantial issue with respect to the grounds on which the appeal has been filed

under Section 30603 of the Coastal Act regarding consistency with the Certified Local Coastal Plan and/or the public access and recreation policies of the Coastal Act. Specifically, a substantial issue of statewide importance exists relative to the establishment of fees at state properties. The Commission will hold a de novo hearing on the merits of the permit application no later than the Commission's June 2015 meeting.

3. De Novo Hearing on the Merits of the CDP Application:

Once the de novo hearing in the merits of the CDP is held, please consider the following as a proposed motion to the Commission regarding the determination that the CDP be approved with conditions recommended by staff.

I move that the Commission approve Coastal Development Permit Application Appeal No. A-2-SON-13-0219 subject to the conditions set forth in the staff recommendation.

Please consider the following as a proposed resolution to the Commission regarding the finding that the CDP be approved with conditions recommended by staff:

The Commission approves a coastal development permit for the proposed development, and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

Proposed Standard Conditions:

Please consider granting the CDP subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be

resolved by the Executive Director or the Commission in collaboration with State Parks' Director.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

Proposed Special Conditions:

Please consider granting the permit subject to the following special conditions:

1. **Permit Authorization.** This permit shall be automatically renewed by operation of this approval every three years, starting from the date of the first Commission approval of CDP A-2-SON-13-0219, unless the Executive Director expressly seeks a resolution from the Commission to either amend or revoke this CDP not less than 180 days prior to such automatic renewal. This permit is for installation and operation of the 15 proposed Iron Rangers in general accordance with the proposed flexible fee collection program and sample fee schedule identified by State Parks. State Parks shall not operate the Iron Rangers until after Labor Day of 2015. State Parks shall endeavor to maximize visitation while addressing the need for increased revenue streams to support park facility management and operations through flexible fee implementation, and shall incorporate the following measures:
 - a. Provide hourly rate options at all locations 7 days a week, including holidays not to exceed \$3.00/hour and a flat daily rate of \$8.00/day which pass will allow a purchaser to park at any day use area within Sonoma County for the entire calendar day upon which it was purchased;
 - b. Reduce or eliminate fees during off-peak days, or other low demand periods;
 - c. Provide areas within parking lots for short-term free parking (15 minutes) for brief stops to check the surf or engage in other similar activities. Peak days may be any day from March 1 to November 31, or any day where the temperature reaches or is projected to reach 68 degrees. Peak days may also include Memorial Day, the Fourth of July, Labor Day, Thanksgiving, Christmas, New Year's Day, or Easter.
 - d. Provide public information at each location or at the Park entrance on how to purchase available state parks passes for low-income patrons, veterans, and other disadvantaged persons, and about any immediate discounts available.
2. **Access Monitoring Requirement.** State Parks shall monitor the implementation of the proposed parking and fee collection program for the duration of this permit authorization as follows. Within 180 days of Commission action, State Parks shall provide the following information to the Executive Director:
 - a. Baseline data and analysis done currently to develop the State Annual Statistical

Report;

- b. Baseline data of park and parking lot use prior to operation of the Iron Rangers on five selected days as follows: (1) an off-peak week day, (2) an off-peak weekend, (3) a peak week day, (4) a peak weekend, and (5) Memorial Day, the Fourth of July, or Labor Day.
 - c. Any data collected and analysis performed from use of the Iron Rangers at other parks prior to this permit authorization;
3. Within the first year of implementation of fee collection, State Parks shall provide to the Executive Director for review and written concurrence, a final report identifying its monitoring results in a format that analyzes the effect of operation of the Iron Rangers on parking, park visitation, revenues and public access by comparing baseline use to new use. Information used to develop the monitoring program shall include, but not be limited to, the following:
- a. Data/analysis currently included in the CSP Annual Statistical Report;
 - b. Collection of daily attendance figures post installation of the Iron Rangers on at least five day types that shall include: (1) an off-peak week day, (2) an off-peak weekend, (3) a peak week day, (4) a peak weekend, and (5) a holiday that matches the holiday selected for the collection of the baseline data.
 - c. Parking fees assessed and collected including mode (daily, hourly, holiday, etc.) and amount of fee on each of those day types being analyzed;
 - d. Parking lot usage, vacancy and/or turnover rates, and other data relevant to understanding visitation patterns on those specified days;
 - e. Analysis of the relationship of use fees to park attendance and parking lot use based on the comparison of pre and post installation of the Iron Rangers;
 - f. Available information regarding factors such as weather, water quality, water temperature, surf conditions, etc. that may affect visitation patterns;
 - g. Use of annual passes, senior/disabled or other discounts across the State Parks System;
 - h. Parking violations or tickets issued;
- c. Environmental Monitoring and Reporting.** State Parks has determined this project is exempt from the California Environmental Quality Act (see section IV.F), and that there will be no significant new impacts as a result of this proposal, even if more persons begin to resort of use of existing informal and overflow parking areas. This is because, such areas are already heavily used as overflow on peak days, and are designed to allow sufficient ingress and egress by emergency vehicles without directing persons or vehicles into sensitive areas or habitat. However, State Parks is committed to quarterly review of any new patterns of use of these areas, and will provide analysis to the Commission annually on whether environmental changes are happening as a result of such unanticipated reliance on these parking areas. At State Parks' discretion, this analysis could rely on using mapping overlays or other survey techniques to determine whether adaptive management is required.

Proposed Findings and Declarations:

To assist with Findings and Declarations, State Parks' offers the following:

A. Project Location, Background, and Description

Procedural Background: On May 31, 2012, California State Parks (State Parks) submitted an application to Sonoma County for a Coastal Development Permit (CDP) to install 14 self-pay station collection devices and necessary appurtenant signs at various sites within Salt Point and Sonoma Coast State Parks. On January 17, 2013, the Sonoma County Board of Zoning Adjustments (BZA) considered the pay-station project and denied State Parks' application, on the basis that installation of the pay-stations is inconsistent with the 1976 Coastal Act, which encourages "maximum access" to coastal beaches. As a result of this finding, and based on additional reasons, the BZA found that the proposal was inconsistent with its certified local coastal development plan (LCP).

State Parks appealed the Board of Zoning Adjustment's decision to the Sonoma County Board of Supervisors (Board) and on June 18, 2013 the Board denied the appeal of that decision, also on the premise that charging a fee would restrict the "maximum" access required per California Constitution Article X, Section 4 and Section 30210 of the 1976 California Coastal Act. State Parks is appealing the Board's decision to the California Coastal Commission on the grounds that the proposed pay stations are both consistent with the County's LCP and on the basis that they are also consistent with the Coastal Act itself. The County's decision to deny State Parks a permit based on its finding of reduced public access cannot reasonably be supported, and in fact is contradicted by its own revenue collection at beaches in the area. State Parks submits there are Substantial Issues the Board failed to consider that have the potential to set a regional and potentially state-wide precedent, and State Parks will demonstrate pay station installation will not result in damage to coastal resources, and will actually enhance public access to the coastline within Sonoma County, consistent with both the Coastal Act and the LCP.¹

Project Location: Sonoma County. See Exhibit 1, Exhibit 2 (Staff Report Finding and Recommending a Substantial Issue Exists and Approval of the CDP with Conditions).

Project Description: Installation of 15 Iron Rangers at beaches in Sonoma County consistent with State Parks proposed Appeal. (See Exhibit 1, Exhibit 2 (Staff Report Finding and Recommending a Substantial Issue), Exhibit 3 (picture of the Iron Rangers) which is incorporated by reference.

¹ Note, this recommendation incorporates those relevant portions of the previous Significant Issue recommendation, including procedural notes. (II.B, p. 7).

B. Coastal Development Permit Jurisdiction

Pursuant to the California Coastal Act, a coastal development permit is required for any “development,” unless specifically exempted under a variety of provisions or procedures set forth in the Coastal Act or pursuant to other provisions of law. If a local entity has a certified local coastal plan in place, the Commission may only review and overturn its decision to deny a coastal development permit if there is a substantial issue, and the Commission finds that the application is consistent with the local coastal plan and the Coastal Act. If the Commission finds this appeal presents a substantial issue, it shall consider de novo whether the proposal is consistent with the certified LCP and with the Coastal Act itself.

The Commission’s regulatory jurisdiction, as well as that of local governments in the coastal zone, derives from its mandate to assure that new development is consistent with the policies of the Coastal Act. One of the Commission’s most fundamental legislative mandates is to protect and expand public access to and along the coast and to guarantee the public’s Constitutional right to access state tidelands through the implementation of the Coastal Act (Public Resources Code sections 30210-30214). Thus, the Commission has a long history of assuring through its planning and regulatory process that existing public access to the sea is not closed or adversely impacted by new development; that where appropriate, new access and recreation is provided, including as mitigation for development impacts; and that prescriptive public rights to access the shoreline are protected.

The Commission also has a mandate to assure that public access is provided and managed in relation to the needs of all citizens, and to protect private rights, natural resources, and public safety. Hence, the Commission has long been involved in evaluating and resolving conflicts between competing uses, and in evaluating proposals that might affect the public’s ability or costs of getting to the coast, to assure that the public’s fundamental rights for coastal access, and the legislative mandates of the Coastal Act, are met.

For purposes of the Commission’s permitting requirements in cases like this, new development includes the placement of physical structures, such as a parking kiosk, pay machine, or meters, but also includes changes in the “intensity of use of water or access thereto” (PRC 30106). Clearly the placement of a physical barrier would change the ability to access the water, but the Commission also has long applied the Coastal Act definition of development to activities that may not involve any physical development but yet may affect access to the water. This includes both user access fees and general restrictions on the hours of access or the types of users that may be allowed to use or park in an area that provides access to the shoreline (e.g. beach curfews, residential-only parking zones, etc.).

The Commission’s jurisdiction with respect to parking regulation and fees was specifically affirmed in the case of *Surfrider Foundation v. CCC* (1994) 26 Cal.App.4th 151, which concerned the installation of Iron Rangers at various locations throughout the State Park System. In responding to *Surfrider’s* main contention that proposed State Park fees would impede access to the coast, the court addressed the legislative intent of the Coastal Act and concluded:

*...the concerns placed before the Legislature in 1976 were more broad-based than direct physical impedance of access. For this reason we conclude the public access and recreational policies of the Act should be broadly construed to encompass all impediments to access, whether direct or indirect, physical or nonphysical.*²

Although the Commission need only establish a change in intensity of use or access to water to invoke its jurisdiction, the Commission also has exercised its administrative discretion and provided guidance concerning when a change in access fees (such as new or increased parking fees) might be considered a substantial change that would likely trigger a coastal development permit (see October 1993 memo to Planning Directors of Coastal Cities and Counties and other interested persons Exhibit 4). As applied to the subject Iron Rangers, the proposed fee structure is new, and thus subject to the Commission's jurisdiction. Beyond the physical installation, therefore, the Iron Rangers and their associated fees program have the potential to affect the intensity of use and access to beaches and state waters and are thus subject to the Commission's regulatory authority over new development.

C. Public Access and Recreation

The California Coastal Act requires the Commission to maximize opportunity for coastal access and contains the following relevant policies:

Section 30210: *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30211: *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Section 30212.5: *Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.*

Section 30213: *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. ...*

² The Coastal Act also expressly requires all state agencies to comply with the Act (Pub. Res. Code 30003) and clarifies that all state agencies shall carry out their duties and responsibilities in conformity with the Coastal Act and that Coastal Act policies should guide state functional planning in the coastal zone. Pub Res Code 30402, 30403. See also Govt. Code section 65036.

Section 30220: *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

Section 30221: *Oceanfront land suitable for recreational use shall be protected for recreational use and development ...*

Other Coastal Act policies also are relevant to the public recreational access issues presented by the proposed project, including:

Section 30240 (b): *Development in areas adjacent to...parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those...recreation areas.*

Section 30252: *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation,....*

Among the most important goals and requirements of the Coastal Act is the mandate to protect, provide, enhance, and maximize public recreational access opportunities to and along the coast consistent with strong resource conservation principles. Within this guiding framework, the protection of and priority for lower cost visitor and recreational facilities is explicitly identified. The beaches at issue here provide a broad array of recreational opportunities spanning Sonoma County's coastline. They are primarily only accessible by car, and are located in areas of the County not fully developed.

Sonoma County's Contentions

Sonoma County's statements of "no change" at several beaches in its LCP does not mean reasonable fees could not be charged by State Parks at those beaches or that iron rangers or other fee collection devices could not be installed. In fact, the LCP is silent as to fees. The reference to "no change" in the LCP was simply recognition and grandfathering in of existing services and access points, and thus an acknowledgement that there were no plans in 2001 for additional access ways when the LCP was drafted and certified.

State Parks' beaches within Sonoma County are in a rugged area, and only 3 of the 15 lots at issue are even remotely close to residential locations and active transportation access points. Roughly half of the Sonoma County coastline is located within public parkland, including much of the land west of Highway 1, approximately 23 miles of which is State parkland, and another 3 miles of which is in County parkland. Sonoma Coast State Park and Salt Point State Park are used for a variety of recreational purposes, including passive viewing of the coastline and beaches, birdwatching, hiking, picnicking, surfing, and camping. Fort Ross State Historic Park, which is located on both sides of Highway 1 roughly halfway between Sonoma Coast and Salt Point State Parks, includes a historic Russian colony and museum.

With the exception of very scattered residential subdivisions and larger population centers, such as Bodega Bay and Jenner, the Sonoma County coastline is sparsely developed. The southern coast is more heavily populated than the northern coast. The coastline is for the most part characterized by its rocky shoreline and high bluffs, though there are numerous State and County beaches accessible to the public. There is very limited bus service available on the coast, and thus visitors reach the beach access points at issue in this appeal primarily by car.

This unique and largely remote project location along, however, does not mean that fees will be a deterrent *per se*. The question centers not around the fact of fees themselves, even if for revenue, but on whether the fee options offered are reasonable and do not cause any one demographic undue hardship that would deter them from accessing those locations. In this case, nearly 41% of all spaces within the Coastal Zone within Sonoma County will remain free, and under this permit, State Parks could set hourly fees as low as zero dollars if it felt that this would encourage regional use, particularly during non-peak weekdays. In addition, State Parks offers a range of annual park pass options to encourage regional use by persons with financial or physical limitation, and for regional users looking to maximize cost. For example, the Golden Bear Pass would allow full access, and is available for a \$5 processing fee to any qualifying person receiving Supplemental Security Income (SSI) [CA State Welfare and Institutions Code § 12200]; any person receiving aid under the applicable aid codes in the CalWORKS Program, or any person 62 years of age or older with income limitations. The Golden Bear pass entitles the bearer and spouse or registered domestic partner entry to most State Park operated units where vehicle day use fees are collected at no charge. State Parks also offers the limited Golden Bear Pass for \$20 to any person aged 62 or older. This pass entitles the holder and spouse or registered domestic partner entry to most State parks operated units during non-peak season where vehicle day use fees are collected at no charge. If a person does not qualify for one of these passes, State Parks also offers the Golden Poppy pass at a cost of \$125 which provides entry into most parks in the State Park System with the exception of Hearst Castle and the southern California beaches. Finally, State Parks has testified that it is considering how to offer a regional Sonoma pass that would be in line with other regional passes. State Parks proposes to post information about the available pass options along with the “self-pay” instructions.

In addition, its proposed flat day use fee applies along the entire State Park System, with the exemptions stated above, meaning visitors could use it to go to multiple places, and my feel encouraged to do so given the value. Accordingly, Sonoma County’s contentions are incorrect. There is nothing inconsistent in the fact of a fee alone, and the fees proposed here appear reasonable such that access would not be deterred.

Parking Fee Collection Program

State Parks; proposed program would allow State Parks to manage coastal access to its beaches with the goal of maximizing public access and protecting lower cost visitor and recreational opportunities on public land, while recognizing recent legislative direction to State Parks to create new and more sustainable sources of revenue streams to fund facility management and operations throughout the State Park System. The Coastal Commission

finds this to be consistent with the Coastal Act, and consistent with its decision-making in 1994 on a nearly identical proposal. The statistics used in 1994, which were acknowledged by the Court as adequate evidence in *Surfrider*, are just as relevant today given how few permits for fees have been issued along California's coast, and show a trend that long-term use is not likely inhibited if fees are reasonable and alternatives are offered for disadvantaged persons and regional users seeking daily or short-term recreational opportunities. This is further borne out by Sonoma County's fee approach itself. The public has expressed great love for all beaches in the county without distinction in its public comments, and there is no basis in this record to believe that appreciation or use will cease as a result of the proposed fees, nor are there significant number of comments that suggest fees will deter or otherwise alter use. While it is true that there will be less free parking available at particular points of interest, this does not mean the cost of parking will be prohibitive. The blend of options available, including lower hourly rates, free surf checks, affordable annual passes, and free informal and overflow parking availability suggest that even at locations such as Goat Rock, Bodega Head, and Stump Beach, which will now have all lots generating fees, visitors will be able to take in the beauty and unique offerings of those locations without unreasonable burden.

State Parks proposes a flexible fee schedule that will provide a range of options for day use; reduction or elimination of fees during off-peak periods; provision of parking lots for short-term free parking for brief stops; not increasing the daily flat rate on holidays, allowing its daily pass to be used at most other State parks, inclusion of hourly holiday rates; and promotion of annual regional passes and discount rates for seniors, disabled persons, veterans, and low-income income persons. State Parks is also retaining a significant percentage of free parking. Proposed Special Condition #1 provides flexibility, and incorporates the above parameters into the approved fee collection program.

An hourly parking rate option is beneficial and would allow short-term visitors the opportunity to enjoy the sunset or engage in recreational activity such as a walk or jog on the beach, without incurring the expense of the full day fee. The flat fee program offers visitors an alternative to access the park by motor vehicle for a full day, or any of the other beaches without having to pay additional hourly costs.

As was established by the Commission in Southern California at San Clemente State Beach in or around June of 2013, parking lots with hourly rates are "inherently a lower-cost visitor and recreational opportunity, and the Commission has found a blend of hourly and day-use fees is supported by the Coastal Act." (See Resolution Adopted for Fees at San Clemente State Beach: <http://documents.coastal.ca.gov/reports/2013/6/F17c-6-2013.pdf>) For example, the Commission found in June of 2013, that the Day Use blufftop parking lot in San Clemente was benefited by an hourly rate given the day use rate of \$15 dollars. It noted that this hourly option allowed neighborhood and regional use that would otherwise have been deterred. Similarly, in the same hearing, the Commission found the Calafia lot was a popular location for direct beach access and its proximity to the Coastal Trail, thus necessitating shorter term parking options for local and regional users. The Commission noted a historic and currently provided hourly rate option at those Southern beach lots was "highly suitable to [those locations] and its replacement with a flat rate would be a significant impact to lower-cost recreational opportunities and access and would likely result in adverse

spill-over effects on the adjacent neighborhoods.”

Just as was the case in Southern California, State Parks believes offering a low-cost hourly options in Sonoma County will allow regional use in short spurts for things like running, end-of-day hikes, and sunset/sunrise visits, while day rates would provide a capped and fixed fee, allowing visitors to determine the length of their trip and the most cost-efficient approach for it.

To provide additional opportunities for visitation, State Parks will expand and continue to promote the sale of annual regional passes. At kiosks staffed by park workers, and online, State Parks provides discounts for certain groups of visitors, including an immediate \$1 discount for senior citizens over 62 and a 50 percent discount for disabled persons who have a Department- issued pass.

The maintenance of these lower-cost options for beach access is a specific concern to assure that rates are not driven solely by increased demand, such as holidays or peak season, such that some segments of the population are priced out of recreational opportunities at the coast.

It should be noted, the fact that State Parks is charging fees is not in and of itself an inhibition to the goal of maximized access, but rather the question is whether those fees are reasonable such that they would not create a deterrent to any one user group. This conclusion is borne out by multiple facts in this case including the fact that Sonoma County charged fees at beaches with limited or no service for many years until very recently, and that Sonoma County's Board of Zoning adjustment that initially reviewed this proposal recommended an alternative that would have permitted fees with some conditions. Moreover, the fact that at the parking-lot scale services are not directly linked to revenue generation does not mean State Parks does not intend to use the revenue generated from these fees for recreational opportunity that would further the goal of maximizing access to and use of coastal resources in Sonoma County. In short, a direct nexus between fees and services is not required to understand that State Parks will set policy priorities for this revenue in Sonoma County as allowed by law that will have a direct or indirect benefit to its properties along the coast in some way. State Parks has a mandate that would require, once it meets threshold targets, to allocate funds back into the Mendocino Coast District. Parks is willing to work with Sonoma to set the priorities for its recommendations in this regard, and has testified that it would allocate these fees back into the District to ensure ongoing management is sufficient and facility upgrades possible. State Parks' target in the Mendocino Coast District is currently 3 million dollars. Half of State Parks' current target for this District is 1.5 million dollars, and it has shown that it projects collecting nearly 2 million dollars with these fees alone. Added to its current baseline collection, it is very likely State Parks make its targets within the first three years of implementation. There is no basis to believe that an allocation of 1.5 million dollars to the Mendocino Coast District will not improve some beach access or recreational opportunities, including State Parks ability to open presently closed areas of the beach and to better service those existing areas with restrooms, trail maintenance, and ranger support. Accordingly, the fact that not all lots provide significant services is not prohibitive.

Hours of Operation/Beach Closures

As stated above, one of the Commission's most fundamental legislative mandates is to protect and expand public access to and along the coast and to guarantee the public's Constitutional right to access state tidelands through the implementation of the Coastal Act.³ This permit application does not address the hours of operation of the parking lots and beach closures. In its application and as part of the ongoing coordination effort with Commission staff, State Parks staff will consider supplemental means that increase visitation including extending park hours, parking lot hours and operations, and will work with Commission staff separately to address any closures or restrictions on actual access to and along the beach shoreline that may be in place as a result of budget shortfalls or other management needs.

Conclusion

As conditioned, the proposed project to install 15 Iron Rangers and institute a new flexible fee schedule, including hourly and flat rates, has the potential to expand visitation, improve public access, and increase revenue. Through ongoing reporting and collaboration, the Commission will have the ongoing opportunity to review and reconsider this permit, which will automatically renew itself absent a decision by Commission staff to review it. State Parks requests that the Commission staff recommend to the Commission that the proposed project, as conditioned, is consistent with the public access and recreational policies of the Coastal Act.

D. Visual Impacts

Coastal Act Section 30251 requires that "the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas...."

The Iron Rangers would be installed at the entrance to or in paved parking lots. The machines stand about 54 inches off the ground. In some cases, the Iron Rangers are accompanied by poles to mount informational signs and provide a location for solar collectors, which power some of the machines. Given this limited footprint, and the proposed location, the proposed Iron Rangers will have a less than significant visual impact on the coastal area. Therefore, installation of the proposed Iron Rangers is consistent with Coastal Act Section 30251.

E. Chapter 3 Standard of Review

The Commission certified the Land Use Plan for the Sonoma County in 2001. Pursuant to the conditions stated above, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Approval of the project, with

³ See, Cal. Const. Article X, Section 4.

the conditions stated above, will not prejudice the ability of the Sonoma County to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

F. California Environmental Quality Act (CEQA)

Section 13096 of the California Code of Regulations requires that a specific finding be made in conjunction with coastal development permit applications showing the application to be consistent with any applicable requirements of CEQA. Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

State Parks, acting as lead CEQA agency, determined that the proposed project was categorically exempt from CEQA review, and thus did not identify any significant adverse environmental effects from the proposed project. The Commission's review and analysis of coastal development permit applications has been certified by the Secretary of Resources as being the functional equivalent of environmental review under CEQA.

State Parks has concluded, based on site visits and a review of the information it has on use, that there will be no significant impacts relative to baseline use that would affect special habitat areas or other off-road areas. These are only a finite number of spaces available for overflow, and they are (as has been mentioned) so heavily relied upon as additional parking that on high-demand days they are full as well. Thus, the baseline condition is not going to change—these spaces will continue to be used. Though it has found there will be no significant adverse impacts as a result of changes to patterns of use, State Parks is committed to engaging in visual monitoring on a quarterly basis, which analysis it will provide to Commission staff, to make sure overflow parking is not being used in a manner that would result in changes to the baseline environment in a way that is not presently foreseeable. There are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects which approval of the proposed project, as conditioned, would have on the environment within the meaning of CEQA. Thus, with the proposed conditions stated above, the proposed project will not result in any significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA Section 21080.5(d)(2)(A).

Thank you very much for your consideration of State Parks' request. If you have any questions, or would like to discuss, please call me at 916-651-6700.

3690-209

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE
640 CAPITOLA ROAD
SANTA CRUZ, CA 95062
(408) 479-3511

Page 1 of 2
Date: January 23, 1992
Permit No. XS-91-12, -13, -14,
and XS-91-16

COASTAL DEVELOPMENT PERMIT

On January 13, 1992, the California Coastal Commission granted to

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION


this permit subject to the attached Standard and Special conditions, for development consisting of:

Installation of four fee collection devices (2 mechanical park-ur-self and 2 non-mechanical iron rangers), and a portable kiosk, for the purpose of collecting parking fees; more specifically described in the application file in the Commission offices.

The development is within the coastal zone in Sonoma County: Sonoma Coast State Beaches: Russian Gulch (XS-91-12), Goat Rock (XS-91-13), Campbell Cove (XS-91-14); San Diego County: Carlsbad State Beach (XS-91-16)

Issued on behalf of the California Coastal Commission by

PETER DOUGLAS
Executive Director

By: 
for Les Strnad
Chief of Permits

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part, that: "A public entity is not liable for injury caused by the issuance. . . of any permit. . ." applies to the issuance of this permit.

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date

Signature of Permittee

A6: 4/88

RECEIVED

FEB 28 1992

RPD

COASTAL DEVELOPMENT PERMIT

Page 2 of 2

Permit No. XS-91-12 through -14, and XS-91-16

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS:

1. This permit shall be limited to the use of the fee collection devices for the purpose of collecting parking fees.
2. By acceptance of this permit, the applicant agrees that the fee collection devices will only be used if a local agency fails to execute an agreement reimbursing the Department for lost revenues.
3. The annual monitoring report shall include such information as: 1) the efforts the applicant has made to reach all sectors of the public about the availability of alternatives to on-site collection of parking fees through its annual and special pass programs, 2) baseline information on the numbers and types of passes currently being sold and the existence of any trends after implementation of the fee collection devices, and 3) the efforts the applicant had made to explore reimbursement to day users who were unable to purchase annual and special passes at the time of their park visit and who subsequently purchased annual and special passes.
4. This permit is valid for two years, until January 13, 1994.

Note: Findings reflect the Commission action at the Feb. 19, 1992 hearing.

369.0-207
X 369.0-612

DEC - 3 1991

Linda Locklin, Manager
Coastal Access Program
California Coastal Commission
640 Capitola Road
Santa Cruz, CA 95062-2799

XS-91-12, 13, 14, and 16

You will recall that our applications for four remaining fee collection devices at Sonoma and Carlsbad State Beaches were continued by the Coastal Commission at their August hearing. Since that time, this Department has been in active negotiations at the request of the City of Carlsbad and the County of Sonoma, attempting to reach agreement for reimbursement of this Department's anticipated parking fees on an in lieu basis. To this end, we have been successful in reaching an accommodation with both jurisdictions through June of next year. The City, however, has predicated their acceptance on a pro rata basis from the date of approval of your Commission. For this reason, and because these agreements are not for the long term, we would like to proceed with the acquisition of our coastal development permit so that we may install the devices in the event that future agreements are not renewed. Accordingly, we are requesting that the above referenced permits be placed on the earliest feasible Coastal Commission meeting agenda.

Thank you in advance for your assistance.

Jack Harrison

Jack V. Harrison
Chief Deputy Director for Operations

cc: Will Shafroth, Resources Agency
Peter Douglas, California Coastal Commission
Joseph Barbieri, Office of the Attorney General, Oakland
Carl Drake
Noah Tilghman

bcc: Les McCargo
Carl Chavez
Ken Jones
Bob Cates
Rick Rayburn
Bill Fait, La Costa District
Bob LaBelle, Russian River District

JVH:RNTilghman:bcw

SURNAME

DPR 199A (Rev. 2/78)

Tilghman
11-25-91

Rayburn
11-25-91

369.0-209
X 369.0-612

November 19, 1991

Jack V. Harrison
Chief Deputy Director
for Operations

Continued Coastal Permit Applications
for Sonoma and Carlsbad State Beaches

Per our discussion, I have talked with Bob Cates and Ken Jones about the need to decide the timing of the continued hearings for the four fee collection devices at Carlsbad and Sonoma State Beaches. They agree that it would be inappropriate to have these items on the February hearing if we can possibly avoid it. However, depending upon the status of negotiations with the City of Carlsbad, Ken Jones would like the option of hearing the device at Carlsbad in February if necessary. Accordingly, I will postpone officially notifying the Coastal Commission of our decision to have these items heard in January until the 9th of December, which will give us two and a half weeks in which to alter our decision.

ORIGINAL SIGNED BY

~~XXXXXXXXXXXXXXXXXXXX~~

B. Noah Tilghman
Senior Park and Recreation Specialist

cc: C. Chavez
K. Jones
R. Cates
R. Rayburn
C. Drake

SURNAME

Tilghman
11-18-91

369.0-209
X369.0-612

DCT - 9 1991

Linda Locklin
California Coastal Commission
640 Capitola Road
Santa Cruz, CA 95062-2799

Coastal Permit Applications XS-91-12, 13, 14, and 16

As per the attached document, we are agreeing to the extension of time limits for a decision on the above continued applications at Sonoma and Carlsbad State Beaches. We understand that under the provisions of Government Code Section 65957, this one-time extension would provide an additional 90 days of time, or until February 20, 1992, for a decision by the Coastal Commission on these applications. We anticipate that the negotiations with the affected local governments relative to these locations will be complete prior to January 17, 1991 so that we may advise you if these items should be scheduled for the Coastal Commission's February 1992 hearing.

On a related matter, we understand that on September 10, 1991 the Coastal Commission adopted findings for applications XS-90-1 through XS-90-16, XS-90-1-R through XS-90-16-R, and XS-91-1 through XS-91-7 as recommended by their staff. While a representative of this Department was in attendance at this hearing, we would like to receive written confirmation of the Commission's Action.

Thank you in advance for your assistance.



Jack V. Harrison
Chief Deputy Director for Operations

Attachment

bcc: C. Drake
J. Barbeiri

JVH:BNTilghman:bcw

SURNAME

DPR 199A (Rev. 2/78)

Tilghman
10-2-91

Barbeiri
10-4-91

CALIFORNIA COASTAL COMMISSION

NORTH COAST AREA

6 WARD STREET, 4TH FLOOR

SAN FRANCISCO, CA 94105

(415) 543-8555



AGREEMENT FOR EXTENSION OF TIME
FOR DECISION ON COASTAL DEVELOPMENT PERMIT

Pursuant to Government Code Section 65957,

Jack Harrison, the owner, or owner's representative (authorized to act in accordance with Title 14, Cal. Admin. Code Subsection 13053.5), of the property before the Commission on Application No. XS-91-12, B, 14, 16 and Linda Locklin, on behalf of the California Coastal Commission, hereby agree that the time limits for a decision on my permit application established by Government Code Section 65952 be extended until February 20, 1992 (not in excess of 270 days from date of filing).

Applicant Signature

-or-

Authorized Representative Signature

OCT - 9 1991

Date

File# _____
 AP # _____
 Date Filed _____
 Current Zoning _____

APPLICANT AND/OR AGENT:

Name: STATE OF CALIFORNIA, DEPARTMENT OF PARKS & RECREATION
 Address: P.O. Box 123, Duncans Mills, CA Phone: (707) 865-2391
 Signature: Ronald L. Hansen Date: Dec 17, 1990

OWNER, IF OTHER THAN APPLICANT

Name: _____ Phone: _____
 Signature: _____ Date: _____
 (Authorizing Letter)

EXISTING SITE CHARACTERISTICS:

Salt Point State Park 5,676
 Site Address: Sonoma Coast State Beach Acreage: 5,060
 Existing Use of Property: Parks and REcreation
 Proximity to Creek, Waterways & Impoundment Areas: Between State Highway One and the Pacific Ocean
 Vegetation on Site: Low coastal scrub
 General Topography: Ocean terrace
 Surrounding Uses to North: State Park South: State Park
 East: Residential West: Ocean
 Photographs of Site Attached: yes

LAND DIVISIONS

Number of proposed parcels & proposed parcel sizes: _____

DEVELOPMENT PROPOSAL:

Install nine (9) self-pay mechanical devices (Iron Rangers) and one (1) mobile kiosk along Sonoma Coast State Beach; and one (1) Iron Ranger at Salt Point State Park. (see attachment for site description). Each fee collection device will be accompanied by one (1) instruction sign.

Proposed Rezoning, if applicable: N/A
 Any other required approvals (list): _____
 Environmental Status:
 Categorically Exempt (Single family homes are exempt): _____
 Negative Declaration: YES
 Environmental Impact Report: _____

ATTACHMENTS: See next page.



SONOMA COUNTY
 DEPARTMENT OF PLANNING

575 Administration Dr., Room 105A. ■ Santa Rosa, California 95401 ■ (707) 527-2412

FILED

DEC 24 1990

RPD

COASTAL PERMIT APPLICATION

0-7666

Coastal Permit Application
Sonoma Coast SB and Salt Point SP
December 17, 1990

#1. Goat Rock Mobile Entrance Station (kiosk)

Entrance station will be placed at the top of the hill as you enter from Hwy 1 onto Goat Rock Road. Entrance station and appropriate signs are entirely portable.

#2. Goat Rock South Parking Lot

Iron Ranger will be placed near trail to restroom. There are signs, trash receptacles and a restroom nearby. The placement will not increase intrusion on the viewshed.

#3. Shell Beach Parking Lot

Iron Ranger will be placed on the north side of the road at the beginning of the parking lot. There is already a sign in the area. With the height of the bushes in the background the Iron Ranger will not effect the viewshed.

#4. Duncans Landing Parking Lot

Iron Ranger will be placed on the north side of entrance road before arriving at parking lot. There are signs, trash receptacles and a restroom in the area. There will be no additional intrusion on the viewshed from Highway 1.

#5. Portuguese Beach Parking Lot (north entrance)

Iron Ranger will be placed near existing trash cans at trail to restrooms. There are signs, trash receptacles and a road in the area.

#6. Portuguese Beach Parking Lot (south entrance)

Iron Ranger will be placed on the south edge of the entrance road, as close as practical to entrance. Due to Highway 1 being elevated above the parking area, Highway 1 makes a sharp turn at parking lot, and the height of vegetation, the iron Ranger will have a minimal impact on the viewshed.

#7. Schoolhouse Parking Lot

Iron Ranger will be placed in triangle formed by curb on the north side of entrance. There is already a sign at this location. The intrusion on the viewshed will be minimal.

#8. North Salmon Creek Parking Lot

Recycle bin will be removed and Iron Ranger will be placed where the bin was. The viewshed will be better after installation than it is now.

#9. South Salmon Creek Parking Lot

Iron Ranger will be on north end of lot near the entrance. A small section of the vehicle barrier will be removed and the Iron Ranger will be placed in the opening. There are signs, vehicle barriers and a restroom in the area. Iron Ranger will not visually impact area.

#10. Blind Beach Parking Lot

Iron Ranger will be at the corner of the parking lot next to the trailhead. There are signs and a restroom in the area. The intrusion on the viewshed will be minimal.

#11. Stump Beach Parking Lot

Iron Ranger will be placed on north side of parking lot near trail to restroom. Iron Ranger will blend with vehicle barriers causing little visual impact.

Coastal Permit Application
Sonoma Coast SB and Salt Point SP
December 17, 1990

# 1.	Goat Rock Mobile Kiosk	APN 099-05-07
# 2.	Goat Rock South Parking Lot	APN 099-04-04
# 3.	Shell Beach Parking Lot	APN 099-060-01
# 4.	Duncans Landing	APN 101-130-01
# 5.	Portuguese Beach North Parking Lot	APN 101-110-04
# 6.	Portuguese Beach South Parking Lot	APN 101-110-04
# 7.	Schoolhouse Parking Lot	APN 101-040-03
# 8.	North Salmon Creek Parking Lot	APN 101-040-03
# 9.	South Salmon Creek Parking Lot	APN 100-020-03
#10.	Blind Beach Parking Lot	APN 099-050-06
#11.	Stump Beach Parking Lot	APN 109-030-06

TO GOAT ROCK

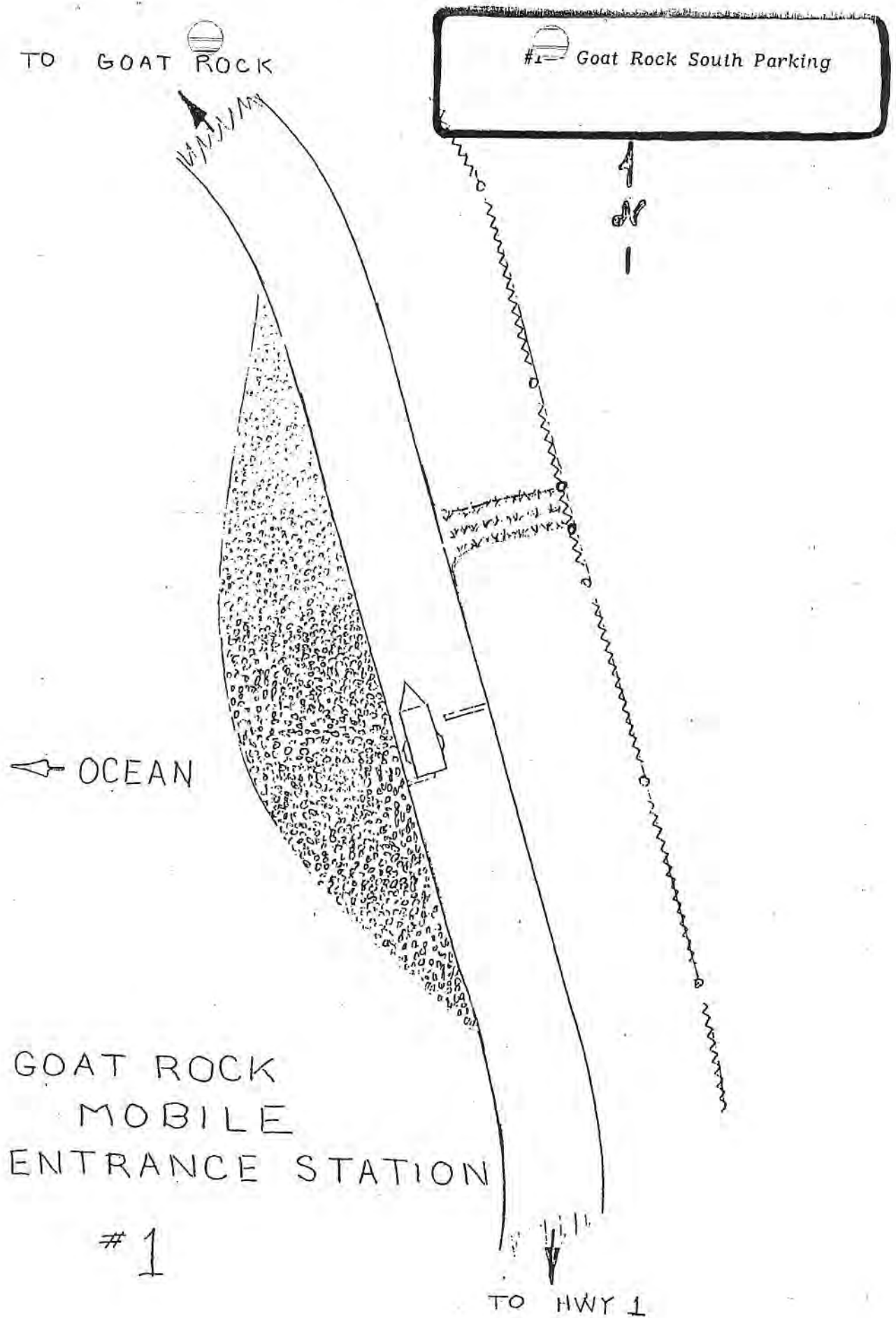
#1 Goat Rock South Parking

OCEAN

GOAT ROCK
MOBILE
ENTRANCE STATION

#1

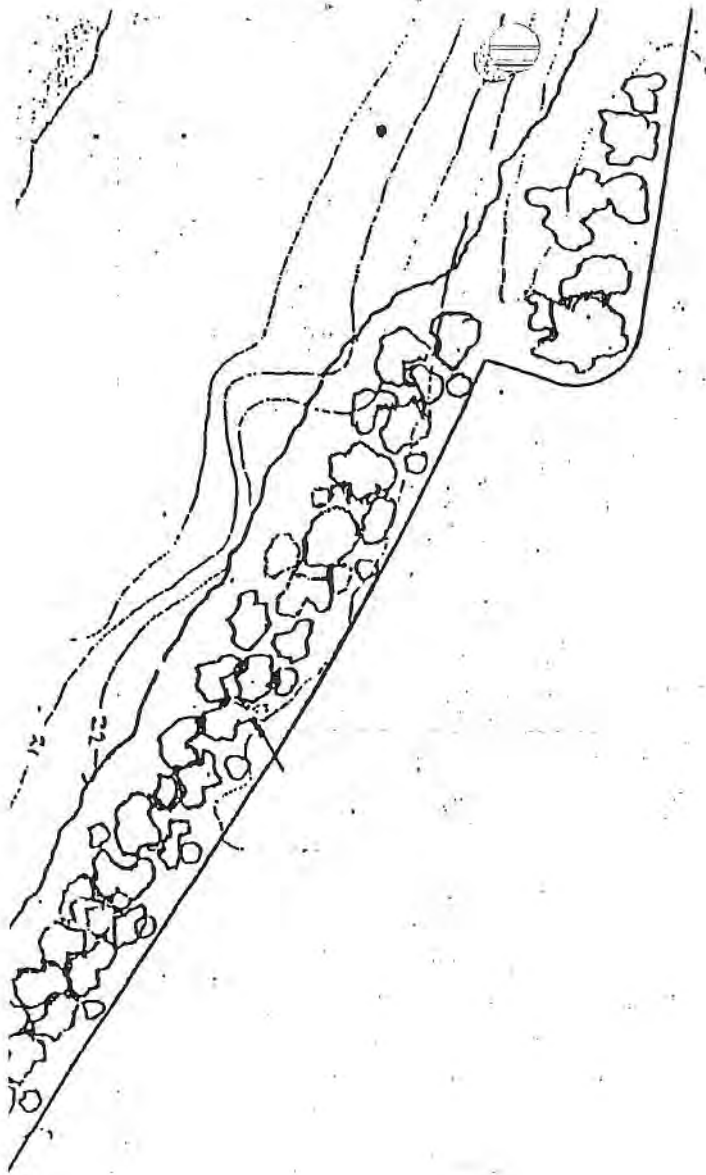
TO HWY 1



#2 - Goat Rock

IRON
RANGER
#2

PARKING



#3 - Shell Beach

Shell
Beach

WT

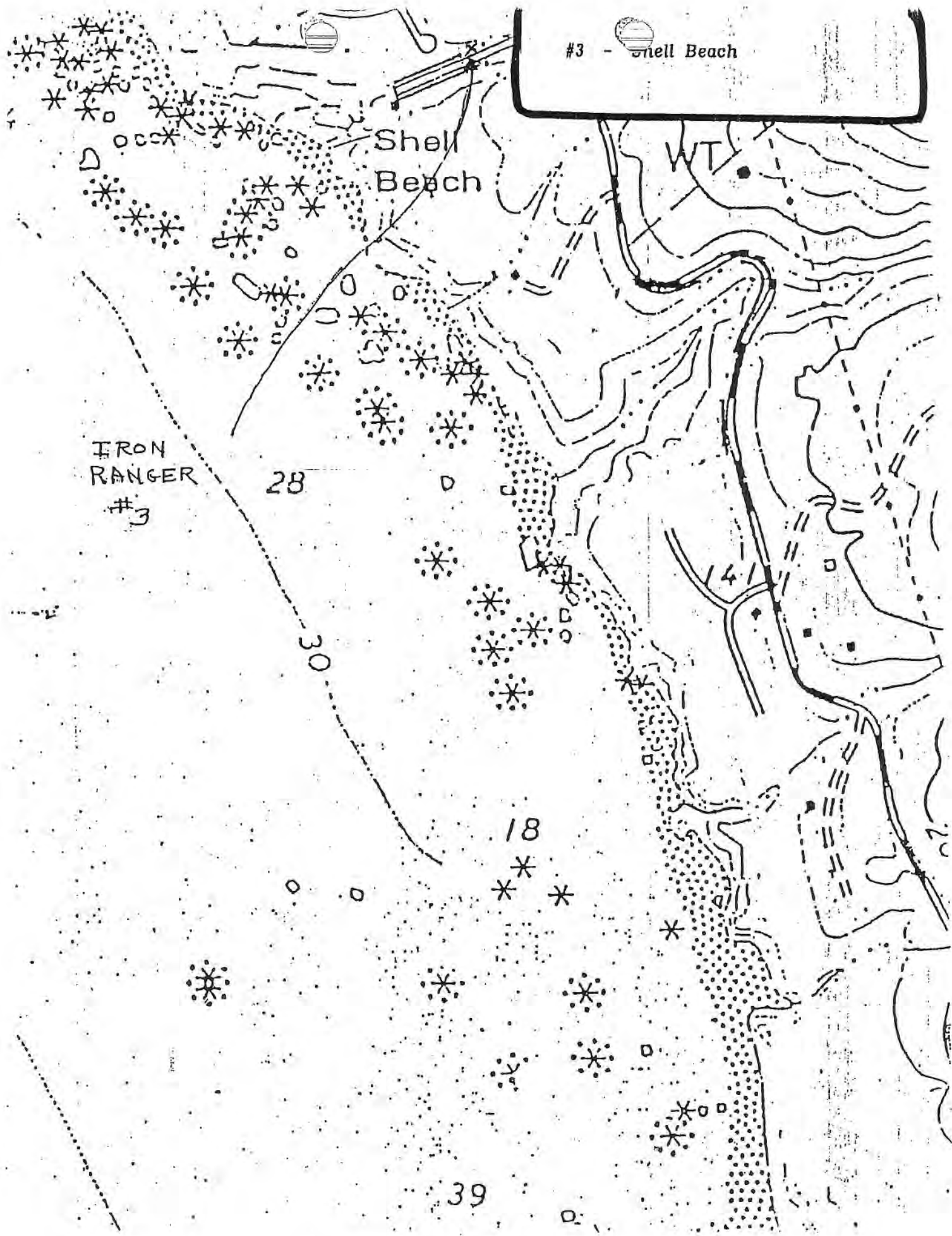
IRON
RANGER
#3

28

30

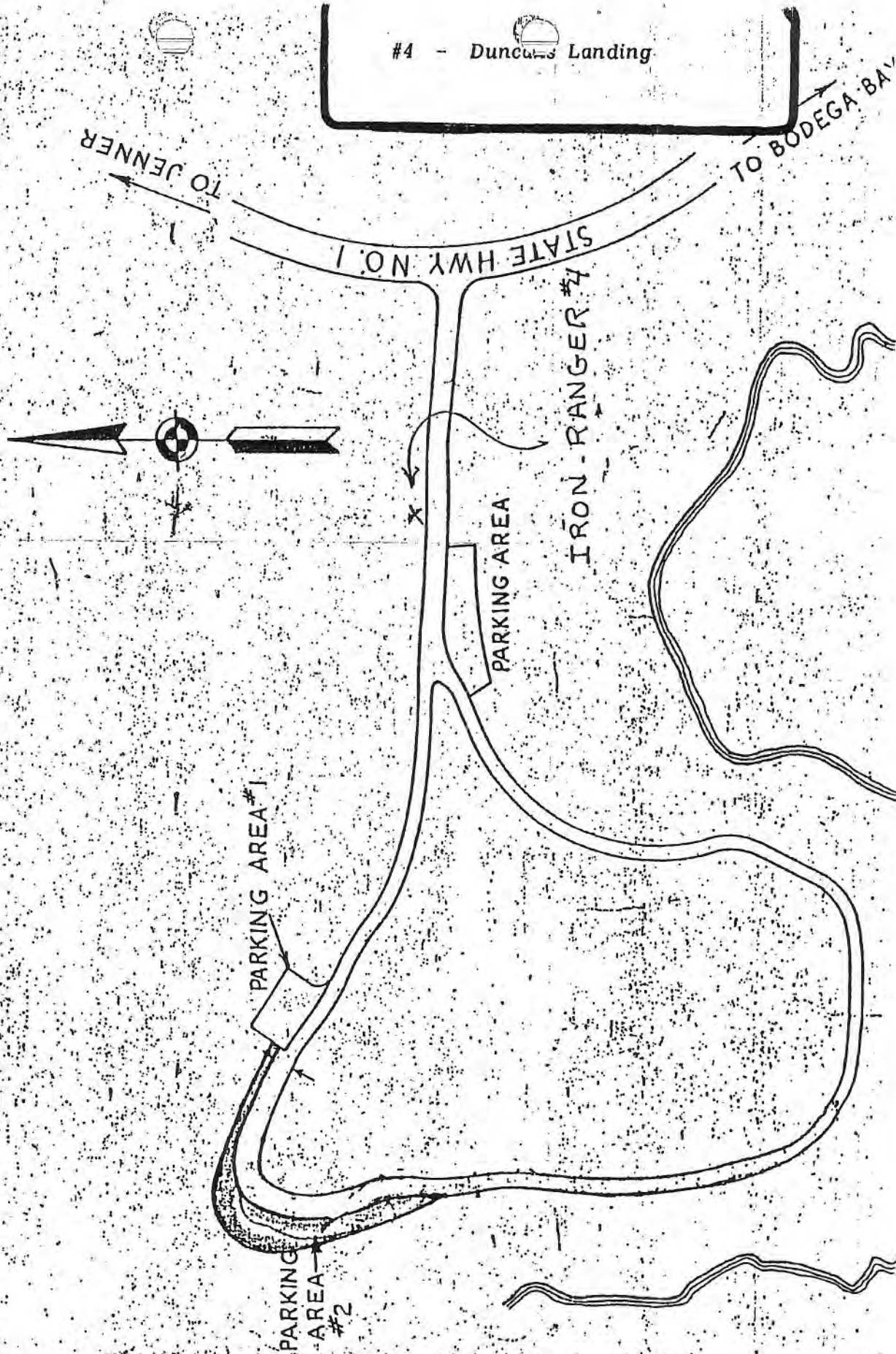
18

39



Scale: 1 1/2" = 1'-0"

Duncan's Landing



DESIGNER	DATE	REVISIONS	RESOURCES AGENCY OF CALIFORNIA
CHECKED			MENT OF PARKS AND RECREATION
DRAWN			

#5 - Portuguese Beach
#6 -

X IRON RANGER #6

X IRON RANGER #5

PARKING

HIGHWAY 1

STATE

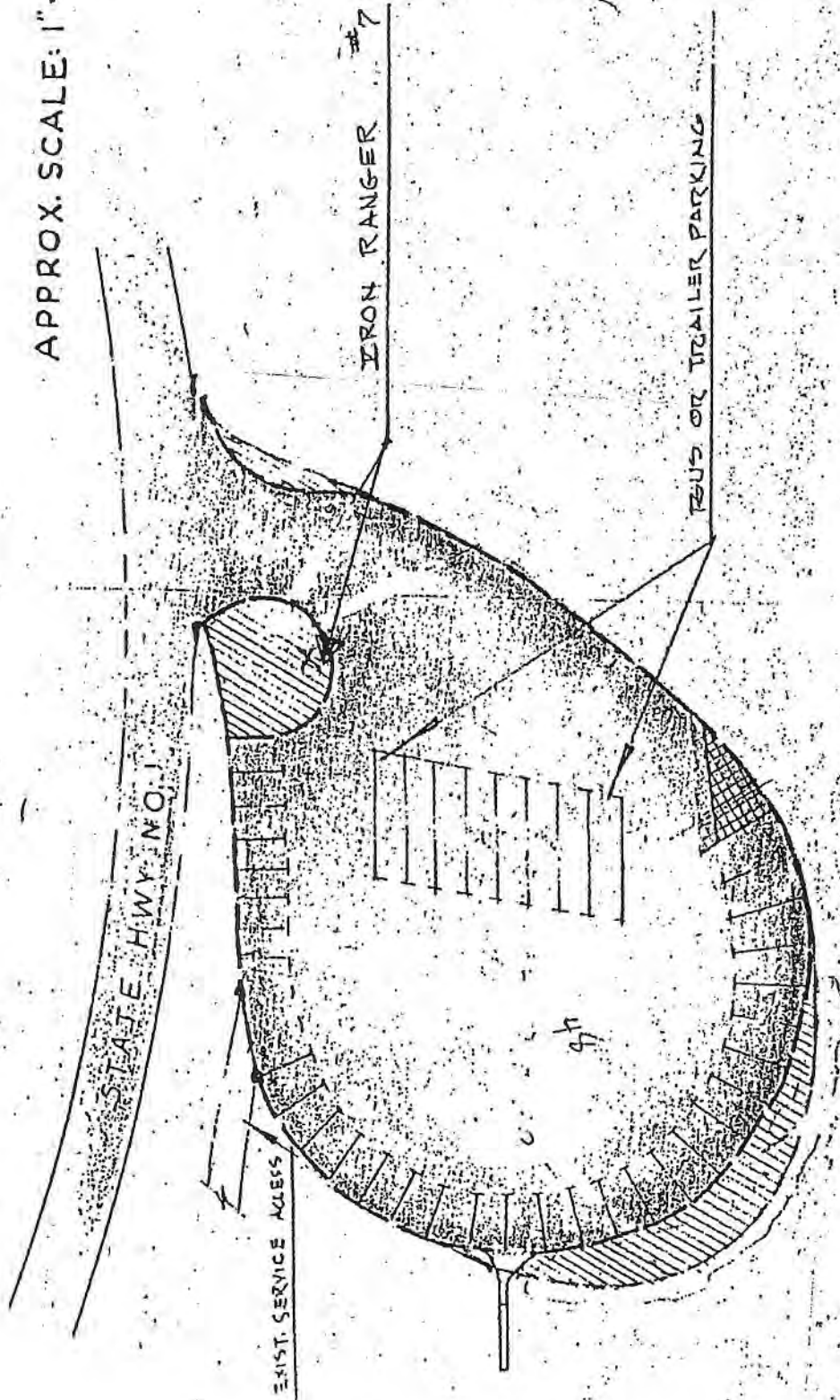
TRAIL

Ocean

2/2/6

APPROX. SCALE: 1" = 50'

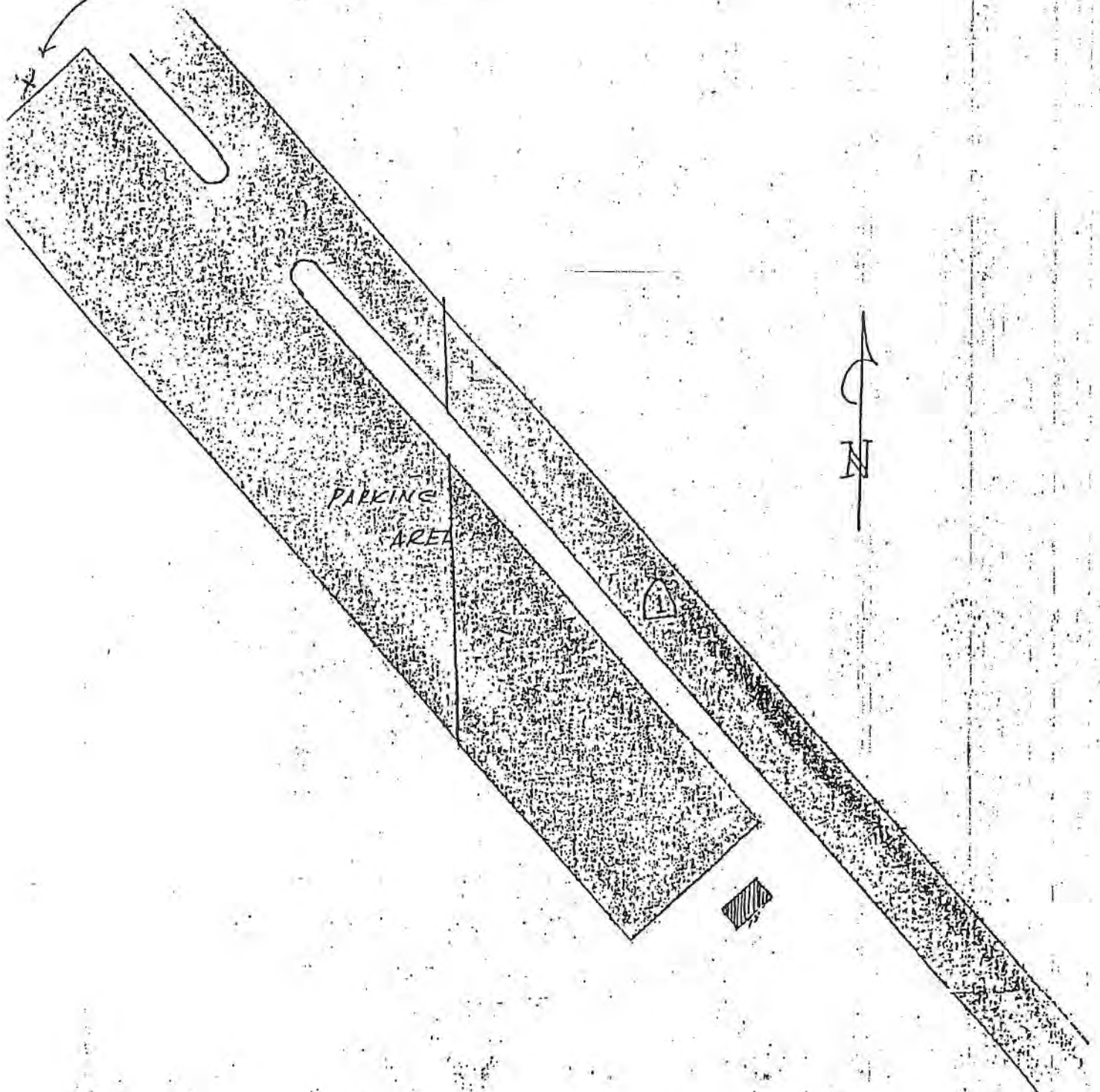
#7 - Schoolhouse Beach



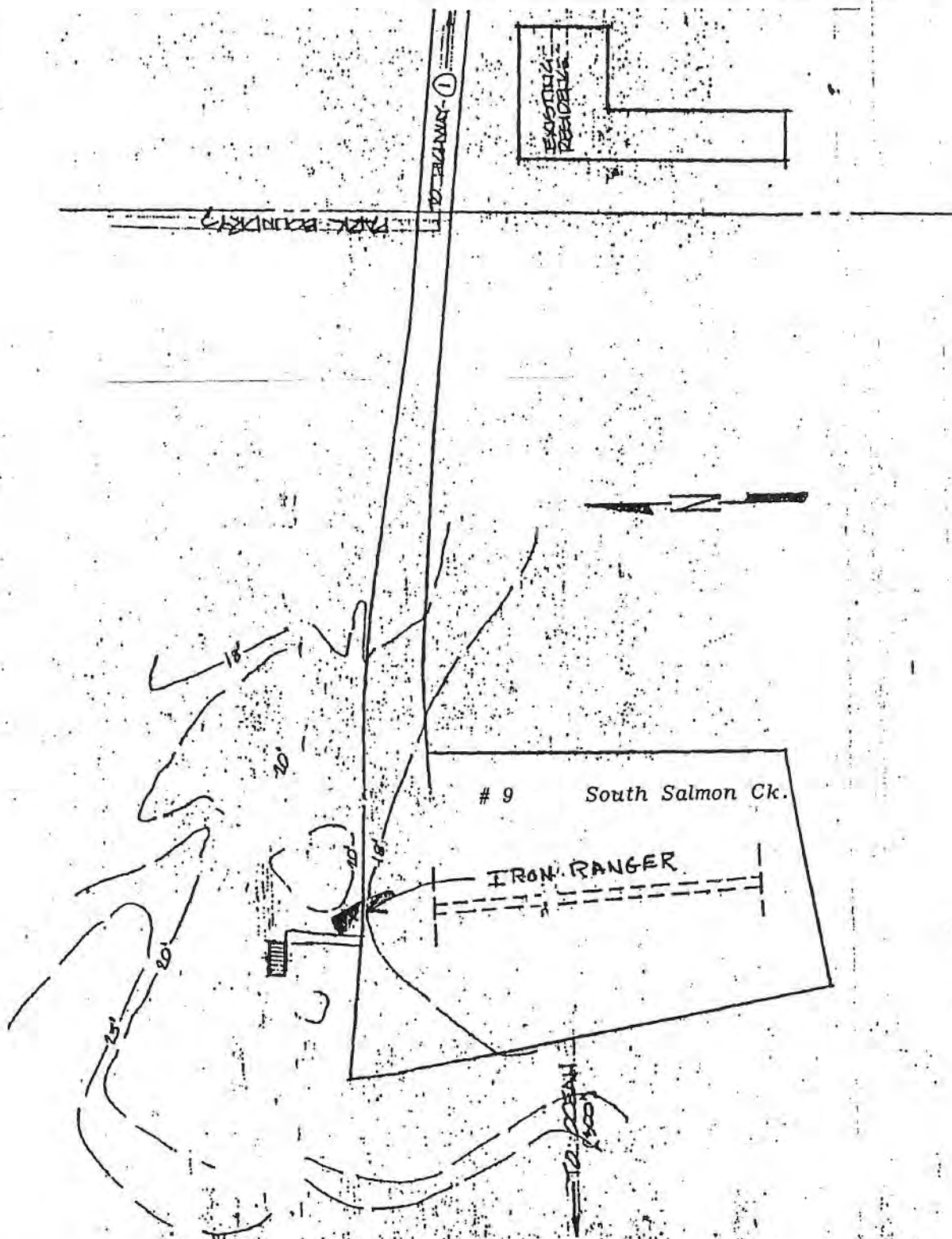
SCHOOLHOUSE BEACH PARKING AREA
MI. 14.40

#8 - North Salmon Creek

IRON RANGER #8



9 - South Salmon Creek



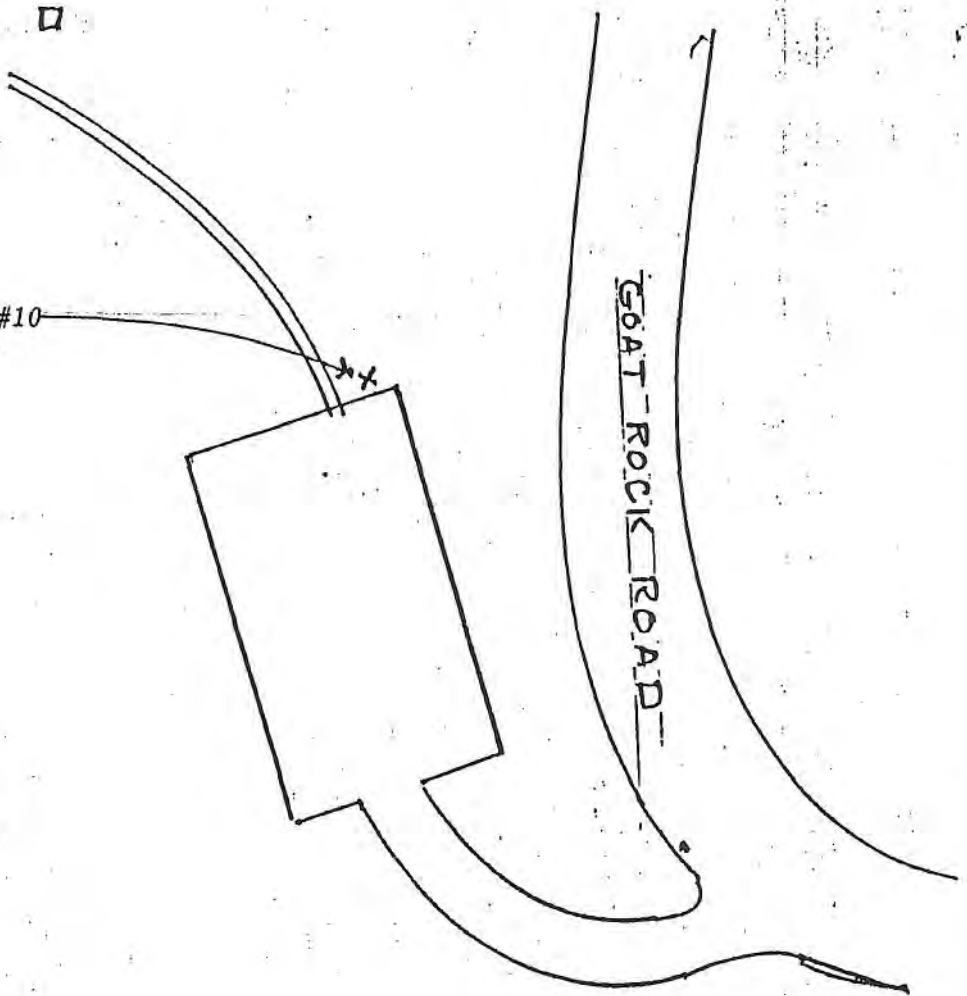
10 - Blind Beach Parking Lot

IRON RANGER #10

GOAT-ROCK ROAD

OCEAN

BLIND BEACH
PARKING



11 - Stump Beach Parking Lot

PARKING

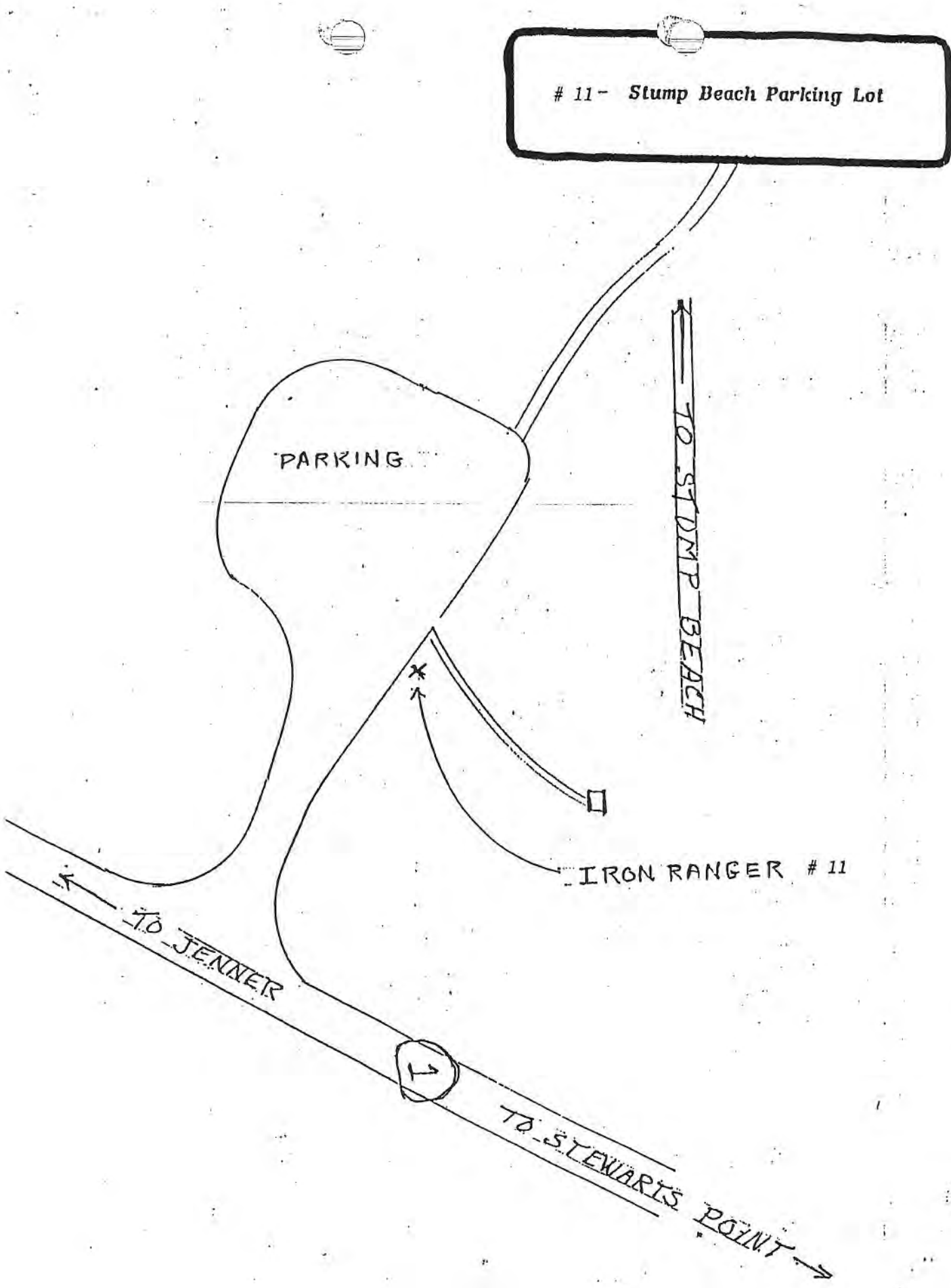
TO STUMP BEACH

IRON RANGER # 11

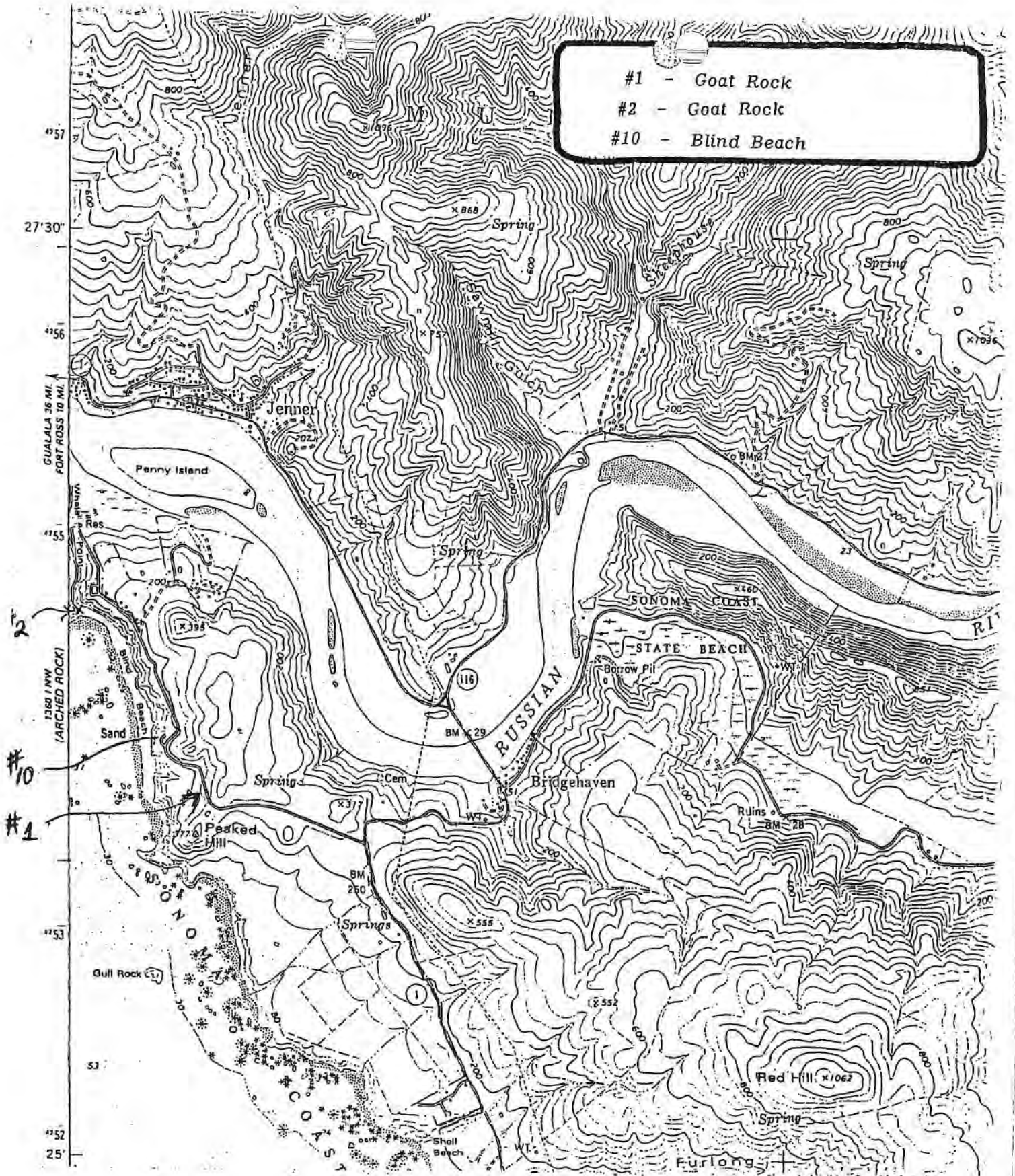
TO JENNER

TO STEWARTS POINT

1

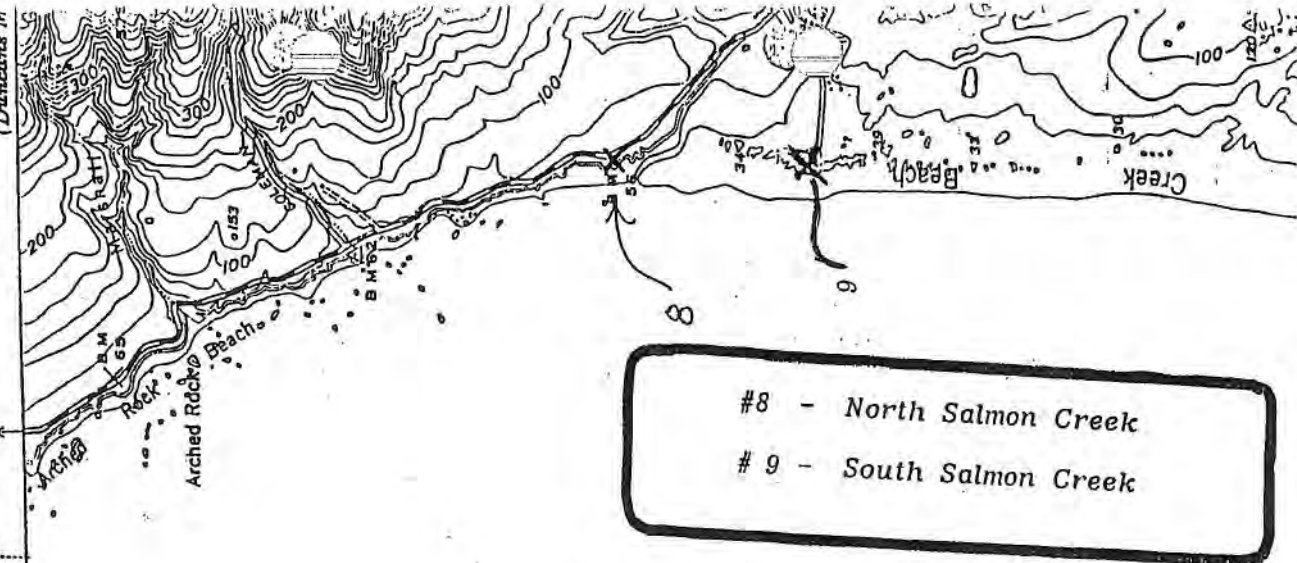


- #1 - Goat Rock
- #2 - Goat Rock
- #10 - Blind Beach



UNITED STATES
DEPARTMENT OF
CORPS OF ENGINEERS
(Duties M)

JENNER 8.5 MI.
BRIDGE HAVEN 5 MI.



- #8 - North Salmon Creek
- #9 - South Salmon Creek

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

1:680,000 FEET

123° 07' 30" W
38° 22' 30" N

250,000
FEET

PACIFIC
OCEAN

Fisk Mill Cove
Sentinel Rock

Reserve
Entrance

Parking

Chinese
Gulch

Phillips
Gulch

Road

Stump Beach Cove
(sandy beach)

11

Stump Beach Trail
Miller

Riding

and
Hiking
Creek

Group
Campground

Warren

Park
Entrance

Parking

Barn

Moonrock
Campground

Parking

SALT POINT

Underwater Reserve
(No form of marine life may be
taken or disturbed within the
boundaries of Gerstle Cove Reserve)

Gerstle

Cove

See other side for detail



SCALE IN MILES

3690-209

File# _____
AP # _____
Date Filed _____
Current Zoning _____

APPLICANT AND/OR AGENT:

Name: State of California, Department of Parks & Recreation
Address: P.O. Box 123, Duncans Mills, CA Phone: (707) 865-2391
Signature: _____ Date: Sept 20, 1990

OWNER, IF OTHER THAN APPLICANT

Name: _____ Phone: _____
Signature: _____ Date: _____
(Authorizing Letter)

EXISTING SITE CHARACTERISTICS:

Site Address: Salt Point State Park Acreage: 5,676
Sonoma Coast State Beach Acreage: 5,060
Existing Use of Property: Parks and Recreation
Proximity to Creek, Waterways & Impoundment Areas: Between State Highway One and the Pacific Ocean
Vegetation on Site: Low coastal scrub
General Topography: Ocean terrace
Surrounding Uses to North: State Park South: State Park
East: Residential West: Ocean
Photographs of Sites Attached: Yes (11)

LAND DIVISIONS

Number of proposed parcels & proposed parcel sizes: _____

DEVELOPMENT PROPOSAL:

Install fourteen (14) self-pay mechanical devices (Iron Rangers) and one (1) electronic parking ticket machine along Sonoma Coast State Beach and one (1) Iron Ranger at Salt Point State Park. (see attachment for site description). Each fee collection device will be accompanied by one (1) instruction sign.

Proposed Rezoning, if applicable: N/A
Any other required approvals (list): _____
Environmental Status: _____
Categorically Exempt (Single family homes are exempt): _____
Negative Declaration: _____
Environmental Impact Report: _____

ATTACHMENTS: See next page.



SONOMA COUNTY
DEPARTMENT OF PLANNING

575 Administration Dr., Room 105A, ■ Santa Rosa, California 95401 ■ (707) 527-2412

NOV 26 1990

RPD

COASTAL PERMIT APPLICATION

462.7
0-7084

Description of Placement of Iron Rangers

#1 Russian Gulch Parking Lot

original jurisdiction
Iron Ranger will be placed near trailhead to beach at the end of the parking lot. There are already signs, trash receptacles and a restroom in the area. The placement will keep people on Highway 1 from seeing it.

#2 Goat Rock South Parking Lot

clear intrusion
Iron Ranger will be placed near trail to restroom. There are signs, trash receptacles, and a restroom nearby. The placement will not increase intrusion on the viewshed.

#3 Shell Beach Parking Lot

~~Iron Ranger will be placed on the north side of the road at the beginning of the parking lot. There is already a sign in the area. With the height of the bushes in the background the Iron Ranger will not effect the viewshed.~~

#4 Duncans Landing Parking Lot

Iron Ranger will be placed on the north side of entrance road before arriving at parking lot. There are signs, trash receptacles and a restroom in the area. There will be no additional intrusion on the viewshed from Highway 1.

#5 Portuguese Beach Parking Lot (North entrance)

Iron Ranger will be placed near existing trash cans at trail to restrooms. There are signs, trash receptacles and a road in the area.

#6 Portuguese Beach Parking Lot (South entrance)

Iron Ranger will be placed on the south edge of the entrance road, as close as practical to entrance. Due to Highway 1 being elevated above the parking area, Highway 1 makes a sharp turn at parking lot, and the height of vegetation, the Iron Ranger will have a minimal impact on the viewshed.

#7 Schoolhouse Parking Lot

Iron Ranger will be placed in triangle formed by curb on the north side of entrance. There is already a sign at this location. The intrusion on the viewshed will be minimal.

#8 North Salmon Creek Parking Lot

Recycle bin will be removed and Iron Ranger will be placed where the bin was. The viewshed will be better after installation than it is now.

#9 Campbell Cove Parking Lot

Iron Ranger will be placed on the west side of the parking lot next to the trail to viewing platform. The Iron Ranger will blend in with vehicle barriers with no additional viewshed impact. There are signs, fences, stobbers and displays in area.

#10 Bodega Head West Parking Lot

Iron Ranger will be placed at the north end of the parking lot near the entrance. There are signs, trash receptacle and vehicle barrier in immediate area. Iron Ranger will not have a significant additional impact on viewshed.

#11 Bodega Head East Parking Lot

Iron Ranger will be placed at entrance to the lot on the south side. A short piece of vehicle barrier will be removed and the Iron Ranger will be placed in the opening. The Iron Ranger will blend with the barrier having small visual impact.

#12 South Salmon Creek Parking Lot

Iron Ranger will be on north end of lot near the entrance. A small section of the vehicle barrier will be removed and the Iron Ranger will be placed in the opening. There are signs, vehicle barriers and a restroom in the area. Iron Ranger will not visually impact area.

#13 Stump Beach Parking Lot

Iron Ranger will be placed on north side of parking lot near trail to restroom. Iron Ranger will blend with vehicle barriers causing little visual impact.

#14 Blind Beach Parking Lot

Iron Ranger will be at the corner of the parking lot next to the trailhead. There are signs and a restroom in the area. The intrusion on the viewshed will be minimal.

Goat Rock North Parking Lot

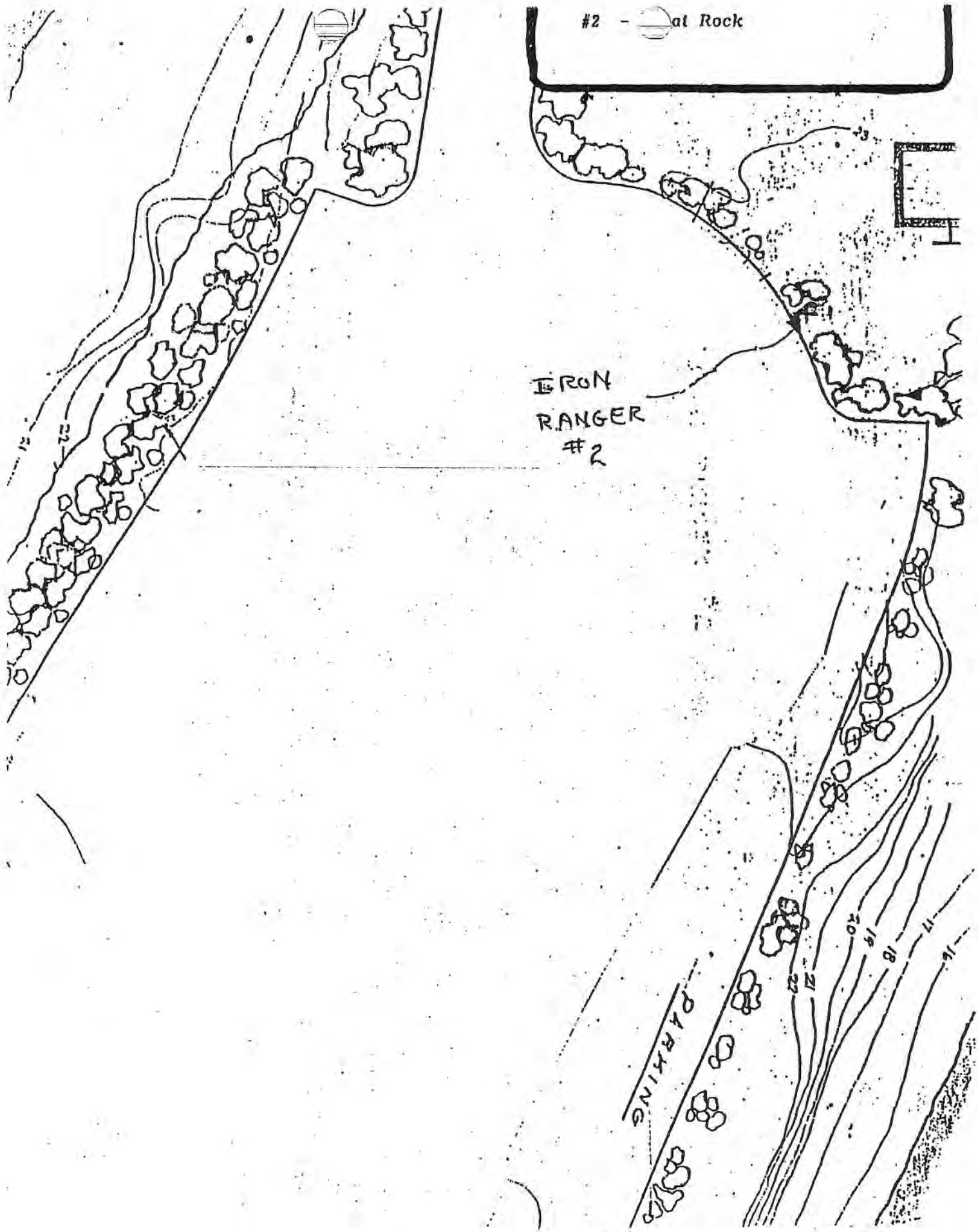
Serve Ur Self ticket machine will be next to the trail to the restroom. There are signs, vehicle barriers, trash receptacles and a restroom already in the area. Machine will have little visual intrusion on area.

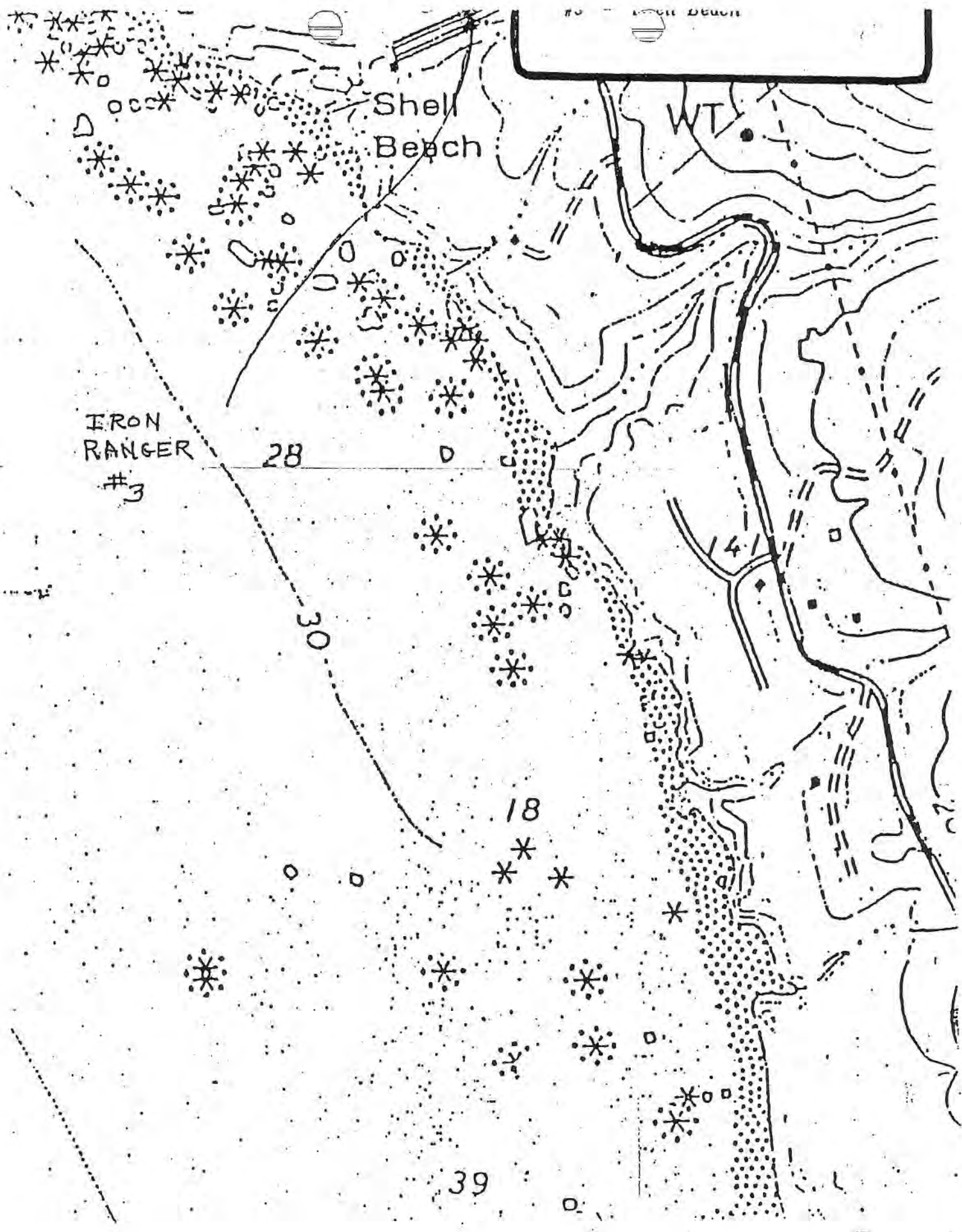
* * * * *

#2 -  at Rock

IRON
RANGER
#2

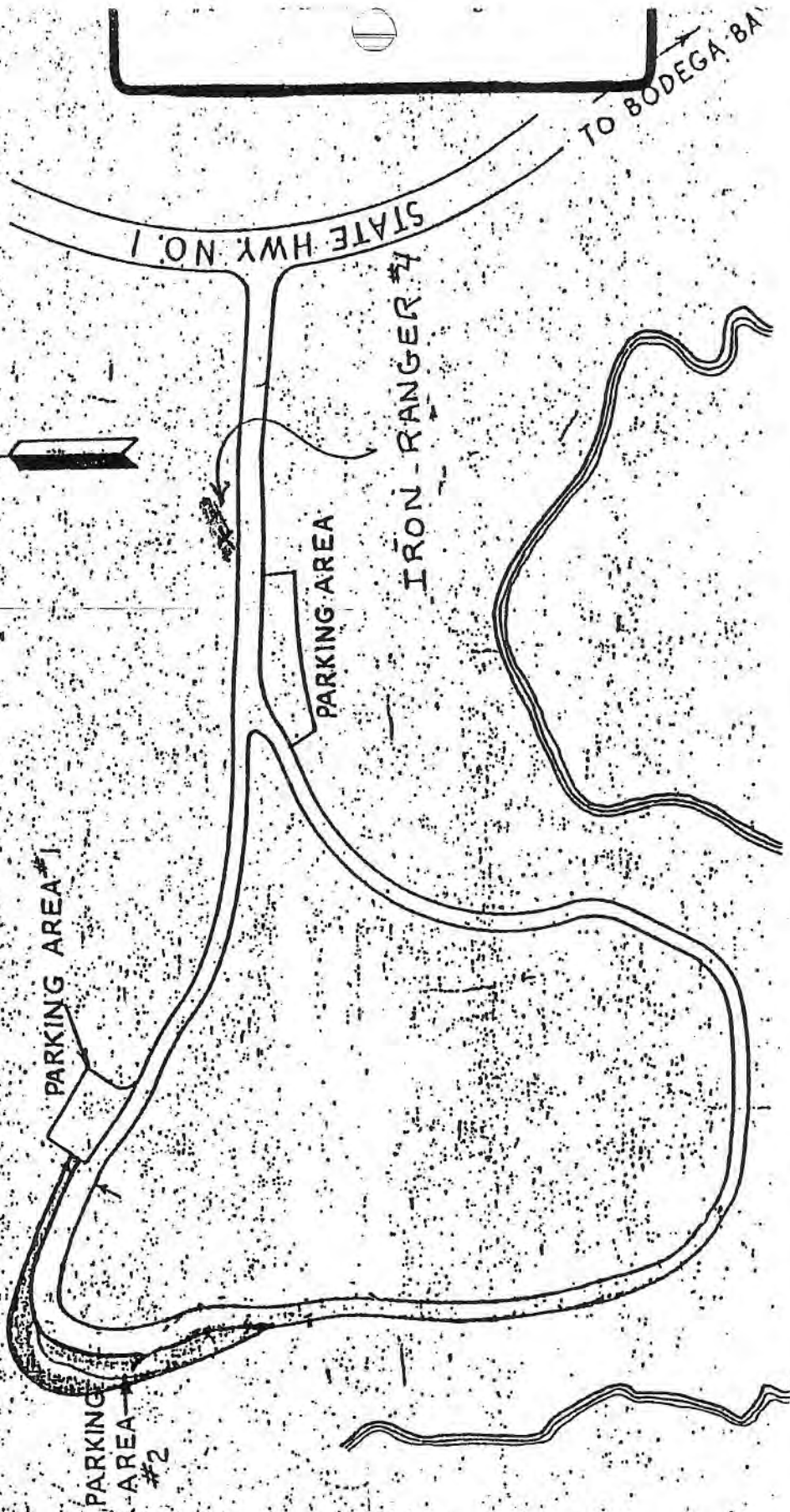
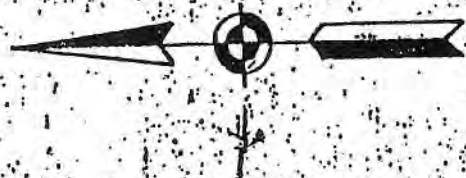
PARKING





Scale: 1/2" = 1.0"

Duncan's Landing



#5 - Portuguese Beach
#6 -

IRON RANGER #6

IRON RANGER #5

PARKING

HIGHWAY

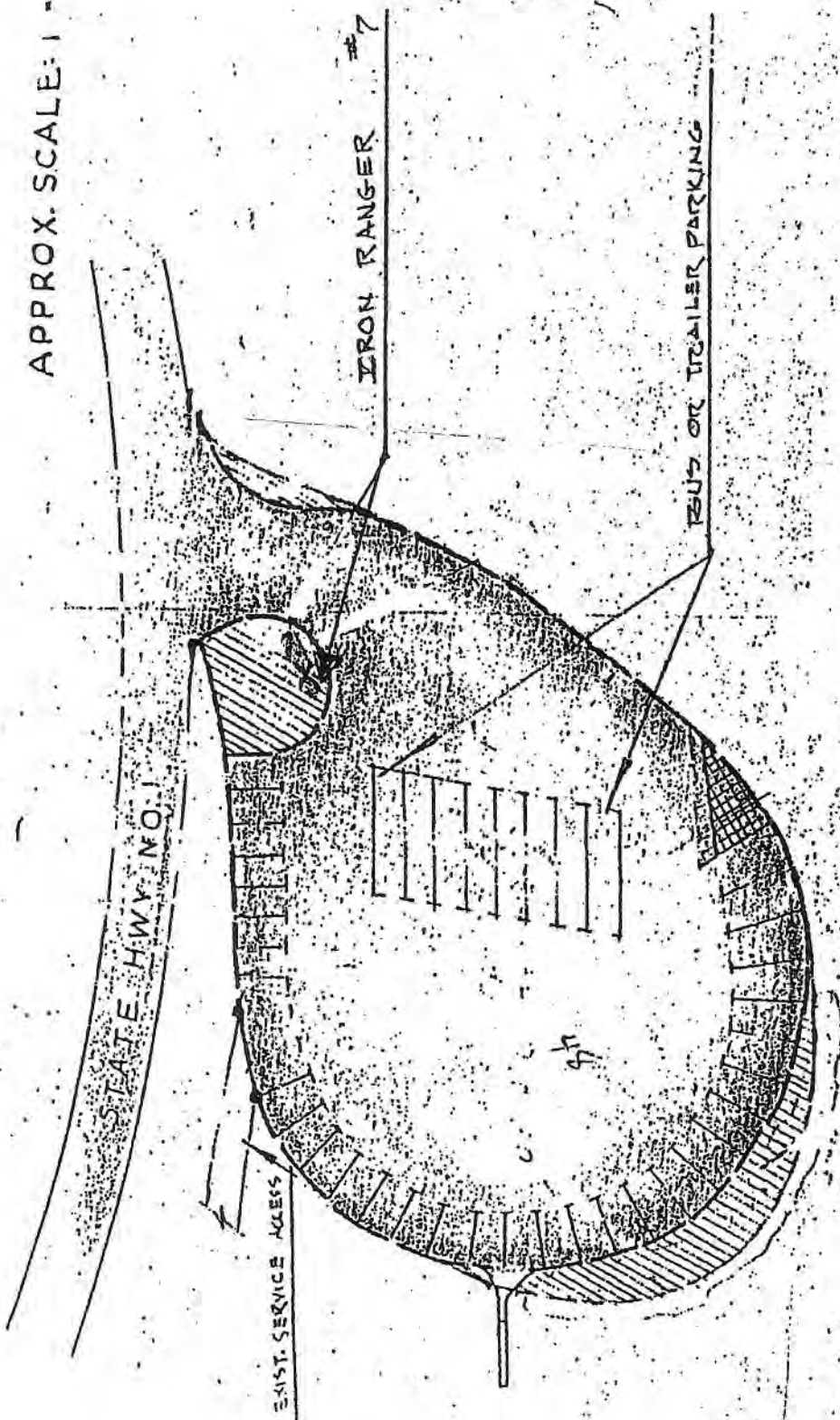
TRAIL

Ocean

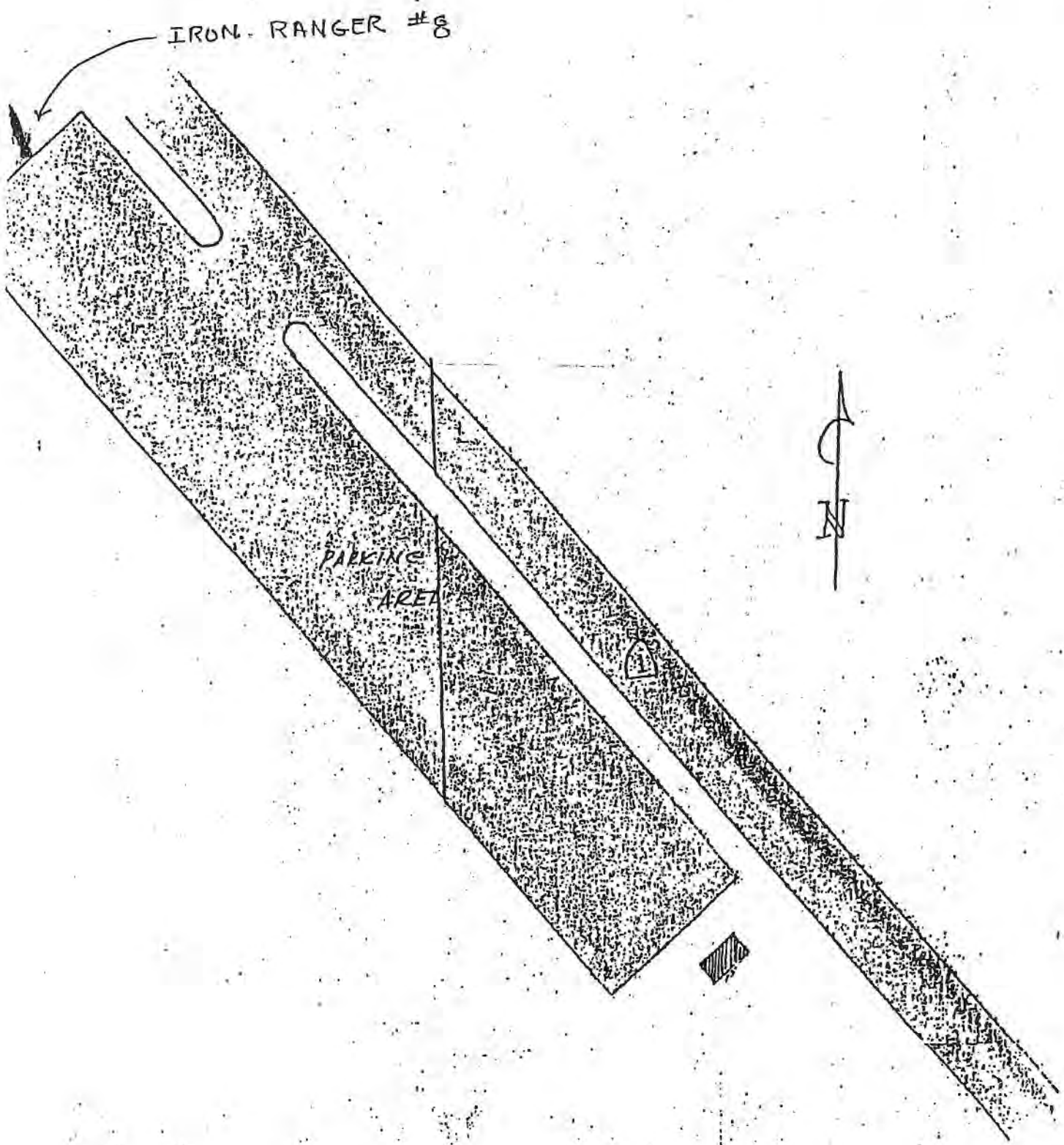
6/2/60

APPROX. SCALE: 1"=50'

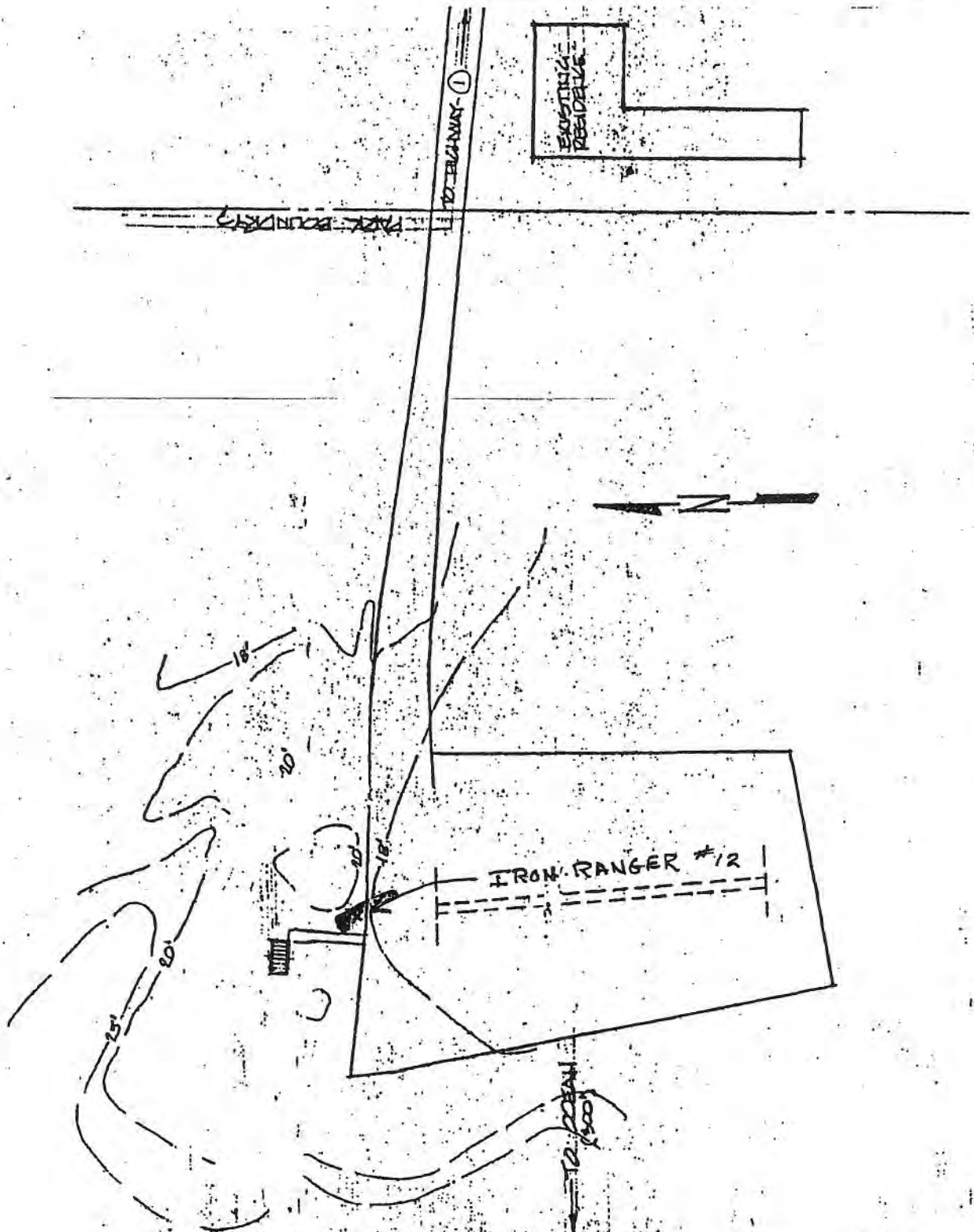
#7 - Schoolhouse Beach



SCHOOLHOUSE BEACH PARKING AREA
MI. 14.40



#12 - South Salmon Creek



#13 - Stump Beach Parking Lot

PARKING

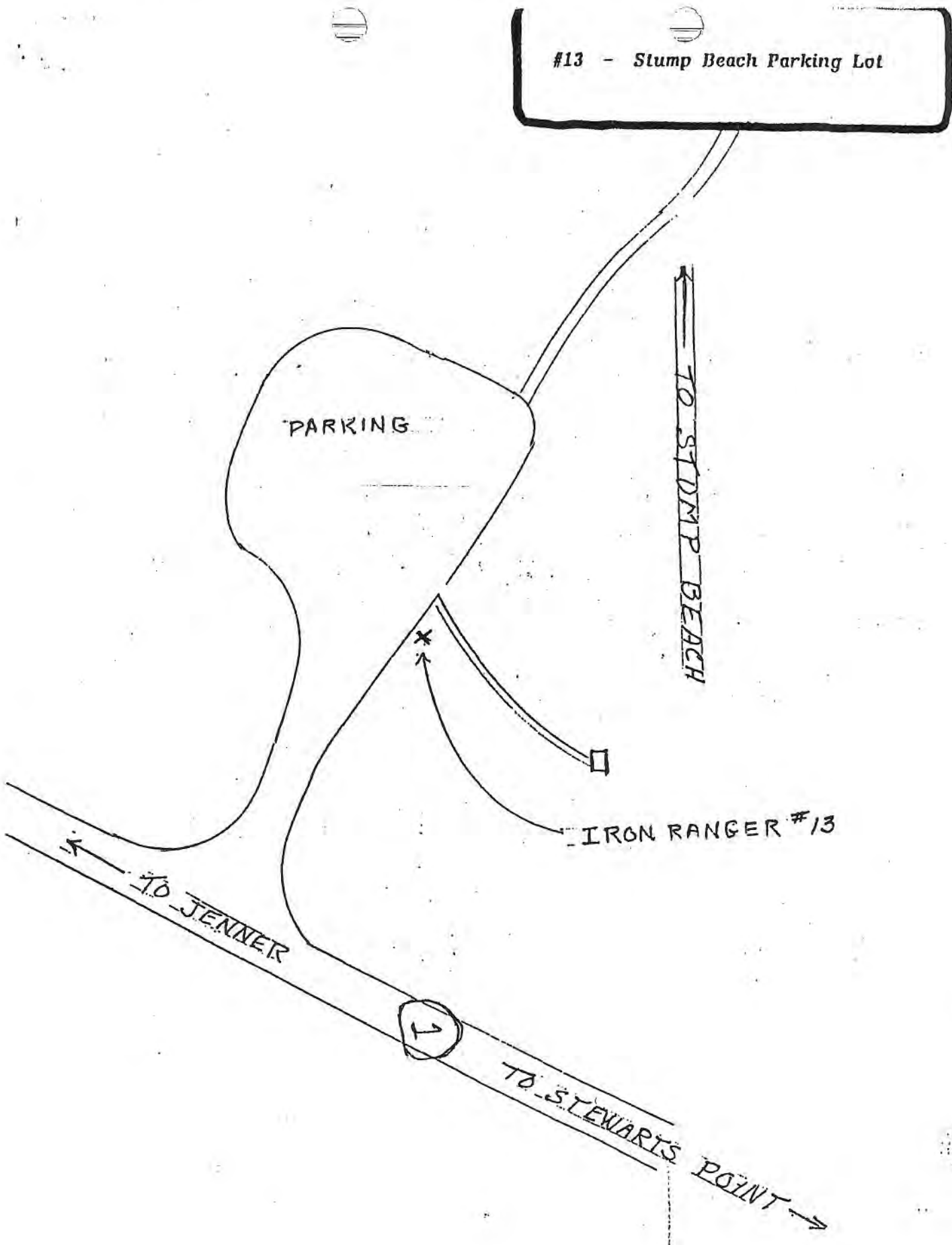
TO STUMP BEACH

IRON RANGER #13

TO JENNER

TO STEWARTS POINT

1



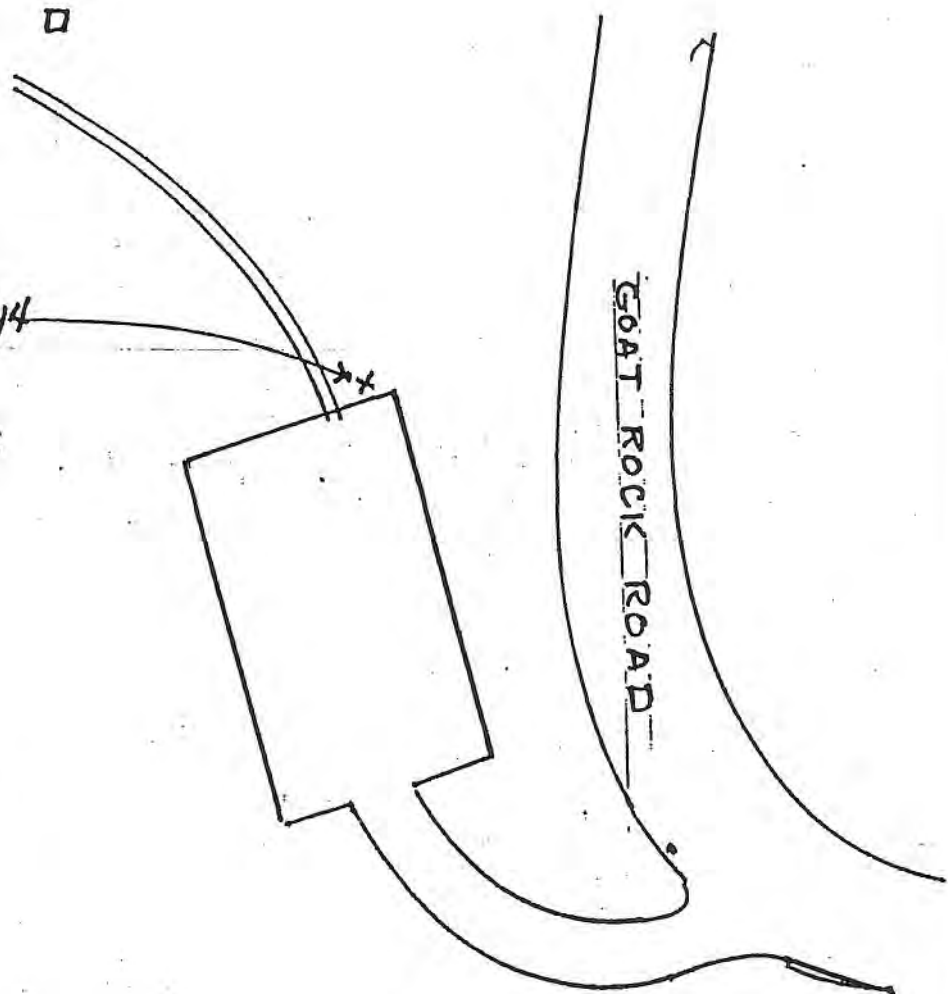
#14 - Blind Beach Parking Lot

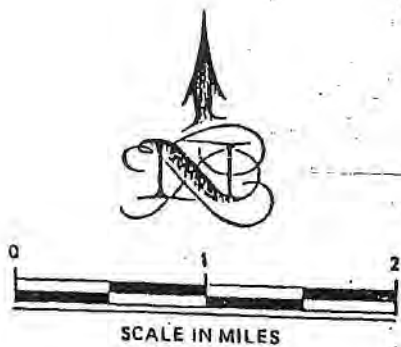
IRON RANGER #14

GOAT ROCK ROAD

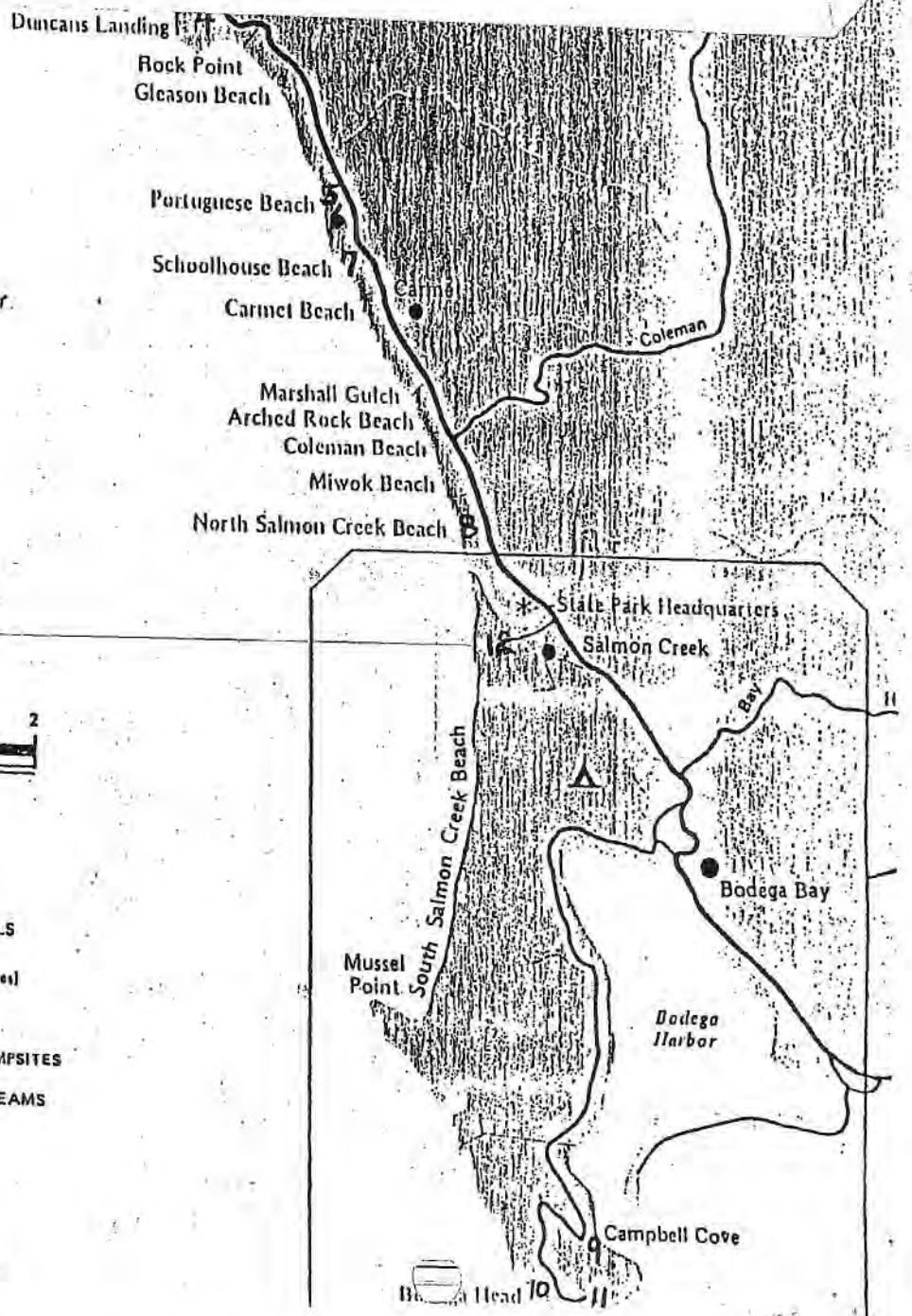
OCEAN

BLIND BEACH
PARKING

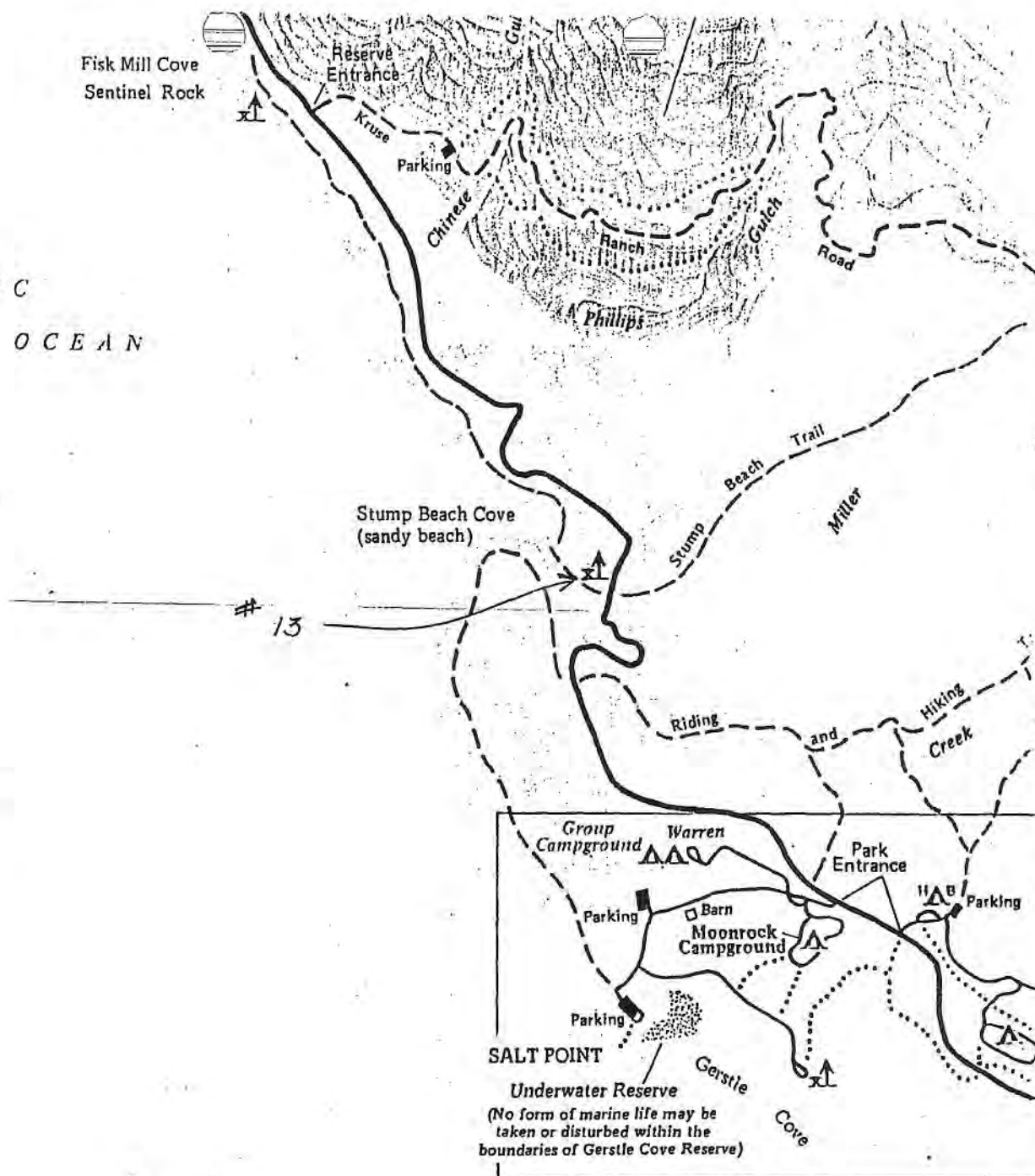




- PAVED ROADS
- HORSE/HIKING TRAILS
- HIKING TRAIL (no horses)
- CAMPGROUND
- ENVIRONMENTAL CAMPSITES
- INTERMITTENT STREAMS



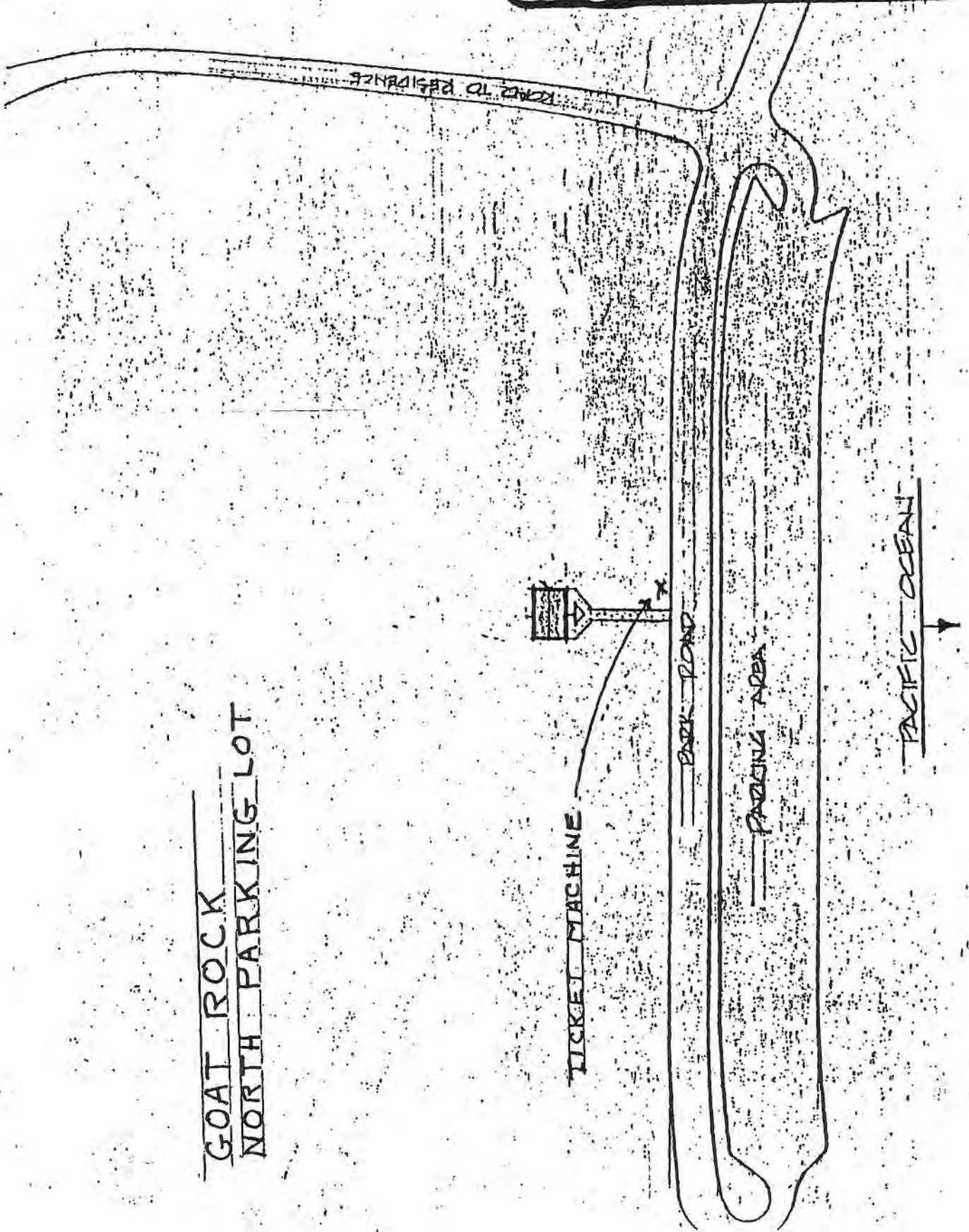
PACIFIC
OCEAN



See other side for detail



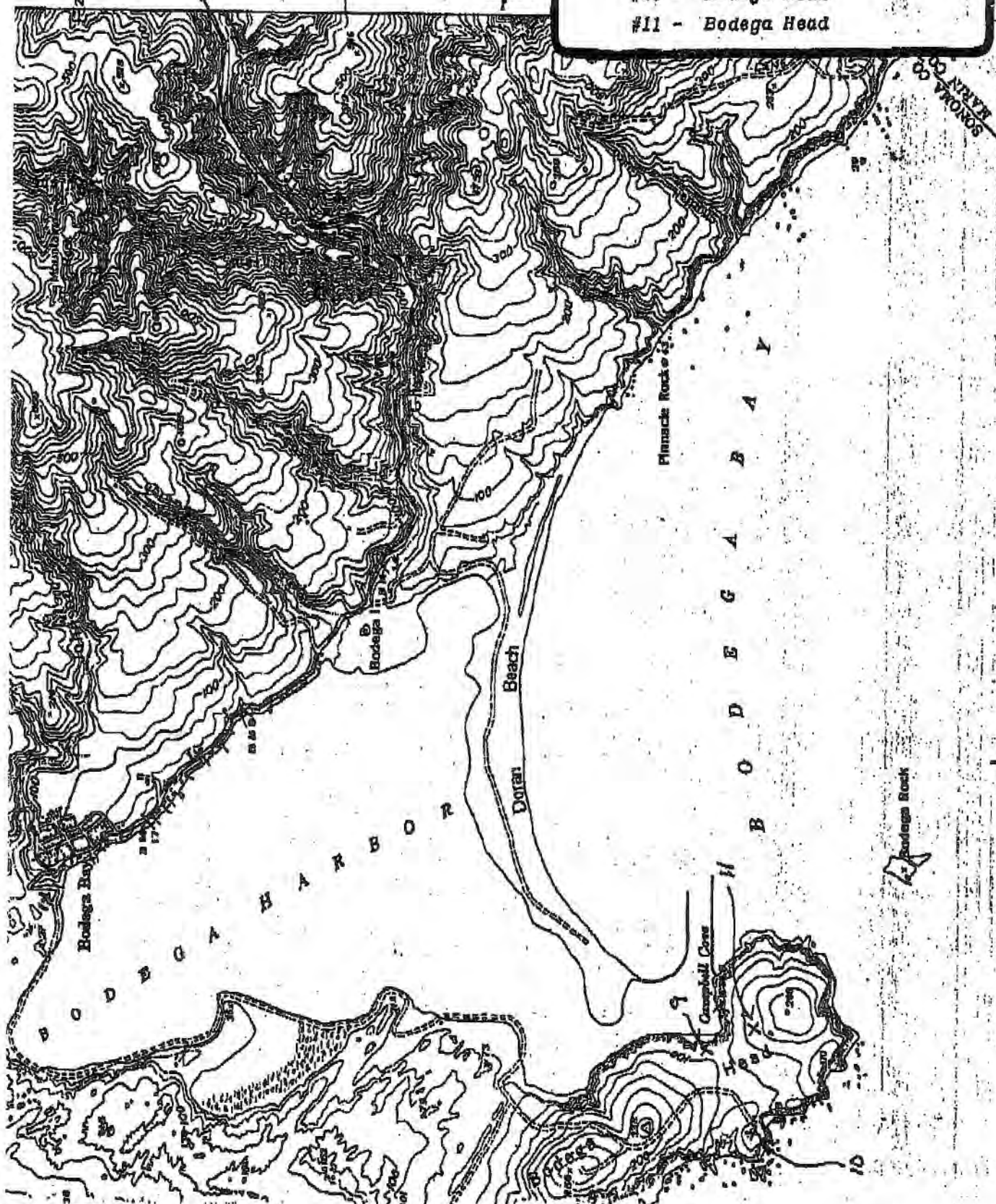
GOAT ROCK
NORTH PARKING LOT



#9 - Campbell Cove

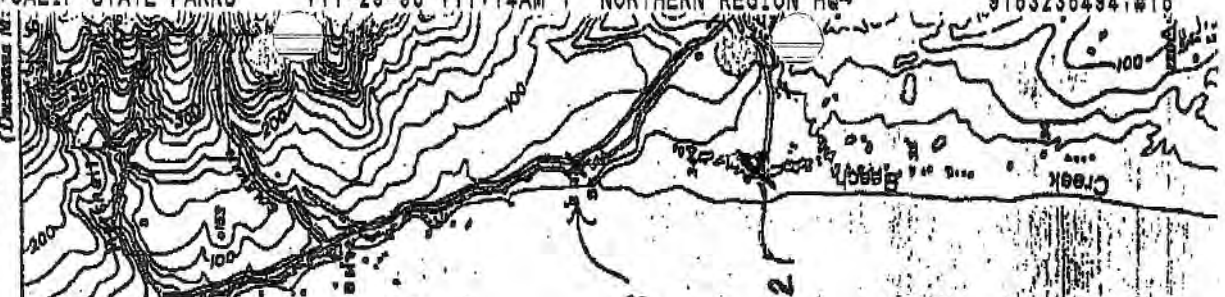
#10 - Bodega Head

#11 - Bodega Head



UNITED STATES
DEPARTMENT OF
CORPS OF ENGINEERS

SEWER 8.5 MI.
BRIDGE HAVEN 3 MI.



- #8 - North Salmon Creek
- #12 - South Salmon Creek

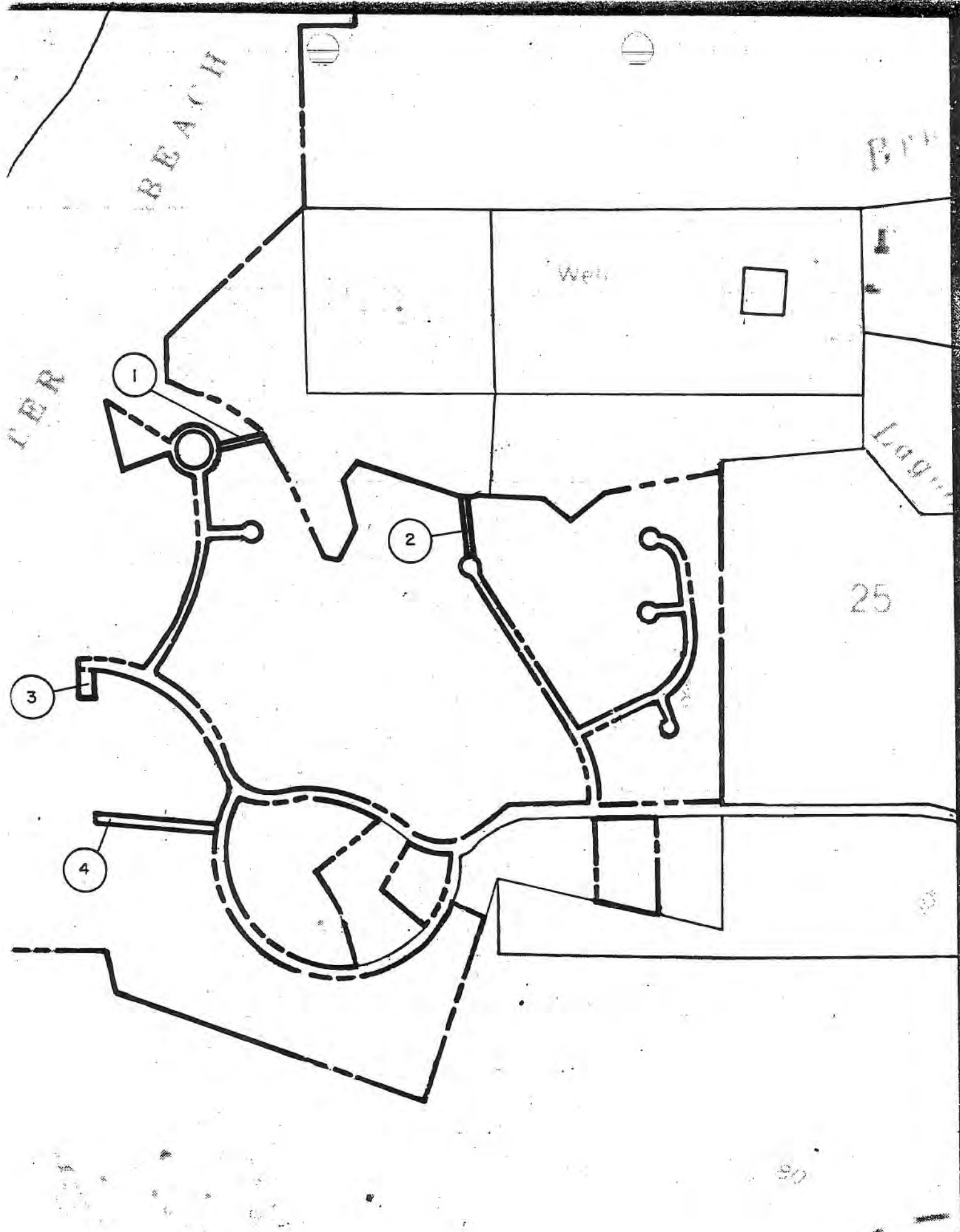
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

1:50,000 FEET

240000
FEET



#3 Shell Beach
#4 - Duncans Landing
#5 - Portuguese Beach
#6 - Portuguese Beach
#7 - Schoolhouse Beach



STATE CAPITOL
P.O. BOX 043849
SACRAMENTO, CA 95849-0001
(916) 445-8380

DISTRICT OFFICES
NORTHERN OFFICE
510 O STREET
SUITE G
EUREKA, CA 95501
(707) 445-7014

CENTRAL OFFICE
218 W. PERKINS STREET
SUITE 107
UKIAH, CA 95482
(707) 462-1806

SOUTHERN OFFICE
50 D STREET, SUITE 450
SANTA ROSA, CA 95404
(707) 576-2926

Assembly California Legislature

DAN HAUSER

ASSEMBLYMAN, SECOND DISTRICT

CHAIRMAN

**COMMITTEE ON HOUSING AND
COMMUNITY DEVELOPMENT**

VICED CHAIRMAN
PACIFIC FISHERIES
LEGISLATIVE TASK FORCE
SUBCOMMITTEE ON
MOBILE HOMES
SUBCOMMITTEE ON
AGRI-FORESTRY
VICE CHAIRMAN
JOINT COMMITTEE ON
FISHERIES & AQUACULTURE
SELECT COMMITTEE
CALIFORNIA WINE PRODUCTION
AND ECONOMY
MEMBER
COMMISSION FOR ECONOMIC
DEVELOPMENT
WESTERN STATES LEGISLATIVE
FORESTRY TASK FORCE
JOINT COMMITTEE ON
SCHOOL FACILITIES

July 15, 1991

Henry R. Agonia, Director
State of California
Department of Parks and Recreation
1416 Ninth Street
Sacramento, CA 95814

RE: Public Information Meeting regarding the proposed
State Park fee schedule

Dear Director Agonia:

Thank you for providing this informational meeting in my District to provide a forum for public comment on the proposed implementation of new and adjusted fees for the use of state parks.

It is unfortunate that my constituents have had to spend so much time advocating for these meetings to take place when this Department has made seemingly little effort to invite public comment. While I believe the citizens of California must accept the need to increase funding resources to sustain our state parks, they have, until now, been left out of the dialogue regarding these important issues. It is my hope that tonight's meeting will mark the beginning of an effort to work together in support of our parks on the North Coast.

I would like to comment, briefly, on a number of your proposals and leave a few recommendations for your consideration:

1. While a new fee structure is proposed to be in place by September 6th, you also indicate that the reservation system for campsites will not be ready. In addition, the Department has apparently changed the time line for fee implementation. It is my understanding that the public was told that the hearings would be held in the fall with new fees to be implemented no sooner than January 1992.

I am sure it was not your intent, however, there is a community perception that these meetings and fee implementation plans are being rushed into place without allowing adequate time for public comment and for the necessary information to assist you in setting responsible policies regarding a fee structure.

I respectfully recommend that you accept citizen comment and implement a fee structure, as suggested earlier, in January 1992.

2. The charging of fees at coastal parks is of primary concern to the citizens in my District. While a \$2.00 fee for parks with facilities is far more reasonable than your earlier recommendations, I urge you to retain free public access to those North Coast park units, where there have previously been no fees or improvements of facilities.

Public access to some of our Sonoma and Mendocino coastal parks should remain unincumbered by fees so that our precious coast may be enjoyed by those who are unable to pay a fee of any amount. There are other ways to generate income for parks. You shall hear some suggestions tonight. Placing a fee at every undeveloped park site on the North Coast should not be your primary focus. I urge you to reconsider your options as you review those sites being identified for new fees.

3. Vehicle parking fees should be set based upon a consideration of the economics of the community in which the state park exists. For example, while tourists may be willing, and able, to pay a \$5.00 parking fee at Armstrong Woods Park in Guerneville, many local community members who visit the park regularly are unable to pay this fee. Parking fees should be made more consistent with local county park charges.

In summary, free coastal access should be protected by the State Parks Department for day use with fees implemented only where there are improved facilities and services. I encourage your continued efforts to improve public relations with the citizens of my District. Thank you for considering my suggestions which are based upon hundreds of citizen comments which have reached my office.

I stand ready to assist you and the community in a cooperative effort to protect and support our California State Parks Department.

Sincerely,


DAN HAUSER

August 22, 1991

Jack V. Harrison
Chief Deputy Director, Operations
California Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, California 94296-0001

Re: XS-91-8 through 11, 15

Dear Mr. Harrison:

By a vote of 9 to 2, the Commission voted to approve the five fee collection devices noted above, on August 13, 1991. Attached are the final revised findings to reflect this Commission approval. As there are no special conditions relating to permit issuance, your coastal permit is attached. Therefore, you may now install these devices at Humboldt Lagoons, Westport-Union Landing (Howard and DeHaven Creeks), Jug Handle and San Onofre.

Per your request, Commission review of the devices proposed in Sonoma County (XS-91-12, 13, 14) and Carlsbad (XS-91-16) were postponed. Please contact me when you wish to reschedule those items; keep in mind that the Commission must act by November 22 unless you request a 90 day extension (per AB 884).

Sincerely,



Linda Locklin
Coastal Access Program Manager

LL/cm

Attachment

cc: Noah Tilghman
Mark Massara
Joe Barbieri

0097p

Directors Office

COASTAL DEVELOPMENT PERMIT

On August 13, 1991, the California Coastal Commission granted to

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

this permit subject to the attached Standard and Special conditions, for development consisting of:

Installation of five fee collection devices (1 mechanical park-ur-self and 4 non-mechanical iron rangers), for the purpose of collecting parking fees; more specifically described in the application file in the Commission offices.

The development is within the coastal zone in Humboldt County: Humboldt Lagoons State Park (XS-91-8); Mendocino County: Westport-Union Landing State Beach: Howard Creek (XS-91-9), DeHaven Creek (XS-91-10), Jug Handle State Reserve (XS-91-11); San Diego County: San Onofre State Beach (XS-91-15).

Issued on behalf of the California Coastal Commission by

PETER DOUGLAS
Executive Director

By: 

for Les Strnad
Chief of Permits

ACKNOWLEDGMENT


The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part, that: "A public entity is not liable for injury caused by the issuance. . . of any permit. . ." applies to the issuance of this permit.

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

AUG 30 1991

Date


Signature of Permittee

COASTAL DEVELOPMENT PERMIT

Page 2 of 2
Permit No. XS-91-8 through -11,
and XS-91-15

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: 1 -- see attached Adopted Staff Report.

APPLICATION FOR COASTAL DEVELOPMENT PERMIT

Type of application:X Standard PermitAdministrative Permit: May be applicable if development is one of the following:

- (a) improvement to any existing structure;
 (b) any new development costing less than \$100,000;
 (c) single family dwelling; (d) four dwelling units or less, within any incorporated area, that does not require demolition or subdivision of land; or (e) development authorized as a principal permitted use and proposed in an area for which the Land Use Plan has been certified.

SECTION I. APPLICANT

1. Name, mailing address and telephone number of all applicants.

Jack V. Harrison, Chief Deputy Director for OperationsCalifornia Department of Parks and RecreationPost Office Box 942896Sacramento, CA 942896-0001(916) 323-8763(Area code/daytime phone number)

2. Name, mailing address and telephone number of applicant's representative, if any

(Area code/daytime phone number)For office use onlyApplication Number Project Cost Received Filed Jurisdiction code Fee Date paid LCP segment Tentative hearing date

Please answer ALL questions. Where questions do not apply to your project (for instance, project height for a land division), indicate "Not Applicable" or "N.A.".

1. Project Location. Include street address, city, and/or county. If there is no street address, include other description such as nearest cross streets.

See attachments

number

street

city

county

Assessor's Parcel Number

2. Describe the proposed development. Include secondary improvements such as septic tanks, water wells, roads, etc.

Install four (4) mechanical fee collection devices (Park.-Ur-Self) with

appropriate signing and electrical services connections, and six (6) non-

mechanical fee collection devices (Iron Rangers)

- a) If residential, state:

- 7) Number of units N/A

2. Number of bedrooms per unit N/A

3. Type of ownership proposed: N/A rental

N/A condominium

N/A stock cooperative

N/A time share

N/A other

- b) Number of boat slips, if applicable
- N/A

- c) If land division, number of lots to be created and size N/A

b) Will any existing structures be demolished? ☐ Yes ☒ No

Will any existing structures be removed? ☐ Yes ☒ No

If yes to either question, describe the type of development to be demolished or removed, including the relocation site, if applicable.

4. Estimated cost of development (not including cost of land) \$ 4 mech. devices at \$10,000 ea.
6 non-mech. at \$300 ea.

5. Has any application for a development on this site been submitted previously to the California Coastal Zone Conservation Commission or the Coastal Commission? ☒ Yes ☐ No

XS-90-01, 2, 3, 4, 5, 6, 7, 10, 11 & 14

If yes, state previous application number XS-90-01 through XS-90-16 and see attachments

6. Project height: Maximum height of structure Park-Ur-Self - 5 1/2 ft.

Iron Ranger - 3

Maximum height of structure as measured from centerline of frontage road same ft.

7. Total number of floors in structure, including subterranean floors, lofts, and mezzanines N/A

8. Gross floor area including covered parking and accessory buildings N/A sq. ft.

Gross floor area excluding parking N/A sq. ft.

9. Lot area (within property lines) N/A sq. ft. or acres

<u>Lot coverages:</u>	<u>Existing</u>	<u>New proposed</u>	<u>Total</u>
Building coverage	<u> </u> sq. ft.	<u> </u> sq. ft.	<u> </u> sq. ft.
Paved area	<u> </u> sq. ft.	<u> </u> sq. ft.	<u> </u> sq. ft.
Landscaped area	<u> </u> sq. ft.	<u> </u> sq. ft.	<u> </u> sq. ft.
Unimproved area	<u> </u> sq. ft.	<u> </u> sq. ft.	<u> </u> sq. ft.
		<u>GRAND TOTAL</u>	<u>sq. ft.</u>

no. of covered spaces N/A no. of uncovered spaces N/A

no. of standard spaces _____ size 10 x 20

no. of compact spaces N/A size N/A

Is tandem parking existing and/or proposed? ____ Yes X No

If yes, how many tandem sets? _____ size _____

11. Are utility extensions for the following needed to serve the project?

a) water ____ Yes ____ No
b) gas ____ Yes ____ No
c) electric X Yes ____ No

d) sewer ____ Yes ____ No
e) telephone ____ Yes ____ No

If yes to any of the above, would extensions be above ground? ____ Yes X No

SECTION III. ADDITIONAL INFORMATION

The relationship of the development to the applicable items below must be explained fully. Attach additional sheets if necessary.

1. If the development is between the first public road and the sea, is public access to the shoreline and along the coast currently available near the site? X Yes ____ No If yes, indicate the location and nature of the nearby access, including the distance from the project site.

Each site is located within existing State Park System.

2. Is any grading proposed? ____ Yes X No If yes, complete the following.

a) amount of cut _____ cu. yds.
b) amount of fill _____ cu. yds.
c) maximum height of fill slope _____ ft.
d) maximum height of cut slope _____ ft.
e) amount of import or export _____ cu. yds.
f) location of borrow or disposal site _____

Grading and drainage plans must be included with this application. In certain areas, an engineering geology report must also be included. See Section V, paragraph 11 for the specifics of these requirements.

Amount of material to be dredged or filled N/A cu. yds.

Location of dredged material disposal site _____

Has a U.S. Army Corps of Engineers permit been applied for? Yes X No

4. Will the development extend onto or adjoin any beach, tidelands, submerged lands or public trust lands? X Yes No

For projects on State-owned lands, additional information may be required as set forth in Section V, paragraph 10. N/A

5. Will the development protect existing lower-cost visitor and recreational facilities? X Yes No

Will the development provide public or private recreational opportunities? Yes X No If yes, explain.

6. Will the proposed development convert land currently or previously used for agriculture to another use? Yes X No

If yes, how many acres will be converted? N/A acres.

7. Is the proposed development in or near:

- a) sensitive habitat areas Yes X No (biological survey may be required)
b) 100-year floodplain X Yes No (hydrologic mapping may be required)
c) park or recreation area X Yes No

8. Is the proposed development visible from:

- a) State Highway 1 or other scenic route X Yes No
b) park, beach, or recreation area X Yes No
c) harbor area X Yes No

9. Does the site contain any:

- a) historic resources Yes X No
b) archaeological resources Yes X No
c) paleontological resources Yes X No

If yes to any of the above, please explain on an attached sheet

Estimated streamflow or spring yield N/A gpm

If well is being used, existing yield N/A gpm

If water source is on adjacent property, attach Division of Water Rights approval and property owner's approval.

SECTION IV. OTHER GOVERNMENTAL REQUIREMENTS

The Local Agency Review Form, Appendix B, must be completed and signed by the local government in whose jurisdiction the project site is located. The completed and signed form must be submitted with this application for the application to be considered complete.

SECTION V. ADDITIONAL ATTACHMENTS

The following items must be submitted with this form as part of the application.

1. Proof of the applicant's legal interest in the property. A copy of any of the following will be acceptable: current tax bill, recorded deed, lease, easement, or current policy of title insurance. Preliminary title reports will not be accepted for this purpose. Documentation reflecting intent to purchase such as a signed Offer to Purchase along with a receipt of deposit or signed final escrow document is also acceptable, but in such a case, issuance of the permit may be contingent on submission of evidence satisfactory to the Executive Director that the sale has been completed.

The identity of all persons or entities which have an ownership interest in the property superior to that of the applicant must be provided. Pursuant to PRC Section 30601.5, the Commission is obligated to invite any such persons or entities to become co-applicants. For example, if the applicant's interest in the property is that of a lessee, the lessor must be invited to become a co-applicant. In addition, if in the judgement of the staff of the Commission there is a substantial likelihood that the permit will be conditioned in a manner requiring the participation of such persons or entities, their co-applicancy may be required. Finally, where warranted, permit issuance may be conditioned on participation of such persons or entities in permit condition compliance.

2. Assessor's parcel map(s) showing the applicant's property and all other properties within 100 feet (excluding roads) of the property lines of the project site. (Available from the County Assessor)
3. Copies of required local approvals for the proposed project, including zoning variances, use permits, etc., as noted on Local Agency Review Form, Appendix B.
4. Stamped envelopes addressed to each property owner and occupant of property situated within 100 feet of the property lines of the project site (excluding roads), along with a list containing the names, addresses and assessor's parcel

- ... stamped, addressed envelopes and a list of names and addresses of all other parties known to the applicant to be interested in the proposed development (such as persons expressing interest at a local government hearing, etc.).
6. A vicinity or location map (copy of Thomas Bros. or other road map or USGS quad map) with the project site clearly marked.
 7. Copy(s) of project plans, drawn to scale, including site plans, floor plans, elevations, grading and drainage plans, landscape plans, and septic system plans. Trees to be removed must be marked on the site plan. In addition, a reduced site plan, 8 1/2" x 11" in size, must be submitted. Reduced copies of complete project plans will be required for large projects.
 8. Where septic systems are proposed, evidence of County approval or Regional Water Quality Control Board approval. Where water wells are proposed, evidence of County review and approval.
 9. A copy of any Final Negative Declaration, Final Environmental Impact Report (FEIR) or Final Environmental Impact Statement (FEIS) prepared for the project. Comments of all reviewing agencies and responses to comments must be included.
 10. Verification of all other permits, permissions or approvals applied for or granted by public agencies (e.g., Dept. of Fish and Game, State Lands Commission, U.S. Army Corps of Engineers, U.S. Coast Guard).
 11. For development on a bluff face, bluff top, or in any area of high geologic risk, a comprehensive, site-specific geology and soils report (including maps) prepared in accordance with the Coastal Commission's Interpretive Guidelines. Copies of the guidelines are available from the District Office.

SECTION VI. NOTICE TO APPLICANTS

Under certain circumstances, additional material may be required prior to issuance of a coastal development permit. For example, where offers of access or open space dedication are required, preliminary title reports, land surveys, legal descriptions, subordination agreements, and other outside agreements will be required prior to issuance of the permit.

SECTION VII. COMMUNICATION WITH COMMISSIONERS

Decisions of the Coastal Commission must be made on the basis of information available to all commissioners and the public. Therefore, permit applicants and interested parties and their representatives are advised not to discuss with commissioners any matters relating to a permit outside the public hearing. Such contacts may jeopardize the fairness of the hearing and result in invalidation of the Commission's decision by court. Any written material sent to a commissioner should also be sent to the commission office for inclusion in the public record and distribution to other commissioners.

the Notice of Pending Permit card in a conspicuous place on the property within 3 days of submitting the application to the Commission office.

2. I hereby certify that I have read this completed application and that, to the best of my knowledge, the information in this application and all attached appendices and exhibits is complete and correct. I understand that the failure to provide any requested information or any misstatements submitted in support of the application shall be grounds for either refusing to accept this application, for denying the permit, for suspending or revoking a permit issued on the basis of such misrepresentations, or for seeking of such further relief as may seem proper to the Commission.
3. I hereby authorize representatives of the California Coastal Commission to conduct site inspections on my property. Unless arranged otherwise, these site inspections shall take place between the hours of 8:00 a.m. and 5:00 p.m.

Jack Harrison

Signature of Applicant(s) or Authorized Agent
Jack V. Harrison, Chief Deputy Director for Operation

NOTE: IF SIGNED BY AGENT, APPLICANT MUST SIGN BELOW.

SECTION IX. AUTHORIZATION OF AGENT

I hereby authorize _____
to act as my representative and to bind me in all matters concerning this application.

Signature of Applicant(s)

DECLARATION OF CAMPAIGN CONTRIBUTIONS

Government Code Section 84308 prohibits any Commissioner voting on a project if he or she has received campaign contributions in excess of \$250 within the past year from project proponents or opponents, their agents, employees or family, or any person with a financial interest in the project.

In the event of such contributions, a Commissioner must disqualify him or herself from voting on the project.

Each applicant must declare below whether any such contributions have been made to any of the Commissioners or Alternates listed below.

CHECK ONE

X The applicants, their agents, employees, family and any person with a financial interest in the project HAVE NOT CONTRIBUTED over \$250 to any Commissioner(s) or Alternates within the past year.

 The applicants, their agents, employees, and/or family, and/or any person having a financial interest in the project HAVE CONTRIBUTED OVER \$250 to the Commissioner(s) or Alternates listed below within the past year.

Commissioner _____

Commissioner _____

Commissioner _____

Jack Harrison
Signature of Applicant or Authorized Agent

May 17, 1991
Date

Please print your name Jack V. Harrison

Steve MacIvaine, Vice Chairman
1325 Atascadero Road *1/17/83
Morro Bay, CA 93442 **9/8/89
(805) 772-9458

Donald McInnis *2/17/83
2160 Puerto del Mundo **9/6/89
Fallbrook, CA 92028
(619) 723-9286

ASSEMBLY SPEAKER APPOINTMENTS

Mark Nathanson
1640 Loma Visca Drive *1/08/86
Beverly Hills, CA 90210 **2/08/90
(213) 273-3911

Thomas W. Gwyn, Chairman *2/9/90
Director, Public/Governmental Affairs
Port of Oakland
530 Water Street
Oakland, CA 94607
(415) 472-1128 272-1446

SENATE RULES COMM. APPOINTMENTS

Lily Cervantes *10/1/87
762 Circle Drive **08/23/89
Salinas, CA 93905
(408) 422-4265

Madelyn Glickfeld *09/11/87
11122 Las Flores Mesa Drive **08/23/89
Malibu, CA 90265
(213) 456-2217

GOVERNOR'S APPOINTMENTS

Bonnie Neely *10/7/88
Chairwoman, Board of Supervisors
Sutter County Courthouse, 1st fl.
Eureka, CA 95501
(707) 445-7694

NORTH CENTRAL COAST DISTRICT REPRESENTATIVE
(Senate Rules Comm.)

Gary Giacomini, Supervisor *02/7/90
Marin County Board of Supervisors
Civic Center
San Rafael, CA 94903
(415) 499-7331

CENTRAL COAST DISTRICT REPRESENTATIVE
(Assembly Speaker)

Robert Franco *2/14/83
300 Rosita Road **3/3/89
Del Rey Oaks, CA 93940
(408) 394-9556 (home)
(408) 394-3511 (office)

SOUTH CENTRAL COAST DISTRICT REPRESENTATIVE
(Governor's Appointments)

Dorill Wright *2/17/83
405 San Miguel Circle **9/2/89
Port Buena Vista, CA 93041
(805) 488-3145 (home)
(805) 488-3625 (work)

SCOUT COAST DISTRICT REPRESENTATIVE
(Senate Rules Commission)

*5/25-87
Mary Lou Boward **6/31/89
Councilwoman, City of Burbank
275 East Olive Avenue
Burbank, CA 91502
(818) 253-9708

SAN DIEGO COAST DISTRICT REPRESENTATIVE
(Assembly Speaker)

David L. Malcolm *1/13/84
625 Third Avenue **3/17/89
Chula Vista, CA 92010
(619) 475-4523 (home)
(619) 425-7080 (office)

Peter M. Douglas, Executive Director

NOTE: Decisions of the Coastal Commission must be made on the basis of information available to all Commissioners and the public. Therefore, if you are sending information directly to any Commissioner, please send a copy to the Commission's office for inclusion in the public record, and distribution to other Commissioners. Public records are available for inspection at Commission meetings or in the Commission's office.

* Appointments dates (for approximately 1 years):

Rev. 6/29/90
00517/0001.2

Sacramento, CA 95814
(916) 445-0337

1307 - 13th Street
Sacramento, CA 95814
(916) 322-7827

BUSINESS, TRANSPORTATION AND HOUSING AGENCY REPRESENTATIVE

Kathleen Calderon
Business, Transportation
and Housing Agency
c/o Dept. of Commerce
200 East Del Mar Blvd.
Los Angeles, CA 90005
(819) 568-9856

The California Coastal Commission has 12 voting members and 1 non-voting members. Six of the voting members are "public members," and six are local elected officials who represent coastal districts. All voting members are appointed either by the Governor, Senate Rules Committee, or the Speaker of the Assembly; each appoints four commissioners, two public members and two elected officials. Each Commissioner may appoint an alternate to serve in his or her absence. The Secretaries of the Resources Agency and the Business and Transportation Agency and the Chair of the State Lands Commission serve as non-voting members and may appoint a designee to serve in their place.

ALTERNATES FOR STATE COMMISSIONERS

Gerald E. Gray (for McElvaine)
718 Main Street
Camden, CA 93428

Jared Carter (for Neely)
169 Mason Street Suite 300
Ukiah, CA 95482
(707) 462-6694

Roger D. Slates (for McInnis)
1701 Main Street
Burlington Beach, CA 92648
(714) 536-8801

Ernest Carpenter (for Giacomini)
Supervisor, County of Sonoma
575 Administration Drive
Santa Rosa, CA 95403
(707) 527-2241

Brooke Knapp (for Nathanson)
4008 Rogan Drive
Encino, CA 91436-3734

Grace McCarthy (for Franco)
5 Eastlake Avenue
Pacifica, CA 94044
(415) 355-2033

Jeff Mori (for Gryn)
Executive Director
Japanese Community Youth Council
2012 Pine Street
San Francisco, CA 94115
(415) 563-8052

Jerry Diefenderfer (for Wright)
Star Route, Box 106
Santa Margarita, CA 93453
(805) 475-2289

John Bissarich (for Cervantes)
University of Southern California
1985 Zonal Avenue
Los Angeles, CA 90033
(213) 224-7493

Jacqueline Rynerson (for Boward)
2864 Allred Street
Lakewood, CA 90712
(213) 423-5612

John Diaz (for Glickfeld)
Santa Monica Mountains Conservancy
3700 Solstice Canyon Road
Malibu CA 90265
(213) 456-5046

Wes Pratt (for Malcolm)
Councilman, City of San Diego
County Government Center Rm 370
202 C Street 10th Floor
San Diego, CA 92101
(619) 236-6644

At the time the application is submitted for filing, the applicant must post, at a conspicuous place, easily read by the public and as close as possible to the site of the proposed development, notice that an application for the proposed development has been submitted to the Commission. Such notice shall contain a general description of the nature of the proposed development. The Commission furnishes the applicant with a standardized form to be used for such posting. If the applicant fails to post the completed notice form and sign the Declaration of Posting, the Executive Director of the Commission shall refuse to file the application, or shall withdraw the application from filing if it has already been filed when he or she learns of such failure. 14 Cal. Admin. Code Section 13054(b).

As proof of posting, please sign and date this Declaration of Posting form when the site is posted; it serves as proof of posting. It should be returned to our office with the application.

Pursuant to the requirements of California Administrative Code Section 13054(b), I hereby certify that on or before May 23, I or my authorized

(date of posting)

representative posted the "Notice of Pending Permit" for application to obtain a coastal development permit for the development of Four mechanical and six non-mechanical fee collection devices with their necessary electrical connections and explanatory signs.

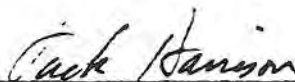
(description of development)

Located at see attachments to application.

(address of development or assessor's parcel number)

The public notice was posted at the project location

(a conspicuous place, easily seen by the public and as close as possible to the site of the proposed development)



(signature)

May 17, 1991

(date)

NOTE: YOUR APPLICATION CANNOT BE PROCESSED UNTIL THIS "DECLARATION OF POSTING" IS SIGNED AND RETURNED TO THIS OFFICE.

OFFICE USE ONLY

Permit No. _____

Received: _____

Declaration complete: _____

APPENDIX E - STANDARD CONDITIONS FOR APPROVED PERMITS

Below are standard conditions of approved permits that have been routinely applied by the Coastal Commission pursuant to its regulations. These conditions are required on all administrative, consent calendar, and regular hearing approved permits.

STANDARD CONDITIONS

1. Notice of Receipt and Acknowledgement. The permit is not valid and construction shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If construction has not commenced, the permit will expire two years from the date on which the Commission voted on the application, or in the case of administrative permits, the date on which the permit is reported to the Commission. Construction shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All construction must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director of the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

ATTACHMENT I

Type	Location	Existing Development	Previous Application #	# Parking Spaces	Length of Underround
SB P	S. end, N. Goat Rock Parking lot	Parking lot		72	125 ft.
I+	Campbell Cove at Bodega Head, 100' s. of Bay Hut Road	Toilets, parking lot		20	
I	Russian Gulch	Informal parking, toilets		40	
I	W. of Hiway 101 at S. side Jug Handle	Toilet, informal parking		40	
I	Parking lot at Howard Creek w. of Hiway 1	Toilets, informal parking	1-82-309 toilets, re-veg trail, steps	30	
I	Parking lot at Delhaven Creek w. of Hiway 1	Toilet, parking	1-82-309 toilet, reveg, trail, steps	20	
I	Parking lot at Dry Lagoon	Informal parking Environmental Camping		15	

ATTACHMENT I

ark-ur-Self.

Location	Existing Development	Previous Application #	# Parking Spaces	Length of Underground
S S. Parking Lot (under construction) west of PGH	Approx. 150 informal parking spaces/life-guard station		103	within construction
Tamarack Parking Lot, foot of Tamarack Ave., w. of Carlsbad Boulevard	Parking lot		60	305'
Trestles Parking Lot between Cristianitos & El Camino Road	Parking lot		75	300

<u>PROJECT LOCATION</u>	<u>AREA IN ACRES</u>	<u>OCEAN FRONTAGE IN MI.</u>	<u>ATTENDANCE 88/89</u>
Humboldt Lagoons S.P.	1,544	6.2	20,527
Westport-Union Ldg. S.B.	60	3.4	85,172
Jughandle S.R.	764	1.4	66,008
Sonoma Coast S.B. Leased	4,387 667	13.2	2,388,218
San Onofre S.B. Leased	91 2,945	4.6	960,800
Carlsbad S.B. Leased	15 10	1.0	2,267,445
Cardiff S.B. Leased	25 10	1.2	1,646,782
Total	10,518	31	7,634,952

Note: These figures represent totals for each unit. However, the project sites may serve a portion of this greater area. All attendance figures include both camping and day use.

Humboldt Lagoons S.P.

The small parking lot is located at the end of a road from State Highway 101. The road services only the State Park and there is no room for parking along the road outside of the park. The beach extends for over a mile on each side of the parking lot. Facilities include a rest room, trash collection, and picnic tables. The next nearest coastal access sites are State Parks, one located two miles to the south and another two miles to the north. There is no fee collection at the north site.

Westport-Union Landing State Beach (Howard and DeHaven Creek Sites)

The parking lots and entrance road are part of an abandoned alignment of State Highway 1, which is now relocated to the east boundary line of the State Beach. Previous coastal permits provided for vegetative and trail restoration, landscaping, erosion control, pit toilets, a water source with storage and a mobile home pad for a temporary Ranger residence. Fees have been collected seasonally for camping. Access to the beach from the bluff top is way of trails and stairways. Land use to the east of State Route One consists of large residential lots and two bed and breakfast inns.

Jughandle S.R.

A county road leads to the parking lot where there are two chemical toilets and no other facilities. The site is located at a dry lagoon with two miles of beach on either side. Some people may park along the county road outside of the park entrance and walk along the road to the parking lot. There are also nearby state parks with coastal access that do not charge an entry fee.

Sonoma Coast S.B. (Russian Gulch)

The parking lot is located about 200 yards from State Highway 1 and allows for access by trail to a 250 yard beach. There are picnic tables, fire rings, trash collection, and Shasta style vault toilets. There is some parking available along the road where people still access the beach through the parking lot.

The two mile stretch of beach is located at the end of a one and a half mile road from State Highway 1. there are two separate parking lots. Facilities include a rest room, picnic tables, water, and fire rings at one parking lot. The other parking lot has only a cinder block vault toilet. Both lots have maintained trails to the beach. Visitors also park along the park road outside of the proposed fee area. They access the beach by walking parallel along the park road to the parking lots.

Sonoma Coast S.B.
(Campbell Cove)

Campbell Cove is located at the base of Bodega Head and adjacent to Bodega Bay harbor. This is a small pocket beach, approximately 50 yards long, bordering the harbor. Park facilities include a handicap accessible Shasta style vault toilet, five picnic tables, trash cans, and a dirt parking lot. Visitors also park on the county road which leads to the park. They access the beach by walking along the road to the parking lot. There are two other public access day use areas that are nearby. Sonoma County operates Westside park and Doran Park. Westside Park is located along the same road that leads to State Park property on Bodega Head and Doran park is a beach park across the harbor from Campbell Cove. The county charges three dollars for day use in these two parks.

San Onofre S.B.
(Trestles Parking Lot)

The parking lot is located on the inland side of Interstate 5 at the southeast corner of the city of San Clemente. The parking lot is situated between Camp Pendleton a number of small businesses and fast food outlets. There is a residential area just north of the parking lot and businesses. Access to the coast is via sidewalks to a paved pedestrian and bike path leading to the beach. Other access points are San Clemente State Beach, approximately 1/2 mile west; a vehicle turnout on the coast side of Interstate 5 and just east of Trestles that allows disembarking passengers access via a maintained trail; and San Onofre S.B. (Surf Beach) parking lot located approximately 1/2 mile east of Trestles. The beach site has garbage collection and chemical toilets. There is also a main lifeguard station located on the bluff overlooking the beach.

The beach is used almost exclusively by surfers year round and at all hours when there is some surf. During periods of excellent surf. the surf spots become excessively crowded. Annual pass

avoid fees. This type activity also occurs in other parts of the city.

Carlsbad S.B.
(Tamarack Parking Lot)

The Tamarack parking lot site is located in the City of Carlsbad adjacent to the Agua Hedionda Lagoon inlet jetty. This is the only developed parking lot adjacent to the beach in the city of Carlsbad. Other nearby parking consists of free curbside parking along Coast Highway and Carlsbad Blvd. There is also an undeveloped parking lot owned and operated by the San Diego Gas and Electric Co. The surrounding area is residential or commercial properties. Pedestrian access routes are well defined and adequate in number. The parking lot is currently used for non-beach activities as well as beach activities. There is currently beach parking activity in the residential and commercial area.

Carlsbad Beach comprises approximately one and half miles of coastline. Developed facilities consist of one parking lot, a rest room with an out door shower, two acres of landscaping with picnic tables, six developed pedestrian beach access stairways and two miles of improved pedestrian walkway adjacent to the beach.

Cardiff S.B.
(South Parking Lot)

The parking lot is presently an undeveloped dirt lot approximately 6 acres in size. The site is scheduled for development in the fall of 1991. Improvements will include a paved 480 car parking lot, entrance station, 2 rest rooms, showers, beach access stairs, and picnic pads.

The site is located directly west of the San Elijo Lagoon. A residential development is immediately south of the parking lot. The State Beach extends one mile north and 200 yards south of the parking lot. There is an existing developed parking lot with facilities on north end of the State Beach (approx. one mile away). There is a residential community just south of the State Beach which is sometimes subject to beach access parking. The City of Solana Beach may has non-fee parking lot that allows for beach access.

May 17, 1991
Linda Locklin
California Coastal Commission
640 Capitola Road
Santa Cruz, CA 95062-2799

Pending DPR Development Projects Within
State Coastal Zone

On June 19, 1991, at Peter Douglas' request, we forwarded a list of pending development projects located in the Coastal Zone of Monterey County. As a result, you recently contacted me for a similar listing of Major and Minor Capital Outlay Projects for all of the State Coastal Zone. We are happy to comply and are forwarding the two enclosures to comply with your inquiry. As was noted to you previously, the listed projects, while current, are subject to availability of funding, and the yearly review of Departmental priorities.

As always, if you see a need for clarification or expansion, please do not hesitate to contact me.

ORIGINAL SIGNED BY

B. Noah Tilghman
Senior Park and Recreation Specialist

Attachment

cc: Peter Douglas
California Coastal Commission

bcc: Les McCargo
Regional Directors, North, Central Coast,
San Simeon and Southern Regions
R. Cates
R. Rayburn
C. Drake
K. Gates
E. Williams
D. Cahill

District Superintendents, Eel River, Klamath, Marin, Mendocino, Russian River, Big Sur, Channel Coast, Gaviota, La Purisima Mission, Monterey, Pajaro Coast, San Francisco, San Luis Obispo Coast, San Mateo Coast, Santa Cruz Mountains, Frontera, Orange Coast, Pendleton Coast, La Costa, Santa Monica Mountains & Dismal Dunes Districts

July 2, 1991

Liz Fuchs
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Certified Local Coastal Programs

Thank you very much for having Gary Holloway forward copies of certified Local Coastal Programs for the areas wherein this Department was initially interested in establishing a fee collection program last fall. They have proven to be very useful, and will serve as a valuable source for the Development Division as we strive to provide recreationally related facilities throughout coastal California. In this vein, we think it is now a good time to request the remaining certified LCPs within which we have units of the State Park System.

We believe that we shall need the LCPs for the following jurisdictions.

- Monterey County - North Coast Area
- Del Norte County - Total LCP
- Santa Barbara County
- Humboldt County - North Coast, McKinleyville Area Plans and Implementation Program
- San Luis Obispo County - Total LCP
- Marin County - Total LCP
- City of Oxnard - Total LCP
- City of Morro Bay - Total LCP
- City of Capitola - Total LCP
- City of San Clemente - Total LCP
- City of Santa Cruz - Total LCP

We recognize that there are time limitations on your staff which affect the fulfillment of a request such as this, consequently we do not expect that you can immediately comply. Nonetheless, as opportunity permits, we would like to complete our reference library of LCP documents.

We are aware that a number of LCPs have been divided by the local jurisdiction into smaller segments for planning purposes, but are unsure where these segment boundaries fall in relation to units of the State Park System. The attachment is a draft list of the State Park System units which we believe fall wholly or partially within the Coastal Zone. We have handwritten the LCP segment to the right of the unit name, but of course this list is

Linda Locklin
California Coastal Commission
640 Capitola Road
Santa Cruz, CA 95062-2799

Staff Report for Continued Hearing
of XS-91-8 through 16

As we discussed on June 27, it is the intent of this Department to hold public meetings on a revised fee schedule during the period of July 15 through 26. As soon as this schedule is firmly set I will see that a copy is sent to you. Currently, we have scheduled the meetings closest to the remaining collecting device locations for July 15 in Santa Rosa and July 22 in San Diego. Upon completion of these meetings we shall forward to you a synopsis and our response to pertinent points raised, as well as any remaining response to inquiries made by your Commission at their June 11th hearing. These materials should be in your hands by July 24, so that they might be incorporated in your staff report and recommendation. It is our hope that this item may go back before the Coastal Commission at their August hearing. So as not to delay your preparation for this hearing, I am attaching an annotated copy of the 5-31-91 staff report with the comments we previously discussed, as well as some responses to Commissioner inquiries.

Please do not hesitate to contact me if I can assist in clarifying my notations on the enclosure.

ORIGINAL SIGNED BY

B. Noah Tilghman
Senior Park and Recreation Specialist

Attachments

bcc: C. Drake

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200



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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST OFFICE

October 29, 1993

TO: Planning Directors of Coastal Cities and Counties, and Other Interested Persons

FROM: Peter Douglas, Executive Director *Peter Douglas*

SUBJECT: COASTAL DEVELOPMENT PERMIT REQUIRED WHEN IMPOSING OR INCREASING FEES OR MODIFYING THE HOURS OF OPERATION OF PUBLIC BEACHES OR PUBLIC BEACH PARKING LOTS, PIERS OR BOAT LAUNCHING RAMPS

The Coastal Commission has received numerous inquiries as to whether the imposition or increase of fees or making a change in operating hours of public beaches, shoreline parks or public beach parking lots, piers or boat launching ramps requires a coastal development permit. It appears these inquiries result from increasing pressures on local governments to charge fees and/or change the hours of operation of such facilities based on budgetary and public safety concerns. In addition to these inquiries, the Commission has taken action on several specific coastal development permit applications for such activities of which you should be aware. We think it appropriate to respond on a statewide basis and apologize for our delay.

The answer is yes, in most cases. For purposes of this communication, it is important to distinguish between the various types of facilities and actions being discussed. The descriptions below of the types of facilities referred to in this memorandum are not intended to constitute any sort of legal definition but rather provide the context for the discussion that follows. Public beaches refers to all sandy beach areas under public ownership or control, whether or not subject to the public trust. Shoreline parks are public recreation areas that may or may not include sandy beach located immediately adjacent to or in close proximity to state waters and which can be used by the public to gain access to such waters. Public parking facilities include any parking areas or portions of such areas (eg. parking lots, on-street or curbside parking spaces, parking structures) open to the public that are used by the public to gain access to public beaches or state waters. Public piers and public boat launching ramps are self-explanatory.

Pursuant to the California Coastal Act, a coastal development permit is required for any "development", unless specifically exempted under a variety of provisions or procedures set forth in the Coastal Act or pursuant to other provisions of law (eg. the doctrine of vested rights). The Coastal Act defines "development" as including, among other things, a "...change in the intensity of use of water, or of access thereto...." (Public Resources Code Section 30106.) After a local coastal program (lcp) has been fully certified

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for a city or county, the coastal development permit issuing responsibilities of the Commission are delegated to that local government. Coastal permitting responsibilities stay with the Commission for any development on any land or water areas subject to the public trust. In addition, certain coastal permit actions by local government are appealable to the Commission, including those for the types of facilities and actions that are the subject of this memo. Local coastal programs (lcps) have incorporated the Coastal Act definition of "development" requiring a coastal development permit from the local government implementing a fully certified lcp.

It is the Commission's position that any action which has the effect of changing the intensity of use of state waters or of access to such waters is a "development" for purposes of the Coastal Act and requires a coastal development permit from the Commission or, in appropriate circumstances, from a local government implementing a fully certified lcp or the Commission on appeal. Because the imposition or substantial increase of a user fee for beach access parking, pier or boat launching ramp use, or for beach or shoreline park use would, in our opinion, result in a change in access to state waters, a coastal development permit is required. For purposes of this memo and for purposes of guidance, "substantial increase" means any fee increase of 25% or more in any given year or 50% or more on a cumulative basis over any three consecutive year period. Similarly, any action changing the hours of operation or availability for public use of, for example, any beach, shoreline park, parking facility, pier or boat launching ramp or facility requires a coastal development permit. A coastal development permit is required even if little or no physical construction is necessary to implement the action calling for a fee, a fee increase or a change in hours of operation.

As mentioned before, whether the coastal development permit must be obtained from the Commission or the appropriate local government depends on whether the local government has in place a fully certified lcp and has been delegated the coastal development permit issuing authority pursuant to the Coastal Act. In some cases, even where a fully certified lcp is in place, the Commission may have retained coastal development permitting authority because the affected lands are subject to the public trust or otherwise fall into a category of retained permit jurisdiction. If there is a question about whether the Commission or the local government is responsible for processing and acting on a coastal development permit, please contact the appropriate Coastal Commission office. Even where a local government has coastal development permit issuing responsibility, it is important to know that the action is probably appealable to the Coastal Commission and, because the issue involves public access and is of vital concern to the Commission, may well be appealed.

The fact a coastal development permit is required for the type of actions described above does not mean a permit application will necessarily be denied. Rather, each case must be evaluated in light of the particular applicable facts and circumstances. The Coastal Commission has already reviewed and acted on several proposals to change the hours of operation of public beaches, parking facilities, accessways, boat launching ramps, and a pier. These proposals involved the cities of San Diego, Carlsbad and Long

October 29, 1993

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Beach. It is our intent to prepare a memo on this subject that will provide guidance to local government, other public agencies and members of the public relative to the type of factors the Commission has considered and examples of concerns that should be taken into account when these types of proposals are being formulated. The Commission is extremely sensitive to the budgetary and public safety concerns of local governments. At the same time, the Commission must carefully balance those concerns against broader public interests relative to public use of and access to public coastal resources such as beaches and state waters. It is for this reason, among others, that the Commission has not approved any request to close public beaches to the public on a continuing basis. On the other hand, the Commission has approved the closure of public beach parking lots at certain hours during the night. Finally, it should be remembered that because these types of actions requiring coastal development permits involve questions of public access, the legal standard of review is the Chapter 3 policies of the Coastal Act relating to public access.

Relative to public safety concerns, we want to emphasize that nothing in what we have said here interferes with or prevents a law enforcement agency from taking any and all actions it deems appropriate to address a particular public safety emergency, including any action to close to all public use a beach, parking facility or park. Similarly and pursuant to the Coastal Act, if a local government takes an action to close a public facility pursuant to a legally approved declaration of "public nuisance", no coastal development permit is required. We should caution however, Commission staff will look carefully at any action using the "public nuisance" exception to the coastal development permit requirement when the result of such action is to close to public use for any extended period of time a public beach, parking facility or any other facility providing public access to the beach or state waters.

Because there has been some ambiguity and uncertainty about the coastal permit requirements for the types of actions covered by this memo, it is not our intent to pursue any coastal act violation actions at this time. However, we ask every entity that has taken any action described here as requiring a coastal development permit and for which such a permit has not been approved to contact our office to determine the appropriate steps to complete and process a coastal permit application. We realize that in some cases the action requiring a coastal permit may have been taken some time ago. Notwithstanding the passage of time, a coastal permit will still be required and must be secured. We also understand there have been many instances where local jurisdictions have increased parking fees. We recognize that not every increase in parking fees requires a coastal permit. Accordingly, please contact our office for clarification on how we intend to proceed in these cases.

We would appreciate your passing this memo on to anyone you think may have an interest in the matter. We are particularly anxious that this memo get to the responsible people in your jurisdiction who manage your parking and recreation programs. Thank you for your cooperation and attention to this matter.

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CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE
640 CAPITOLA ROAD
SANTA CRUZ, CA 95062
(408) 479-3511



February 8, 1993

MEMORANDUM

TO: Peter Douglas
FROM: Linda Locklin
SUBJECT: Staff Comments on California Department of Parks and Recreation's First Annual Fee Collection Impact Monitoring Report. For Executive Director's Report, February 1993 Commission meeting.

Departmental Submittal/Commission Requirements

- o DPR submittal included a monitoring report that would identify any adverse impacts/necessary mitigation measures.
- o Commission required more extensive monitoring for last four approved devices (Sonoma County and City of Carlsbad) including: 1) efforts made to inform public of the availability of special pass program, 2) trends in pass useage, and 3) efforts made to reimburse pass users for expenditures of previous parking fees.

Staff Review of Monitoring Plan

- o Concur with DPR that installation has not created any adverse environmental impacts. Also concur that DPR has complied with Commission monitoring requirements: DPR reorganization has resulted in 2 full time positions in outreach program, published free booklet "California Escapes" which includes information on pass program.
- o Surfrider Foundation submitted report purporting to show how new trails had been created to avoid fee areas; DPR/CCC staff conclude that study is meaningless as no baseline data collected and trails appear to be several years old.

Installation Status

- o Commission approved 16 devices; only 8 have been installed. Various reasons for 50% installation including the fact that Sonoma County (3 devices) and the City of Carlsbad (1 device) paid an in lieu fee to delay installation.

* For further information, a more detailed summary is attached.

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CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE
640 CAPITOLA ROAD
SANTA CRUZ, CA 95062
(408) 479-3511



February 3, 1993

Detailed Staff Review of First DPR Monitoring Report For Fee Collection Devices

As submitted, DPR committed to monitor all 16 devices and identify any adverse impacts caused by them as well as identify necessary and appropriate mitigation measures. As conditioned, the last four approved devices (in Sonoma and Carlsbad, none installed yet) were to be monitored with a more detailed review. DPR's report includes the items that were a part of the application and requirements imposed by the Commission. Staff concurs with DPR's conclusion that the devices have not caused any significant environmental damage. Staff also finds that: DPR is making sufficient efforts to inform the public of the pass program, the pass program is successful in that more passes are purchased every year, and that DPR's reorganization is providing for an expanded outreach program to deal with such issues as reimbursement of pass-holders for expenditures of previous parking fees.

History

After many public hearings and a lot of discussion, the Commission approved 16 fee collection devices at 11 State Park units. Historically the Department had collected fees at seven of the sites; the Commission found installation of devices at these sites non-controversial and approved them in June 1991. Of the remaining nine sites where fees had not historically been collected, five devices were approved in August 1991. (All 12 devices were conditioned to limit fee collection for parking only).

Action on the remaining four locations was postponed pending outcome of negotiations with the City of Carlsbad and County of Sonoma for reimbursement by them in anticipated revenue in lieu of the Department collecting fees. Following successful completion of those discussions, the final four devices were approved in January 1992, with conditions limiting the fee for parking and submittal of three annual monitoring reports covering: 1) efforts made to inform public of the availability of special pass programs, 2) trends in pass usage, 3) efforts made to reimburse pass users for expenditures of previous parking fees.

Installation Status

Of the 16 devices approved, only eight have been installed. The four devices within Sonoma County and the City of Carlsbad were not installed, due to the payment of an in-lieu fee during fiscal year 91/92; City of Carlsbad has continued this payment this fiscal year while Sonoma has not. Only these 4 devices were conditioned to provide a monitoring program. The other four devices were not installed for various reasons.

Results of First Year's Monitoring

Prior to installation of fee collection devices, Department of Parks and Recreation personnel were informed of their responsibility to monitor and report any adverse effects of the devices as well as any complaints concerning traffic impacts. The DPR Personnel report no impacts: no new parking patterns, no new publicly initiated trails or park entrances. DPR believes that the reason people did not complain about the fees or attempt to create unauthorized trails is due to the fact that 7 out of 8 of the locations had fees historically collected, either seasonally or annually.

As part of their lawsuit against the Commission and the DPR, the Surfrider Foundation (SF) submitted a report that analyzed certain San Diego County beach units to determine if the new fee collection devices had had any effects. Commission staff concur with DPR's staff's conclusions, that the study is lacking a baseline in which to evaluate the validity of the SF claim that many people avoided using the fee lots and caused environmental degradation from parking their cars elsewhere and creating unauthorized trails through sensitive areas. The State staff's conclusion is that the unauthorized trails described in the report are a result of past use practices rather than caused by the new fee program.

Department of Parks and Recreation's Outreach Program

DPR has in place a number of programs designed to reach out into the broad segments of the California recreational community. Golden Bear Pass costs \$5 annually and is available to low income senior citizens, or to persons qualifying for ADFC program, or are blind, disabled or who qualify for the aid to the aged program. The Limited Golden Bear pass costs \$20 annually and is available to senior citizens during non-summer season. Disabled persons qualify for an annual \$3.50 pass and there is a general parking pass for \$75 annually. Only the Golden Bear pass can be tracked through the computer: purchases have steadily increased over the last five years.

New programs designed to expand the outreach program have been implemented. Examples include the publication of a new free handbook for State Parks, entitled "California Escapes," which informs the public of the opportunities and programs such as the Golden Bear pass. As a part of DPR's re-organization, a new set of goals have been adopted. The preamble to this effort recognizes the "dramatic changes in economic, demographic, and societal conditions" of the State of California. The goals encourage employees "to meet the demographic needs of the State revitalizing DPR's ability to meet its mission." DPR is making a heavy investment in the training of its personnel so that they are knowledgeable and able to carry out these imperatives. In fact, two full time positions have been created to serve in the outreach program.

Surfrider Foundation v. CCC/DPR

San Francisco Superior Court recently ruled in favor of the Commission. It is important to note that the court accepted the idea that installation of the devices allowed the Commission to review their indirect impacts, however, it also stated that, "the Commission does not have jurisdiction over imposition of parking fees."

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The Honorable Thomas W. Gwyn, Chairman
and Members
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105

Director's Office

First Annual Coastal Fee Collection
Impact Monitoring Report
Permit Numbers XS-91-01 through 16

The California Department of Parks and Recreation had proposed, as part of its application for new fee collecting devices in the State's Coastal Zone, to prepare three annual reports describing our efforts to monitor potential impacts to the surrounding environment. You will find the first of these reports enclosed. We are pleased to be able to inform you that we have been unable to identify significant impacts resulting from the installation of the approved devices, and except for a single case, a remarkable lack of public complaint over their development.

We are proud of our efforts to work cooperatively with you and your staff to creatively carry out not only our proposed program as conditioned by you, but the spirit of the program as well. This was done during a year in which this Department completely reorganized itself from top to bottom, had its personnel shrink by nearly one quarter, and saw its budget severely constrained.

You will find that the enclosed report describes more of the status of these permits than was required either by our application or by permit condition. Because of your continued interest in this issue we felt it important to keep you informed not only of our efforts to document impacts possibly caused by the installed fee collection devices and the public's reaction to them, but of our progress in implementing our permits.

If you have questions or would like to discuss this matter further, please do not hesitate to contact me at (916) 653-8288.

ORIGINAL SIGNED BY

Kenneth B. Jones, Deputy Director
Park Stewardship

Attachments

cc: Douglas P. Wheeler, Secretary for Resources
William G. Shafroth, Asst. Secretary, Land and Coastal Resources
Peter Douglas, Executive Director, California Coastal Commission
Linda Locklin, Manager, Coastal Access Program

FIRST ANNUAL
COASTAL FEE COLLECTION IMPACT MONITORING REPORT

California Department of Parks and Recreation

INTRODUCTION

The California Department of Parks and Recreation applied for and was granted coastal development permits for a variety of fee collection devices and necessary signing at 16 locations in 11 units of the State Park System. As part of its applications, the Department proposed to monitor the effects, if any, of the new fee collection devices. This would include identifying where any new unauthorized trails had been established in order to avoid paying parking fees, as well as tabulating and reporting letters and phone calls of complaint from the public and surrounding public officials relative to adverse off-site impacts. Based upon an analysis of this information we would identify specific mitigation measures, as we deem appropriate and feasible, such as installing fences and signs to prevent new trails which might impact sensitive resources.

Even though Department representatives at the hearing at which it was adopted explained our inability to perform certain of its requirements, we agreed as a condition to permits XS-91-12, 13, 14 and 16 that we would include as part of the monitoring report, efforts we had made and trends we saw in our annual and special passes program. Therefore, a hand search of records has been made in order to establish a baseline of pass purchases prior to exercising the permits.

The paragraphs which follow constitute the Department of Parks and Recreation's first of three annual coastal fee collection impact monitoring reports prepared to fulfill the letter of our applications and, as applicable, the condition of the permits.

BACKGROUND

As a result of the 90/91 Budget Act, the Director of the California Department of Parks and Recreation revised the Department's fee schedule and determined to collect fees statewide at locations where they had not previously been required. At that time, less than 28% of the 77.8 million visitors using the State Park System paid any user fee. Consequently, after reviewing a variety of factors this Department identified 98 locations statewide where it was determined that the physical layout of the unit and potential for visitor use were conducive to the installation of self service collection devices. Nineteen of these locations were within the regulatory jurisdiction of the California Coastal Commission. Consequently, the Department made the appropriate permit applications or provided the necessary notice in November 1990. On January 9, 1991 all 16 of the permit requests were denied by the Coastal Commission because of the Commission's concern that their approval would limit public access to the coast and/or could have deleterious off-site impacts. A subsequent request for reconsideration was

denied in February 1991. The remaining three devices requested as specific projects under an approved public works plan at Crystal Cove State Park became effective without condition through action of law in April of 1991.

Because of the submission of new evidence by the Department of Parks and Recreation, the Director of the Coastal Commission agreed to waive the normal six month prohibition on resubmittal of denied applications, and accepted new requests for the sixteen fee collection devices for hearing five months later in June 1991. At that hearing, seven sites (where fees had been collected previously) were approved with conditions requiring public meetings on a Department proposed new fee schedule, and the limitation on collection by the devices to parking fees. The remaining nine locations (where fees had not been previously collected) were continued by the Commission pending completion of the public meetings. Following this hearing twelve meetings were held throughout the state, with seven of them in or in close proximity to the State's Coastal Zone. Approximately 1,300 people attended these meetings, expressing their concern that there might be a loss of affordable beach access at locations where user fees had not been previously collected. (Interestingly, at the meeting in Huntington Beach where the highest parking fee of \$6.00 was being considered, there were no members of the public in attendance.) As a direct consequence of the testimony heard, the Department revised its fee schedule to reflect the availability of services in each individual unit, rather than charging an across-the-board fee increase.

On August 13 of 1991, the Coastal Commission heard and approved five of the nine continued applications with the same conditional limitations to the collection of parking fees as had been adopted previously. The remaining four locations were continued pending the outcome of negotiations with the City of Carlsbad and the County of Sonoma for reimbursement by them of anticipated revenue in lieu of the Department collecting fees.

Following the successful completion of these discussions, the final four sites within the City of Carlsbad and the County of Sonoma were considered and approved by the Coastal Commission in January 1992, with conditions which, besides the parking fee limitation, restricted the term of the permit to two years, provided that the devices only be used if the reimbursement agreements were not successfully renegotiated. Also required was a description of our efforts to inform all sectors of the public about the availability of alternatives to collection of parking fees through our annual and special pass programs, provide baseline information on the numbers and types of passes currently being sold and the existence of any trends after implementation of the fee collection devices, and a description of our efforts to explore reimbursement to day users who were unable to purchase annual and special passes at the time of their park visit but who subsequently desired to purchase such passes. The first Appendix attached to this report summarizes the status of each permit including any special conditions.

INSTALLATION STATUS

Of the 16 Coastal Development Permits issued to this Department for fee collection devices, we have chosen to exercise seven of them in four Southern California State Beach units and in one State Beach in Northern California. All of these devices are of the Park-ur-Self variety. Our experience with these devices has shown that they are reliable, more user friendly, and less subject to vandalism than anticipated. In fact, (due to the superior recording capability of these machines) we have discovered that certain of our coastal units have a considerably higher than anticipated public usage.

The Department has not exercised five permits at Dry Lagoon (Humboldt Lagoons State Park), Westport-Union Landing State Beach, Jug Handle State Reserve, and San Onofre State Beach. The three Northern California units were each to receive a non-mechanical iron ranger, while Can Onofre is to have a Park-ur-Self device. Except for San Onofre, it is questionable whether it would be economically feasible, with the Department's current (October 1991) fee schedule, to install these devices. It is anticipated that following the completion of the Department's reorganization next spring, the permit at San Onofre will be exercised and its Park-ur-Self installed.

The Department has also not installed four collection devices at Sonoma Coast and South Carlsbad State Beaches. The Tamarack parking lot at South Carlsbad and the Goat Rock Beach parking lot at Sonoma Coast were both to receive Park-ur-Self devices while the less developed Russian Gulch and Campbell Cove at Sonoma State Beach were to have iron rangers and a portable kiosk respectively. During fiscal year 91/92, the City of Carlsbad and the County of Sonoma voluntarily chose to make payment to the Department in an amount equal to the projected revenue of these locations so that they might remain as free access to the public. Since then only the City of Carlsbad has continued the in lieu payment through this fiscal year. The County of Sonoma's payment was for only the one year and they have informed us that they do not intend to continue them. The Department has not exercised its permits at this latter location, pending completion of its reorganization when they will once again be reviewed.

The Department originally identified 98 locations as possible sites for new collections. Of the 98 locations, 23 were to be located in the Coastal Zone. In addition to the eight permits exercised, three devices were installed under a public works plan and three devices were installed at various local jurisdictions. This gives a total of 14 devices installed in the coastal zone. This compares favorably to the 51 devices installed in non-coastal locations.

When making application for the fee collection devices, the Department noted that our experience has been that visitation normally falls off for about a year following adoption of a new fee schedule. While figures are not yet in for all of fiscal year 91/92, this trend seems to be continuing. Appendix II shows visitation for FY 85/86 through FY 89/90 as well as revenue generated from fee collections. The Department's last fee increase prior to that of October of last year was in April of 1987. Visitation fell off in the

following year. It is impossible to pinpoint the actual cause of this decline. Attendance at State Park System units is predominantly concentrated at Southern California Coastal units and reservoirs throughout the state. Because of this the most important factors affecting attendance are the weather in Southern California and the water level in reservoirs. As an example, attendance actually went up the first two months of the fee increase compared to the same two months of the previous year. Due to the start of the current drought and differing weather patterns it is impossible to ascribe this visitation decrease solely to the fee schedule change. As discretionary travel may also be affected by the general state of the economy and the price of gasoline, these factors, in addition to the continuing drought, may also affect current visitation figures since the October 1991 fee increase. In spite of the decrease in visitation, revenue has increased.

RESULTS OF FIRST YEAR'S MONITORING

Efforts to Determine Effects:

Following the granting of the coastal development permits for the fee collection devices, but prior to the installation of the machines themselves, the park units with the new systems were informed via memorandum (attached) of their responsibility to monitor and report the adverse effect of the new devices, as well as complaints concerning traffic from the public and public officials. The Department's personnel assigned to the various involved units have reported no new parking patterns, new publicly initiated trails or park entrances. The only comments received by the department concerned having to pay a parking fee as illustrated by the attached newspaper article from the May 7, 1992 Coast Dispatch. The Surfrider Foundation funded a study of certain San Diego County beach units to attempt to determine if the new fee collection devices had had any effects. This product is addressed below.

It is the opinion of experienced Department personnel assigned to the units in question that the lack of complaints of new environmental damage is probably due to the fact that fees historically have been collected (except for the Ponto parking lot at South Carlsbad State Beach, XS-91-3) by either an entrance station or a pre-existing iron ranger. At the Ponto location, the off-site parking is closer to the beach than the fee parking provided by the State of California. Consequently, since there is a human inclination to take the shortest path between two points, the unregulated parking continues to fill first, just as it did prior to the installation of the Park-ur-Self.

Efforts To Respond to Reported Impacts:

The only complaint of which this Department has knowledge was prepared by Surfrider Foundation and submitted to the Court as an augmentation to the administrative record for Surfrider v. California Coastal Commission. The California Department of Parks and Recreation is the real party-in-interest to this case. This submittal consists of two declarations by individuals who observed and analyzed visitor use activities at South Carlsbad, Cardiff, and Torrey Pines State Beaches for several hours during the 1992 Fourth of July holiday. These declarations purport to describe low usage of State provided

parking facilities, beach users parking outside of the State Park System unit and the use of alternative entrances to avoid paying what they erroneously refer to as "access fees" with resultant degradation of the natural resources of the subject park. The California Department of Parks and Recreation requested its Senior Resource Ecologist at its Southern Service Center, who has over nine years of experience with these particular units, to review the declarations and to advise the Department upon further courses of action, as necessary, in mid-September.

At South Carlsbad State Beach, where a Park-ur-Self automated fee collecting device had been installed just the month before the July 4 holiday, our ecologist observed that the declarations reflected, to a great extent, pre-fee era public use activities. Parking has been allowed along the west side of the Pacific Coast Highway north of the new parking lot for many years. The area where the new parking lot is located provided space for fewer than ten vehicles prior to its development in 1992. The newly created sand dune and wetland observed in the declaration are mitigation for the new parking lot's impacts and support more Lotus nuttalianus than existed at this beach prior to the new construction. The sand dune and wetland are subject to less trampling now than occurred prior to the new parking lot and fencing project.

Additional signing and delineation of appropriate access from the Pacific Coast Highway (PCH) parking area to the beach might induce some users to avoid these sensitive habitats. However, this solution would be appropriate regardless of whether the southerly parking area is in no-fee or fee status.

At Cardiff State Beach where the Park-ur-Self had been installed the previous autumn, Surfrider's observations also reflect previous conditions. The footpaths described leading from Norfolk Drive reflect a pattern of years of use by local residents and surfers who enjoy this area. When the Cardiff State Beach parking lot was completed and parking fees were first collected, some resistance occurred to using the lot. Lately, however, while people continue to use Norfolk Drive, the new lot has been more frequently used. This beach receives heavy public use and off-site parking is a valid issue, but this is related more to an overall deficiency of total parking spaces than it is to the availability of free parking areas.

Surfrider describes many people using the free parking (for over 100 vehicles) north and south of Cardiff State Beach along PCH and east of the beach in a residential area. They also noted volunteer footpaths and bridges that are found in the vicinity. These extemporaneous structures and the paths have existed for many years. Whether the imposition of parking fees at Cardiff SB has resulted in an increased use cannot easily be determined because there has been no pre-fee or baseline assessment of use.

While Surfrider presented photographs of vehicles in the area, it cannot be determined that these cars are directly related to beach use. Further, they did not present photos to verify their claim that the State Beach lot was "largely empty". They reported a turnover rate of fee parking vehicles of five to ten per hour. This suggests that many are using the lot. The

capacity of the State lot is approximately 110, which is much less than the free parking availability along PCH and locally. Even if the lot were free and filled first, many people would have to use areas outside of the unit because the parking facilities provided cannot meet the demand for parking on moderate and high use days.

At the north end of Cardiff State Beach, at San Elijo Lagoon, Surfrider described beach users disrupting sea bird foraging. This Department feels that this report is misleading as it implies that is a significant problem directly related to the Department's collection of fees. The subject part of the lagoon is located between PCH, the fee parking lot and San Elijo State Beach Campground. Most of the time the lagoon is naturally closed, and water quality at its mouth is poor due to inadequate circulation. Consequently, this area is not prime habitat for shorebird use. On many summer days and nearly every weekend, campers at the adjacent San Elijo State Beach and fee lot users, not just those who park along PCH north of the lagoon, spend time at or near the mouth of the lagoon. Most of the lagoon is located east of PCH and is managed by the California Department of Fish and Game and provides abundant forage habitat for birds.

Other statements by Surfrider for this location cite increased habitat disruption and pedestrian safety concerns resulting from the collection of parking fees, lacked supporting evidence. This Department is in continuous contact with local authorities concerning law enforcement and related issues, and has determined that there is no evidence of any increase in accident reports at this or any other of the locations where devices were installed.

The adverse land use patterns at Torrey Pines State Beach described by Surfrider have little to do with the installation of the Park-ur-Self devices. These automated fee collection machines were installed in the summer of 1991. However, the Department has collected fees at the North beach parking lot during peak use periods for more than ten years. This lot has approximately 540 parking spaces. An additional 310 vehicles may park east of the lot along Carmel Valley Road and west on PCH at no cost and have done so for many years. Similarly, 60 additional cars may park along PCH north of Carmel Valley Road and have done so for over ten years. This latter area, which is within and under the management of the City of Del Mar, is at least one-quarter mile from the North Beach lot and its use has little to do with the installation of a collection device. There are many unapproved trails leading from this site to the beach, but it would be impossible to judge the incremental environmental impacts caused by fee induced parking changes (if in fact there are any), from Surfrider's cursory, one day survey. This area could benefit from trail signing, however.

In summary, the observations made by Surfrider's observers reflect past use practices more than results from the Department's recent changes in its collection of parking fees at several San Diego Coast State Beaches. We do not dispute the observation that coastal vegetation suffers from visitor use. However, a similar review of city or county managed coastal properties will show the same impacts. In spite of the recreation manager's best efforts, many beach users take the shortest route to the beach resulting in

erosion, vegetation and habitat disturbance. It is impossible to tie the activities observed by Surfrider to the implementation of a new fee collection method scientifically, as a lack of evidence prevents differentiation from the preexisting conditions.

It is the intent of this Department to once again notify the parks subject to these permits of their responsibility to be aware of occurrences in and surrounding their units which might be considered as an effect resulting from the installation of these devices. They will also be reminded to maintain the logs of any citizen's complaints or expression of concern so that the Department may properly respond and so that we can appropriately report to you.

STATUS OF THE DEPARTMENT'S OUTREACH PROGRAM

As a condition of approval for the three Sonoma Coast State Beach and one South Carlsbad State Beach devices, it was required that we report to the Coastal Commission the Department of Parks and Recreation's efforts to inform the public of the availability of our pass programs, trends in pass usage, and our efforts to reimburse pass users for the expenditure of previous parking fees. To date these four permits have not been exercised by this Department.

As described to the Coastal Commission during the course of the hearings for these permits, the Department has a number of programs designed to reach out to broad segments of the California recreational community. These include programs which benefit low income, disabled, and elderly people. The golden bear Pass costs \$5.00 annually, and is available to those who are at least 62 years of age and have a monthly income of less than \$630.00 per person or who qualify for the Aid for Dependent Children program, or are blind or disabled, or who qualify for the aid to the aged program. The Limited Golden Bear pass which costs \$20.00 annually is available to persons 62 years or older, and can be used after Labor Day until Memorial Day. Additionally, both disabled individuals and disabled veterans qualify for an annual pass costing \$3.50 per year. There is also an annual parking pass available to the general public for \$75.00 each year.

The only pass program which the Department is currently able to track through its computer system is the Golden Bear Pass. Review of our records for the past five years shows a steady increase in the number issued. The Department currently does not verify the eligibility requirements of applicants which has allowed for considerable abuse of the program. Starting in January 1993, the Department will request verification of eligibility prior to issuing the pass. For this reason there may be a decline in the number of passes issued in 1993.

The organization of the California Department of Parks and Recreation has been going through a complete revision this calendar year. Among other effects, this has resulted in the loss of nearly 25% of our personnel, the flattening of our management structure, the reduction of District offices from 51 to 23, and the elimination and reassignment of many functions

previously performed centrally in Sacramento to our staff located at the District and unit level. Of course we have also suffered with the same levels of budget reductions as have been experienced by other State agencies.

In spite of the Department's preoccupation with its reorganization, we have made some efforts to outreach our program. Examples include publication of a new free handbook to California State Parks, entitled "California Escapes" which informs the public of the availability of the State Park System's opportunities and programs such as the Golden Bear Pass. The public is also informed of the fee schedule through annual press releases which also explain Golden Bear Pass and Disabled Discount programs.

As part of its reorganization the Department has been adopting a new set of Key Goals. The Preamble to this effort recognizes the "dramatic changes in economic, demographic and societal conditions" of the State of California. The goals themselves encourage employees to reach a new level of participation to deliver service "to meet the demographic needs of the state revitalizing the Department's ability to meet its mission." These are not considered to be empty words. This Department is making a heavy investment in the training of its personnel so that they are knowledgeable and able to carry out these imperatives. This commitment is also demonstrated by the relocation, as part of the reorganization, of two full time positions to serve in an outreach program coordinated by a Deputy Director. However, until our reorganization has been completed we do not anticipate the initiation of any new major programs such as are envisioned by this permit condition. However, if the Department should choose to exercise any of the permits at Sonoma or South Carlsbad State Beaches, the subsequent annual report will include a description of the Department's continued effort to make eligible visitors and potential visitors aware of these programs and to review broadening their potential scope.

CONCLUSION

The California Department of Parks and Recreation is encouraged by the public acceptance of our revised fee schedule. This is in spite of an unsuccessful attempt to place an initiative on the ballot of the last general election which would have made certain user fees in coastal State Parks and Beaches illegal. With a single exception which was discussed above, we have not observed any impacts, nor have we been able to document any official complaints relative to the installation of eight devices currently installed. Other than preexisting sites of trespass, we have also been unable to identify any new trails caused as a result of the development of new fee collection systems. In addition, this Department has rededicated itself to its mission to provide for the health, inspiration and education of all the people of California by preserving the state's most valued natural and cultural resources and by providing opportunities for high quality recreational experiences. This Department is committed to continuing its monitoring procedures and reporting to the Coastal Commission on any response actions through 1994.

APPENDIX I
STATUS SUMMARY
Summary of Coastal Permits for Fee Collection
December 1, 1992

<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions (See Footnotes)</u>	<u>Status</u>
XS-91-1	Half Moon Bay SB (Venice Beach)	Park-ur-Self	6-11-91	1, 2	Installed 7/91
XS-92-2	Malibu Lagoon SB (Beach Parking Lot)	Park-ur-Self	6-11-91	1, 2	Installed 8/91
XS-91-3	South Carlsbad SB (Ponto Beach)	Park-ur-Self	6-11-91	1, 2	Installed 6/92
XS-91-4	Cardiff SB (N. Parking Lot)	Park-ur-Self	6-11-91	1, 2	Installed 10/91
XS-91-5	Cardiff SB (S. Parking Lot)	Park-ur-Self	6-11-91	1, 2	Installed 10/91
XS-91-6	Torrey Pines SB (N. Parking Lot)	Park-ur-Self	6-11-91	1, 2	Installed 8/91
XS-91-7	Torrey Pines SB (S. Parking Lot)	Park-ur-Self	6-11-91	1, 2	Installed 7/91
XS-91-8	Humboldt Lagoons SP (Dry Lagoon)	Iron Ranger	8-13-91	2	On hold
XS-91-9	Westport-Union Indg. SB (Howard Creek)	Iron Ranger	8-13-91	2	On hold

<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
XS-91-10	Westport-Union Indg. SB (De Haven Creek)	Iron Ranger	8-13-91	2	On hold
XS-91-11	Jug Handle SR	Iron Ranger	8-13-91	2	On hold
XS-91-12	Sonoma Coast SB (Russian Gulch)	Iron Ranger	1-13-92	2, 3, 4, 5	On hold
XS-91-13	Sonoma Coast SB (Goat Rock Beach)	Park-ur-Self	1-13-92	2, 3, 4, 5	On hold
XS-91-14	Sonoma Coast SB (Campbell Cove)	Iron Ranger/ Portable Kiosk	1-13-92	2, 3, 4, 5	On hold
XS-91-15	San Onofre SB (Trestles)	Park-ur-Self	8-13-91	2	On hold
XS-91-16	S. Carlsbad SB (Tamarack)	Park-ur-Self	1-13-92	2, 3, 4, 5	In lieu
PWP 4-82-6	Crystal Cove SP (El Moro) (Los Trancos) (Pelican Point)	Park-ur-Self	4-29-91		All became operational 5-91
		Park-ur-Self	4-29-91		
		Park-ur-Self	4-29-91		

Note: In addition to the "Conditions of Approval" below, the Department agreed as part of its application submittal (except for the three sites at Crystal Cove) to submit to the Coastal Commission three annual reports of its monitoring program. This monitoring would, at a minimum, identify new unauthorized trails, and tabulate letters and phone calls of complaint relative to the new devices. Based upon an analysis of this information, the Department would identify appropriate mitigation and take appropriate corrective action it deems appropriate and feasible.

FOOTNOTES
Conditions of Approval

1. Prior to transmittal of the Coastal Development Permit, permittee shall submit evidence to the Executive Director that the Department has held public meetings to receive public input on the Department's fee schedule.
2. This Coastal Development Permit is for the installation of fee collection devices for the purpose of parking cars (fees).
3. By acceptance of this permit, the applicant agrees that the fee collection devices will only be used if a local agency fails to execute an agreement reimbursing the Department for lost revenues.
4. (Draft) The annual monitoring report shall include such information as: (1) the efforts the applicant has made to inform all sectors of the public about the availability of alternatives to collection of parking fees through its annual and special pass programs; (2) baseline information on the numbers and types of passes currently being sold and the existence of any trends after implementation of the fee collection devices, and (3) the efforts the applicant has made to explore reimbursement to day users who were unable to purchase annual and special passes at the time of their park visit and who subsequently purchased annual and special passes.
5. This permit is valid for two years, until January 13, 1994.

APPENDIX II

A PAID & FREE DAY USE ATTENDANCE 0 STATEWIDE/COASTAL FISCAL YEARS 1987/88 THROUGH 1991/92

<u>FY</u>	<u>PAID DAY USE</u>	<u>FREE DAY USE</u>	<u>TOTAL DAY USE</u>
87/88	14,801,683/6,659,847	51,323,549/32,755,317	66,125,232/39,415,164
88/89	15,209,422/7,167,159	53,541,473/32,680,109	68,750,875/39,847,268
89/90	15,645,463/7,483,202	55,783,813/32,898,528	71,429,276/40,381,730
90/91	14,708,592/7,243,867	49,758,553/29,583,566	64,467,145/36,827,433
91/92*	10,877,090/5,379,553	37,185,582/20,745,010	48,062,672/26,124,563

*(Note: FY 91/92 through April 92 only.)

B PAID & FREE DAY USE ATTENDANCE - STATEWIDE FISCAL YEARS 1987/88 THROUGH 1991/92 ALL FISCAL YEARS JULY THROUGH APRIL

<u>FY</u>	<u>PAID DAY USE</u>	<u>FREE DAY USE</u>	<u>TOTAL DAY USE</u>
87/88	11,561,555	41,748,776	53,310,331
88/89	11,740,134	42,764,183	54,504,317
89/90	11,937,130	44,379,104	56,316,234
90/91	11,534,280	41,251,929	52,786,209
91/92	10,877,090	37,185,582	48,062,672

C GOLDEN BEAR PASS REVENUE

<u>FY</u>	<u>REVENUE</u>
87/88	22,366
88/89	26,082
89/90	21,719
90/91	31,955
91/92	39,232

364
Specs

The Honorable Thomas W. Gwyn, Chairman
and Members
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105

Director's Office

First Annual Coastal Fee Collection
Impact Monitoring Report
Permit Numbers XS-91-01 through 16

The California Department of Parks and Recreation had proposed, as part of its application for new fee collecting devices in the State's Coastal Zone, to prepare three annual reports describing our efforts to monitor potential impacts to the surrounding environment. You will find the first of these reports enclosed. We are pleased to be able to inform you that we have been unable to identify significant impacts resulting from the installation of the approved devices, and except for a single case, a remarkable lack of public complaint over their development.

We are proud of our efforts to work cooperatively with you and your staff to creatively carry out not only our proposed program as conditioned by you, but the spirit of the program as well. This was done during a year in which this Department completely reorganized itself from top to bottom, had its personnel shrink by nearly one quarter, and saw its budget severely constrained.

You will find that the enclosed report describes more of the status of these permits than was required either by our application or by permit condition. Because of your continued interest in this issue we felt it important to keep you informed not only of our efforts to document impacts possibly caused by the installed fee collection devices and the public's reaction to them, but of our progress in implementing our permits.

If you have questions or would like to discuss this matter further, please do not hesitate to contact me at (916) 653-8288.

Original signed by

Kenneth B. Jones, Deputy Director
Park Stewardship

Attachments

cc: Douglas P. Wheeler, Secretary for Resources
William G. Shafroth, Asst. Secretary, Land and Coastal Resources
Peter Douglas, Executive Director, California Coastal Commission
Linda Locklin, Manager, Coastal Access Program

bcc: Carl Drake

SURNAME Tilghman:bow

Tilghman 12-10-92

364/12/13/92

STATUS SUMMARY
Summary of Coastal Permits for Fee Collection
October 6, 1992

<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
XS-91-1	Half Moon Bay SB (Venice Beach)	Park-ur-self	6-11-91	1, 2	Installed 7/91
XS-92-2	Malibu Lagoon SB (Beach Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 8/91
XS-91-3	South Carlsbad SB (Ponto Beach)	Park-ur-self	6-11-91	1, 2	Installed 6/92
XS-91-4	Cardiff SB (N. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 10/91
XS-91-5	Cardiff SB (S. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 10/91
XS-91-6	Torrey Pines SB (N. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 8/91
XS-91-7	Torrey Pines SB (S. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 7/91
XS-91-8	Humboldt Lagoons SP (Stone Lagoon) <i>DR/Lagoon</i>	Iron Ranger	8-13-91	2	Unit Closed
XS-91-9	Westport-Union Indg. SB (Howard Creek)	Iron Ranger	8-13-91	2	On hold

<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
XS-91-10	Westport-Union Lndg. SB (De Haven Creek)	Iron Ranger	8-13-91	2	On hold
XS-91-11	Jug Handle SR	Iron Ranger	8-13-91	2	On hold
XS-91-12	Sonoma Coast SB (Russian Gulch)	Iron Ranger	1-13-92	2, 3, 4, 5	In lieu
XS-91-13	Sonoma Coast SB (Goat Rock Beach)	Park-ur-self	1-13-92	2, 3, 4, 5	In lieu
XS-91-14	Sonoma Coast SB (Campbell Cove)	Iron Ranger/ Portable Kiosk	1-13-92	2, 3, 4, 5	In lieu
XS-91-15	San Onofre SB (Trestles)	Park-ur-self	8-13-91	2	On hold
XS-91-16	S. Carlsbad SB (Tamarack)	Park-ur-self	1-13-92	2, 3, 4, 5	In lieu
PWP 4-82-6	Crystal Cove SP (El Moro) (Los Trancos) (Pelican Point)	Park-ur-self Park-ur-self Park-ur-self	4-29-91 4-29-91 4-29-91		All became operational 5-91

Note: In addition to the "Conditions of Approval" below, the Department agreed as part of its application submittal (except for the three sites at Crystal Cove) to submit to the Coastal Commission three annual reports of its monitoring program. This monitoring would, at a minimum, identify new unauthorized trails, and tabulate letters and phone calls of complaint relative to the new devices. Based upon an analysis of this information, the Department would identify appropriate mitigation and take appropriate corrective action it deems appropriate and feasible.

Conditions of Approval

1. Prior to transmittal of the Coastal Development Permit, permittee shall submit evidence to the Executive Director that the Department has held public meetings to receive public input on the Department's fee schedule.
2. This Coastal Development Permit is for the installation of fee collection devices for the purpose of parking cars (fees).
3. By acceptance of this permit, the applicant agrees that the fee collection devices will only be used if a local agency fails to execute an agreement reimbursing the Department for lost revenues.
4. The annual monitoring report shall include such information as: (1) the efforts the applicant has made to inform all sectors of the public about the availability of alternatives to collection of parking fees through its annual and special pass programs; (2) baseline information on the numbers and types of passes currently being sold and the existence of any trends after implementation of the fee collection devices, and (3) the efforts the applicant has made to explore reimbursement to day users who were unable to purchase annual and special passes at the time of their park visit and who subsequently purchased annual and special passes.
5. This permit is valid for two years, until January 13, 1994.

STAFF REPORTREVISED FINDINGS

APPLICATION NO.: XS-91-1 through XS-91-7

APPLICANT: CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

PROJECT LOCATION: San Mateo County: Half Moon Bay State Beach (XS-91-1); Los Angeles County: Malibu Lagoon State Beach (XS-91-2); San Diego County: South Carlsbad State Beach (XS-91-3); Cardiff State Beach: north parking lot (XS-91-4) south parking lot (XS-91-5); Torrey Pines State Beach: north parking lot (XS-91-6); south parking lot (XS-91-7).

PROJECT DESCRIPTION: Installation of seven fee collection devices, mechanized "park-ur-self" with electrical connections and signing to augment existing fee collection system.

LOCAL APPROVALS RECEIVED: None needed

SUBSTANTIVE FILE DOCUMENTS: CEQA: Categorically exempt [Class 3, Sec. 15303]

COMMISSIONERS OF THE PREVAILING SIDE: Hisserich, Glickfeld, MacElvaine, Malcolm, Carter, Wright, Gwyn

PERMIT PROCESSING

This report covers seven permit applications. As they raise similar issues, staff has written only one report. However, the Commission must take seven actions (one for each permit).

FEE COLLECTION DEVICES

The Department currently collects day use fees at five of the seven sites; a coastal permit has already been approved to install an entrance station at both South Carlsbad and Cardiff south parking lot. Once construction is complete, fees will be collected via the approved permit. This application is for the installation of fee collection devices at all seven locations and are intended to make more efficient and to augment current collection practices. The devices will allow year-round collection.

I. Resolution

Approval with Conditions.

The Commission hereby grants a permit, subject to the conditions below, for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions. See attached Exhibit A

III. Special Conditions.

- 1) PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, permittee shall submit evidence to the Executive Director that the Department has held public meetings to receive public input on the Department's fee schedule.
- 2) THIS COASTAL DEVELOPMENT PERMIT is for the installation of fee collection devices for the purpose of parking cars.

IV. Findings and Declarations.

The Commission hereby finds and declares:

1. Project History/Re-Submittal

On January 9, 1991 the Commission denied the Department's applications to install fee collection devices at sixteen State Park beaches. On February 6, 1991 the Commission denied the Department's request for reconsideration of this decision. On May 24, 1991 the Department submitted new applications to install the fee collection devices.

Pursuant to Commission regulation 14 Cal. Code Reg. Sec. 13109, an applicant ordinarily must wait six months after the denial of an application before resubmitting an application. This six-month waiting period may be waived if the Executive Director determines within five working days of the new application that the application is not "substantially the same" as the previous one. In addition, section 13109 allows the Commission itself to waive the six-month limitation upon a showing of good cause.

In this case, the Executive Director determined that the applications were not substantially the same as the Department's previous applications because the new applications contained significant new information bearing on the impacts of the fee collection devices. The Commission further finds that good cause exists for waiving the six-month waiting period for the resubmittal of the applications because the substantial public interest and legislative concern over the Department's plans to install the fee collection devices.

2. Project Description

The proposed project is to install seven fee collection devices with signing at five developed State Park units (see attached exhibits for the individual locations and site plans). Fees are currently collected at five of the seven sites; these devices will augment the existing collection program by making collection more efficient and by enabling collections to occur during the non-peak season when a ranger is not present for that purpose. As discussed above, the Department has already obtained Commission approval to install an entrance station for fee collection purposes at both South Carlsbad (6-87-667) and Cardiff (6-87-459)). Each device will generally be located near the entrance to the park, in a previously paved or disturbed area. The automatic ticket machine, known as "park-ur-self", will be hooked up to existing electrical lines, thus trenching will be required. However, all grading for the trenches will be done in existing paved or disturbed areas, and will not adversely affect any coastal resources. Two by three foot information signs will also be installed along with each device. The submittal is only for mechanical devices for the purpose of collecting day use fees for parking cars; walk-in and bicyclists will continue to access these beach areas at no charge. Other devices such as gates or metal teeth in the roadway to prevent vehicular entrance are not included in the submittal.

3. Public Access

One of the strongest goals of the Coastal Act is to protect, provide, and enhance public access to and along the coast. As manager of several hundred miles of publicly owned coast (or about 24% of the California Coast), the Department's responsibility is to also protect, provide, and enhance public access. The purpose of this application is to provide a more efficient way to collect fees to carry out this mandate. The application is also consistent with the directive from the Legislature to the Department to impose and improve its fee collection practices to offset a major reduction in General Fund support for the operations of the Department. The application, for fee collection devices only, is also consistent with the Legislature's directive, supported by Sections 30400 and 30401 of the Coastal Act, that the Department is the mandated state agency responsible for setting and collecting fees at State Parks. Currently the Department utilizes State Park personnel to physically collect fees from beach goers. If mechanical devices were installed, park rangers would be relieved of some of the fee collection duties and would be available for other public serving tasks such as interpretive programs. Installation of these devices would also augment the seasonal collection of fees. Currently, given limited funds for Department personnel, fees are collected only during the peak use season (generally May through September) and during peak hours. With the installation of these devices, fees can be collected year-round, and all day, thus augmenting the existing fee collection program. Impacts from this program, such as degradation of resource areas or overloading of adjacent areas, will not occur, as fees are

already collected during peak use and mitigation measures (such as fencing to prevent trampling of dunes) have already been employed by the Department. Other mitigation measures, such as the availability of passes for low income people, are also already employed by the Department.

The following discussion reviews each location proposed for a fee collection device:

a) Half Moon Bay State Beach (Venice Beach) (XS-91-1)

Half Moon Bay State Beach, located within the city limits of Half Moon Bay, contains four miles of wide sandy shoreline and extensive bluff top acreage. Four areas contain public facilities and a total of 400 parking spaces are provided. Starting at the north end, Roosevelt Beach has a parking lot; Dunes Beach contains a parking lot and the Sweetwater Group Camp is just to the south; Venice Beach has two parking lots with restroom facilities, a contact station, and an iron ranger; Francis Beach has camping facilities, for 51 tent or RV sites, and the Administrative Office is located here. Half Moon Bay State Beach is just south of the County owned Pillar Point marina and just north of sandy beaches located within San Mateo County jurisdiction. To the east of the park, there is scattered residential development. Installation of the "park-ur-self" device will not alter the existing use patterns, as fees are already collected via either a park employee located in the contact station or the existing iron ranger.

b) Malibu Lagoon State Beach (Beach Parking Lot) (XS-91-2)

Located seaward of Pacific Coast Highway, east of Pt. Dume, this 160 car beach parking lot serves Malibu Lagoon State Beach and Surfrider Beach (seaward of Pacific Coast Highway) and Malibu Creek State Park (inland of the highway). There is also a parking lot operated by Los Angeles County across the creek from the State parking lot. These lots, together with another nearby parking lot operated by a concessionaire, are the only beach access points in the area. Just west of the State Parking lot are private homes that preclude beach access. To the east is the county parking lot and the concessionaire parking lot. The surrounding area inland of Pacific Coast Highway contains small businesses, shopping areas, and residences. The Department currently collects fees at this location, and as Los Angeles County and their concessionaire both charge a \$7. day use fee, there should be no change in use patterns.

c) South Carlsbad State Beach (Ponto Parking Lot) (XS-91-3)

This 247 space parking lot is under construction as well as an entrance station, outside showers, and a restroom (per coastal permit 6-87-667). Beach access south of the parking lot is limited due the seasonal width of the beach. The beach north of the parking lot is owned by the Department. The new parking lot will relocate parking off the highway shoulder and will provide an increase in parking spaces. There should be no impact on nearby property owners since only the State Beach has coastal access.

d) Cardiff State Beach (north parking lot) (XS-91-4)

This wide sandy beach park (800 ft. in length) is developed with an entrance station, outside showers, a restroom, and a 550 car parking lot. To the north of the parking lot is the State Beach; to the south are three restaurants. As the Department currently already charges a fee, there should be no change in the usage pattern.

e) Cardiff State Beach (south parking lot) XS-91-5

The parking lot is approximately six acres in size. Coastal permit 6-87-459 approved construction of a 480 car parking lot, entrance station, two restrooms, showers, beach access stairs and picnic pads.

The site is located directly west of the San Elijo Lagoon. A residential development is located immediately south of the parking lot. The State Beach extends one mile to the north and 200 yards to the south of the parking lot. There is another smaller parking lot located to the north, but within this same unit, where fees are charged. There is a residential development to the south and the adjacent City of Solana Beach has both free and fee parking areas. As the Commission already approved a permit to construct the entrance station for a variety of uses including fee collection, the Commission has already found that fee collection in this location will not impede public access.

f) Torrey Pines State Beach (north parking lot) (XS-91-6)

Located adjacent to Los Penasquitos Lagoon, this popular beach is being developed (per coastal permit 6-87-346) with a 548 car parking lot and already has restroom and shower facilities. There is no formal entrance station, but park personnel collect fees from the parking lot area. The State Beach extends one mile to the north and three miles to the south of the parking lot. Inland of the park, beyond Pacific Coast Highway is a large condominium project. As the Department has historically collected fees, installation of the "park-ur-self" will not alter existing use patterns.

g) Torrey Pines State Beach (south parking lot) (XS-91-7)

Located just north of the bluff where Torrey Pines State Reserve is located, this parking lot currently contains 200 informal parking spaces and 50 more spaces are under construction per coastal permit 6-87-346. The State beach extends about two miles to the south, and is located approx. one mile south of the northern parking lot. Fees have historically been collected, so installation of the device will not affect the use pattern.

Conclusion

Section 30210 of the Coastal Act requires that maximum access and recreational opportunities be provided for all people; Section 30212.5 requires distribution of public facilities to prevent overcrowding or use; Section 30213 encourages provision of lower cost visitor and recreational facilities; Section 30214 requires that public access be implemented in a manner that takes into account the physical features, site capacity, and on and offsite impacts.

The proposed project is consistent with the public access policies of the Coastal Act. The Department is already collecting fees at each of the five locations (and the Commission has already approved fee collection facilities at two others); this money is used to operate and maintain the state park property in order to provide better service to the users. Therefore, the Commission finds the project consistent with Chapter 3 of the Coastal Act. For purposes of these findings, the Commission hereby incorporates those relevant portions of the findings adopted relative to Application No. XS-91-8. (See particularly Finding No. 2, Fee Collection Devices and Use Fees. Special Condition No. 1 requires that the Department report the results of the public meetings regarding the fee schedule.)

4. CEQA/LCP

The Department, as lead agency, determined that this activity is exempt from the requirements of the California Environmental Quality Act. The Commission finds that the installation of the fee collection devices is categorically exempt under CEQA regulation section 15303, Class 3 (construction of small structures). The component of the Department's activity involving the establishment and approval of the fees themselves is statutorily exempt under Public Resources Code section 21080(b)(10) and CEQA regulation 15273(a)(1), because the fees are necessary in order to offset a \$16,000,000 reduction in the Department's operating budget for FY 1990/91 and an \$8,000,000 reduction for FY 1991/92. Furthermore, the project as conditioned will not create any significant adverse environmental impacts as defined by CEQA.

As each device is located within the Commission's area of original jurisdiction, the LCP is only advisory. However, as each LUP/LCP contains policies to protect, maintain, and enhance public access to the coast, and as the project complies with those policies, the project is consistent with the LUP/LCP for each area.

STAFF REPORT: REVISED FINDINGS

APPLICATION NO.: XS-90-1 through XS-90-16

APPLICANT: CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

PROJECT LOCATION: Humboldt County: Humboldt Lagoons State Park (XS-90-1);
Mendocino County: Westport-Union Landing State Beach:
Howard Creek (XS-90-2), DeHaven Creek (XS-90-3); Jug Handle
State Reserve (XS-90-4); Sonoma County: Sonoma Coast State
Beaches: Russian Gulch (XS-90-5), Goat Rock (XS-90-6),
Campbell Cove (XS-90-7); San Mateo County: Half Moon Bay
State Beach (XS-90-8); Los Angeles County: Malibu Lagoon
State Beach (XS-90-9); San Diego County: San Onofre State
Beach (XS-90-10); Carlsbad State Beach (XS-90-11); South
Carlsbad State Beach (XS-90-12); Cardiff State Beach:
north parking lot (XS-90-13), south parking lot (XS-90-14);
Torrey Pines State Beach: north parking lot (XS-90-15),
south parking lot (XS-90-16).

PROJECT DESCRIPTION: Installation of fee collection devices, either
non-mechanical "iron ranger" or mechanized "park-ur-self"
with electrical connections and signing, located generally
at the entrance to each of the above listed State Park
units.

LOCAL APPROVALS RECEIVED: None needed.

SUBSTANTIVE FILE DOCUMENTS: CEQA: Categorically exempt [Class 3, Sec. 15303]

COMMISSIONERS ON THE PREVAILING SIDE: Cervantes, Franco, Giacomini,
Glickfeld, Rynerson, MacElvaine, McInnis, Doo, Neely, Gwyn

Commission Action

=

On January 9, 1991, the Commission adopted the following resolution:

I. Denial.

The Commission hereby denies a permit for the proposed development on the grounds that it would not be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976 and will have significant adverse impacts on the environment as defined by the California Environmental Quality Act.

IV. Findings and Declarations.

The Commission hereby finds and declares:

1. Project Description

The proposed project is to install 16 fee collection devices with signing and fee collection at 11 developed State Park units located along the entire coastal zone. (See the attached exhibits for the individual locations and site plans.) Each device will generally be installed near the entrance to the park, in a previously paved or disturbed area. Two types of fee collection devices are proposed: mechanical "iron rangers" (six in total), and non-mechanical "park-ur-self" (10 in total). The "park-ur-self" devices will be hooked up to existing electrical lines, thus trenching will be required. However, all grading for either the trenches or the support posts will be done in existing paved or disturbed areas and will not adversely affect any coastal resources. Signs, 2 by 3 ft., will also be installed along with each device. (See Exhibit 9, 10, and 11).

2. Development

Section 30106 of the Coastal Act defines "development" as:

"Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Therefore, the physical installation of 16 fee collection devices meets the definition of development.

3. Public Access

One of the strongest goals of the Coastal Act is to protect, provide and enhance public access to and along the coast. Section 30001.5(c) of the Coastal Act requires that public access and public recreational opportunities be maximized, consistent with sound resource conservation principles. Additional Coastal Act policies are applicable:

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212.5 of the Coastal Act states:

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area.

Section 30213 of the Coastal Act states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Neither the commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate-income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30214 of the Coastal Act states:

(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.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30252(4) and (6) of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by ... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, ... (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The above cited policies require that public access to and along the coast be protected, maintained, and enhanced. Currently, the Department manages 260 miles of California's coastline and through their mandated responsibilities is implementing the Coastal Act's policies by providing public facilities that provide and enhance recreational opportunities.

As discussed in the Department's submittal, the intent behind installation of the fee collection devices, which affect 53 miles of coastline, is to obtain sufficient revenue to continue maintenance and operation of the Departments' coastal property for the enjoyment of all the public. While the Commission finds that the goal of obtaining revenues is consistent with the Coastal Act goals of providing public access to and along the shoreline, the Commission also finds that the Department has failed to demonstrate that imposition of these devices, as proposed, will not adversely impact public beach use.

The purpose of installing these devices is that they will facilitate the imposition of a fee schedule reviewed by the Parks and Recreation Commission for FY 1990-91. According to the Department of Parks and Recreation this fee schedule will increase by about 4% the number of day users who will pay fees to use state parks. While the project as proposed will not alter existing hours of operation at the parks and thus will not reduce the hours that the parking lots and facilities are available to users, the installation of these devices will increase the efficiency of collecting fees and thus will make it not only easier to collect fees from more people, but also will require more people to pay at more locations. It will also require payment at locations where it has been historically free to the public. This may result in a change in the pattern of use within, and access to, the parks, their shoreline and tidelands.

The Coastal Act contains provisions to protect and maximize public access and distribute access facilities to avoid impacts from overuse of any one area, and to protect and provide lower cost visitor and recreational facilities. See Sections 30211, 30212.5 and 30313 quoted above.

In addition, the Coastal Act contains provisions which indicate some legislative intent to encourage the development of alternative innovative funding techniques to accomplish the provision and operation of coastal access. For example, Section 30531(c) states in part:

... In preparing its recommendations for funding public coastal accessway operation and maintenance costs, the commission shall develop alternative innovative funding techniques that take into account the appropriateness of local funding for the operation and maintenance of accessways that serve primarily local needs ...

There may be both direct and indirect impacts to coastal resources and access from the installation and use of these devices. Imposing large fees, fees where none existed, or altering existing fees to state parks may change the

intensity of use of the land, and may change the intensity of use of the water and access thereto. The state parks are used in many different ways, in some cases depending on the level of services provided (e.g. camping vs. undeveloped day use). Many users are very short term visitors who recreate in the state park by jogging through. Others use the park for brief off peak visits to watch the sunset or beachcomb. Still others recreate only during extreme off peak hours. The fee schedule proposed does not recognize these short term uses. Rather, it is predicated upon all use being of equal time, duration and intensity. In addition, the fee schedule does not take into account the different levels of service which are provided at various units. If entry to the parks is too burdensome, people will either not be able to use the facilities short term or will seek other ways to access the coast. This can result in overloading other adjacent parking or residential areas or cutting new "unofficial" trails through sensitive or hazardous areas and thus damaging coastal resources. The Department has failed to analyze the potential environmental impacts of these structures, nor has it provided sufficient information that would allow the Commission to analyze these impacts.

Therefore, the Commission finds that the project as submitted is not consistent with the coastal access policies of the Coastal Act, as the applicant has not submitted sufficient information to show that access will be protected. There are, however, alternatives which the applicant could explore to mitigate these impacts and these are discussed below.

Alternatives

In proposing the imposition of this new fee schedule for the 16 locations, the Department has failed to analyze the impacts upon adjacent beach and neighborhood areas. Clearly, when faced with paying a new or higher entrance fee, most people will opt for a nearby free area, regardless of whether sensitive areas will be impacted or whether neighborhoods will become more congested. Section 30531 of the Coastal Act requires that the Commission develop alternative, innovative funding techniques as part of its overall coastal public access program. Therefore, the Commission finds that while the proposed project is inconsistent with the Coastal Act as submitted, the Commission also recognizes that there are alternative proposals which could be found acceptable. An acceptable program would analyze each site individually, determine what (if any) spillover effects would occur and adequately mitigate any impacts by such means as not charging a higher fee than an adjacent City or County beach park, imposing fees only during the peak use periods thus keeping the park free to early morning and evening users such as joggers, walkers and surfers, or by charging a fee commensurate with the facilities provided and used. By exploring an alternative program which would mitigate any significant public access impacts, the Commission could find such an alternative acceptable.

4. CEQA

CEQA findings are required where a public agency approves a project but not

REVISED FINDINGS FOR RECONSIDERATION

APPLICATION NO. XS-90-1 R through XS-90-16 R

APPLICANT: DEPARTMENT OF PARKS AND RECREATION

AGENT: Jack Harrison

PROJECT LOCATION: Humboldt County: Humboldt Lagoons State Park (XS-90-1); Mendocino County: Westport-Union Landing State Beach: Howard Creek (XS-90-2), DeHaven Creek (XS-90-3); Jug Handle State Reserve (XS-90-4); Sonoma County: Sonoma Coast State Beaches: Russian Gulch (XS-90-5), Goat Rock (XS-90-6), Campbell Cove (XS-90-7); San Mateo County: Half Moon Bay State Beach (XS-90-8); Los Angeles County: Malibu Lagoon State Beach (XS-90-9); San Diego County: San Onofre State Beach (XS-90-10); Carlsbad State Beach (XS-90-11); South Carlsbad State Beach (XS-90-12); Cardiff State Beach: north parking lot (XS-90-13), south parking lot (XS-90-14); Torrey Pines State Beach: north parking lot (XS-90-15), south parking lot (XS-90-16).

PROJECT DESCRIPTION: Installation of fee collection devices, either non-mechanical "iron ranger" or mechanized "park-ur-self" with electrical connections and signing, located generally at the entrance to each of the above listed State Park units.

COMMISSION ACTION AND DATE: Permit denied 1/9/91; Reconsideration denied 2/6/91

COMMISSIONERS ON THE PREVAILING SIDE: Hisserich, Franco, Giacomini, Glickfeld, Rynerson, Neely, and Gwyn.

PROCEDURAL NOTE:

The Commission's regulations provide that at any time within thirty (30) days following a final vote upon an application for a coastal development permit, the applicant of record may request that the Commission grant a reconsideration of the denial of an application, or of any term or condition of a coastal development permit which has been granted. 14 Cal. Admin. Code 13109.2.

The regulations state further that the grounds for reconsideration of a permit action shall be as provided in Coastal Act Section 30627 which states:

The basis of the request for reconsideration shall be either that there is relevant new evidence which, in the exercise of reasonable diligence, could not have been presented at the hearing on the matter or that an error of fact or law has occurred which has the potential of altering the Commissions initial decision.

APPLICANT'S CONTENTION:

The applicant contends that an error of law has been made. Sections 30400 and 30401 of the Coastal Act are specifically intended to limit conflicts between State agencies. In addition, PRC Section 5010(a) specifically authorizes State Parks to set and impose fees in order to generate revenue.

COMMISSION ACTION

On February 6, 1991, the Commission adopted the following resolution:

Denial

The Commission hereby denies the request for reconsideration of the proposed project on the grounds that no new relevant evidence has been presented nor has there been an error of fact or law with the potential of altering the Commission's initial decision.

FINDINGS AND DECLARATIONS.

The Commission finds and declares as follows:

1. Project Description/Commission action

The Department applied for 16 fee collection devices at 11 State Park units. The Commission denied these devices finding the Department had not submitted sufficient information to show that public access would not be adversely affected.

2. Reconsideration request

The Department claims that an error of law has occurred. They cite Sections 30400 and 30401 of the Coastal Act which are intended to reduce conflict between state agencies.

Section 30400.

It is the intent of the Legislature to minimize duplication and conflicts among existing state agencies carrying out their regulatory

In the absence of a specific authorization set forth in this division or any other provisions of law or in an agreement entered into with the Commission, no state agency, including the Office of Planning and Research, shall exercise any powers or carry out any duties or responsibilities established by this division or by the Federal Coastal Zone Management Act of 1972 (16 U.S.C. 1451 et seq.) or any amendment thereto. The Director of the Office of Planning and Research shall in carrying out his or her duties as set forth in Section 30415, ensure that the provisions of this section are carried out.

Section 30401.

Except as otherwise specifically provided in this division, enactment of this division does not increase, decrease, duplicate or supersede the authority of any existing state agency.

This chapter shall not be construed to limit in any way the regulatory controls over development pursuant to Chapters 7 (commencing with Section 30600) and 8 (commencing with Section 30700), provided however, neither the Commission nor any regional commission shall set standards or adopt regulations that duplicate regulatory controls established by any existing state agency pursuant to specific statutory requirements or authorization.

In addition, Section 5010.(a) of the PRC gives the Department the authority to collect fees, in an amount to be determined by the Department. This fee schedule has already been subject to public review, when the Department held public hearings late last year.

3. Discussion

On January 9, 1991, the Commission denied the application for these devices finding that the Department had not submitted sufficient information to show that public access would not be adversely affected. While the applicant cites Sections 30400 and 30401 of the Coastal Act as reasons to grant reconsideration, the Commission rejects the Department's rationale. This is primarily based on Section 30330 of the Coastal Act which states in part that, "the Commission ... shall have the primary responsibility for the implementation of the provisions of this division and is designated as the state coastal zone planning and management agency for any and all purposes, and may exercise any and all powers set forth in the Federal Coastal Zone Management Act of 1972 ...

Given the above discussion, the Commission finds that an error of law has not occurred, as the Commission has the clear authority to regulate the proposed activity, as it may significantly impact the public's ability to access the coast. Therefore, the Commission denies the reconsideration request.

September 9, 1991

Peter Douglas, Executive Director
California Coastal Commission

Revised Findings XS-90-1 through XS-90-16

The Commission's proposed findings for these applications make reference to the fact that the Department found that this activity was exempt from the requirements of the California Environmental Quality Act. The Department wishes to clarify for the record that the Department found that this activity was exempt both under CEQA regulation section 15303 (exempting the construction of small structures) and under section 15273 (a), (1), (2), and (3) (exempting the establishment of fees that the agency finds are for certain statutorily approved purposes). The Department previously has provided copies of its Notices of Exemption to the Commission for inclusion in the administration record.

The Department also wishes to clarify that the applications were for the physical installation of the fee collection devices not the Department's fee schedule. The fee schedule is the responsibility of this Department per Public Resources Code 5010 and not under the jurisdiction of the Coastal Commission per Sections 30400 and 30401 of the Coastal Act.

Jack V. Harrison
Chief Deputy Director
for Operations

cc: Linda Locklin
Noah Tilghman
Carl Drake

Linda Locklin
California Coastal Commission
640 Capitola Road
Santa Cruz, CA 95062-2799

XS-91-8 through 11, 15

We have received the above referenced permits. However, for the purpose of keeping the record clear, we note that XS-91-16 (Carlsbad) was not postponed at the request of this Department. Rather, it was continued by direction of your Commission at their August 13, 1991 hearing.

We also note the need to keep you informed of our desires relative to these permits in the event action must be taken at or before your November hearing. Consequently, we shall contact you on or before October 11 to advise you of our decision.

On behalf of this Department, I would like to take this opportunity to thank you for your assistance and patience in the processing of these applications. We are aware of the difficulty and controversy which surrounds this issue and appreciate the balance you have brought between the public interests represented by this Department, those in opposition and the requirements of the Coastal Act.



Jack V. Harrison
Chief Deputy Director for Operations

cc: Peter Douglas, Executive Director
Coastal Commission

Joe Barbieri
Deputy Attorney General

Carl Drake
Noah Tilghman

JVH:BNTilghman:bcw

AUG 30 1991

The Honorable Dan Hauser
Member of the Assembly
50 D Street, Suite 450
Santa Rosa, California 95404

Dear Assemblyman Hauser:

Thank you for your recent letter concerning proposed new fee collection locations at coastal State Park units.

Before the 1991/92 Budget Act was passed, the Department had intended to hold public meetings this fall to inform State Park users and prospective users of a proposed new fee schedule and to obtain public comment on the fee schedule. However, according to the Budget Act of 1991/92 the Department must raise an additional \$8 million in State Park fees.

We hope to keep the State Park System operating efficiently, continue to offer the kinds of services our visitors have come to expect, and keep all State Park units open to the public by adjusting use fees at the various units throughout the state to meet the additional revenue requirements. To have any chance of achieving that requirement, revenue will have to be collected from new locations prior to January 1992; therefore, any meetings to inform the public and provide for public comment had to be conducted during the summer.

The Public Resources Code (5010a) directs the Department to collect fees for park use where it is practical to do so. The Department has identified a number of locations in Sonoma and Mendocino counties where it is practical to collect a fee. However, it has been determined that most coastal parking locations in Sonoma and Mendocino are not practical for fee collection and thus are not identified for fee collection.

Where a fee will be collected, the fee will be determined by the following criteria:

- The extent of facilities provided.
- The extent of services provided.
- Fees for similar facilities and services in the area.
- The cost of operation.

By using the above criteria, it is believed that the Department will be able to meet the mandates of the Public Resources Code and the Budget Act of 1991/92 in an equitable and fair manner.

I appreciate your concern for your constituents and your offer to assist us in a cooperative effort to protect and support the California State Park System.

Sincerely,

ORIGINAL SIGNED BY

Henry R. Agonia
Director

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE
725 FRONT STREET, STE. 300
SANTA CRUZ, CA 95060
(408) 427-4863
HEARING IMPAIRED: (415) 904-5200



April 12, 1995

Kenneth B. Jones, Deputy Director
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 95814

Re: XS-91-1 through 16

Dear Mr. Jones:

We have reviewed the Department's third (and final) monitoring report for the fee collection devices. Based upon the information submitted, we concur with the Department's conclusion that where the devices have been installed there has not been any significant impacts.

Thank you for your attention to the monitoring requirements imposed by the Commission.

Sincerely,

A handwritten signature in dark ink, appearing to read "Linda Locklin", with a stylized flourish at the end.

Linda Locklin
Manager, Coastal Access Program

LL/cm
cc: Peter Douglas, Executive Director
0442a

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FEB 17 1995

The Honorable Carl L. Williams, Chairman
and Members
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105

Third Annual Coastal Fee Collection
Impact Monitoring Report
Permit Numbers X-S-91-01 through 16 and 6-3-216

As part of its application for new fee collecting devices in the State's Coastal Zone, the California Department of Parks and Recreation had proposed to prepare annual reports describing our efforts to monitor potential impacts to the surrounding environment. You will find the third of these reports attached. We are pleased to be able to inform you that we have been unable to identify significant impacts resulting from the installation of the approved devices.

You will find that the enclosed report describes more of the status of these permits than was required either by our application or by permit condition. Because of your continued interest in this issue we felt it important to keep you informed not only of our efforts to document impacts possibly caused by the installed fee collection devices and the public's reaction to them, but of our progress in implementing our permits.

If you have questions or would like to discuss this matter further, please do not hesitate to contact me at (916) 653-8288.

ORIGINAL SIGNED BY

Kenneth B. Jones
Deputy Director
Park Stewardship

Attachments

cc: Douglas P. Wheeler, Secretary for Resources
Peter Douglas, Executive Director, California Coastal Commission

bcc: Ed Navarro
Bob La Belle
Carl Drake

KBJ:ENTilghman:bcw

SURNAME

T. 1/2h
2-14-95

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THIRD ANNUAL
PARKING FEE IMPACT MONITORING REPORT

California Department of Parks and Recreation

INTRODUCTION: The California Department of Parks and Recreation applied for and was granted coastal development permits for a variety of parking fee collection devices and the necessary signing at 16 locations (XS-91-1 through -16 and 6-93-216) within 11 units of the State Park System. As part of its applications, the Department proposed to monitor the effects, if any, of the new parking fee collection devices. The monitoring would include identifying where any new unauthorized trails had been established in order to avoid paying parking fees, as well as tabulating and reporting letters and phone calls of adverse off-site impacts. Based upon an analysis of this information, we would identify specific mitigation measures, as we deem appropriate and feasible, such as installing fences or signs to prevent new trails which might impact sensitive resources.

A condition of permits XS-91-12, 13, 14, and 16 requires the Department to include, as part of our monitoring report, efforts we had made to increase participation in our annual and special pass program. These permits have not been exercised but the Department has gone ahead with increased efforts in respect to this pass program. The following paragraphs constitute the Department of Parks and Recreation's third annual coastal parking fee collection impact monitoring reports to fulfill the letter of our applications and, as applicable, the conditions of the permits.

BACKGROUND: Applications XS-91-1 through XS-91-7 were approved in June 1991. Applications XS-91-8 through XS-91-11 and XS-91-15 were approved in August 1991. Four applications, XS-91-12 through XS-91-14 and XS-91-16 were approved in January 1992. Application 6-993-216 was approved on March 17, 1994. These last five applications were approved for limited terms and could only be used if a local agency failed to reimburse the Department for lost revenues, and were further conditioned that a monitoring report be submitted. Two local agencies, the City of Carlsbad and the County of Sonoma, had initially paid fees to the Department in lieu of the permits being exercised at the four sites. Currently, only the City of Carlsbad continues to pay the in-lieu fee.

INSTALLATION STATUS: Of the 17 Coastal Development Permits issued to this Department for parking fee collection devices, we have chosen to exercise eight of them in five Southern California locations and one in Central California. Installation of one of these devices, at San Onofre State Beach, has not been completed. The Department generates about \$300,000 annually from the seven permits plus four other sites approved locally or through a Public Works Permit.

As reported to you in our Second Annual Report, the Department has elected not to exercise the six permits at Dry Lagoon (Humboldt Lagoons State Park), Westport-Union Landing State Beach (two permits), Jug Handle State Reserve,

Third Annual Parking Fee Impact Monitoring Report
California Department of Parks and Recreation
Page Two

Russian Gulch (Sonoma Coast State Beach), and Campbell Cove (Sonoma State Beach). The Department has determined that it would not be economically feasible to charge a parking fee at these locations. Permits were not initially exercised because the Department received in lieu payments from local agencies. The County of Sonoma no longer makes a payment for the Goat Rock site (Sonoma Coast State Beach). The Department did not exercise the permit at this location and allowed it to lapse pending other alternative funding options being explored. With the mandatory expiration of XS-91-16, the Department chose to make a new application of the Tamarack site at Carlsbad State Beach. The City of Carlsbad continues with an annual payment for this site.

RESULTS OF THIRD YEAR'S MONITORING: The Department monitors each location for the presence of new trails to the beach, changes in parking patterns, new traffic problems, and any complaints from the public. There continues to be no new environmental damage reported by the public or employees due to new trails. Local officials report no new traffic problems.

STATUS OF THE DEPARTMENT'S OUTREACH PROGRAM: As a condition of approval for the three devices at Sonoma Coast State Beach and one at South Carlsbad State Beach, it was required that we report to the Coastal Commission the Department's efforts to inform the public of the availability of our pass programs, trends in usage, and our efforts to reimburse pass users for the expenditure of previous parking fees. These four permits have not been exercised. However, because of the Commission's interest, these concerns are addressed hereunder.

As described to the Coastal Commission during the course of the hearings and in the first report, the Department has a number of passes and discounts designed for the elderly, disabled, and those with low incomes.

As mentioned in previous report, the Department, in its reorganization, created two positions to focus on an outreach program to non-traditional users of state parks. These positions have been introducing non-traditional users to the coastal units.

CONCLUSION: The Department of Parks and Recreation is encouraged by the general acceptance of its fee schedule and parking fee collection methods. We have been unable to document any adverse impacts to the environment or complaints about the parking fee collection. There have been no significant changes to the Department's Fee Schedule in the last three years. This can be attributed to a combination of continued tight controls on expenditures and success in obtaining funds from other sources with identified impacts on the State Park System. The Department is committed to continuing its monitoring procedures and reporting to the Coastal Commission on any response actions through 1994.

STATUS SUMMARY
Summary of Coastal Permits for Fee Collection
February 17, 1995

<u>Date of CEQA Notice</u>	<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
5-17-91	XS-91-1	Half Moon Bay SB (Venice Beach)	Park-ur-self	6-11-91	1, 2	Installed 7/91
5-17-91	XS-91-2	Malibu Lagoon SB (Beach Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 8/91
5-24-91	XS-91-3	South Carlsbad SB (Ponto Beach)	Park-ur-self	6-11-91	1, 2	Installed 6/92
12-6-90	XS-91-4	Cardiff SB (N. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 10/91
12-6-90	XS-91-5	Cardiff SB (S. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 10/91
12-6-90	XS-91-6	Torrey Pines SB (N. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 8/91
12-6-90	XS-91-7	Torrey Pines SB (S. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 7/91
12-6-90	XS-91-8	Humboldt Lagoons SP (Stone Lagoon)	Iron Ranger	8-13-91	2	Lapsed
1-8-91	XS-91-9	Westport-Union Lndg. SB (Howard Creek)	Iron Ranger	8-13-91	2	Lapsed

<u>Date of CEQA Notice</u>	<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
1-8-91	XS-91-10	Westport-Union Lndg. SB (De Haven Creek)	Iron Ranger	8-13-91	2	Lapsed
1-8-91	XS-91-11	Jug Handle SR	Iron Ranger	8-13-91	2	Lapsed
12-6-90	XS-91-12	Sonoma Coast SB (Russian Gulch)	Iron Ranger	1-13-92	2, 3, 4, 5	Lapsed
1-6-90	XS-91-13	Sonoma Coast SB (Goat Rock Beach)	Park-ur-self	1-13-92	2, 3, 4, 5	Lapsed
12-6-90 (Kiosk 5-24-91)	XS-91-14	Sonoma Coast SB (Campbell Cove)	Iron Ranger/ Portable Kiosk	1-13-92	2, 3, 4, 5	Lapsed
12-6-90	XS-91-15	San Onofre SB (Trestles)	Park-ur-self	8-13-91	2	Effecuated 7/93
12-6-90	XS-91-16	Carlsbad SB (Tamarack)	Park-ur-self	1-13-92	2, 3, 4, 5	Lapsed
12-6-90	6-93-216	Carlsbad SB (Tamarack)	Park-ur-self	3-17-94	4 Condi- tions	In Lieu
	PWP 4-82-6	Crystal Cove SP (El Moro)	Park-ur-self	4-29-91		All became operational 5/91
		(Los Trancos)	Park-ur-self	4-29-91		
		(Pelican Point)	Park-ur-self	4-29-91		

Note: In addition to the "Conditions of Approval" below, the Department agreed as part of its application submittal (except for the three sites at Crystal Cove and 6-93-216) to submit to the Coastal Commission three annual reports of its monitoring program. This monitoring would, at a minimum, identify new unauthorized trails, and tabulate letters and phone calls of complaint relative to the new devices. Based upon an analysis of this information, the Department would identify appropriate mitigation and take corrective action it deems appropriate and feasible.

Adopted
Conditions of Approval
XS-91-1 through -16

1. Prior to transmittal of the Coastal Development Permit, permittee shall submit evidence to the Executive Director that the Department has held public meetings to receive public input on the Department's fee schedule.
2. This Coastal Development Permit is for the installation of fee collection devices for the purpose of parking cars.
3. By acceptance of this permit, the applicant agrees that the fee collection devices will only be used if a local agency fails to execute an agreement reimbursing the Department for lost revenues.
4. The annual monitoring report shall include such information as: (1) the efforts the applicant has made to inform all sectors of the public about the availability of alternatives to collection of parking fees through its annual and special pass programs; (2) baseline information on the numbers and types of passes currently being sold and the existence of any trends after implementation of the fee collection devices, and (3) the efforts the applicant has made to explore reimbursement to day users who were unable to purchase annual and special passes at the time of their park visit and who subsequently purchased annual and special passes.
5. This permit is valid for two years, until January 13, 1994.

Condition 6-93-216

1. This permit shall be limited to the use of the device for collecting parking fees only.
2. This permit is valid for three years, until March 17, 1997.
3. The Department shall submit three annual reports to the Executive Director for review and approval, which monitor any adverse impacts from the installation of the device. Monitored impacts shall include the establishment of unauthorized trails in order to avoid paying the parking fee, and tabulation of any phone calls and letters of complaint from the public and surrounding public officials relative to adverse off-site impacts. Mitigation measures shall be identified, such as installing fences and signage to prevent new trails from impacting resource areas.
4. By acceptance of this permit, the applicant agrees that the fee collection device will only be used if the City fails to execute an agreement reimbursing the Department for lost revenues.

Central Record
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State of California

Memorandum

Date : JAN 25 1994

To : The Honorable Thomas W. Gwyn, Chairman
and Members
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105

From : Department of Parks and Recreation
Director's Office

Subject: First Annual Coastal Fee Collection
Impact Monitoring Report
Permit Numbers X-S-91-01 through 16

The California Department of Parks and Recreation had proposed, as part of its application for new fee collecting devices in the State's Coastal Zone, to prepare three annual reports describing our efforts to monitor potential impacts to the surrounding environment. You will find the second of these reports enclosed. We are pleased to be able to inform you that we have been unable to identify significant impacts resulting from the installation of the approved devices.

You will find that the enclosed report describes more of the status of these permits than was required either by our application or by permit condition. Because of your continued interest in this issue we felt it important to keep you informed not only of our efforts to document impacts possibly caused by the installed fee collection devices and the public's reaction to them, but of our progress in implementing our permits.

If you have questions or would like to discuss this matter further, please do not hesitate to contact me at (916) 653-8288.

Original signed by
Kenneth B. Jones
Deputy Director
Park Stewardship

Kenneth B. Jones, Deputy Director
Park Stewardship

Attachments

cc: Douglas P. Wheeler, Secretary for Resources
Peter Douglas, Executive Director, California Coastal Commission

KBJ:tl

SURNAME

DRAKE 1/13



SECOND ANNUAL PARKING FEE IMPACT MONITORING REPORT

California Department of Parks and Recreation

INTRODUCTION

The California Department of Parks and Recreation applied for and was granted coastal development permits for a variety of parking fee collection devices and the necessary signing at 16 locations (XS-91-1 through 16) within 11 units of the State Park System. As part of its applications, the Department proposed to monitor the effects, if any, of the new parking fee collection devices. The monitoring would include identifying where any new unauthorized trails had been established in order to avoid paying parking fees, as well as tabulating and reporting letters and phone calls of adverse off-site impacts. Based upon an analysis of this information, we would identify specific mitigation measures, as we deem appropriate and feasible, such as installing fences or signs to prevent new trails which might impact sensitive resources.

A condition of permits XS-91-12, 13, 14, and 16 requires the Department to include as part of our monitoring report, efforts we had made to increase participation in our annual and special pass program. These permits have not been exercised but the Department has gone ahead with increased efforts in respect to this pass program.

The following paragraphs constitutes the Department of Parks and Recreation's second of three annual coastal parking fee collection impact monitoring reports to fulfill the letter of our applications and, as applicable, the conditions of the permits.

BACKGROUND

Applications XS-91-1 through XS-91-7 were approved in June 1991. Applications XS-91-8 through XS-91-11 and XS-91-15 were approved in August 1991. The remaining four applications, XS-91-12 through XS-91-14 and XS-91-16 were approved in January 1992. These last four applications were approved for only two years, could only be used if a local agency failed to reimburse the Department for lost revenues, and further conditioned that a monitoring report be submitted. Two local agencies, the City of Carlsbad and the County of Sonoma, had initially paid fees to the Department in lieu of the permits being exercised at the four sites. Currently, only the City of Carlsbad continues to pay the in lieu fee.

INSTALLATION STATUS

Of the 16 Coastal Development permits issued to this Department for parking fee collection devices, we have chosen to exercise eight of them in five Southern California locations and one in Central California. Installation of one of these devices, at San Onofre State Beach, has not been

completed. The Department generates about \$300,000 annually from the seven permits plus four other sites approved locally or through a Public Works Permit.

The Department has elected not to exercise six permits at Dry Lagoon (Humboldt Lagoons State Park), Westport-Union Landing State Beach (two permits), Jug Handle State Reserve, Russian Gulch (Sonoma Coast State Beach), and Campbell Cove (Sonoma State Beach). The Department has determined that it would not be economically feasible to charge a parking fee at these locations.

The two remaining permits were not initially exercised because the Department received in lieu payments from local agencies. The City of Carlsbad continues with an annual payment for the Tamarack site (Carlsbad State Beach). The County of Sonoma no longer makes a payment for the Goat Rock site (Sonoma Coast State Beach). The Department has not exercised the permit at this location yet and will not until all other alternative funding options have been explored.

RESULTS OF SECOND YEAR'S MONITORING

The Department monitors each location for the presence of new trails to the beach, changes in parking patterns, new traffic problems, and any complaints from the public are logged. There continues to be no new environmental damage reported by the public or employees due to new trails. Local officials report no new traffic problems.

The only comment came from Assemblyman Frazee's office. His office, upon request of a constituent, was inquiring about the Department plans for charging a fee at a parking lot being developed with one of the parking fee collection devices. The constituent did not want the Department to construct another fee parking lot. The development is permitted by XS-6-87-459 and the parking fee collection device is permitted by XS-91-5.

STATUS OF THE DEPARTMENT'S OUTREACH PROGRAM

As a condition of approval for the three Sonoma Coast State Beach and one South Carlsbad State Beach devices, it was required that we report to the Coastal Commission the Department's efforts to inform the public of the availability of our pass programs, trends in usage, and our efforts to reimburse pass users for the expenditure of previous parking fees. To date, these four permits have not been exercised. However, because of the Commission's interest, these concerns are addressed.

As described to the Coastal Commission during the course of the hearings and in the first report, the Department has a number of passes and discounts designed for the elderly, disabled, and those with low incomes. The Golden Bear Pass, designed for those with low income, is the only pass that can be tracked by computer.

In the first report, it was stated that sale of the pass would probably decline because the Department would start requiring proof of eligibility. This has indeed occurred. In order to reach those who are eligible, the Department made an effort to inform all eligible persons of the pass. This was done by providing each county welfare office a copy of an announcement that could be included with their benefits package. A copy of the flier, cover letter, and list of responsible agencies are attached. While there is not yet an accounting of the number of passes issued, the initial response of inquires was so great that it threatened to overload the Department's phone system in Sacramento.

As mentioned in the first report, the Department, in its reorganization has created two positions to focus on an outreach program to non-traditional users of state parks. These positions have now been filed, one in San Diego and one in the Bay Area. As part of the outreach for the whole Department, they will be introducing non-traditional users to the coastal units.

CONCLUSION

The Department of Parks and Recreation is encouraged by the general acceptance of its fee schedule and parking fee collection methods. We have been unable to document any adverse impacts to the environment or complaints (with the one possible exception previously stated) about the parking fee collection. There have been no changes to the Department's Fee Schedule in the last two years. This can be attributed to a combination of continued tight controls on expenditures and success in obtaining funds from other sources with identified impacts on the State Park System. The Department is committed to continuing its monitoring procedures and reporting to the Coastal Commission on any response actions through 1994.

attachments

APPENDIX I
STATUS SUMMARY
Summary of Coastal Permits for Fee Collection
November 23, 1993

<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
XS-91-1	Half Moon Bay SB (Venice Beach)	Park-ur-self	6-11-91	1, 2	Installed 7/91
XS-91-2	Malibu Lagoon SB (Beach Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 8/91
XS-91-3	South Carlsbad SB (Ponto Beach)	Park-ur-self	6-11-91	1, 2	Installed 6/92
XS-91-4	Cardiff SB (N. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 10/91
XS-91-5	Cardiff SB (S. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 10/91
XS-91-6	Torrey Pines SB (N. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 8/91
XS-91-7	Torrey Pines SB (S. Parking Lot)	Park-ur-self	6-11-91	1, 2	Installed 7/91
XS-91-8	Humboldt Lagoons SP (Stone Lagoon)	Iron Ranger	8-13-91	2	Lapsed
XS-91-9	Westport-Union Indg. SB (Howard Creek)	Iron Ranger	8-13-91	2	Lapsed

<u>Permit #</u>	<u>Location</u>	<u>Type of Device</u>	<u>Approval Date</u>	<u>Conditions</u>	<u>Status</u>
XS-91-10	Westport-Union Lndg. SB (De Haven Creek)	Iron Ranger	8-13-91	2	Lapsed
XS-91-11	Jug Handle SR	Iron Ranger	8-13-91	2	Lapsed
XS-91-12	Sonoma Coast SB (Russian Gulch)	Iron Ranger	1-13-92	2, 3, 4, 5	On hold
XS-91-13	Sonoma Coast SB (Goat Rock Beach)	Park-ur-self	1-13-92	2, 3, 4, 5	On hold
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XS-91-16	Carlsbad SB (Tamarack)	Park-ur-self	1-13-92	2, 3, 4, 5	On hold. Subject of new application.
PWP 4-82-6	Crystal Cove SP (El Moro) (Los Trancos) (Pelican Point)	Park-ur-self Park-ur-self Park-ur-self	4-29-91 4-29-91 4-29-91		All became operational 5/91

Note: In addition to the "Conditions of Approval" below, the Department agreed as part of its application submittal (except for the three sites at Crystal Cove) to submit to the Coastal Commission three annual reports of its monitoring program. This monitoring would, at a minimum, identify new unauthorized trails, and tabulate letters and phone calls of complaint relative to the new devices. Based upon an analysis of this information, the Department would identify appropriate mitigation and take corrective action it deems appropriate and feasible.

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State of California

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To : The Honorable Thomas W. Gwyn, Chairman
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cc: Douglas P. Wheeler, Secretary for Resources
Peter Douglas, Executive Director, California Coastal Commission

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Note: In addition to the "Conditions of Approval" below, the Department agreed as part of its application submittal (except for the three sites at Crystal Cove) to submit to the Coastal Commission three annual reports of its monitoring program. This monitoring would, at a minimum, identify new unauthorized trails, and tabulate letters and phone calls of complaint relative to the new devices. Based upon an analysis of this information, the Department would identify appropriate mitigation and take corrective action it deems appropriate and feasible.

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5. This permit is valid for two years, until January 13, 1994.

GOLDEN BEAR PASS INFORMATION



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
1416 Ninth Street, Sacramento, California 95814

You may be eligible for the **California State Parks Golden Bear Pass**, which gives discounts for parking fees at state parks.

Eligibility Requirements.

Under the law, any person receiving Aid to the Aged, Blind, or Disabled; any person 62 years of age or over with a monthly net income of \$620 or less, or if married, a combined monthly net income of \$1,140 or less; or any person receiving Aid to Families with Dependent Children is eligible for the Golden Bear Pass.

The Golden Bear Pass entitles you and your spouse to use all parking facilities any day of the week, including holidays, if space is available, at all State operated units of the California State Park System where parking fees are collected. *The pass is not valid at locally operated units of the State Park System, for example, State Park units operated by cities or counties.*

The pass is valid on an annual basis from January 1 through December 31. It is not good for boat launching, overnight camping, or trailer/camper facilities. The pass is non-transferable and non-refundable. It is replaceable only through application and purchase of a new pass.

Golden Bear passes are available according to the following requirements:

Receiving Aid to the Aged, Blind or Disabled under the provisions of California State Welfare and Institutions Code commencing with Section 12200. **Applicant must show Medi-Cal card with aid code 10, 20 or 60, and proof of identification.**

Adults Receiving Aid to Families with Dependent Children under the provisions of California State Welfare and Institutions Code commencing with Section 11200. **Applicant must show Medi-Cal card with aid code 30 or 35, and proof of identification.** (One per household.)

Aged over 62 and total monthly net income from all sources, including social security and any old age assistance payments, does not exceed \$620 for a single person or \$1,140 combined monthly net income for married persons. **Applicant must provide proof of identification and either (1) submit Form SSA-2458, available from your local Social Security Office or (2) present a current reduced fee sport fishing license from the California Department of Fish and Game.**

How To Get The Pass.

You must complete the application with the required information and present the application *in person* at most units of the California State Park System. To find the State Park nearest you, check your local phone directory under the State Government pages.

There is a \$5 fee and you must present a photo I.D. and your Medi-Cal Card.

NEWS



Contact: Janelle Miller (916) 653-9899

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
1416 Ninth Street, Sacramento, California 95814

December 31, 1992 #92067

STATE PARK GOLDEN BEAR PASS APPLICATION REVISED

Effective January 1, 1993, the application for the California State Parks Golden Bear pass, which gives discounts for parking fees at state parks, has been revised to reflect adjusted monthly income limitations as well as new eligibility verification requirements.

Under the law, any person receiving Aid to the Aged, Blind, or Disabled; any person 62 years of age or over with a monthly net income of \$620 or less, or if married, a combined monthly net income of \$1,140 or less; or any person receiving Aid to Families with Dependent Children is eligible for the Golden Bear Pass upon application and payment of a \$5 fee.

The Golden Bear Pass entitles the bearer and spouse to use of all parking facilities any day of the week, including holidays, if space is available, at all State operated units of the California State Park System where parking fees are collected. The pass is not valid at locally operated units of the State Park System.

The pass is valid on an annual basis from January 1 through December 31. It is not good for boat launching, overnight camping, or trailer/camper facilities. The pass is non-transferable and non-refundable. It is replaceable only through application and purchase of a new pass.

An applicant must complete the application with the required information and present the application *in person* at any unit of the California State Park System.

Golden Bear passes are available according to the following requirements: (Revisions are noted in bold face.)

Receiving Aid to the Aged, Blind or Disabled under the provisions of California State Welfare and Institutions Code commencing with Section 12200. **Applicant must show Medi-Cal card with aid code 10, 20 or 60, and proof of identification.**

Receiving Aid to Families with Dependent Children under the provisions of California State Welfare and Institutions Code commencing with Section 11200. **Applicant must show Medi-Cal card with aid code 30 or 35, and proof of identification.**

Aged over 62 and total monthly net income from all sources, including social security and any old age assistance payments, does not exceed \$620 for a single person or \$1,140 combined monthly net income for married persons. **Applicant must provide proof of identification and either (1) submit Form SSA-2458, available from your local Social Security Office or (2) present a current reduced fee sport fishing license from the California Department of Fish and Game.**

#

(916) 653-8380

Mr. Jose Fernandez
Deputy Director for Medical Care Services
California Department of Health Services
Post Office Box 942732
Sacramento, California 94234-7320

Dear Mr. Fernandez:

The California Department of Parks and Recreation offers a discount for parking fees at state parks for people with limited incomes through the California State Parks Golden Bear Pass. Attached is a copy of a flier concerning the pass, which includes information concerning eligibility requirements.

We would like to disseminate information about the pass to as many eligible Californians as possible. We would very much appreciate it if you could include a copy of this flier with each new Medi-Cal card mailing. We would like to emphasize that applicants should not call our offices, but, instead, must apply *in person* and meet eligibility requirements as outlined in the flier.

Please let us know if we can provide any additional information and copies of the flier by contacting our Marketing and Public Awareness Office at (916) 653-6995.

We are committed to providing high quality recreational experiences for all of our state park visitors and would appreciate your help.

Sincerely,

Donald W. Murphy
Director

Attachment

Same letter sent to:

Pat Shuman
Director
Social Services Department
P.O. Box 277
Markleeville, CA 96120

Tracy Russell
Director
Social Services Department
108 Court Street
Jackson, CA 95642

Patricia S. Cragar
Director
Department of Social Welfare
P.O. Box 1649
Oroville, CA 95965

Terri Beaudreau
Director
Social Welfare Department
Government Center
San Andreas, CA 95249

Bonnie Marshall
Director
Social Welfare Department
P.O. Box 370
Colusa, CA 95932

Perfecto Villarreal
Director
Social Services Department
40 Douglas Drive
Martinez, CA 94553

Stephen D. Brohmer
Director
Department of Health and Social Services
Public Guardian
981 H Street
Crescent City, CA 95531

Natalie Jodar
Director
Department of Social Services
2929 Grandview Street
P.O. Box 1637
Placerville, CA 95667

Ernest E. Velasquez
Director
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Meg Sheldon
Director
Social Service Department
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Woodland, CA 95695

Konnie Lewin
Director
Department of Social Services
P.O. Box 2320
6000 Lindhurt Avenue, #504
Marysville, CA 95901

Central Records
364

Peter Douglas, Executive Director
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105-2219

Fee Collection Facilities

We have had prepared and are forwarding under a copy of this letter to Ms. Linda Locklin, an application for the establishment of a new fee collection device at Carlsbad State Beach, within that portion of the California Coastal Zone for which the Coastal Commission retains permit jurisdiction. The proposed site will have standardized explanatory signing and is located at an existing developed location which will require a minimum of facility disruption and no new activities on previously undisturbed sites. We have concluded that this installation is categorically exempt from CEQA subject to Public Resources Code Section 21083 and Section 15303 of the State CEQA Guidelines, and have so filed with the Secretary for Resources.

As you know, this location was previously approved for such use by the Coastal Commission (XS-91-16) on January 13, 1992. However, by special condition, that permit was valid for only two years because of your Commission's concern that there might be offsite impacts as a result of project implementation. As we have documented in our annual reports to you, our monitoring of sites where these devices have been installed has shown no indication of adverse impacts resulting from installation. Consequently, we anticipate no need for such a condition if the Coastal Commission approves this application.

We look forward to hearing from you if deficiencies are discovered in this application, or if additional information is required for your analysis, as we are anxious for an early resolution. If you have questions, please do not hesitate to contact Noah Tilghman at CALNET 453-3460 or (916) 653-3460.

Original Signed By

Kenneth B. Jones
Deputy Director
Park Stewardship

cc: Linda Locklin
Coastal Access Program Manager

bcc: Carl Drake
Dick Troy
Ed Navarro

SURNAME
RBT:BN Tilghman:bcw

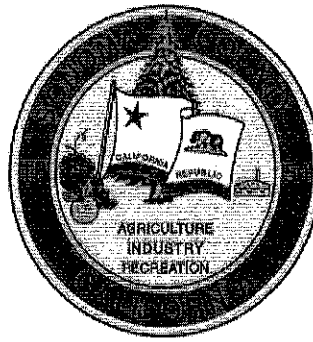
Tilghman
12-1-93

8/2/2

COUNTY OF SONOMA
BOARD OF SUPERVISORS

575 ADMINISTRATION DRIVE, RM. 100A
SANTA ROSA, CALIFORNIA 95403

(707) 565-2241
FAX (707) 565-3778



W17a

MEMBERS OF THE BOARD

SUSAN GORIN
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SHIRLEE ZANE

JAMES GORE

April 10, 2015

Dr. Charles Lester
Supervisor Steve Kinsey, Chair
Members of the Coastal Commission
California Coastal Commission
45 Fremont Street – Suite 2000
San Francisco, CA 94105

Delivered electronically: dan.carl@coastal.ca.gov

Dear Dr. Lester, Supervisor Kinsey and Coastal Commissioners:

I am writing to request the Commission to support Sonoma County's position that new beach fees should not be imposed by the California Department of Parks and Recreation at facilities on our coast. The application to install iron rangers was denied by the County of Sonoma because it is inconsistent with the Coastal Act and our certified Local Coast Plan. The County based its decision on the specific facts in Sonoma County, and the County's specific LCP. The County requests that the appeal be denied.

The County is aware of the appearance of inconsistency because we charge for parking at some of our Coastal parks with limited services. Only a few of the County parking lots that do not provide access to amenities other than the ocean charge fees, and most of these locations were charging fees prior to the adoption of the Coastal Act by the Legislature in 1976 or the certification of the Sonoma County Local Coastal Plan by the Coastal Commission in December 1980. However, the County realizes the potential inconsistency of this practice, and on March 17, 2015, the County Board of Supervisors asked staff to return with a proposal to modify fees to be in line with those at State Parks with comparable levels of service. If the State Park appeal is denied, this will lead to dropping fees at some County parking lots.

County staff has reviewed your staff report. Attached is an analysis that highlights some additional reasons the appeal should be denied.

On behalf of the Sonoma County Board of Supervisors, I respectfully urge you to honor our local decision and deny State Parks' appeal.

Sincerely,

Signature on file

Susan Gorin, Chair
Sonoma County Board of Supervisors

COUNTY STAFF'S ANALYSIS REGARDING STATE PARKS' APPEAL

1. THE ONLY STATEWIDE ISSUE PRESENTED IS WHETHER THE LOCAL FACTS AND THE LOCAL COASTAL PLAN MATTER, AND IT IS UNDISPUTED THAT THEY DO.

The fact that the County has a certified LCP is the important starting point for all other issues in this matter. Because no LCP amendment has been applied for, the County respectfully observes that the threshold issue is not whether State Parks needs additional revenue, either statewide or locally, but whether the proposal is consistent with Sonoma County's LCP. If an LCP amendment is required, no further hearings are warranted as all other considerations are premature.

The County drafted the LCP and interprets the document it drafted to require an amendment for the State Parks proposal to even be considered. Upholding the County's decision will be consistent with the delegation of authority contemplated in Section 30519 of the Coastal Act, and it will also be consistent with the principle that access issues should be considered holistically and addressed in the LCP. Obviously, the County's LCP is not a statewide issue.

The County respectfully disagrees with the characterization of this matter as raising statewide issues. If there is a key issue of statewide importance, it is simply that the LCP and the specific facts must be carefully considered. The County carefully considered these local issues in making its decision, and it appears undisputed that the Coastal Act calls for a fact specific analysis.

The County's decision was based on the particular facts in Sonoma County, but it was also based on the insufficiency of the information provided to the County. The County strongly concurs with Staff's conclusion that "the cited *Surfrider Foundation v. California Coastal Commission* Court of Appeal decision in many ways stands for the premise that a decision such as this regarding fees must be based on clearly developed facts regarding the application (including details of the proposed program, its potential impacts, alternatives to avoid such impacts, etc.), and these facts have not yet been developed to a level of detail that would allow for consideration of an approval at this time."

While the County strongly agrees with Staff's substantive conclusions, the procedure that Staff is calling for will wrest the administration of the LCP from the County. Further, even if the Commission looks solely to other issues of Coastal Act compliance on appeal, Staff's procedural proposal will base those determinations on information that was never presented to the County. This is contrary to Section 30519 and the Legislature's intent in allowing for local administration of the Coastal Act in the first instance where there is a certified LCP.

2. STATE PARKS' CEQA EXEMPTION THEORY IS INCOMPATIBLE WITH A FINDING THAT THE COASTAL COMMISSION HAS JURISDICTION TO HEAR THIS APPEAL.

Recognizing the importance of an LCP certification, the Coastal Act treats approvals differently from denials, and limits review of project *denials* where there is a certified LCP. Under Section 30603(a) of the Coastal Act, the project must either be "a major public works project or a major energy facility" for a denial to be subject to appeal. The Legislature thought the word "major" was important enough to use it twice in the provision allowing limited Commission jurisdiction over denials. Where there is a

certified LCP, and where a project is denied, the Commission only has authority to insert itself into "major" project denials.

Staff refers to Title 14, Division 5.5, Section 13012 of the California Code of Regulations, which interprets the term "major public work" in terms of increases or decreases of recreational opportunities or facilities *affecting the use of the coast*. This regulation must be applied in the context of the appeal and in the context of the Coastal Act. First, the Commission facially lacks jurisdiction based on the contentions of the appeal because State Parks claims that there will be no effect on use of the coast, and at best, claims unspecified projects might increase use. Second, the Commission lacks jurisdiction because in no circumstances could the Commission's regulation be applied in a manner that renders an appellant's *admittedly* minor public works projects subject to appeal. Such an interpretation of the regulation would be inconsistent with the clear intent of the Coastal Act to give local agencies authority over routine local administration of an LCP.

State Parks nowhere claims that this is a major public work. Instead, State Parks' CEQA position is that this project is a minor public work that requires no CEQA review (e.g., they claim it is either a *small* structure, CEQA Guideline 15303, or a *minor* alteration to land, CEQA Guideline 15304, or a *minor* accessory structure, CEQA Guideline 15311). If State Parks' CEQA exemption theory is correct, then it follows that the Commission lacks jurisdiction to hear this appeal. If the Commission does have jurisdiction, it follows that State Parks has a CEQA exemption problem. This would not be the only CEQA exemption problem: State Parks also emphasizes its "Environmental Mitigation and Monitoring" in its appeal and is attempting to mitigate to allow CEQA categorical exemptions to apply. This violates the black letter law of CEQA categorical exemptions.

For the foregoing reasons, the Commission should deny the appeal.

CALIFORNIA LEGISLATURE

W17a

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

April 13, 2015

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

Dear Dr. Lester, Supervisor Kinsey and Coastal Commissioners:

We are writing in strong opposition to the proposed new beach fees by the California Department of Parks and Recreation at facilities on Sonoma County's coast. The fees would be inconsistent with the Coastal Act and Sonoma County's Local Coastal Plan (LCP) and we respectfully request you deny the State Parks' appeal and make a determination of no substantial issue.

The county's certified LCP states the Board of Supervisors should protect access to the coast, which includes decisions and jurisdiction over day-use beach fees. The Sonoma County Board of Supervisors voted unanimously to roll back their local beach fees, opening up county beaches for public access at no cost, if the County's denial of the permit is allowed to stand. The staff recommendation to find "Substantial Issue" is based on a set of subjective screening criteria utilized internally by your staff. But your legal standard of review for this decision is the statutory language of the Coastal Act and the associated Regulations, not the staff's five criteria. The effect of the County's action is that Sonoma's state beaches will remain freely accessible to the general public. Under no rational basis can this be found to be inconsistent with LCP and Coastal Act policies protecting public access. Your clear legal obligation is to find that the appeal raises no substantial issue.

State Parks proposal to install pay stations is not only inconsistent with the Local Coastal Plan, it undermines the County's authority to implement and administer its own LCP. The amount of potential revenue in question is negligible, especially when considering that county beach parking fees raised only \$38,000 last year. Instead of implementing new beach fees on Sonoma County's coast, the California Department of Parks and Recreation should be looking at a statewide plan for fees, rather than this piecemeal approach.


Steve Kinsey
April 13, 2015
Page 2

Finding that this appeal raises no substantial issue is consistent with the principle that public access should be protected and enhanced wherever feasible, and that these issues should be the province of local governments implementing their certified Local Coastal Plans. We urge the members of the California Coastal Commission to deny this appeal.


Thank you for your consideration of this request and for your service on behalf of the State of California.

Warmest Regards,

Signature on file



MIKE MCGUIRE
Senator, 2nd District



Signature on file

JIM WOOD
Assemblyman, 2nd District

Signature on file

MARC LEVINE
Assemblyman, 10th District

Signature on file

BILL DODD
Assemblyman, 4th District

W17a

From: Dave Hardy [riocojo@gmail.com]

Sent: Monday, April 13, 2015 3:10 AM

To: SonomaStateParksAppeal@Coastal; efren.carrillo@sonoma-county.org; tennis.wick@sonoma-county.org

Subject: CCC Agenda item W17A, Meeting of April 17, 2015

To: The California Coastal Commission

From: David Hardy

Monte Rio, CA

RE: CCC File # A-2-SON-13-0219

Agenda Item No. W17a

Dear Commissioners,

I was the Sonoma County planner who drafted the staff report that is included in your agenda packet as Exhibit 8. Although I have since retired from the County of Sonoma, I retain a strong interest in this matter. I am gratified that your staff agrees with almost all of the points set forth in the findings made by the Board of Supervisors in denying the application by State Parks.

I urge you to find that Substantial Issue does not exist, that you affirm the County's position, and remand this matter to the County with the last-minute revised project description from State Parks.

It appears that Commission staff agrees with the County on four of the five tests to find that a Substantial Issue exists, so I will focus on the fifth test, i.e. whether the appeal raises only local issues as opposed to those of regional or statewide significance.

Commission staff says it is "difficult to dismiss" that the decision affects State Parks overall, without really substantiating that assertion. If there were a statewide coastal plan, that statement might hold some water. But each county is different, and there are LOCAL coastal plans that reflect regional geography, topography, and demographics. This decision has no precedence in Pacifica, Orange County, or other counties where there are large urban populations, adequate mass transit to the beach, and numerous residential subdivisions within walking distance of the sand because Sonoma County has none of those characteristics. As Board of Supervisors finding No. 4.2 (a) notes, Coastal Act sections 30210 and 30214 reference site specific situations to be considered for diminution of maximum access. And those situations do not include a penurious Legislature and Governor.

Just saying that there are statewide issues because a state agency is involved does not necessarily make it so. Commission staff needs to explain how the specifics of the Sonoma County LCP could possibly apply to Pacifica, Oceanside, Los Angeles, etc.. Precedence outside Sonoma County would be limited to those counties that have an LCP nearly identical to that of Sonoma County and where the underlying facts, topography, geography, and demographics are the same. Such a place does not exist, therefore this decision cannot affect State Parks overall.

Besides, a *de novo* hearing ultimately still comes back to the Sonoma County LCP itself. Unless the Commission wants to interpret the Sonoma County LCP differently than the primary interpreting body that originally adopted this LCP, i.e. the Sonoma County Board of Supervisors, then a *de novo* hearing is a waste of everyone's time: the Commission's, the public's, the County's and State Parks'. The Sonoma County LCP is site specific to each of these beaches. **No other agency's LCP addresses these particular beaches.**

The proper place to deal with these issues is with a revised CDP application and/or in the County's current LCP update. The Commission can send the message that it supports the Coastal Act's and Proposition 20's goal of maximum access by finding that there is no substantial issue here.

One other point. State Parks seems to want to obfuscate the issue by equating funding for amenities with funding for provision of access. Motel 6 provides access to a bed and bathroom; Best Western provides amenities. Commission staff seems to have picked up on this.

Again, I urge you to find that no Substantial Issue exists in this appeal. As I wrote in my staff report, "...the Constitution requires the Legislature to give 'the most liberal construction' to the citizens' right and ability to access the coast, and the Coastal Act provides that the Constitution shall be implemented to provide 'maximum access.' Limitations on providing that maximum access are related to physical constraints, not fiscal constraints."

Thank you for your consideration.

Dave Hardy

Monte Rio, CA

W17a

From: sonomacoastsurfrider@comcast.net [<mailto:sonomacoastsurfrider@comcast.net>]
Sent: Thursday, April 09, 2015 7:56 PM
To: Lavine, Ethan@Coastal
Subject: Re: request for time

Hello Ethan

I hope this email finds you well. I want to thank you for writing such a comprehensive staff report on the pay station proposal. Surfrider plans on making testimony in regards to a few additional points. In the past we have been allotted extra time to make testimony as we represent a large membership and have always made these request directly to the chair of the Commission. For some reason I am having trouble with the email address or server possibly for Chair Kinsey.

I have included a copy of my correspondence and was hoping you could provide me with the correct email address or if the protocol has changed provide me with the proper way to communicate this request.

Thank you
Cea

Dear Chair Kinsey

I am writing to request that the Sonoma Coast Surfrider Foundation be allowed a small amount of additional time to make testimony regarding the upcoming Agenda item A-2-SON-13-0219 appeal by State Parks. Our organization has closely followed this issue and made comment before the local government and the Commission. We appreciate that Coastal Commission staff has recommended a substantial issue hearing. In recognition of the complex issue before the Commission, we ask for the opportunity to broaden the conversation on the substantive issue determination and provide information relevant to that determination. Sonoma Coast Surfrider would greatly appreciate a 5 minute allotment as we represent the voice of a large membership base and it is our belief that our testimony will reflect our long history of cooperation with the appellant, the Commission, and the County.

Thank you for your consideration on this request.

Kind regards

Cea Higgins

Sonoma Coast Surfrider

From: <mailto:Ethan.Lavine@coastal.ca.gov>
Sent: Tuesday, March 31, 2015 12:39 PM
To: <mailto:sonomacoastsurfrider@comcast.net>
Subject: RE: Iron Rangers-Correction

Hi Cea,

Of course – I know that feeling!

W17a

California Coastal Commission
North Central District Office
45 Fremont Street, #2000
San Francisco CA 94105
Attn: Ethan Lavine

Re: W17a - Appeal A-2-SON-13-0219
Substantial Issue Only

Chair Kinsey and Commissioners

The Sonoma County Board of Supervisors unanimously (5-0) denied the California Department of Parks and Recreation/ the State's application for a Coastal Permit (CDP) to install self pay devices "Iron Rangers" and associated signs at State Park beaches along the Sonoma Coast. The State has appealed the denial to the California Coastal Commission seeking to over turn the denial and move ahead with the Iron Ranger installations.

I request that the Commission find no substantial issue and NOT take jurisdiction over the appeal.

This matter is best handled at the local level. State Parks has not made any attempt to sit down with the County to resolve issues, to clarify questions raised, to provide additional information, to discuss alternatives - all options offered by the County in its denial.

The last minute nature of the State's letter to Commission staff on March 26, 2015 includes changes to its application to the County and should not form the basis of consideration in this matter. The project currently described in the March 26 letter from the State is not the same as the one described in the application for a Permit (CDP) under the Sonoma County LCP. This is essentially a new application. At a minimum, it is substantially modified without the benefit of vetting by the local jurisdiction under its LCP.

A critical consideration: The State relied on an exemption as a minor project for its CEQA compliance. Yet, in its appeal it relies on Section 30603 (a) (5) that the project is a major public works project. The State cannot have it both ways. If it subsequently declares this to be a major public works project, as it has in the appeal, its CEQA exemption is invalid.

Likewise, I seriously question how the Commission can call a project declared exempt from environmental review as a minor project, to be subject to an appeal as a major project based on a changed project definition AFTER THE FACT of submitting its application for a CDP to the local jurisdiction.

The Commission should remand this matter back to the County to allow the State to resubmit. They should further instruct the State to cooperate with the County to find a solution more in keeping with its LCP.

I remind the Commission that the citizens of Sonoma County fought for coastal access for all in the 1970s. Out of that effort by many citizens of Bodega Bay and inland communities, like our beloved Bill Kortum, the California Coastal Act was passed to ensure public access to the entire California coastline - the public commons. The Coastal Commission was created by the efforts of the citizens and that legislation.

There are myriad examples of longstanding cooperation between the County and the State. Rarely a day goes by that State Parks staff, County staff - Sheriff, including the rescue helicopter Henry One, and the local Bodega Bay Fire District without the parties being engaged in cooperative efforts on behalf of visitors to the Sonoma Coast. Local citizens give freely of their time in beach cleanups and docent programs at these State beaches. Again, I submit that this matter is best kept local, before the Commission takes a precedent setting action of taking jurisdiction in a de novo hearing.

State Parks rationale for the Iron Rangers/fee collection is they need the revenue to open closed parks and rest rooms, pay for rangers and maintenance of the parks. However, revenues do not stay where fees are collected, so the false promises of better care are just that.

Fees collected will go into the State Park's general fund, aka State Park and Recreation Fund. Suggestions that local districts might be able to keep some percentage of funds collected in those districts have yet to pass muster in proving this to be the case. Experience proves that what State Parks is very good at is obfuscating, studying, analyzing - all using up administrative staff resources and time with very few resulting capital improvements projects results on the ground.

State Parks financial needs do not provide a robust enough rationale to warrant the Commission's taking jurisdiction. Again, this would be precedent setting and not in a good way.

I do want to take the opportunity to point out a number of critical issues specific to this proposal to install these self pay devices on the Sonoma Coast.

1) The Sonoma Coast is not Southern California, where walk on beaches are accessible from flat paved parking lots. Most of our beaches are below highly erodable cliffs. Access is down steep pathways and stairs that erode or are damaged in winter storms. Many of the parking lots are small gravel lots.

Anyone who has come to the coast on a holiday weekend or in prime beach season will attest to what happens. Parking lots fill quickly and vehicles seek whatever pull outs and shoulder area is available. Pedestrians then walk along Route 1 to get to the beach access paths. A few simply slide down the cliff from where they park. To call it a mad house

would be an understatement. (see attached photos of bluff parking conditions along Rt 1 near Salmon Creek Beach North on a recent spring weekend)

Installing Iron Rangers will exacerbate this situation, turning it from an occasional event into standard procedure. To avoid paying the fee, more people will park on Rt 1's limited shoulders or park in adjacent neighborhoods, negatively impacting them.

Visitors will be crossing Rt 1 from the neighborhoods to gain access. Walking on Rt 1 will be a constant event. More people will likely climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment.

2) Due to the unique environment at the Sonoma coast, and the conditions described above, the potential for people to get hurt as they try to avoid paying will be high. The financial burden for the local community's fire district is already great and will only increase. Bodega Bay firefighters are constantly responding to 911 emergency calls for cliff rescues, auto accidents and health incidents along the Sonoma Coast. Continued unpaid emergency response is not sustainable.

3) People come to the Sonoma Coast from all over the Bay Area, California, the US and the world. In keeping with the efforts of citizens many years ago to save our beaches, the Sonoma County beaches provide free access to the ocean and the outdoors for a large population that depends on free access to recreational opportunities. Collecting fees has an oversized burden for these Environmental Justice Communities of Concern. This is regardless of reduced fee programs that purport to address these financial burdens. They are not well publicized and many find them stigmatizing. Other discounted passes (the CA Park Experience Day Use \$75 pass and the Surf pass) have been discontinued.

4) Iron Rangers are not the answer to State Parks' financial and stovepipe bureaucratic challenges. Limiting public access for all to our California coast is not the way forward any of us should embrace.

5) The hundreds who signed the Sonoma Coast Surfrider Foundation petition speak loudly in their comments. Many are thoughtful and speak passionately in support of public access. Many want to find a way to help State Parks financially. This is not it.

Thank you for your consideration.

Signature on file

Norma Jellison

Bodega Bay Resident and
Ocean Advocate





W17a

A-2-SON-13-0219

Dear Chair Kinsey and Commissioners,

Regarding the proposed State Parks plan to charge for parking along the Sonoma County coast. I feel I must speak out.

I am a 72 year old concerned, tax-payer and voter. My primary physical exercises (bodyboard surfing] use the Sonoma coast Beaches, primarily Salmon Creek North of Bodega Bay.

In my 15+ years of beach use, I have picked up trash off the beach (currently not done by State park personal) participated in organized beach cleanups, participated in an extensive trail repair, warned people off of an unmarked cliff trail, gave safety advise to the inexperienced, and generally had positive interactions with other visitors to the beach. People from all over the Country and World stop at the Salmon Creek Parking lot. They stop to look at the beach, fantasize about surfing, interact with beach users, become a beach user, and return for more. The surfers, surf fisherman, sea scape painters and photographers, beach combers, beach artists and message writers all give a human element to this essentially wild seascape.

The afore mentioned activities are ancillary to the physical activity of bodyboard surfing. As with any regular physical fitness regime, motivation is a key component. The Sonoma Coast provide this motivation in the air quality, scenery, surf conditions, and welcoming nature of fellow beach users. When any of these conditions are not right, I stay home as it is not worth the expense in gas and stress on my 25 year old car. This is a 60 mile round trip from my home in Petaluma, made on the average of twice a week through out the year.

I can accept high winds, rough seas, crowded roads and beaches as a reason not to throw myself into the surf.

A doubling of the cost is a game changer.

This deliberate action would more than halve the time I participate in a life enhancing physical experience. As bodysurfing at my age it is a "use it or lose it" proposition, it is likely that I would have to give it up.

That action would deny my access to the Sonoma Coast and it's benefits.

RECEIVED

APR 09 2015

CALIFORNIA
COASTAL COMMISSION
NORTH CENTRAL COAST

Even if the cost of parking was mitigated through a special senior pass or such, there would be a change in the beach experience. Those who by their age, income, or life experience will seek out the free parking. Some are more convenient to trails. There is and will be more competition for these spots. Some will spill over to residential areas off of Bean Avenue and into tow away zones or residential parking. To state that conflicts and/or resentment will not occur is wishful thinking.

Conflicts of this nature can ruin your day at the beach.

Another aspect of pay to park is that some will park in inherently unsafe spaces that force passengers to step out onto Hwy 1 or walk next to traffic encumbered with cooler, strollers, or other beach gear.

The increase in parking violations, conflicts, and emergency issues will lead to a call for increased Patrols by the Park Police either through overtime or new positions.

Law Enforcement by its nature is a young persons position with high stress, high training cost, a 20 year expectation of employment with a 20 to 40 year retirement compensation package and an expectation of stress related medical compensations.

This is a very expensive proposition.

The State Park Beaches of Sonoma County need infrastructure work just to bring them up to levels of 20 years ago. Lots and bath rooms have been closed, trash receptacles removed and access to the beach has been compromised at several locations.

The Parks Forward Commission is recommending changes in Management, revenue sources, and use. There are solutions to the Parks problems that are being discussed. It will take time to make the necessary changes from enforcement to a service model. We anticipate measures that won't extract money through fees or fines from the users of the beach.

Thank you for your service to the Sate of California

Signature on file

David L Rampton
300 Stony Pt. Rd. #310
Petaluma, CA 94952

W17a

From: Linda Curry [londine52@yahoo.com]

Sent: Saturday, March 28, 2015 3:48 PM

To: SonomaStateParksAppeal@Coastal

Subject: Re: PUBLIC HEARING NOTICE -- Appeal No. A-2-SON-13-0219 (State of California Department of Parks and Recreation, Sonoma Co.)

This is beyond crazy. So few things a family can do without paying an arm and a leg and now you want to take away coastal access by charging outrageous parking fees!! And since Sonoma County supervisors told you NO, you hold the appeal hearing in Marin?! Maybe Marin folks can afford to attend but already hearing many Sonoma County folks that would like to attend but can't make it to Marin. I used to buy parks passes but this kind of shenanigans is withering my support for parks.

From: "SonomaStateParksAppeal@Coastal" <SonomaStateParksAppeal@coastal.ca.gov>

To: "SonomaStateParksAppeal@Coastal" <SonomaStateParksAppeal@coastal.ca.gov>

Sent: Friday, March 27, 2015 4:00 PM

Subject: PUBLIC HEARING NOTICE -- Appeal No. A-2-SON-13-0219 (State of California Department of Parks and Recreation, Sonoma Co.)

**** Please see attached for full hearing notice ****

Date: March 27, 2015

IMPORTANT PUBLIC HEARING NOTICE NEW APPEAL

APPEAL NUMBER: A-2-SON-13-0219

LOCAL GOVT
PERMIT NUMBER: CPH12-0004

APPLICANT(S): State of California Department of Parks and Recreation

APPELLANT(S): State of California Department of Parks and Recreation

DECISION BEING APPEALED: Appeal by the State Department of Parks and Recreation of a decision by Sonoma County denying the installation of signs and self-pay fee collection devices ("iron rangers") for charging new fees for parking at 14 locations on the Sonoma County coast at Salt Point State Park and Sonoma Coast State Park.

PROJECT LOCATION: 14 locations on Sonoma coast, including Stump Beach in Salt Point State Park, and Russian Gulch, Goat Rock – Blind Beach, Goat Rock – South Lot, Goat Rock – North Lot, Goat Rock – Arched Rock, Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek – North Lot, Salmon Creek – South Lot

(Bean Avenue), Campbell Cove, Bodega Head – Upper Lot, and Bodega Head – Lower Lot, within Sonoma Coast State Park, Sonoma County.

HEARING DATE AND LOCATION:

DATE: Wednesday, April 15, 2015

TIME: Meeting Begins at 9:00 AM

**PLACE: Marin County Board of Supervisors, 3501 Civic Center Drive, Suite 329,
San Rafael, CA 94903**

PHONE: (415) 407-3211

ITEM NO: W17a

From: JEFF ERKEL [jaerkel88@yahoo.com]
Sent: Wednesday, April 01, 2015 5:27 PM
To: SonomaStateParksAppeal@Coastal
Subject: Re: A-2-SON-13-0219

W/7a

Dear Coastal Commission:

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.

The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.

The Sonoma Coast is not Southern California where walk on beaches are accessible from flat paved parking lots. Our beaches are down highly erodible cliffs. Installing Iron Rangers will push people onto Rt 1 where there are limited shoulders or into neighborhoods. People will climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment. Many people will get hurt doing so as they try to avoid paying, adding to our already overburdened local emergency services. Gravel lots make achieving access for mobility challenged visitors impractical if not impossible. Iron Rangers inordinately burden Environmental Justice Communities of Concern.

This is not the answer to State Parks' financial challenges.

In every State and/or County that attempt to raise revenue in this manner has failed. The cost to install and maintain the fences, and or manned collection stations outweigh the revenue generated.

Notwithstanding the eyesore you will be creating.

Sincerely,

Jeff Erkel
Bodega Bay

Ca Coastal Commission
No Central Coast District Office
45 Fremont St #2000
San Francisco CA 94105-2219

March 30, 2015

W17a

RECEIVED

APR 01 2015

Dear Chair Kinsey and Commissioners:

Re: A-2-SON-13-0219

CALIFORNIA
COASTAL COMMISSION

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.

The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.

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This is not the answer to State Parks' financial challenges.

The Coastal Act was passed and the Coastal Commission was and is charged with ensuring public access to our coast - the public commons.

Please rise to the occasion of your charge, deny the appeal and retain free public access to our Sonoma coast.

Sincerely,

Beril B. Krumm
Santa Rosa, CA.

Paul, Patty & Alicia Ginochio
360 Terra Verde
Bodega Bay, CA 94923
707 331 6722
Pgino519@yahoo.com

W17a

April 1, 2014

CA Coastal Commission
No Central Coast District Office
45 Fremont St #2000
San Francisco CA 94105-2219
Fax: (415) 904-5400
PHONE: (415) 407-3211

RECEIVED

APR 01 2015

CALIFORNIA
COASTAL COMMISSION

Dear Chair Kinsey and Commissioners:

Re: A-2-SON-13-0219

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.

The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.

The Sonoma Coast is not Southern California where walk on beaches are accessible from flat paved parking lots. Our beaches are down highly erodible cliffs. Installing Iron Rangers will push people onto Rt 1 where there are limited shoulders or into neighborhoods. People will climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment. Many people will get hurt doing so as they try to avoid paying, adding to our already overburdened local emergency services. Gravel lots make achieving access for mobility challenged visitors impractical if not impossible. Iron Rangers inordinately burden Environmental Justice Communities of Concern.

My home is across from Portuguese Beach and Schoolhouse Beach in Bodega Bay. We will see an overwhelming increase in parking in our neighborhood. We have single lane streets and so it becomes a fire escape route hazard. No parking and enforcement by local law enforcement must be required immediately.

Bodega Bay Fire Protection District is utilized for all the rescues on the State Beaches yet none of this revenue or any other revenue is paid to them. The state does not pay taxes yet we have all of the tourists who are falling off cliffs, drowning, etc on your beaches. Part of the money collected from Iron Rangers MUST be given to our Fire District. Our Bodega Bay Fire District is almost bankrupt. The county is helping us keep our doors open. What will you do when they close the doors? Can you please consider giving a \$1 to every paid Iron Ranger fee?

Just this weekend a young child fell off the trail at Schoolhouse and was injured with paramedic rescue. Both Schoolhouse and Portuguese Beach trails that lead to the beach have crumbled and are dangerous. Are you planning to fix and provide safe access with the money collected? I understand it is going to a central state fund and not local. We have the pain but no gain. WRONG.

This is not the answer to State Parks' financial challenges.

The Coastal Act was passed and the Coastal Commission was and is charged with ensuring public access to our coast - the public commons.

Please rise to the occasion of your charge, deny the appeal and retain free public access to our Sonoma coast.

Sincerely,

Paul, Patty & Alicia Ginochio

From: Pat Paterson [patpaterson@sonic.net]
Sent: Wednesday, April 01, 2015 7:38 AM
To: SonomaStateParksAppeal@Coastal
Subject: Deny State Parks appeal for iron rangers on the Sonoma Coast

W17a

Dear Sir/Madam,

Please deny CA State Parks appeal for installing iron rangers on the Sonoma Coast. If iron rangers are installed people could avoid the \$8 parking fee by clogging the surrounding narrow roads even worse then they already do when the lots fill up. Overflowing parked cars can block emergency vehicle access to the area. Yesterday a 75 year old neighbor had to be taken to the hospital by ambulance for chest pains. State parks only has 1 trash can for the 1/2 mile stretch of beach in front of our neighborhood and tourist will leave their litter in our yards.

Keep OUR beaches free!

Pat Paterson
5535 Sierra Grande
Bodega Bay CA 94923

Susan S. Weston
2301 Eagle Ave.
Alameda, CA 94501

Susan 31 March 2015
Carmet

Dear Chair Kensey + Commissioners:
I am encouraging you to take a
very serious stand against paid
access to public commons - most
especially on the Sonoma County
beaches across from residential
neighborhoods, such as School
House Beach, Carmet.

My house is used part time, and
I have no desire to find cars

parked in my driveway, trash &
evidence of dog in my yard
theft from observance that no
one is home this weekend. Other
beaches removed from residential
communities are less susceptible
to these concerns.

This move to install Iron Rangers
is far from a solution to State
Parks financial challenges. I urge
your consideration.

Sincerely, a deeply concerned
resident,

Susan Weston
510.748.0211.

RECEIVED

APR 03 2015

CALIFORNIA

April 2, 2015

CA Coastal Commission
No Central Coast District Office
45 Fremont St #2000
San Francisco CA 94105-2219

W/7a

RECEIVED

APR 06 2015

CALIFORNIA
COASTAL COMMISSION

Dear Chair Kinsey and Commissioners:

Re: A-2-SON-13-0219

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.

The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.

The Sonoma Coast is not Southern California where walk on beaches are accessible from flat paved parking lots. Our beaches are down highly erodible cliffs. Installing Iron Rangers will push people onto Rt 1 where there are limited shoulders or into neighborhoods. People will climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment. Many people will get hurt doing so as they try to avoid paying, adding to our already overburdened local emergency services. Gravel lots make achieving access for mobility challenged visitors impractical if not impossible. Iron Rangers inordinately burden Environmental Justice Communities of Concern.

This is not the answer to State Parks' financial challenges.

The Coastal Act was passed and the Coastal Commission was and is charged with ensuring public access to our coast - the public commons.

Please rise to the occasion of your charge, deny the appeal and retain free public access to our Sonoma coast.

Sincerely,

Jack Bundy

This is a bad thing
the state is doing to our
parks and coast. Do
not let it happen.

April 2, 2015

W17a

CA Coastal Commission
No Central Coast District Office
45 Fremont St #2000
San Francisco CA 94105-2219

RECEIVED

APR 06 2015

CALIFORNIA
COASTAL COMMISSION

Dear Chair Kinsey and Commissioners:

Re: A-2-SON-13-0219

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.

The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.

The Sonoma Coast is not Southern California where walk on beaches are accessible from flat paved parking lots. Our beaches are down highly erodible cliffs. Installing Iron Rangers will push people onto Rt 1 where there are limited shoulders or into neighborhoods. People will climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment. Many people will get hurt doing so as they try to avoid paying, adding to our already overburdened local emergency services. Gravel lots make achieving access for mobility challenged visitors impractical if not impossible. Iron Rangers inordinately burden Environmental Justice Communities of Concern.

This is not the answer to State Parks' financial challenges.

The Coastal Act was passed and the Coastal Commission was and is charged with ensuring public access to our coast - the public commons.

Please rise to the occasion of your charge, deny the appeal and retain free public access to our Sonoma coast.

Sincerely,

Diana Bundy

Signature on file

Bodega Bay ✓

We feel iron rangers
will be an extreme
detriment to our
local emergency services.
Please deny this state
Parks appeal.

April 1, 2015

RECEIVED

APR 06 2015

CALIFORNIA
COASTAL COMMISSION

W17a

Appeal # A-2-SON-13-0219
Local Govt Permit # CPH12-0004
Robert O. Beauchamp
OPPOSITION

CALIFORNIA COASTAL COMMISSION

Greeting:

I am 81 years of age, and was born and raised in California. I live near Shell Beach (Sonoma County) and visit it regularly - sometimes for 20 minutes and other times for longer, 1-2 hours perhaps. I generally go there in the AM's, in the middle of the week, in order to "beat the rush" and enjoy it mostly by myself. To me, it is a "priceless" experience - watching the waves, the seagulls and ravens (feeding them sometimes), and looking out towards the horizon, wondering what lies beyond. Many times I think of the Pacific Theater during WWII with our "boys" - my uncles, my cousins - fighting and dying out there.

Visiting our wonderful oceans, our beautiful beaches can reach deeply into one's soul; it ought to be a fundamental human right to have easy access to do so. Being required to pay a \$7.00 fee may seem a rather trivial amount to many, but not to those in my economic class. To me, it is unaffordable, and will mean that I, along with so many others in the same circumstance, can no longer plan to enjoy the beach - that only those with a certain financial privilege will be welcome there.

This appeal-proposal is inappropriate; our economy is steadily improving, and sources for expanding the State's ever-insatiable revenue-generation are expanding as well. This unfortunate source can easily be foregone for the sake of simple kindness. This appeal-proposal is, as well, inhumane; to impose the necessary ritual of the payment procedures, each time, adds a complex monetary dimension to the experience that is cold, impersonal, and unfriendly, and will spoil the very spontaneity, the beauty, that is the whole point of being there in the first place.

Please, please, deny this awful appeal.

Signature on file

Many thanks,

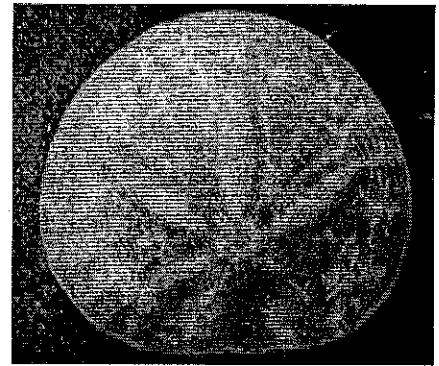
Robert O. Beauchamp
215 Golden Ridge Ave.
Sebastopol, CA 95472

I

Scott Miller
P.O. Box 145
Dillon Beach, CA. 94929
(707) 878-2167

April 7, 2015

California Coastal Commission
45 Fremont St., suite 2000
San Francisco, Ca. 94105-2219



Re: Appeal No. A-2-SON-13-0219 (California Department of Parks and Recreation, Sonoma Co.)

Dear Commissioners and Staff,

Please make a determination of substantial issue. The substantial issue is the double standard Sonoma County has for parks.

Sonoma County is well aware that it costs money to operate a park, and that money has to come from somewhere. That is why they charge a fee for parking at County Parks in the Coastal Zone, and these fees are considered consistent with the Coastal Act and the certified LCP.

In it's denial, Sonoma County failed to consider adverse impacts associated with closing the lots. It compared free vs. fee, but it forgot to compare open vs. closed.

In addition, the County's interpretation of the Coastal Act is questionable: **Section 30210** is about maximum "access" not "parking". The County argues that people must use cars (and parking) because Sonoma County Transit does not provide enough busses. The County limits the number of busses because of budgetary constraints, but will not allow the State Parks to limit parking because of budgetary constraints.

Section 30213 protects "lower cost" access, not "free" access.

Section 30214(4) requires that management be provided in a "reasonable manner" using "innovative access management techniques". This project is more reasonable and innovative than closing the lots completely.

A de novo hearing would provide the opportunity to compare Free parking, Pay parking, and **No** Parking.

Please allow State Parks to operate under the same set of rules as Sonoma County Parks. Both need money to stay open, and both are better open than closed.

Open for a fee is better than closed for free.

Sincerely,

Scott Miller

W17a

Appeal # A-2-SON-13-0219

Item # W17a

Permit # CPH 12-004

Iron Rangers Placement- *Do NOT support*

Anne Donovan

California Coastal Commission
North Central Coast District Office
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED

APR 07 2015

CALIFORNIA
COASTAL COMMISSION

RE: Placement of Iron Rangers on California State Park Beaches on the Sonoma coast

As a resident of Bodega Bay and the Carmet subdivision located adjacent to Schoolhouse Beach, I am submitting written **opposition** to the placement of iron rangers in the parking lots of our California coastal state parks. The reasoning for my opposition is as follows:

1. *Public Access*- Iron Rangers would limit public access to beaches. Instituting parking fees in the state beach coastline parking lots would have many implications and unintended consequences. Foremost of which is that by requiring a parking fee, public access to state beaches would likely be limited- especially for lower income families- and that the "right to access" is something protected clearly in the provisions of the CA Coastal Act (1976):

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Further, with the implementation of parking fee, inconsistencies may occur in the application of fee amounts and fee policies across state parks furthering the difficulty of the public to equally access their local state beaches and shifting use patterns. This was also noted by the Sonoma County Board of Commissioners in the June 2013 meeting.

2. *Sonoma County Local Plan*- The Sonoma County Local Coastal Plan mirrors the

California Coastal plan of 1976 which discourages limiting coastal access of the general public, and with regressive effect, lower income users of Sonoma County coastal state park beach areas.


3. *Safety Concerns*- Inevitably some visitors will attempt to avoid parking fees at Schoolhouse Beach by parking on residential streets and crossing Highway 1. For visitors attempting to cross the roadway laden with beach supplies and small children in tow, the potential dangers are tangible. Additionally, all local residents are aware of the instability and dangerous shoulder areas on Highway 1; inevitably people will attempt to park in non-fee areas such as on the shoulders of highway 1 or in the residential areas on the east side of Highway 1 creating thusly a hazardous situation and potentially resulting in an increase in emergency services for the coastal area. Local residents currently pay high supplemental costs to provide emergency services to visitors unsafely accessing beach areas.

4. *Scenic Concerns*-Placement of kiosks would be incompatible with scenic beauty and sightlines, negatively impacting public views of a much protected and valued natural treasure. Residents and visitors alike appreciate the unmarred coastline which differs dramatically from the coastline of Southern California, and is sought out for that difference.

5. *Preserving Rural Heritage*-Presence of iron rangers would be in conflict with the desire to maintain the rural heritage of the Sonoma County coastline, a collective effort by residents which has been tirelessly fought for in the last 50 years.

At the June 2013 Sonoma County Board of Supervisors meeting, representatives for the California State Parks Commission presented the primary argument of needing additional funds in order to maintain their current level of services, although budgetary concerns ended up being inflated when money, as reported, "was found". The California State Parks system has not released their budget information for 2014-15, although requested by local citizen groups, and it is unclear as to whether their initial central reason of needing *additional* funds is still valid. If granted, any collection of funds would not be able to be specified for State Coastal Parks; but rather would go into a general fund to be distributed to all California State Parks. This seems to dramatically weaken their argument for the need to collect fees to maintain the current level of services at state coastal beach parks.

For these reasons, I encourage the members of the California Coastal Commission to **deny** the placement of iron rangers in Sonoma County State Beach parking lots. It is in the best interest of the public to do so.

Sincerely, 
Signature on file
Anne C. Donovan

To: CA COASTAL COMMISSION
NO. COAST (CENTRAL
43 FREMONT ST. #2000
SAN FRANCISCO, CA 94105-2219

RECEIVED
APR 08 2015
CALIFORNIA
COASTAL COMMISSION

W17a

Re: A-2-SON-13-0219

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.

The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.

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This is not the answer to State Parks' financial challenges.

The Coastal Act was passed and the Coastal Commission was and is charged with ensuring public access to our coast - the public commons.

Please rise to the occasion of your charge, deny the appeal and retain free public access to our Sonoma coast.

Sincerely,

Signature on file

SUSAN G. HICKS

Signature on file

JOHN A. HICKS

OWNERS:

4994 VIKING STRAND

BODEGA BAY CA. 94923-9777

W17a

APPEAL NUMBER: A-2-SON-13-0219

ITEM NUMBER: W17A

TERESA GARY

DENIAL OF APPEAL

RECEIVED

APR 08 2015

CALIFORNIA
COASTAL COMMISSION

CA Coastal Commission
No Central Coast District Office
45 Fremont St #2000
San Francisco CA 94105-2219

Dear Chair Kinsey and Commissioners:

I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - SaltPoint State Park and Sonoma Coast State Park.

First and foremost, the Parks and Recreation Department is under investigation for unauthorized vacation buyouts for employees and for accumulation of over \$54 million in special funds. During this time period, many state parks were closed or suffered reduced hours due to alleged funding shortages. Until the investigation is complete, it is unfair to make the public pay additional fees for the privilege of visiting state parks which have not to date required any day use fees.

Highway 1 in Sonoma County is largely composed of frequent curves and narrow lanes, sometimes creeping precariously close to the coastal bluffs. In many areas there is barely enough room for two cars to share the road; when cyclists, emergency vehicles, logging trucks, and recreational vehicles are added, there is no room to spare. Imagine visitors to the beach, wishing to avoid the parking fee, trying to find a spot to park within walking distance of the beach. Roadside parking is unsafe, not only for parked vehicles but also for those traveling through on Highway 1.

Sereno Del Mar is a small subdivision directly opposite Portuguese Beach, one of the recommended sites for a fee station. There is no question that neighborhood streets will be negatively impacted, since cars parked on even one side of the roads prevent the safe passage of emergency vehicles into and out of the neighborhood.

Has there been any review of fees already collected from these stations? For example, at Pinnacle Gulch in Bodega Bay there is a small parking area with a fee station. Visitors take an envelope, put \$7 within, drop the envelope into the box, and put the ticket on the dashboard. What happens to such fees? Do they contribute in any way to the maintenance and/or improvement of any of the state parks?

Portuguese Beach used to have year-round garbage pickup, along with receptacles for recycling cans and bottles. In recent years, due to budget cuts, parks personnel were reduced and signs erected asking people to haul out their garbage. Sadly, this plan

resulted in the beach, surrounding parking areas, surrounding neighborhoods, and restrooms cluttered with leftover trash. Would the new parking fees be used to increase staff so that garbage pickup would resume year-round?

The Auburn State Recreation Area recently installed fee stations (\$10 for day use) at the confluence of the north and middle forks of the American River. No longer can visitors park for free, even along State Highway 49, a narrow, curvy road with many logging trucks and cyclists. Would it not make sense to gather data and measure the success or lack thereof of this venture before installing more stations in other state parks?

In her letter accompanying the earlier application, Stephanie Coleman (Environmental Coordinator for the Parks and Recreation Department) stated:

"In our professional opinion there will be no change in visitor or use patterns; therefore, there will be no effect on other properties. With cooperation from local jurisdictions and Cal Trans to make sure that visitors do not park illegally along adjacent roads, which is already part of each jurisdiction's responsibility, Parks believes that the transition can occur without major effects."

She cited no evidence for this opinion; rather, it looks as though other agencies will be dealing with all issues arising from the new procedure.

It seems unconscionable to impose parking fees on beach visitors at a time when taxpayers have little confidence in the Parks and Recreation Department. It would be wise to take a step back, wait for the auditor's findings of the current financial status of the department, develop a comprehensive plan, and review the effectiveness of previous efforts with fee stations. It would also be wise to share the entire plan with the public, with plenty of time for review.

A well designed plan would include informing the public well in advance, explaining the benefits to the public, describing enforcement policies, explaining collection procedures, and reporting on how the proceeds will be used. This application fails to satisfy any of these criteria. Additionally, there is no compelling need for the plan, given the recent publicity surrounding the departmental mismanagement of public funds. At a minimum, the application should be denied until further study of the department's budget has been made public.

I urge you to deny this appeal and retain free public access to our Sonoma coast.

Sincerely,

Signature on file

Teresa Gary

Resident of Cool and Bodega Bay

tgarycool@hotmail.com

April 2, 2015

CALIFORNIA COASTAL COMMISSION

North Central Coast District Office
45 Fremont Street, Suite 2000
San Francisco, California 94105-2219
(415) 904-5260 or (415) 904-5200 FAX (415) 904-5400

CALIFORNIA
COASTAL COMMISSIONRECEIVED
APR 09 2015

Page: 1

Date: March 27, 2015

W17a

**IMPORTANT PUBLIC HEARING NOTICE
NEW APPEAL**

APPEAL NUMBER: A-2-SON-13-0219

LOCAL GOVT

PERMIT NUMBER: CPH12-0004

APPLICANT(S): State of California Department of Parks and RecreationAPPELLANT(S): State of California Department of Parks and Recreation

DECISION BEING APPEALED: Appeal by the State Department of Parks and Recreation of a decision by Sonoma County denying the installation of signs and self-pay fee collection devices ("iron rangers") for charging new fees for parking at 14 locations on the Sonoma County coast at Salt Point State Park and Sonoma Coast State Park.

PROJECT LOCATION: 14 locations on Sonoma coast, including Stump Beach in Salt Point State Park, and Russian Gulch, Goat Rock - Blind Beach, Goat Rock - South Lot, Goat Rock - North Lot, Goat Rock - Arched Rock, Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek - North Lot, Salmon Creek - South Lot (Bean Avenue), Campbell Cove, Bodega Head - Upper Lot, and Bodega Head - Lower Lot, within Sonoma Coast State Park, Sonoma County.

HEARING DATE AND LOCATION:

DATE Wednesday, April 15, 2015

TIME Meeting Begins at 9:00 AM

PLACE Marin County Board of Supervisors, 3501 Civic Center Drive, Suite 329, San Rafael, CA 94903

PHONE (415) 407-3211 [phone number will only be in service during the meeting]

ITEM NO: W17a

HEARING PROCEDURES:

New appeals undergo a two-step process before the Commission, known as the 'substantial issue' phase, and 'de novo' phase. At the 'substantial issue' phase, section 30625(b) of the Coastal Act requires the Commission to hear an appeal unless the Commission determines that no substantial issue is raised by the appeal. If at least three Commissioners request to take public testimony at the substantial issue phase of

W17a

From: Fran Levy [ftsun@sonic.net]
Sent: Wednesday, April 01, 2015 6:54 PM
To: SonomaStateParksAppeal@Coastal
Subject: Re: PUBLIC HEARING NOTICE -- Appeal No. A-2-SON-13-0219 (State of California Department of Parks and Recreation, Sonoma Co.)

Why is this being held in Marin County when it is for Sonoma County

Fran Levy

On Mar 27, 2015, at 4:00 PM, SonomaStateParksAppeal@Coastal
<SonomaStateParksAppeal@coastal.ca.gov> wrote:

**** Please see attached for full hearing notice ****

Date: March 27, 2015

IMPORTANT PUBLIC HEARING NOTICE NEW APPEAL

APPEAL NUMBER: A-2-SON-13-0219

LOCAL GOVT
PERMIT NUMBER: CPH12-0004

APPLICANT(S): State of California Department of Parks and Recreation

APPELLANT(S): State of California Department of Parks and Recreation

DECISION BEING APPEALED: Appeal by the State Department of Parks and Recreation of a decision by Sonoma County denying the installation of signs and self-pay fee collection devices ("iron rangers") for charging new fees for parking at 14 locations on the Sonoma County coast at Salt Point State Park and Sonoma Coast State Park.

PROJECT LOCATION: 14 locations on Sonoma coast, including Stump Beach in Salt Point State Park, and Russian Gulch, Goat Rock – Blind Beach, Goat Rock – South Lot, Goat Rock – North Lot, Goat Rock – Arched Rock, Shell Beach, Portuguese Beach, Schoolhouse Beach, Salmon Creek – North Lot, Salmon Creek – South Lot (Bean Avenue), Campbell Cove, Bodega Head – Upper Lot, and Bodega Head – Lower Lot, within Sonoma Coast State Park, Sonoma County.

HEARING DATE AND LOCATION:

DATE: Wednesday, April 15, 2015
TIME: Meeting Begins at 9:00 AM
PLACE: Marin County Board of Supervisors, 3501 Civic Center Drive, Suite 329, San Rafael, CA 94903

PHONE: (415) 407-3211
ITEM NO: W17a

<SonomaStateParksAppealA-2-SON-13-0219 Hearing Notice.pdf>

W/7a

RECEIVED
APR 13 2015
CALIFORNIA
COASTAL COMMISSION

April 6, 2015

California Coastal Commission
45 Fremont Street #2000
San Francisco, CA 94105

Subject: Item #17, North Central Coast District
April 15th meeting

We oppose any new pay-to-park "Iron Rangers" on the Sonoma Coast. Please uphold the 5-0 decision by Sonoma County Supervisors to deny State Parks' permit application to install "Iron Rangers".

The CA State Parks is applying to the California Coastal Commission to install 15 "Iron Rangers" pay-to-park stations at Bodega Head, Salmon Creek Beach (North and South), Goat Rock, Salt Point, and other locations on the Sonoma Coast which are currently free. This represents about an 80% reduction in free parking.

Iron Rangers were proposed prior to the \$50million Parks scandal in 2012 and were denied by the Sonoma County Board of Supervisors.

State Parks has not provided the County, the CCC, or the public with a current budget for local Parks with an account for how and how much money is spent. Therefore, funds collected by Iron Rangers would not stay local; monies collected would be siphoned off by Parks Headquarters and deposited in the State General Fund. There is no guarantee that State Parks would stop "service reductions" that have closed many access points on the Sonoma Coast.

Many of the Iron Rangers would limit Public Access to the world class Sonoma Coast and are proposed for gravel parking areas that would not be ADA compliant and provide no services other than pit toilets.

Thank you for preserving Public Access to the CA Coast.

Sincerely,
Signature on file

AA

Signature on file

AA

David Kalb
414 Heron Place
Davis, CA 95616

Nancy Gelbard

[Handwritten signature]

W17a

From: Jacques Levy [jacqueslevy@sonic.net]
Sent: Saturday, April 11, 2015 4:50 PM
To: SonomaStateParksAppeal@Coastal
Subject: Proposed New Beach Fees

Coastal access is one of the few remaining free recreation possibilities in our country. The proposal to impose fees at our beaches will adversely impact the quality of life for all, but will especially have a negative impact on the low income and poor citizens among us. Have a heart; use common sense and scuttle this ill conceived idea.

The possibility that the Coastal Commission will assume jurisdiction in this controversy would be a bare-faced power grab to reduce the rights of counties to manage their own affairs. In this case, should such an action lead to the affirmation of the appeal by State Parks, it would also be the death knell of the Coastal Act's long-standing visionary role in guaranteeing free coastal access for all.

Jacques Levy
Occidental, CA

From: Katie Zils [Katie.Zils@sonoma-county.org]
Sent: Saturday, April 11, 2015 2:14 PM
To: SonomaStateParksAppeal@Coastal
Subject: Please keep our beaches free

W17a

Dear Coastal Commissioners,

I am a public health nurse and work with low income people. I met a 22 year old woman who lives in Sonoma County and has only been to the beach once. Transportation was her impediment. Please keep our beaches free so that everyone can enjoy them.

Thank you,
Kathryn Zils PHN

Sent from my iPad

From: George Cinquini [ghcinquini@sonic.net]
Sent: Saturday, April 11, 2015 4:38 PM
To: SonomaStateParksAppeal@Coastal
Subject: Fwd: Proposed Park fee along the Sonoma Coast

W17a

Sent from my iPad

Begin forwarded message:

From: George Cinquini <ghcinquini@sonic.net>
Date: April 11, 2015 at 9:02:22 AM PDT
To: "appeal@coastal.ca.gov" <appeal@coastal.ca.gov>
Subject: Proposed Park fee along the Sonoma Coast

My family has been in Sonoma County since 1871. We respect and enjoy our wonderful coastline. When we visit, we never pollute, in fact, most of the time we pick up after others. The Coastal Commission and the State Parks System should be mostly concerned about enforcing laws that protect our coastline.

Free access must remain so all can access our beautiful coast.

George H. Cinquini
Santa Rosa, CA

Sent from my iPad

W17a

From: olivermarks@gmail.com [olivermarks@gmail.com] on behalf of Oliver Marks
[om@olivermarks.com]
Sent: Saturday, April 11, 2015 4:38 PM
To: SonomaStateParksAppeal@Coastal
Subject: The Sonoma County beaches should be free

Unfortunately I will be out of the country next week so won't be able to attend your sessions, but I feel very strongly that the local beaches should be controlled by the county of Sonoma and should remain free.

Locking local poor people out from access to the ocean is unacceptable and unethical since they pay substantial local taxes. The principal of charging for something we already pay taxes on is unnecessary, and the beaches and coastal area don't need any more clutter, pay stations etc.

Doran beach already has a stiff fee. I live in Sebastopol and am contemplating a yearly pass, but if i live locally surely I should get a huge discount.

Since I'm assuming those who read this are in Sacramento, I'd like to point out that disenfranchised locals who can't afford the coastal area are more likely to be resentful and aggressive towards those who can.

It may seem an odd comparison, but southern california street racing is a growing problem because there are no local drag strips anymore. You have to supply people with accessible and low cost amenities or the cost in crime, policing and general societal break down increases rapidly.

People who are locked out will find other negative ways to amuse themselves, people who feel they are the area display pride. Hawaii is a good example of that

Thank you

--
Oliver Marks | M USA 415 971 7236 | om@olivermarks.com
olivermarks on all social & UC networks

W17a

From: Bonnie Hogue [hogue@sonic.net]
Sent: Saturday, April 11, 2015 6:20 PM
To: SonomaStateParksAppeal@Coastal
Subject: Keep Sonoma Coast FREE!

Please do not impose fees on regular parking places at the Sonoma coast. Enjoyment of the coast for citizens should be readily available for all – and for those of limited financial means a fee would be a discouragement. The “off road” pull-out parking places can get crazy, with people trying to pull too large a vehicle into too small a place, or too many drivers vying for parking. It makes driving highway one much more dangerous!

I urge the Coastal Commission and State of California to NOT impose fees on currently free parking at the coast!

Thank you.

Bonnie Hogue
446 Trowbridge St.
Santa Rosa, Ca. 95401

W17a

From: Paul Lewis [i_am_5150@hotmail.com]
Sent: Saturday, April 11, 2015 6:26 PM
To: SonomaStateParksAppeal@Coastal
Cc: Goldberg Judi
Subject: Fees at the few beaches nearby that a surfable

Please reject the plan to charge for parking at beaches that are used by local surfers. Unlike weekend and infrequent day use visitors it is common practice for surfers to go to the beach daily when conditions allow. The financial burden would be prohibitive for most. We are already charged for Doran, and Dillon beach, so Salmon Creek remains as one of the few locations where access is free. It is important to note that beaches that have the qualities necessary to make them "surfable" are rare and represent a very small portion of the coastline. Salmon creek is one such beach. I believe it is fair to speculate that the average surfer who frequents Salmon Creek would incur a monthly cost of \$96 to \$128. Would you consider charging bicyclists a daily fee for using local roads, boaters a "gate fee" at the entrance to the harbor at bodega, or a license for kayaks? One might also argue that as tax payers we already pay for the maintenance of highway 1 and the right of way (set back) on which we park at Salmon Creek. Said "set back" would not belong to State Parks, but to the highway department? Charging a fee/tax to access the water will have a direct impact on a long standing and integral part of California's culture. As a surfer I respect and nurture the beaches where I surf. Rather than charging a fee please feel free to stop providing what you call "amenities" other than bathroom facilities which serve to protect the environment. Thank you.

Paul Lewis
Guerneville Ca
707-869-1064

Sent from paul's iPad...

W/7a

From: Peggy Dombeck [asherah9@yahoo.com]
Sent: Saturday, April 11, 2015 6:28 PM
To: SonomaStateParksAppeal@Coastal
Subject: fees for parking

Dear Sirs:

I just read that you may be imposing fees to go to the State beaches. I believe this will counter the mandate to allow access to the beaches. It should not be done. I know I will be very unlikely to visit these beaches if there is a charge to enter. Some things should not be subject to fees and this is one of them. I am very much opposed to this.

Sincerely,

Peggy Dombeck
426 Woodley Way
Santa Rosa, CA 95409
707-539-3065

W17a

From: Gerry Schultz [gerryschultz3@gmail.com]
Sent: Saturday, April 11, 2015 7:59 PM
To: SonomaStateParksAppeal@Coastal
Cc: Efren Carrillo
Subject: Calif. State Parks APPEAL

Dear Coastal Commission,

I am a musician...not an activist.

Below, see my:

- past actions
- current actions
- proposed actions
- alternative solutions

I have notified my Supervisor, Efren Carillo, my Facebook account, and YOU (via the petition I signed) that this is what I am going to do if you allow the State to put Iron Rangers on 14 beaches at our SONOMA COUNTY BEACHES.

STARTING WITH OUR BELOVED BODEGA HEAD...I WILL USE MY CAR TO BLOCK ACCESS TO THE IRON RANGER AND STAND THERE UNTIL I GET ARRESTED.

I AM A 73 YEAR OLD, COLLEGE EDUCATED, DIGNIFIED NON-ACTIVIST WOMAN. BUT THIS APPEAL IS WRONG AND DISGUSTING. LET THE STATE USE THE \$54 MILLION DOLLARS THEY "FOUND" TO ACCOMPLISH THEIR TASKS.

I HAVE SPENT 3 YEARS OBJECTING TO THIS IDEA. I PROPOSED MANY ALTERNATIVE OPTIONS TO FORMER DEPARTMENT HEAD, ROY STREAMS...UNTIL HE RETIRED. HIS REPLACEMENTS WILL NOT COMMUNICATE WITH ME.

HERE ARE SOME OF MY ALTERNATIVE OPTIONS OF HOW TO KEEP THE BATHROOMS CLEAN AND THE TRASH CANS CLEAN:

- USE THE CALIFORNIA CONSERVATION CORPS
- USE WORK CREWS FROM OUR COUNTY JAIL
- USE PEOPLE MANDATED BY A JUDGE TO DO MANY HOURS OF COMMUNITY SERVICE
- USE HIGH SCHOOL STUDENTS LOOKING FOR CREDITS FOR COMMUNITY SERVICE
- ACCESS VOLUNTEERS AT OUR VOLUNTEERS CENTERS
- ACCESS CREWS OF MENTALLY CHALLENGED
- ASK BUSINESSES TO "ADOPT A BEACH"
- USE THE \$54 MILLION "LOST AND FOUND" MONEY TO GET THE JOBS DONE

Gerry Schultz

Executive Director

California Redwood Chorale (501c3)

Tax ID # 91 - 1805049

www.californiareadwoodchorale.org

Facebook: California Redwood Chorale

Please Donate at: Go Fund Me - gofundme.com/fb3cig

W17a

From: Kathleen Watson [kwatson1069@sbcglobal.net]
Sent: Saturday, April 11, 2015 8:24 PM
To: SonomaStateParksAppeal@Coastal
Subject: State Beach fees on Sonoma Coast

To the Coastal Commission and all interested parties,

I am writing to protest any new fees to access the coast here in Sonoma County. As a third generation native of this county, I have seen many changes in this county over a lifetime, some of which are very lamentable. One is the general cost of living here now. As a retiree with a very limited income, I cannot afford to pay \$8 a day to visit the coast. This is what it would cost me to go to the movies, and I very rarely do that. Just the cost of gas to get out to the coast is enough! My property taxes should help cover expenses at the coastal sites (but please don't add more taxes to by bill, it is already onerous!).

To quote the 4/10/15 article in the Press Democrat by Derek Moore:

"The more fundamental issue is whether day-use fees are a barrier to people enjoying the coast. The public's access to beaches and waterways is guaranteed in the state constitution and by the 1976 Coastal Act, which encourages "maximum access" to such sites."

As a child, I loved exploring the tidepools at low tide, and have shared such pleasures with my grandson. Please don't make it difficult for us seniors to do this. As Yvan Smith was quoted in the PD article, it is an insult...especially since the mandate of the Coastal Commission has been to make the coast fully accessible to all.

And one other point for your consideration. I am sure that you are aware of identity theft that is easy to set up in these machines, especially if there is no one around to monitor them. My understanding is that the thief can insert some device that reads people's bank cards. Please don't make it easy for them to do this.

Thank you for considering my comments. Please do not add any new fees to visit the Sonoma County coast.

Sincerely,
Kathleen Watson
Forestville

W17a

From: Pamela Bernier [pbernier@sonic.net]
Sent: Saturday, April 11, 2015 8:40 PM
To: SonomaStateParksAppeal@Coastal
Subject: Pay Stations for Parking at Sonoma Coast Beaches

Dear Coastal Commission-

I am writing to state my objection to pay stations at Sonoma Coast parking areas. I have been a resident of Sonoma County since 1998, and both the beauty as well as accessibility of the coast are an integral part of why I chose to live here. I believe, fervently, that the coastal areas of the county should remain 'public', and feel pay stations are a terrible idea for the following reasons:

1. Our access to the beaches is guaranteed in our state constitution, as well as the 1976 Coastal Act, which encourages "maximal access" to coastal sites. Charging for parking, which is tantamount to charging for access, will effectively deny access to those who can't afford the parking fees. The ocean provides a source of peace and recreation for all member of our communities, from those with expendable income to those with limited means. Cost of living in our county is exceptionally high- the beach provides an opportunity for all community members- from students, to migrants, to minimum wage workers, young families, seniors, and people of limited means to recreate in an affordable manner. A parking fee would limit beach access for lower income peoples in our community, and this, I believe, would be a violation of the 1976 Coastal Act.
2. Should the designated, safe, off-highway lots become subject to fees, many people will opt to park on the dangerous shoulder of the highway. I know many of our area teens love to go to our beaches; as a mother, I have grave concerns about kids parking on the side of the highway- a highway that is dangerous and winding, busy with campers, tourists, motorcycles, and distracted vehicle traffic. The weekend traffic on the highway is significant, pedestrian traffic alongside a highway is fundamentally a terrible, and dangerous idea. And a single fatality isn't worth the revenue the pay stations would collect.
3. Pay stations in certain area, like the Salmon Creek lot, would cause beach goers who can't afford, or don't want to pay for parking to park in the already congested residential areas of Salmon Creek, making parking difficult for Salmon Creek residents.

Unimpeded coastal access is a unique feature of California- something we as Californians can be proud of. Please don't allow the beach access to become something restricted, and available only to those that can afford it.

Thank you for hearing my thoughts-
Pamela Bernier

Pamela Bernier
16859 Taylor Lane
Occidental, CA 95465
Cell: 707.477.6182

W17a

From: Anne Gibson [gibsonsac@comcast.net]
Sent: Saturday, April 11, 2015 8:58 PM
To: SonomaStateParksAppeal@Coastal
Cc: Efren.Carrillo@sonoma-county.org
Subject: public input

As long time residents of Sonoma County, we are writing to object to the State Parks fee proposal for our many coastal parks. The bottom line is that the installation of pay parking meters will act as a deterrent for many people who would otherwise decide to spend a few hours enjoying one of our most precious resources. Once pay meters are installed, State Parks will be able to raise those fees in the future, acting as an even greater deterrent. They argue that installation of meters will enhance access, because revenues can be used for beach amenities. What amenities are they imagining.. snack shacks and beach chair concessions? These pull-outs and cove beaches are spectacular just the way they are. The Sonoma coast's wildness is its single best amenity, and that will be diminished by efforts to add creature comforts that are unnecessary. Ironically, one of State Park's arguments in favor of meter installation is the "significant" number of pull-outs and unpaved dirt areas that will continue to be free. While there are a few spots along this route that fall into the safe category, there are many more that are not. The use of the word "significant" to describe these available spots is an exaggeration. Obviously, if meters are installed, many more people will seek out those free parking areas. Anyone who is familiar with the stretch of highway 1 between Bodega Bay and Jenner knows how dangerous the driving can be along that route....many curves, with little margin for error, paired with an amazing yet distracting view. Now imagine more people trying to park for free, trying to cross highway 1 with children and elderly in tow. This is a recipe for disaster, and will undoubtedly lead to more accidents, and unfortunately the potential for more fatalities. Orange County we are NOT. A pay station model that may make sense in other parts of the state makes NO sense in Sonoma County. Please support Sonoma County's position in this matter.

Chris and Anne Gibson
1280 Jonive Rd.
Sebastopol, Ca. 95472

W17a

From: Richard R. Rudnansky [rrudnansky@sonic.net]
Sent: Saturday, April 11, 2015 10:28 PM
To: SonomaStateParksAppeal@Coastal
Subject: Oppose Parking Meters on Sonoma County Coastal Sites

California Coastal Commission

I am opposed to The State's proposal to expand day-use fees at beaches along the Sonoma Coast.

As you know the Coastal Act and the State Constitution encourages "maximum access" to coastal sites. In addition the Sonoma County Local Coastal Plan states that the County must take "all necessary steps to protect and defend" the rights of the people to access the coast. Local people and visitors to the Sonoma Coast should not be charged for such access

During a time when many families are struggling with the difficult economic times, to charge such a fee could restrict such families from enjoying one of California's premier natural wonders. If adopted visitors to the coast may opt for less safe free parking areas.

It is my understanding that the fees collected will not necessarily all be used to benefit Sonoma County coastal locations. With all the taxes and fees imposed by the State, yet another fee to help the State pay for poor economic and wasteful decisions and programs of the past should not be imposed. Control of these sites should remain local.

Respectfully submitted.

Richard R. Rudnansky
Sonoma County Resident

W17a

From: Wanda Boda [wandalynn21@icloud.com]
Sent: Saturday, April 11, 2015 11:21 PM
To: SonomaStateParksAppeal@Coastal
Subject: coastal access

Dear Coastal Commission,

Please don't let the state of California put up pay stations/UGLY parking meters on bodega head and shell beach and goat rock etc. One of my grandmother's friends used to own Bodega head... I think her name was Rose and she worked hard to keep PG&E from putting up a nuclear power plant there. I'm sure she would hate the idea of people having to pay to go to Bodega Head. It's a national treasure but I don't want to pay to take a hike on one of my favorite coastal areas and I don't think anyone else should have to either.. and I really think people will just park on the side roads and on Highway 1 causing even more congestion and possible accidents along the highway..... the idea is stupid, stupid, stupid.....

Sincerely
Wanda Boda

Sent from my iPad...please excuse some formatting the keypad is weird.

From: stephbrodt@yahoo.com [stephbrodt@yahoo.com]
Sent: Saturday, April 11, 2015 2:53 PM
To: SonomaStateParksAppeal@Coastal
Subject: Beaches

W17a

Hello

I am going to try to make it to Wednesdays meeting. If not, as a life long resident of Sonoma County, I love our coast. I am a stay at home mom and am currently homeschooling my 3 boys. We love coming to the beach because its free, and as a family of 5 on 1 income we could NOT and I WOULD NOT pay to go to the beach. We pay our homeowners taxes, we support our community and I do all my purchasing that I can locally to simply support Sonoma County.

Please don't allow the \$8 fee be imposed.

Thank you
Stephenie Brodt

Sent from Windows Mail

W/7a

From: Kathleen Flynn [woodstone@comcast.net]
Sent: Sunday, April 12, 2015 12:01 AM
To: SonomaStateParksAppeal@Coastal
Subject: NO FEES for Sonoma county state beaches, please!

Traditionally, our family occasionally holds gatherings at Goat Rock. If each car pays \$8 to participate it would not be possible for us to continue this tradition.

Leave the beaches free so all can access this beautiful resource, free of charge, the way it was always meant to be.

Thank you,
Kathy and Tom Flynn
Monte Rio, CA

Sent from my iPad

From: David Gurney [jugglestone@comcast.net]
Sent: Sunday, April 12, 2015 1:18 AM
To: SonomaStateParksAppeal@Coastal
Subject: State Parks Sonoma County Beach Access Fees

W17a

Dear Coastal Commission,

I am against California State Parks craven attempt to charge fees for access to our coastline.

State Parks has a recent history of blatant corruption, hiding 54 million dollars in slush funds while claiming they were broke.

The people of this state deserve better than this agency's pathetic attempt to make money by restricting access to the ocean in direct violation of our state's Constitution.

Please do the right thing - and deny this proposal before it ends up tying up the courts in endless appeals.

Thank-you,

David Gurney

W17a

From: robin hoegerman [robinh280f@gmail.com]

Sent: Sunday, April 12, 2015 3:28 AM

To: SonomaStateParksAppeal@Coastal

Subject: sonoma coast iron rangers

California Coastal Commission

Please DO NOT approve the Iron Rangers for the Sonoma coast. As a Sonoma country resident, California native for over 60 years we should keep access to the coast and beaches free! By the State Parks installing Iron Rangers this access will be closed to many Californians just because it will be another 'fence' to cross.

A lot of the proposed locations are just gravel pull offs along PCH/ Hwy 1 and if we are lucky a pit toilet, not much for the proposed \$3 per hour! Right now a lot of the time they are locked, even though they have been there for years.

Again NO to Iron Rangers, here in Sonoma County and all of the California.

Roinn Hoegerman

W/7a

From: Big SolutionX22 [solutionx22@gmail.com]
Sent: Sunday, April 12, 2015 4:23 AM
To: SonomaStateParksAppeal@Coastal
Subject: Reject State's appeal to allow fees on Sonoma Coast access points

Dear Coastal Commission,

I visit the coast near Bodega regularly with my daughter who likes to explore rock pools at low tide. Fees for access to the coast will limit these trips and restrict access to the coast. \$3 per hour may not seem a lot but my daughter often spends a couple of hours exploring and learning and that would be \$6 each time, if we limited ourselves to one spot. In Sonoma County, we some of the highest taxes in the country and many, many burdensome fees on top. Is there no end to the governments avarice? Please say no to this additional tax/fee grab and keep access to our coast free.

Jim McGowan
2099 Bedford St,
Santa Rosa
California

W17a

From: Tim Sumrall [sumralltim@gmail.com]
Sent: Sunday, April 12, 2015 4:25 AM
To: SonomaStateParksAppeal@Coastal
Subject: NO to Iron Rangers

California Coastal Commission

Please DO NOT approve the Iron Rangers for the Sonoma coast. As a Sonoma country resident, California native for over 40 years we should keep access to the coast and beaches free! By the State Parks installing Iron Rangers this access will be closed to many Californians just because it will be another 'fence' to cross.

A lot of the proposed locations are just gravel pull offs along PCH/ Hwy 1 and if we are lucky a pit toilet, not much for the proposed \$3 per hour! Right now a lot of the time they are locked, even though they have been there for years.

Again NO to Iron Rangers, here in Sonoma County and all of the California.

Timothy & Darlene Sumrall

W17a

From: Michael Cook [mike@firmadesigngroup.com]
Sent: Sunday, April 12, 2015 4:30 AM
To: SonomaStateParksAppeal@Coastal
Cc: Efren Carrillo
Subject: 4/15/15 #17 Sonoma Coast Parking Fees

Good afternoon and thank you for taking all public comment on this item #17 regarding the charging of fees by the State Parks for beach parking. While I support over all the consideration of our public access requirements to the beaches along the coast, I would like to open the discussion on this item to the fact that the County of Sonoma charges fees for parking along its coastline – all the while rejecting the idea that the State can charge fees for parking along the coastline.

In my opinion, a small parking fee is probably a good idea (to keep the parking lots in good condition (with the horrendous environment the coast is on asphalt) and maintained) however to charge the public for access to the beach if they ride bikes, walk, or to charge extra fees for other items, etc. is ridiculous and against State Code. My thought is the following:

Charge a minor fee for vehicular parking, to recoup costs, as Sonoma County Parks does, and leave it at that. The public access to beaches is required, but parking adjacent to the beaches is not. Have the public ride bikes, walk, etc. to the beach and we'll all have a happy experience!

Thank you for your interest in this discussion!

Mike

Michael A. Cook, RLA, CLIA
Vice President, Planning & Landscape Architecture



www.firmadesigngroup.com email: mike@firmadesigngroup.com
1425 N. McDowell Boulevard, Suite 130, Petaluma, California 94954
telephone • 707.792.1853 fax • 707.792.1852 mobile • 707.463.6464

From: John FitzGerald [jfitz70@hotmail.com]
Sent: Sunday, April 12, 2015 7:05 AM
To: SonomaStateParksAppeal@Coastal
Subject: Against the fee proposal

W17a

Dear coastal commission,

I am a Sonoma County resident and a surfer and I am writing because I am adamantly opposed to the fee proposal for any spots along the Sonoma County coast. I believe the coastal commission's job is to protect access to the Sonoma County coast, not to limit people's access by charging them money. Please do not implement this new fee proposal as it would force me to begin looking for alternative places to park.

Sincerely,
John FitzGerald
Sonoma County surfer

W17a

From: Fred Allebach [mailto:fallebach@gmail.com]
Sent: Wednesday, April 01, 2015 12:14 PM
To: Cave, Nancy@Coastal
Subject: Re: Iron Ranger appeal

Hello Nancy,
Thanks for your prompt reply.

I am writing to weigh in on the iron ranger/ effort to charge citizens to visit the Sonoma Coast. I think charging citizens to access their own state's primary coastal natural resource is a super bad idea.

Monet needs to be found somewhere else than to squeeze citizens at the point of access. If you need money, take it out of income taxes or some such.

California's iconic coast deserves equal access by all citizens. To put a pay wall to access the Sonoma Coast is regressive and penalizes those least able to pay. The State needs to provide its common pool resources in such a manner that actually makes them common and not exclusive.

Thank you and this is my public comment on this matter.

Best Regards, Fred Allebach
PO Box 351, Vineburg, CA 95487
707-935-3514
4/1/15

On Wed, Apr 1, 2015 at 11:30 AM, Cave, Nancy@Coastal <Nancy.Cave@coastal.ca.gov> wrote:

Mr. Allebach: I have returned your call and I am also responding by email. We have noted your oral comment and will include it with other comments received. If you would like to submit comments in writing, we would be happy to receive those as well, and we can receive them by email if you like. Comments received by Thursday morning (9am) will be included as exhibits to the staff report published by the Commission. Comments received later than that date and time and before April 14th will be included in a District Director written report distributed to the Commission right before the meeting commences. Should you have any further questions regarding this matter, scheduling, etc., please do not hesitate to contact myself or Ethan Lavine of my staff. Ethan is the lead planner on this project. He can be reached at 415-904-5267 (he is out today however).

Nancy Cave

District Manager

North Central Coast District Office

California Coastal Commission

45 Fremont Street – Suite 2000

San Francisco, CA 94105-2219

415-904-5290 (direct line)

415-904-5260 (North Central)

415-904-5400 (FAX)

W17a

From: crichton@sonic.net [crichton@sonic.net]

Sent: Monday, April 13, 2015 2:21 AM

To: SonomaStateParksAppeal@Coastal

Subject: beach usage fees

Let there be no day-use fees for currently free Sonoma beaches. We go the coast for rest and emotional recuperation and toll booth/devices are an obstruction to the spirit of the coastal wilderness experience. Keep our sea shores free shores. Fredrick Crichton, Kenwood, Ca.

W17a

From: Vicki To ski [vicki6477@att.net]
Sent: Sunday, April 12, 2015 11:27 PM
To: SonomaStateParksAppeal@Coastal
Subject: PLEASE NO parking fees at Sonoma Coast beaches

Dear Members of the Coastal Commission,

I am writing to ask you to not put parking fees in place at the beautiful and accessible Sonoma Coast beaches. I visit at least weekly and am amazed at the fact that anyone can drive up and park and enjoy the beauty of our state. I recently saw many families there for Spring Break and am confident that parking fees would make it cost prohibitive for some. PLEASE find another way to raise revenue and honor this statement of belief in the ownership and access to natural beauty by the people.

Thank you for your consideration.

Sincerely,

Victoria Tonski

W17a

From: Louisa Yates
To: sonomastateparkappeal@coastal.ca.gov
Cc: James (Jimmy) Gore
Sent: Sunday, April 12, 2015 12:11 PM
Subject: Beach Parking Fees

As a long-time Sonoma County resident, I am strongly opposed to charging fees to access our beaches. Residents already pay a lot in state income taxes, property taxes, sales taxes - we should not have to pay "extra" to take a walk on the beach.

If you are determined to let the state charge for parking at our beaches, I would suggest the following changes to the rules currently being discussed:

- 1) The first hour should be free. The State proposal for 15 minutes free of charge is ridiculous. Who wants to take a walk with a stop watch?
- 2) Annual passes should be available for \$25. This would bring in some revenue to maintain facilities, without being too much burden on people who use our beaches.

Louisa Yates
Healdsburg, CA

W17a

From: Mary G Shearer [maryartlv@aol.com]
Sent: Sunday, April 12, 2015 5:56 PM
To: SonomaStateParksAppeal@Coastal
Subject: Opposition to Fees for Sonoma State Parks and Costal Beaches

I am adamantly opposed to charging fees for Sonoma State Parks. I have lived in Sonoma County since 1964 and my family visits, and continues to visit, the parks frequently. Just as access to our city parks in Petaluma is free for all to enjoy, I believe our state parks and beaches should be free for all our residents to enjoy. I also believe our Sonoma County Parks Commissions and Committees should retain control over the use of our parks and beaches. Not only for current users, but for future planning as well.

Further, residents who live in high density developments do not have access to open spaces in which to relax and enjoy nature. They depend on local and county parks, and open space preserves. Free access is important for all our residents.

Do not enact fees for our costal beaches.

Mary G. Shearer
40 Mission Drive
Petaluma CA 94952
maryartlv@aol.com

W17a

From: linda park [lpark41@sbcglobal.net]
Sent: Monday, April 13, 2015 8:25 PM
To: SonomaStateParksAppeal@Coastal
Subject: Fee collection devices 14 proposed Sonoma Coast beach locations

We along with many other people have attended each one of these proposal meetings over the years and feel like the hope is to wear the protesters down eventually. The role of the Coastal Commission to preserve the public's access to our beaches. I grew up in a poor family and going to the beach was our major recreation and relief. We felt ownership, joy and care for the ocean. People pay enough taxes and should not have to pay for the pleasure of being at one with the ocean. The cost of installing, raising to ADA standards and patrolling and collecting is so high that a small fee would not make a profit, therefore, you end up with \$3.00 an hour or \$8.00 a day. That may seem small to those of you who are on councils and commissions but it would keep many from climbing down to watch the sunset. Running back and forth to a parking meter completely obviates the relaxation of being free at the beach. You do not know how long you are going to be there. Not everyone has smart phones and ours does not work at the coast anyway (for which we are happy). It is very important to bring the next generation to the beach to help them love and care for it, not throw trash, etc. Let's encourage them to be there as much as possible. We strongly protest the installation of iron rangers. The assertion that there are plenty of free parking spaces at a few beaches and along the road is utterly ridiculous given the already existing hazards that would exacerbate Linda and Gene Park

W17a

From: Linda [lforba@aol.com]
Sent: Monday, April 13, 2015 6:01 PM
To: SonomaStateParksAppeal@Coastal
Subject: NO FEES at the costal beaches please

Kindly consider that a trip to the beach is one activity that impoverished folks can enjoy. We are a wealthy state but most of the wealth is in the hands of a few. A large percentage of our seniors and children live below the poverty level. The costal beaches are one place an entire family can go to sit in the sun, enjoy a picnic, commune with nature, and let the children run and breathe fresh air. Keep the beaches free for all.

Please inform me of any public hearings in the future on this matter.

Thank You
Linda Lucey
P.O. Box
Guerneville, CA.

W17a

From: Mary DeDanan [mailto:dedanan@mcn.org]
Sent: Tuesday, April 14, 2015 11:07 AM
To: Lavine, Ethan@Coastal
Subject: public comment on Sonoma Coast parking fees

Dear Mr. Lavine,

Regarding: **Appeal No. A-2-SON-13-0219 (California Department of Parks and Recreation, Sonoma Co.)**

I live in Cazadero, Sonoma County, and formerly lived in Jenner. I survive at the poverty level, and don't go to movies, concerts, or restaurants. I do go to the beach, which I love. This new parking fee will effectively shut me out. I can't possibly afford \$8 parking per trip. That would pay for a small bag of plain groceries -- am I supposed to choose? The commissioners clearly have NO idea what it's like to be poor. It's hard times out there. \$8 is one hell of a chunk of change.

Public access is all about lived economics. Have you been out to Goat Rock on a Sunday afternoon, seen who's there? There are many ordinary low- and middle-class people. With such high fees in effect, they will stop coming. The beach will be only for the rich. What Sea Ranch and all the other developers couldn't do with their gates and locks, the Coastal Commission will accomplish with exorbitant fees. It makes me sick at heart. And angry. How dare the commission effectively bar public access to the poor. This violates the core values of the Coastal Commission. It's shameful.

I remember working for Proposition 20 in the seventies, when I lived in San Diego, circulating the petition, passing out brochures on the street, and getting out the vote. It was, and is, a wonderful vision of public ownership and protection. Please live up to the spirit of your founding directive. Do not bar the gates through prohibitive fees.

sincerely,
Mary DeDanan

PS: I only just learned about this from today's *Press Democrat*. Obviously, I'm horrified. Why has there been so little public notice of this enormous change to beach access? And why has it been so difficult to find a way to comment on it? There is no option for public comments on the CC web site, and a phone call to the main office leads through a torturous phone tree. It took me an hour to find you, Mr. Lavine, and get your address for my comment. While I appreciate your personal courtesy, the hassle of commenting at all is yet another example of how little the commission regards the actual, living, breathing (and opinionated) public. I will let a few neighbors know about this, but with so little lead time, it's doubtful many will be able to add their voices. But I believe there is widespread opposition from ordinary folks who actually visit the beach. Please count us in.

Mary DeDanan
PO Box 222, Cazadero, 95421
dedanan@mcn.org
707.632.6362

W17a

From: Chris Calvi [mailto:savebayhill@gmail.com]

Sent: Monday, April 06, 2015 12:33 PM

To: Lavine, Ethan@Coastal

Subject: Petition · California Coastal Commission, no "Iron rangers" on the Sonoma Coast

Mr. Lavine,

Below is a link to the new online petition with over 500 signatures of people opposed to installation of "iron rangers" on the Sonoma Coast.

I'd like to request that the petition and public comments included in the petition be added to the record for State Park's appeal of the Sonoma County decision to deny the CDP application for "Iron rangers" on the Sonoma Coast. (Appeal # A-2-SON-13-0219, local govt. Permit # CPH12-0004)

Please let me know if there's a format or address that you might prefer I send this petition, in order for it to be included in the record.

The [change.org](http://www.change.org) site allows me to enter a recipient email but it appears a message would be sent to the recipient every time someone signs. I had planned on using your email address, but I do not want to clog your inbox unnecessarily.

Hopefully the link below is adequate to ensure the comments at the bottom of the petition are recorded:

https://www.change.org/p/california-coastal-commission-sonoma-county-board-of-supervisors-we-oppose-any-new-pay-to-park-iron-rangers-on-the-sonoma-coast-please-uphold-the-5-0-decision-by-sonoma-county-supervisors-to-deny-state-parks-permit-application-to-install-iron-range?recruiter=69672301&utm_campaign=signature_receipt&utm_medium=email&utm_source=share_petition

Thank you,

Chris Calvi
Bodega Bay
707-331-4092

W/7a

508 Petition signatures and comments submitted by Chris Calvi on behalf of Sonoma Coast Surfrider in response to A-2-SON-13-0219 on 4/6/2015

change.org
Sonoma Coast Surfrider

Recipient: California Coastal Commission

Letter: Greetings,

We oppose any new pay-to-park "Iron Rangers" on the Sonoma Coast. Please uphold the 5-0 decision by Sonoma County Supervisors to deny State Parks' permit application to install "Iron Rangers". Thank you for preserving Public Access to the CA Coast.

Comments

Name	Location	Date	Comment
Chris Calvi	Bodega Bay, CA	2015-03-15	Being required to pay to surf would discourage youth from enjoying the health benefits the ocean environment! "Iron Rangers" would limit public access to the Sonoma Coast, especially for people on fixed incomes.
Lea Walters	San Rafael, CA	2015-03-15	Free our Coast!
Jeremy nugebt	San Rafael, CA	2015-03-15	because we all deserve to enjoy California equally
Zeke Cissell	Santa Rosa, CA	2015-03-15	Please keep our beach access free. How could most of us afford to pay the iron ranger when we visit the beach multiple times every week.
keary sorensen	Sebastopol, CA	2015-03-15	This will cut tourism dollar for us business owners in the area
Jeff Bertch	Bodega Bay, CA	2015-03-15	All the State Parks along the Sonoma Coast that are marked for Iron Rangers are sitting on land donated to the state from private citizens , along with the donation of land there was a stipulation that the land be free to use for all. To change this would be a breech of contract by the state. The second reason is the state has never opened up their books and come clean as far as their state parks budget. The last time they sald they had run out of money they closed half of the parks along the coast , and took away most of the trash cans. Never to be returned, at that time they were sitting on an additional 56 million dollars unaccounted for.
Paige Lambeth	Bodega Bay, CA	2015-03-15	Coastal access is free w/ the fewest exceptions possible...
Elizabeth Schimpf	Bodega, CA	2015-03-15	Most of the land on the Sonoma Coast was donated many years ago, with the understanding it would always be free to the public!
Sarah Lecus	Santa Rosa, CA	2015-03-16	I support free beach access! Charging at these locations is a direct violation of the LCP.
David Rampton	Petaluma, CA	2015-03-16	I am a concerned, tax paying Voter
Paul Peters	Sebastopol, CA	2015-03-16	I support Sonoma coast surf riders mission to keep our access free.
Miranda Hope	Sebastopol, CA	2015-03-16	I want to keep our coast wild and free to use.
Dennis T. O'Leary	Guerneville, CA	2015-03-16	The coast belongs to all of us and coastal access must always remain free and not gated.
Zack Styskal	Petaluma, CA	2015-03-16	keep the beaches free
seth Talbert	Ukiah, CA	2015-03-16	It's always a joy being able to stop on a road trip at a nice beautiful beach and stretch the legs which a pay to park completely restricts.
Patty Ginochio	Bodega Bay, CA	2015-03-16	Beaches should remain free. Our local Bodega Bay Fire department rescues all from our beaches but would not receive any funds from these Iron Rangers. No!

Name	Location	Date	Comment
David Keller	Petaluma, CA	2015-03-16	<p>Our coastal beaches and public access belong to all of us. It has been a hard fought battle over decades to preserve our access. Closing off beach access via "iron rangers" makes the beaches unavailable to our state's poor and underprivileged, compromises safety along our roads and turnouts where people try to avoid 'official' beach parking lots, and is an unwarranted step backwards in open access to our public beaches.</p> <p>Sonoma County Conservation Action, the largest environmental organization in Sonoma County, has objected to this proposal in the past, and stands firmly against it now.</p> <p>David Keller Board Chairman, SCCA Petaluma, CA</p>
M Sweeney	Monte Rio, CA	2015-03-16	I have been visiting these beaches for my whole life for free and refuse to be bullied into paying to go to the beach!
Clay McCormick	Sebastopol, CA	2015-03-16	I don't want to pay the state money to go surfing.
Tyler Grunert	Fortuna, CA	2015-03-16	<p>if pay stations get put up they will eventually get taken Down. That would be a waste of tax dollars. Most people will simple destroy other places by pioneering new parking areas. Trespassing will increase and private land owners will rightfully blame the parks. dislike for the parks will increase from the public as well. The public needs to feel llike they are being "given too" not "taken away from". Please don't ruin our beautiful coast by injecting more unnatural man made clutter. It is very important that California's scenic and wild areas remain inclusive to all of the public equally. To some, a mere parking fee is a financial burden. The idea of imposing iron Rangers is disheartening to me. I feel this way because I care about the people who can only enjoy free luxuries due to their lesser financial situation. Enjoying nature should be free to all Californians.</p>
Peter Wargo	Santa Rosa, CA	2015-03-16	I have enjoyed free beach access my entire llfe along our coast, I don't think it is right to charge for a trip to our ocean. It is a human right to be able to visit it unimpeded.
willie melia	Denver, CO	2015-03-16	Nobody should pay for nature. I love the beach...
Tom Cruckshank	Sebastopol, CA	2015-03-16	It is a basic human need and must not be charged. Discriminates by income.
Anne Millbrooke	Bozeman, MT	2015-03-16	I'm signing because the beach is public lands and access to public lands is necessary for the public to benefit from public lands.
Kyle Stuart	Menifee, CA	2015-03-16	I don't believe in paying for beach access.
Zack Balon	Citrus Heights, CA	2015-03-16	<p>Iron rangers will only create more problems, as less and less people will use these parking areas in favor of clogging up free shore access areas along roads which will cause a safety issue. You are doing nothing to help our coastline with this proposal. I for one will not be parking in any of these areas and will not pay these fees if this is implemented.</p>
Heidi Todd	Santa Rosa, CA	2015-03-16	Keep our beaches free. America has become over regulated. This is not freedom.
Dolores Waddell	Folsom, CA	2015-03-16	I enjoy the parks & wTers of my Sonoma County childhood, I still visit and believe park monies collected should directly benefit the properties where collected.

Name	Location	Date	Comment
Chris Bane	Sooke, Canada	2015-03-16	As a surfer, with family in California, having been born and raised in California ALL ocean access should be for everyone. Many beach users never use a playground, or baseball/soccer/football field, the beach is the one and only thing that brings many of us true happiness.
Donna Seep	Victorville, CA	2015-03-16	I'm tired of the "Pave Paradise..." mentality and taking tax money and lying about what's being done with it!
Nicholas Alvarez	Sonoma, CA	2015-03-16	I always avoid pay-for-parking on the beach, not because I can't afford the fee, but for the principle behind the matter. What's next after charging to park? How many more freedoms will be taken away from the general public on the beaches? I understand that with large crowds of people comes more restricts and regulations but I don't come up to the coast to jump into the crowd, I come up to the coast to jump in the water and be free.
Lulu Thrower	Oakland, CA	2015-03-16	we need transparency when it comes to the parks budget!
John Mellquist	Napa, CA	2015-03-16	Coastal access should be free!
Norma Jellison	Bodega Bay, CA	2015-03-17	The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again. The Sonoma Coast is not SO CA where walk on beaches are accessible from flat paved parking lots. Our beaches are down highly erodable cliffs. Installing rangers will push people onto Rt 1 where there are limited shoulders or into neighborhoods. People will climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment. Many people will get hurt doing so as they try to avoid paying. This is not the answer to State Parks' financial and stovepipe bureaucratic challenges.
carol vellutini	Santa Rosa, CA	2015-03-17	The citizens of Sonoma County fought to save our coast lines from development. If we hadn't fought so hard there wouldn't be coastal beaches. We do yearly clean ups on the coastal beaches There would be houses and an Atomic Power plant. It is so wrong of the State to now ask us to pay to park there. If you ran your state finances properly and maintained our parks you wouldn't need to ask us to pay to take a walk, surf awhile, or enjoy a sunset.
Kenny Correia	Petaluma, CA	2015-03-17	Money isn't staying local. And I don't agree with paying more than we already do.
Matthew Howard	Cotati, Ca, AL	2015-03-17	We need to keep access open to all and not just those who can afford it at any specific time
dave rutherford	Occidental, CA	2015-03-17	Yet another stupid proposal to pay taxes for an unworthy ranger that gives out parking tickets...we don't need them just more fish n game for poachers
Ronnee Rubin	Bodega Bay, CA	2015-03-17	I am a docent for whale watch at Bodega Head. This and many other coastal sites should be free to the public to enjoy without paying a fee. The coast belongs to all of us.
Jeremy Nichols	Santa Rosa, CA	2015-03-17	State Parks provides almost no services at Sonoma Coast State Beaches; there is no justification for charging a parking fee.
William Spooner	Guerneville, CA	2015-03-17	I surf 5-6 times a week and have for 32 years on this coast. I love the beauty and unimproved nature of our coast. There is absolutely no benefit and it is not the answer to the problem.
Vesta Copestakes	Forestville, CA	2015-03-17	I understand the need for funding - but I strongly believe our unique and wonderful coast needs to be accessible to everyone regardless of economic status. It belongs to everyone. perhaps an OPTION to DONATE - an iron ranger that accepts donations but is not necessary to get in. Opportunities to slide a card and became a member right there at the gate - get your park pass in the mail later but you get a temporary pass on the spot.

Name	Location	Date	Comment
Carol Sklenicka	San Francisco, CA	2015-03-17	I live next to Goat Rock State Beach and I believe everyone should be able to enjoy this public resource for free.
Raphaela Monribot	Jenner, CA	2015-03-17	It will destroy the beautiful sense of freedom on the beautiful wild coast
Judy Bigelow	Los Angeles, CA	2015-03-17	Because its wrong
Bud Veliquette	Occidental, CA	2015-03-17	Sonoma County residents should have free access to their coast.
Mary Williams	Jenner, CA	2015-03-17	This will lead to parking alongside the road - a very fragile landscape. Dangerous to the land and the people and their cars.
Lisa Gallagher	Colfax, CA	2015-03-17	People find peace and serenity there and you don't have to pay for it. It's God's majestic beauty.
Laurel Trimboli	Monte Rio, CA	2015-03-17	This is the 2nd time we have had this issue. It is very important for people to have free access to our beaches. The lifeguards can empty trash during the slow season.
carole coler dark	sebastopol, CA	2015-03-17	i think having donations may be a better way...we have such a beautiful and natural coastline here that people travel the world to see...we should NOT create yet another public space that is available only to those that can afford the "toll".
Pamela Conley	Cazadero, CA	2015-03-17	I believe that we need some free beaches for the public. I do think we need to pay for facilities and upkeep on some beaches, but there should always be some free public access to our coast.
angelique beaumont	cazadero, CA	2015-03-17	We live at the coast and enjoy going down to the beaches often, as a family it is a wonderful free activity we can enjoy in nature, we don't want to pay to visit our beaches.
Ruby Cooper	Cazadero, CA	2015-03-17	I'm signing because I'm 12 and am homeschooled, and for me going to the beach is a near weekly activity and if payment is enforced me and my family may have to discontinue this activity.
Mary Livingston	Jenner, CA	2015-03-17	i live here on the coast and appreciate that sonoma county beaches are FREE. I and many others tend, pick up garbage, the beaches. State Parks has accounting problems and is top heavy with people that sit at desks and think up ideas like iron rangers.
J Agata	Sebastopol, CA	2015-03-17	Parking fees will not solve the problem of short funding and will only create new problems.
Victoria Chapman	Forestville, CA	2015-03-17	Our ocean and beaches HAVE to remain FREE!!!! Stop money grubbing!
Jane McDonough	Guerneville, CA	2015-03-17	Permanent free access to our local coastal beaches is something we need to always include in budgets across all govt in California. It belongs to us.
marika harrison	Sebastopol, CA	2015-03-17	I want beach access to be easy for all and the 7\$ charge would prevent many from being able to enjoy our beaches.
Andrew Alvarado	Sebastopol, CA	2015-03-17	I'm signing because people should not have to pay to witness the beauty provided by the earth.
jay lalezari	san francisco, CA	2015-03-17	this is not the way to raise revenue for our parks
Victoria Wikle	villa grande, CA	2015-03-18	We already paid for the Parks, they are ours and part of the commons.
Tonia Hall	Windsor, CA	2015-03-18	We already cant afford to visit the State Parks with the huge fees now they are wanting more money and that will push us off the coast as well...it is Nature...it is free..we pay our state taxes to take care of the parks why should we have to pay double to line some one elses pocket...it isnt right and it is not fair to Sonoma County Residents.
Noah Housh	Guerneville, CA	2015-03-18	I believe in free public access to the beach. it is one of the last free recreational opportunities available to Sonoma County residents.

Name	Location	Date	Comment
Christopher Adams	san francisco, CA	2015-03-18	I am a low income Sonoma Coast native and I believe in equal access to the nature I was born into.
Melinda Camacho	Oakland, CA	2015-03-18	nature is meant to be enjoyed by all, not just for those who can pay.
Steven Lunn	Santa Maria, CA	2015-03-18	I want to do my duty as an American citizen .
Jan kahdeman	sebastopol, CA	2015-03-18	The coast must remain free for all. Donations, sure, but no mandatory fees. Free Beaches!
Jo Morrison	Santa Rosa, CA	2015-03-18	I love my free coast!!!
Elisa conti	Guerneville, CA	2015-03-19	i niece the beaches belong to everyone
Jeanne Moen	Santa Rosa, CO	2015-03-19	I am at the beach year round, why would I want to start paying now? Our coastlline is public not private, there is no reason to have day use fees.
betty lyson	guerneville, CA	2015-03-19	WANT FREE ACCESS!
Jacque Lunn	Petaluma, CA	2015-03-19	We should not have to pay even more to use OUR beaches! We already pay for these beaches in the taxes we pay! Stop trying to make people not enjoy our beaches and the outdoors by ripping us off!!
Mark Darley	Mill Valley, CA	2015-03-20	the coast should be accessible to all regardless of income.
Deanna Osborne	Bodega Bay, CA	2015-03-20	People should be allowed free access to enjoy and respect our coast. Must be another way!
Pat Rothchild	Bodega Bay, CA	2015-03-20	The coast is a critical asset for our population's mental health. We, the people, already pay for it through bonds and general fund taxes. We, here on the coast endure far too many gun toting "law enforcement" officials. We have "Homeland Security," resident Highway Patrol and Sheriff deputies, and innumerable park rangers, all of whom carry weapons designed to kill humans. They're all trained to find the 'bad guys,' but there are far too few out here to keep them busy. These "Iron Rangers" appear to be a plan to criminalize economically disadvantaged people who need access to nature to maintain their mental health. This sounds like an employment program for state sponsored gunslingers, not a plan to care for our coastline or the population who loves and needs it. If the Parks Department needs to increase revenue, get thin the ranks of your gunslingers, don't turn life into a crime so they have more people to endanger.
Dan Decarly	Windsor, CA	2015-03-21	Keep the beach free for all. Some people can't afford to pay parking
Audrey Tommassini	Los Angeles, CA	2015-03-21	im signing because the California coastline should be free for all to enjoy!
Claire Ryle Garrison	Mill Valley, CA	2015-03-21	I believe we should have free access to our beaches
Susan Hills	Mill Valley, CA	2015-03-21	I love the earth!
John Frick	Sebastopol, CA	2015-03-21	the coastal commission was made to make the coast available to everyone!
Mary Long	Sebastopol, CA	2015-03-21	all humans deserve the right to enjoy our coast and the ocean, not just people with money to spare.
Donna Jones	Santa Rosa, CA	2015-03-21	I use the free parking lots. I pay for Doran, eat. Yearly. I am aost 60 and I still surf and there are many retirees out there. Have mercy.
James Gow	Roseville, CA	2015-03-21	Nobody should have to pay for access to our nations beaches, certainly not if the monies collected were not going to directly improve the actual locations where money is to be collected from. Parks I used to pay for near Salt Point/Mendocino have since closed. Hendy Woods is closed, another park I used to pay to use. All the while, wasn't it the Parks and Recs dept that was found to have hidden millions of dollars from the public? Thanks but no thanks!
Kelly Joseph	Oakland, CA	2015-03-22	Parking should remain free!

Name	Location	Date	Comment
Mark Weiss	Cazadero, CA	2015-03-22	This is our children's favorite beach that we go to each week. Moreover it will pose a major traffic hazard and eyesore.
Alek Lisefski	Fairfield, IA	2015-03-22	Beaches should not be monetized. it's the one good thing we've got left! Keep it free!
Tom Pittard	Hollister, CA	2015-03-23	For the many citizens of Sonoma County who have to watch every expense we need to keep the commons free. Keep The Commons Free!
Dan Swezey	Sebastopol, CA	2015-03-23	I value free access to our coastline.
Lucy & Bill Kortum	Petaluma, CA	2015-03-24	Rather than help State Parks, these fees will lessen the public's ability to enjoy free access to beaches and lessen the public's ability to protect our beaches.
Bonnie Alicia Berkeley	Healdsburg, CA	2015-03-24	People go to the coast to escape the stress of everyday duties and life. To just walk down the path to our beautiful beaches and not deal with a daggone meter is part of essential quality time.
maureen roche	petrolia, CA	2015-03-24	Public Trust demands public access , not profit, not for sale.
T L	Eureka, CA	2015-03-24	I am from Sonoma County, and this is unacceptable. State Park Rangers have the largest fancy gas guzzling trucks. They never haul anything. Get them Toyotas and there are some savings. Fire the highly paid do nothings, and hire young graduates who actually care about State Parks to keep them free from non-native species and detrimental highway projects. Cut back, in other CA State Park Departments. Stop restricting access to our treasured areas. Get your priorities straight, please. People will not come and stay in our motels and eat at our restaurants if you but these barriers up.
Spencer Nilson	Santa Rosa, CA	2015-03-24	State Parks CDP application for iron Rangers, as proposed, violates the California Coastal Act and creates more problems than it solves.
Neil Cooper	Petaluma, CA	2015-03-25	This would be a major mistake and not only reduce tourism and local beach going that is vital for bringing income to small businesses in areas like Bodega Bay and Jenner, but also takes away the freedom of beach access that is crucial to the lifestyles of thousands of regular Sonoma County beach goers and watermen/women. Please reject this proposal, keep free and open access to public beaches along Sonoma Coast and find a better way to keep our parks funded.
Carolyn Boyles	Cotati, CA	2015-03-26	Open space should be funded with our taxes. We need open space to be available to everyone, always!
Israel Gillette	Jonesborough, TN	2015-03-26	I cannot afford parking after paying Cali, fuel tax and tolls.
Susan Upchurch	Graton, CA	2015-03-26	Our local coastal plan places a high priority on public access. This proposal not only reduces access for the disadvantaged, but also creates public safety issues due to its creation of a parking vacuum at the Coast. People avoiding fees will be parking in residential neighborhoods, and crossing the Coast Highway in order to reach the beach. Free the beaches!
Efren Carrillo	Santa Rosa, CA	2015-03-26	This appeal will limit public access to our beaches and increase public safety issues on our Coast.
Chaloner Chute	Chichester, United Kingdom	2015-03-28	This is or will be a global issue....In the UK our beaches are now subject to strict Heritage conservation laws....and access & parking is mostly free. And the world's beaches and their untold treasures are steadily being lost to rising seas and shrinking coastlines. Free or subsidised access to those who dont live nearby, should be a Given.
Robert Cary	Sebastopol, CA	2015-03-29	I believe in free and unfettered access to our beaches. Furthermore the State has not accounted for the continuing mismanagement of our State Parks.
Jake Marquis	Mill Valley, CA	2015-03-29	Public beaches should be free to access.

Name	Location	Date	Comment
Brissa Teodoro	Mill Valley, CA	2015-03-29	I'm signing this because I believe we should not have to pay a toll in order to go and enjoy our beautiful Marin beaches
benjamin Spendov	Mill Valley, CA	2015-03-29	When have we put a toll on nature?
Bella Greene	Mill Valley, CA	2015-03-29	I enjoy taking trips to the beach all the time with my friends. It gets us out of the house and into the canopy of nature. If we were required to pay a toll in order to visit these picturesque locations, we wouldn't bother taking the trip. Many, including myself, would lose touch of nature's notion of freedom and pure beauty.
Zoe Smith	Mill Valley, CA	2015-03-29	Nature needs to be free
Natalie Gocobachi	Novato, CA	2015-03-30	no one should have to pay to go to the beach!!!
Kate McNaughton	Australia	2015-03-30	I love visiting my Marin friends and family and their beautiful coast. The coast belongs to everyone...don't toll it!
Jesse wernick	Forest Knolls, CA	2015-03-30	Our oceans, coasts and beaches should be safely, easily and affordable accessible to all!
Mabel herrick	Mill Valley, CA	2015-03-30	im signing this because I don't want to pay to go to the beach
Ruthann McCloskey	Kelseyville, CA	2015-03-30	God made this world. We are inhabitants. No one should have to pay to visit. it's unchristian. Are you looking for a way to make the birds and the fish plus the rest of nature to pay for what God made? Grow up you evil money changers.
Nicole Floyd	Santa Rosa, CA	2015-03-30	I'm signing as a local who has grown up in Sonoma county . To limit public access is to limit the pride and joy of the citizens . I grew up coming to the beach on hot days and camping on short weekend. Very little is free but the beach is and should be. What would they've charging for any way? Better parking? Stairs? Paved paths to the beach? Shrubbery? Keep it the way it is!!!
ken bizzell	Santa Rosa, CA	2015-03-30	I believe the public should have free access to the coast/beach zones that are "public" parks.
james brooks	Windsor, CA	2015-03-31	I pay taxes and am a responsible visitor to the beaches. I deserve to be able to access the ocean without paying fees in addition to my taxes.
tim roche	Novato, CA	2015-03-31	There are alternatives to the pay-to-park stations. The funds would not stay local but go to the General State fund.
Tess vonarx	Santa Rosa, CA	2015-03-31	I am signing this because I love our beautiful beaches and they should be free for anyone!
steph martin	santa rosa, CA	2015-03-31	Our coast should be free for everyone to visit!
Vance Mayton	Rio Nido, CA	2015-04-01	These beaches belong to the public. The state should manage our money better and provide clear accounting for existing funds, rather than impose yet another tax on us, for accessing something that belongs to the people.
Ray Polson	Bodega Bay, CA	2015-04-01	keep our beaches open w/o iron rangers and our beach parking open and free
Cara Panebianco	Oakland, CA	2015-04-01	we love visiting the sonoma coast and often make day or weekend trips where we work our way slowly up stopping at multiple beaches but if we had to pay at them we would likely find another activity or beaches where we didn't need to pay, like heading South towards Santa Cruz instead.
Lillian Lehman	Bodega Bay, CA	2015-04-01	Beaches should be FREE for everyone to use. People should not have to pay to enjoy the beauty of the coast.
Patrick Dirden	Sebastopol, CA	2015-04-01	Our beaches should remain free! It failed in 1990, it will fail again!
Gabrielle Toledano	San Francisco, CA	2015-04-01	this will cause trash in our neighborhood, and issues for the local community who lives there.

Name	Location	Date	Comment
Brooke Pino Liggett	Santa Rosa, CA	2015-04-01	<p>Ca Coastal Commission No Central Coast District Office 45 Fremont St #2000 San Francisco CA 94105-2219</p> <p>Dear Chair Kinsey and Commissioners:</p> <p>Re: A-2-SON-13-0219</p> <p>I urge you to deny the appeal of State Parks of the unanimous decision by Sonoma County Supervisors to deny installation of signs and self-pay fee collection devices "Iron Rangers" at 14 locations at the Sonoma County coast - Salt Point State Park and Sonoma Coast State Park.</p> <p>The citizens of Sonoma County fought for coastal access for all in the 1970s and will do so again.</p> <p>The Sonoma Coast is not Southern California where walk on beaches are accessible from flat paved parking lots. Our beaches are down highly erodable cliffs. Installing Iron Rangers will push people onto Rt 1 where there are limited shoulders or into neighborhoods. People will climb down cliffs to get to the beaches, negatively impacting the coastal bluff environment. Many people will get hurt doing so as they try to avoid paying, adding to our already overburdened local emergency services. Gravel lots make achieving access for mobility challenged visitors impractical if not impossible. Iron Rangers inordinately burden Environmental Justice Communities of Concern.</p> <p>This is not the answer to State Parks' financial challenges.</p> <p>The Coastal Act was passed and the Coastal Commission was and is charged with ensuring public access to our coast - the public commons.</p> <p>Please rise to the occasion of your charge, deny the appeal and retain free public access to our Sonoma coast. The Commissioners should also vote to take public testimony at the substantial issue phase of the appeal before determining whether or not to hear an appeal. The people of Sonoma County deserve the right to be heard about an issue that will so severely effect public access to their coastline. The County should be given the opportunity to defend their reasoning behind their denial of the Coastal Development permit to install the rangers. An informed decision is not possible without this opportunity to testify.</p> <p>Sincerely, Brooke Pino Liggett Santa Rosa, CA</p>
Erin Linney	Oakland, CA	2015-04-01	Free Access to nature is so important!
Cecilia McGhee	Bodega Bay, CA	2015-04-01	<p>I am a local resident of the coast and the iron rangers are a terrible idea. Keep the coast free or there will be consequences - we will be exposed to the ruin of our neighborhoods where people will come to avoid paying. The iron rangers discriminate against low income families, and show a failure to manage the state parks budget.</p>
Marlis Rosa	Pittsburg, CA	2015-04-01	I am a great granddaughter of California pioneers.
William Netherby	GRASS VALLEY, CA	2015-04-01	Enough is enough. We pay too many taxes as it is.

Name	Location	Date	Comment
Nancy O'Brien	Bodega Bay, CA	2015-04-01	I want beach access free for families. State Parks has mismanaged their money, but leave Sonoma County alone!
Nancy Netherby	Somerset, CA	2015-04-01	Where will they money from these go? As residents we are concerned that first responders will not be able to get to the scene of an incident with all the traffic in front of them. Hwy 1 is a small one lane highway with literally no shoulder area to pass. It is bad enough on the weekends without adding this to the mix.
Misty Mersich	Santa Rosa, CA	2015-04-01	I love my right to coastal access. There are better ways to raise money.
sharon beals	san Francisco, CA	2015-04-01	Please keep access to the parks available to anyone, even the people who can't afford to pay for parking.
James Henderson	Santa Rosa, CA	2015-04-02	this proposal reduces or restricts public access to the coast.
Susan packer	Guerneville, CA	2015-04-02	the beaches belong to the people. Keep them free.
Ruby Tischoff	Santa Rosa, CA	2015-04-02	...these people are very corrupt.
Anne Heneghan	Bodega Bay, CA	2015-04-02	To maintain the rural beauty of our coastline, equal public access to state parks and beaches, and to maintain the integrity of the Carmet neighborhood.
Liz Stafford	Bodega Bay, CA	2015-04-02	I don't want Salmon Creek streets any more clogged by cars and littered, and I think beach access to the public is crucial! The beaches belong to all of us!
Joanna Martinelli Strang	Bodega Bay, CA	2015-04-02	I live across from a beach that currently has free parking. Charging a fee would encourage parking on neighborhood streets, causing crowded roads, traffic hazards, and litter that would affect the local residents without any compensation by State Parks. If funds are needed to manage the impact of tourists on the coast, I would recommend the institution of a toll road for sections of Highway One (residents and business owners/workers exempt). The funds would need to go directly to maintaining the natural beauty and safety of areas that are enjoyed by visitors, who are on the increase from year to year.
Michael Trapani	Bodega Bay, CA	2015-04-02	This fund-raising idea is beyond stupid and will only result in increased damage to roadsides, traffic and congestion on Hwy One and damage to the sensitive coastal environment. State Parks can find some other way to raise money!
MARY LAWLER	Calistoga, CA	2015-04-02	State Parks is still trying to install iron rangers at our beaches. If they do visitors could avoid paying the current \$8 parking fee by clogging our narrow roads like they do at Salmon and Scotty Creeks. Their kids and dogs could dart out into traffic and they could open their doors into traffic like they do at Scotty Creek. They will leave their trash here since State Parks doesn't have trash cans on the beach, in their parking lots or pullouts. Park maintenance workers pickup trash along Hwy 1 after busy weekends but they won't pick up litter in our neighborhood.
Jacques Levy	Occidental, CA	2015-04-02	Coastal access is one of the few remaining free places for low income people to go for recreation. The iron rangers will unfairly and disproportionately punish them. Let's use some common sense and compassion!
Linda Cooker	Sacramento, CA	2015-04-03	The beaches belong to you and me - and that includes access to them.
Mara Gordon	Walnut Creek, CA	2015-04-03	i care!
Joan McMillan	Bodega Bay, CA	2015-04-03	i do not agree with the iron ranger day use fees it is a rip off to us all
Todd Board	Glen Ellen, CA	2015-04-04	I volunteer dozens of hours monthly at local state parks to help make up for the egregious bureaucratic bungling at state parks historically, including its hidden budget buckets and cagy unwillingness to commit local fees to local park resources. Let's early-retire the deadwood and move on!

Name	Location	Date	Comment
Gerry Schultz	Occidental, CA	2015-04-04	14 Sonoma County beaches are at risk of getting "iron rangers" and \$7 fees. This is outrageous and wrong and we all know many reasons why. For 3 years I have been fighting this, and now...I am so furious that I have announced that, if the gates and fees are put in place, I AM GOING TO USE MY CAR TO BLOCK ACCESS TO THE IRON RANGER...STARTING WITH BODEGA HEAD. Let them arrest me....a non-activist, a musician, a retired person who is outraged at this appeal by the State.
Gerry Schultz	Occidental, CA	2015-04-04	It is offensive, outrageous, and just plain WRONG to put 14 Sonoma County Beaches behind an Iron Ranger and then charge us \$7 to enjoy that beach. BODEGA HEAD is usually visited by many for just a few wind-swept minutes. With a gate and \$7 fee...we will NOT be visiting our beloved BODEGA HEAD. For 3 years I have called and written to the Calif. Parks Dept. with alternative ideas and objections to the iron rangers + fees. EFREN CARILLO, my supervisor in Sonoma County is also fighting the gate + fees. I have told Efen that I plan to park my car to block your gate at BODEGA HEAD until I get arrested. I posted this to Efen and to my Facebook page. I am NOT AN ACTIVIST. I am a MUSICIAN with a rising fury and anger against the APPEAL BY THE STATE to install this outrageous system. 14...14...14 beaches on our coast with gates and fees????? Really? I'm getting my car ready!
Ben Goyhenetche	Bodega Bay, CA	2015-04-05	it's a bad idea!
Susan Packer	Guerneville, CA	2015-04-05	i am signing because the coast belongs to the people. Keep it free.
Jerry Bewley	Occidental, CA	2015-04-05	Concerns about parking along SR1 & safety issues re pedestrians on the highway as well as volunteer trails to the beaches
Zeno Swijtkink	Sebastopol, CA	2015-04-05	We need to keep access to the coast free for people of all income levels!
Mark Feldman	Santa Rosa, CA	2015-04-05	Iron Rangers WOULD LIMIT Public Access to the world class Sonoma Coast and are proposed for gravel parking areas that WOULD NOT be ADA compliant and PROVIDE NO services other than pit toilets. All currently free safe-access beaches would become pay-to-park, encouraging people to seek more dangerous beaches or to park illegally, which would increase the need for rescue and enforcement. I STRONGLY DEMAND THAT CA State Parks & THE California Coastal Commission UPHOLD THE 5-0 DECISION by Sonoma County Supervisors to DENY State Parks' permit application to install "Iron Rangers". THE TAXPAYERS DO NOT WANT THE "Iron Rangers"; the coast is public domain & MUST BE FREE FOR THE PUBLIC TO ACCESS!
James Peck	Phoenix, AZ	2015-04-06	I don't like gates.

Name	City	State	Zip Code	Country	Signed On
Miranda Darley	bodega bay	California		United States	3/15/2015
Chris Calvi	Bodega Bay	California	94923	United States	3/15/2015
Julian Neely	Los Angeles	California	90013	United States	3/15/2015
samantha noel	Oakland	California	94602	United States	3/15/2015
Lea Walters	San Rafael	California	94901	United States	3/15/2015
Jenny nolan			3000	Australia	3/15/2015
Karmen Heaslip	Bolinas	California	94924	United States	3/15/2015
Jeremy nugebt	San Rafael	California	94903	United States	3/15/2015
Zeke Cissell	Santa Rosa	California	95401	United States	3/15/2015
cea higgins	Bodega Bay	California	94923	United States	3/15/2015
Denny Rosatti	Camp Meeker	California	95419	United States	3/15/2015
Annie Dobbs-Kramer	Sebastopol	California	95472	United States	3/15/2015
Francyne Kunkel	Santa Rosa	California	95407	United States	3/15/2015
Alana Lavery	Occidental	California	95465	United States	3/15/2015
keary sorensen	Sebastopol	California	95472	United States	3/15/2015
Jeff Bertch	Bodega Bay	California	94923	United States	3/15/2015
Paige Lambeth	Bodega Bay	California	94923	United States	3/15/2015
Elizabeth Schimpf	Astoria	Oregon	97103	United States	3/15/2015
Gail Middleton	Windsor	California	95492	United States	3/16/2015
Kevin Mawhinney	Santa Rosa	California	95401	United States	3/16/2015
Lindsey Jackson	Forestville	California	95436	United States	3/16/2015
Maxime Perrey	Mill Valley	California	94941	United States	3/16/2015
Patricia Ravasio	Corte Madera	California	94925	United States	3/16/2015
Tracy Yauch	Novato	California	94949	United States	3/16/2015
Barbara Bogard	Mill Valley	California	94941	United States	3/16/2015
linda speel	Petaluma	California	94952	United States	3/16/2015
Sarah Lecus	Santa Rosa	California	95404	United States	3/16/2015
David Rampton	Petaluma	California	94952	United States	3/16/2015
Michael Tassone	New Hyde Park	New York	11040	United States	3/16/2015
Nathan Lou	San Diego	California	92103	United States	3/16/2015
Patricia O'Rourke	Bodega	California	94922	United States	3/16/2015
Garrett howze	Bozeman	Montana	59718	United States	3/16/2015
Dian Hardy	Sebastopol	California	95473	United States	3/16/2015
jake botts	Corte Madera	California	94925	United States	3/16/2015
Paul Peters	Sebastopol	California	95472	United States	3/16/2015
Chandra Cox	Sebastopol	California	95472	United States	3/16/2015
William R. Beal	Bodega Bay	California	94923	United States	3/16/2015
Virginia Strom-Martin	Duncans Mills	California	95430	United States	3/16/2015
Miranda Hope	Sebastopol	California	95472	United States	3/16/2015
david berry	Sebastopol	California	95472	United States	3/16/2015
matt mattison	monte rio	California	95462	United States	3/16/2015
kevin creekmore	Sebastopol	California	95472	United States	3/16/2015
Laura Ramey	Sebastopol	California	95473	United States	3/16/2015
Pytr Bob	mariposa	California	95338	United States	3/16/2015
Sara Cissell	Santa Rosa	California	95401	United States	3/16/2015
Joy Jacobsen	Sebastopol	California	95472	United States	3/16/2015

Dennis T. O'Leary	Guerneville	California	95446 United States	3/16/2015
Russell Willis	Sebastopol	California	95472 United States	3/16/2015
Zack styskal	Petaluma	California	94952 United States	3/16/2015
Darris B Nelson	Bodega	California	94922 United States	3/16/2015
seth Talbert	Ukiah	California	95482 United States	3/16/2015
Janet garcia	Santa Rosa	California	95404 United States	3/16/2015
Richard Hall	San Rafael	California	94903 United States	3/16/2015
Theron Hawley	Corte Madera	California	94925 United States	3/16/2015
Steve Newton	San Rafael	California	94901 United States	3/16/2015
Patty Ginochio	Bodega Bay	California	94923 United States	3/16/2015
Robert Bynum	Bodega	California	94922 United States	3/16/2015
David Keller	Petaluma	California	94952 United States	3/16/2015
Mike doherty	Sebastopol	California	95472 United States	3/16/2015
Greg Bennett	Los Angeles	California	90026 United States	3/16/2015
walter brunick	Santa Rosa	California	95404 United States	3/16/2015
Alperen Toksoz	Fairfax	California	94930 United States	3/16/2015
kim bowman	novato	California	94947 United States	3/16/2015
Holly Metzger	Oakland	California	94608 United States	3/16/2015
Lacie Gibson	Windsor	California	95492 United States	3/16/2015
Willis bigelow	Inverness	California	94937 United States	3/16/2015
michelle sweeney	Monte Rio	California	95462 United States	3/16/2015
Clay McCormick	Sebastopol	California	95472 United States	3/16/2015
Christopher Stephenson	Santa Rosa	California	95404 United States	3/16/2015
candace walker	Bodega Bay	California	94923 United States	3/16/2015
Lauri Arnold	Bodega Bay	California	94923 United States	3/16/2015
Cathy Schezer	Cazadero	California	95421 United States	3/16/2015
Myphon Hunt	Yuba City	California	95991-423 United States	3/16/2015
Cathy Anello	Bodega Bay	California	94923 United States	3/16/2015
Mariah Joens	Lakeport	California	95453 United States	3/16/2015
Luis Santiago	Graton	California	95444 United States	3/16/2015
Mary anne Sobieraj	Cazadero	California	95421 United States	3/16/2015
Tyler Grunert	Fortuna	California	95540 United States	3/16/2015
Nancy Powers	Gasquet	California	95543 United States	3/16/2015
Sherrie Althouse	Rio Nido	California	95471 United States	3/16/2015
Mariah Smith	Graton	California	95444 United States	3/16/2015
Brandi mercer	Forestville	California	95436 United States	3/16/2015
Oleg Manzyuk	Fair Oaks	California	95628 United States	3/16/2015
Peter Wargo	Santa Rosa	California	95404 United States	3/16/2015
Gary Abreim	Sebastopol	California	95472 United States	3/16/2015
Elaine Larson	Petaluma	California	94954 United States	3/16/2015
Patricia O'Bannon	Portland	Oregon	97217 United States	3/16/2015
rose castano	Sebastopol	California	95472 United States	3/16/2015
JOHN UNIACK	Rio Nido	California	95471 United States	3/16/2015
Willie Melia	Santa Rosa	California	95403 United States	3/16/2015
Tom Cruckshank	Sebastopol	California	95472 United States	3/16/2015
Margo norris	Rohnert Park	California	94928 United States	3/16/2015
Mitchell Solkov	Santa Barbara	California	93106 United States	3/16/2015

Leandra Beaver	Cazadero	California	95421 United States	3/16/2015
marty morelli	santa rosa	California	95401 United States	3/16/2015
Anne Millbrooke	Bozeman	Montana	59718 United States	3/16/2015
Dominique Ridley	Graton	California	95444 United States	3/16/2015
Richard Burrell	Santa Rosa	California	95404 United States	3/16/2015
Logan Weir	San Francisco	California	94107 United States	3/16/2015
Jude Mion	Petaluma	California	94954 United States	3/16/2015
shannon marsi	Bodega Bay	California	94923 United States	3/16/2015
Kyle Stuart	Sun City	California	92585 United States	3/16/2015
Sky Emerson	Truckee	California	96162 United States	3/16/2015
ross crowl	Monte Rio	California	95462 United States	3/16/2015
Danielle Saldana	Copperopolis	California	95228 United States	3/16/2015
Elise Fairbairn	Bodega Bay	California	94923 United States	3/16/2015
Zack Balon	Citrus Heights	California	95610 United States	3/16/2015
Laurel Laws	Rohnert Park	California	94928 United States	3/16/2015
Heid Todd	Santa Rosa	California	95404 United States	3/16/2015
Phaedra Glidden	Santa Rosa	California	95403 United States	3/16/2015
james boyden	Rohnert Park	California	94927 United States	3/16/2015
Dolores Waddell	Folsom	California	95630 United States	3/16/2015
Chris Bane	Sooke	V9z0t1 Canada		3/16/2015
Thomas Nixon	Penngrove	California	94951 United States	3/16/2015
Cherrise Hannon	Bodega Bay	California	94923 United States	3/16/2015
Donna Seep	Bodega Bay	California	94923 United States	3/16/2015
Nicholas Alvarez	Sonoma	California	95476 United States	3/16/2015
Kathleen Bylsma	Mountain View	California	94040 United States	3/16/2015
cody fusco	West Roxbury	Massachus	2132 United States	3/16/2015
Lauren Thrower	Sonoma	California	95476 United States	3/16/2015
Robert Loranger	Camp Meeker	California	95419 United States	3/16/2015
Gary Gregg	Portland	Oregon	97225 United States	3/16/2015
Meredith Santiago	San Francisco	California	94112 United States	3/16/2015
Gail Hanson	Forestville	California	95436 United States	3/16/2015
robert luiz	Alameda	California	94501 United States	3/16/2015
John Mellquist	Napa	California	94558 United States	3/16/2015
David Turknett jr	Santa Rosa	California	95409 United States	3/17/2015
Kyle Barnett	Makawao	Hawaii	96768 United States	3/17/2015
Derek Southard	Santa Rosa	California	95404 United States	3/17/2015
Norma Jellison	Bodega Bay	California	94923 United States	3/17/2015
Laura Duggan	Sebastopol	California	95472 United States	3/17/2015
Michele Sokol	Santa Rosa	California	95404 United States	3/17/2015
Joan Bacci	Guerneville	California	95446 United States	3/17/2015
Peg Thompson	Guerneville	California	95446 United States	3/17/2015
Carol vellutini	Santa Rosa	California	95401 United States	3/17/2015
Kenny Correia	Cotati	California	94931 United States	3/17/2015
Daniel Calvi	San Francisco	California	94133 United States	3/17/2015
Matthew Howard	Cotati	California	94931 United States	3/17/2015
Jill Anderson	Sonoma	California	95476 United States	3/17/2015
Susan Tiedemann	Rohnert Park	California	94928 United States	3/17/2015

dave rutherford	occidental	California	95465 United States	3/17/2015
Ronnee Rubin	Bodega Bay	California	94923 United States	3/17/2015
Roger Mamer	Sebastopol	California	95472 United States	3/17/2015
Jeremy Nichols	Santa Rosa	California	95404 United States	3/17/2015
Alex spooner	Guerneville	California	95446 United States	3/17/2015
Charles Rubin	Bodega Bay	California	94923 United States	3/17/2015
Vesta Copestakes	Forestville	California	95436 United States	3/17/2015
Quinn Rollings	Santa Rosa	California	95405 United States	3/17/2015
Stephen Hazelton	San Jose	California	95126 United States	3/17/2015
Mayency Gonzalez	Novato	California	94947 United States	3/17/2015
Zoe Keating	Camp Meeker	California	95419 United States	3/17/2015
Carol Sklenicka	Duncans Mills	California	95430 United States	3/17/2015
Raphaela Monribot	Jenner	California	Jenner United States	3/17/2015
Nikki Dohn	Sebastopol	California	95472 United States	3/17/2015
Phil Tresenrider	Sebastopol	California	95472 United States	3/17/2015
Judy Bigelow	West Hills	California	91307 United States	3/17/2015
Ezra Conner	Bolinas	California	94924 United States	3/17/2015
Timothy Dixon	Glen Ellen	California	95442 United States	3/17/2015
Juliet Smith	Bodega Bay	California	94923 United States	3/17/2015
Paul Maysonave	Peaceful	California	95467 United States	3/17/2015
Anthony Styskal	Cazadero	California	95421 United States	3/17/2015
Bud Veliquette	Occidental	California	95465 United States	3/17/2015
Mary Williams	Jenner	California	95450 United States	3/17/2015
jeff gehring	Petaluma	California	94952 United States	3/17/2015
lisa Gallagher	Roseville	California	95661 United States	3/17/2015
Cie Cary	Sebastopol	California	95472 United States	3/17/2015
Jane Saunders	Monte Rio	California	95486 United States	3/17/2015
Patrick Clark	Santa Rosa	California	95404 United States	3/17/2015
Laurel trimboli	Monte Rio	California	95462 United States	3/17/2015
Cheri Puig	Monte Rio	California	95462 United States	3/17/2015
carole coler dark	Sebastopol	California	95472 United States	3/17/2015
Todd Snyder	San Francisco	California	94115 United States	3/17/2015
Pamela Conleyp	Cazadero	California	95421 United States	3/17/2015
angelique beaumont	Cazadero	California	95421 United States	3/17/2015
Ruby Cooper	Cazadero	California	95421 United States	3/17/2015
Mary Livingston	Jenner	California	95450 United States	3/17/2015
mikki goldstein herman	Windsor	California	95492 United States	3/17/2015
J Agata	Sebastopol	California	95472-475 United States	3/17/2015
Victoria Chapman	Forestville	California	95436 United States	3/17/2015
Jessica Wolfe	Guerneville	California	95446-953 United States	3/17/2015
Jane mcDonough	Windsor	California	95492 United States	3/17/2015
marika harrison	Sebastopol	California	95472 United States	3/17/2015
robert parker	Oakland	California	94610 United States	3/17/2015
Andrew Alvarado	Sebastopol	California	95472 United States	3/17/2015
John Hadley	Forestville	California	95436 United States	3/17/2015
TERI FOSTER	Jenner	California	95450 United States	3/17/2015
Amy Latourette	Santa Rosa	California	95407 United States	3/17/2015

jay lalezari	Corte Madera	California	94925 United States	3/17/2015
Arline Thomas	Sebastopol	California	95472 United States	3/17/2015
Eduardo Ramos	Santa Rosa	California	95401 United States	3/17/2015
Nancy Cook	Fort Bragg	California	95437 United States	3/17/2015
Gladys casado	Bronx	New York	10458 United States	3/17/2015
Victoria Wikle	Monte Rio	California	95486 United States	3/17/2015
Tonia Hall	Windsor	California	95492 United States	3/17/2015
Noah Housh	Guerneville	California	95446 United States	3/17/2015
James irving	Pleasant Hill	California	94523 United States	3/17/2015
Matt Lunn	Petaluma	California	94952 United States	3/17/2015
Christopher Adams	san francisco	California	94124 United States	3/17/2015
Taima Broadhead	Napa	California	94558 United States	3/17/2015
Julie Martin	Frederic	Wisconsin	54837-891 United States	3/17/2015
Hailey Clarke	San Francisco	California	94115 United States	3/17/2015
David Lunn	San Francisco	California	94116 United States	3/17/2015
Brenda Adelman	Guerneville	California	95446 United States	3/18/2015
Melinda Camacho	Oakland	California	94610 United States	3/18/2015
nicole housh	Guerneville	California	95446 United States	3/18/2015
Jeff garcie	Kodiak	Alaska	99615 United States	3/18/2015
Ambra Lindblom	Santa Rosa	California	95407 United States	3/18/2015
Steven Lunn	Santa Maria	California	93454 United States	3/18/2015
Mike Lesik	Occidental	California	95465 United States	3/18/2015
Laurie Prothro	Guerneville	California	95446 United States	3/18/2015
Tim Banuet	Petaluma	California	94954 United States	3/18/2015
linda petrulias	Cazadero	California	95421 United States	3/18/2015
Jan Kahdeman	Sebastopol	California	95472 United States	3/18/2015
Anda Conran	Santa Rosa	California	95404 United States	3/18/2015
Joel Cervantes	Petaluma	California	94954 United States	3/18/2015
Lionel Lennox	Santa Rosa	California	95401-382 United States	3/18/2015
Terry Morris	Occidental	California	95465 United States	3/18/2015
Jo Morrison	Santa Rosa	California	95403 United States	3/18/2015
Laura and Hendrik Huhn	Bodega Bay	California	94923 United States	3/19/2015
Kathie Lowrey	Healdsburg	California	95448 United States	3/19/2015
Elisa conti	Guerneville	California	95446 United States	3/19/2015
Ess hartley	Guerneville	California	95446 United States	3/19/2015
Ronald Burke	Sebastopol	California	95472 United States	3/19/2015
Sheila Gilmore	Bodega Bay	California	94923 United States	3/19/2015
Laura mueller	Guerneville	California	95446 United States	3/19/2015
Jeanne Moen	Santa Rosa	Colorado	Santa Rosa United States	3/19/2015
Mary Caponio	Jenner	California	95450 United States	3/19/2015
Justice Mello	Santa Rosa	California	95405 United States	3/19/2015
BETTY LYSON	Guerneville	California	95446 United States	3/19/2015
Mindy braun	Santa Rosa	California	95401 United States	3/19/2015
Linda Bonnel	Novato	California	94945 United States	3/19/2015
Jacque Lunn	Petaluma	California	94954 United States	3/19/2015
Robin O'Brien-Dundore	Santa Rosa	California	95407 United States	3/19/2015
Sarah Stewart	El Sobrante	California	94803 United States	3/19/2015

Alex Thiele	Oakland	California	94611 United States	3/20/2015
Suzanne Darley	Mill Valley	California	94941 United States	3/20/2015
ron paul	Bristol	Connecticut	6010 United States	3/20/2015
Kym Lundberg	Oakland	California	94610 United States	3/20/2015
Mark Darley	Mill Valley	California	94941 United States	3/20/2015
Deanna Osborne	Bodega Bay	California	94923 United States	3/20/2015
matt aaron	San Rafael	California	94903 United States	3/20/2015
Andrea Chapman	Petaluma	California	94954 United States	3/20/2015
Matt Whalen	Bodega Bay	California	94923 United States	3/20/2015
samantha makinano	Santa Rosa	California	95401 United States	3/20/2015
cindy makinano	Santa Rosa	California	95403 United States	3/20/2015
Patricia Rothchild	Bodega Bay	California	94923 United States	3/20/2015
Dan Decarly	Windsor	California	95492 United States	3/21/2015
Janet Hines	Mill Valley	California	94941 United States	3/21/2015
Jan edwards	Sky valley, ca	California	92914 United States	3/21/2015
Anna Civil	Mill Valley	California	94941 United States	3/21/2015
Chad Frick	Sebastopol	California	95472 United States	3/21/2015
Camilla Biller	Point Reyes Station	California	94956 United States	3/21/2015
Aaron Newman	Mill Valley	California	94941 United States	3/21/2015
Carla Dunbar	Los Banos	California	93635 United States	3/21/2015
Audrey tomassini	New York	New York	11231 United States	3/21/2015
Claire Ryle Garrison	Mill Valley	California	94941 United States	3/21/2015
Lorien Fenton	San Rafael	California	94912 United States	3/21/2015
Cate Hayman	Mill Valley	California	94942 United States	3/21/2015
Amanda Attebery	Occidental	California	95465 United States	3/21/2015
Susan GriffinBlack	San Rafael	California	94901 United States	3/21/2015
Susan Hills	Mill Valley	California	94941 United States	3/21/2015
susan angst	Oakland	California	94608 United States	3/21/2015
Buffy Simoni	Sebastopol	California	95472 United States	3/21/2015
John Frick	Sebastopol	California	95472 United States	3/21/2015
Jessica Gallo	Corte Madera	California	94935 United States	3/21/2015
Mary Long	Sebastopol	California	95472 United States	3/21/2015
Christina Euphrat	San Anselmo	California	94960 United States	3/21/2015
Ali Gallo	Corte Madera	California	94925 United States	3/21/2015
David Coleman	Sebastopol	California	95472 United States	3/21/2015
Richard Pierce	Santa Rosa	California	95401 United States	3/21/2015
Paul MacIntyre	Albany	California	64706 United States	3/21/2015
Angel Piedad	Chula Vista	California	91915 United States	3/21/2015
Valentine Cullen	Napa	California	94558 United States	3/21/2015
Donna Jones	Sebastopol	California	95472 United States	3/21/2015
Suzanne Clarke	Petaluma	California	94952 United States	3/21/2015
Anastasia Brodeur	Santa Rosa	California	95403 United States	3/21/2015
James Gow	Rocklin	California	95765 United States	3/21/2015
Mary Lu Murphy	Pacifica	California	94044 United States	3/21/2015
Randy Cohen	Bonny Doon	California	95060 United States	3/21/2015
Daniela Kingwill	Sebastopol	California USA	United States	3/21/2015
Kelly Joseph	Oakland	California	94602 United States	3/22/2015

Arya saputra	Santa Rosa	California	95404 United States	3/22/2015
Susanne Bulwa	Petaluma	California	94952 United States	3/22/2015
Patrick brown	San Francisco	California	94105 United States	3/22/2015
Mark Weiss	Cazadero	California	95421 United States	3/22/2015
Tony Silvaggio	McKinleyville	California	95519 United States	3/22/2015
michael sweeney	Monte Rio	California	95462 United States	3/22/2015
Matt Ticciati	Mill Valley	California	94941 United States	3/22/2015
Alek Lisefski	Sebastopol	California	95472 United States	3/22/2015
Miriam Kügerl	Graz		Austria	3/22/2015
Kevin Donovan	San Jose	California	95117 United States	3/22/2015
robert bray	Eureka	California	95503 United States	3/22/2015
Tom Pittard	Petaluma	California	94952 United States	3/23/2015
Daniel Swezey	Sebastopol	California	95472 United States	3/23/2015
Nichole Warwick	Forestville	California	95436 United States	3/23/2015
Cindy Towner	Santa Rosa	California	95403 United States	3/23/2015
Lucy Kortum	Petaluma	California	94954 United States	3/24/2015
Bonnie Alicia Berkeley	Healdsburg	California	95448 United States	3/24/2015
maureen roche	Petrolia	California	95558 United States	3/24/2015
Ellen Seeley	Davis	California	95616 United States	3/24/2015
john hajash	Nashville	Tennessee	37207 United States	3/24/2015
Trisha Lee	Eureka	California	95501 United States	3/24/2015
Miles Ragland	Jenner	California	95450 United States	3/24/2015
Spencer Nilson	Santa Rosa	California	95405 United States	3/24/2015
Diane Schulz	Santa Rosa	California	95404 United States	3/24/2015
John Sperry	Jenner	California	95450 United States	3/24/2015
Neil Cooper	Santa Rosa	California	95404 United States	3/25/2015
Carolyn Boyles	Cotati	California	94931 United States	3/26/2015
Israel Gillette	Jonesborough, TN		Romania	3/26/2015
Rich Dubiel	Santa Clarita	California	91350 United States	3/26/2015
Susan Upchurch	Graton	California	95444 United States	3/26/2015
Efren Carrillo	Graton	California	95444 United States	3/26/2015
Jerry Johnson	Petaluma	California	94952 United States	3/26/2015
Paula Cook	Santa Rosa	California	95404 United States	3/26/2015
Stephanie Larson	Windsor	California	95492 United States	3/26/2015
Steve Dabner	Bodega Bay	California	94923 United States	3/26/2015
Ernie carpenter	Sebastopol	California	95472 United States	3/27/2015
Linda Wise	Fontana	California	92336 United States	3/28/2015
James Searles	Occidental	California	95465 United States	3/28/2015
Chaloner Chute	Chichester	England	PO19 7LR United Kingdom	3/28/2015
Robert Kessler	Oakland	California	94610 United States	3/28/2015
Diane Hichwa	Sea Ranch	California	95497 United States	3/29/2015
David McClary	Sebastopol	California	95472 United States	3/29/2015
Bradley Yearwood	Cotati	California	94931 United States	3/29/2015
Robert Cary	Sebastopol	California	95472 United States	3/29/2015
Cate Wilmoth	Mill Valley	California	94941 United States	3/29/2015
Justine Marler	Mill Valley	California	94941 United States	3/29/2015
Madeleine Denebeim	Tiburon	California	94920 United States	3/29/2015

Josh Schussler	San Rafael	California	94901 United States	3/29/2015
Halle Russell	Boston	Massachus	2115 United States	3/29/2015
Henry Duler	Mill Valley	California	94941 United States	3/29/2015
Megan Donahue	Larkspur	California	94939 United States	3/29/2015
Roni Bowen	Mill Valley	California	94941 United States	3/29/2015
Jake Marquis	Mill Valley	California	94941 United States	3/29/2015
Brissa Teodoro	Mill Valley	California	94941 United States	3/29/2015
benjamin Spendov	Mill Valley	California	94941 United States	3/29/2015
Bella Greene	Mill Valley	California	94941 United States	3/29/2015
Zoey smith	Mill Valley	California	94941 United States	3/29/2015
Paden McNiff	Mill Valley	California	94941 United States	3/29/2015
Julia Atkin	Mill Valley	California	94941 United States	3/29/2015
Jamie Haughton	Mill Valley	California	94941 United States	3/29/2015
Sheridan Miller	mill valley	California	94941 United States	3/29/2015
Caitlin Rainey	Petaluma	California	94954 United States	3/29/2015
Jane reagan	San Rafael	California	94903 United States	3/29/2015
Forrest Pommer-Schindler	Mill Valley	California	94941 United States	3/29/2015
Chloe Wintersteen	Belvedere Tiburon	California	94920 United States	3/29/2015
Tessa Miller	Mill Valley	California	94941 United States	3/29/2015
Natalie Wilson	San Rafael	California	94903 United States	3/29/2015
Natalie Gocobachi	Novato	California	94945 United States	3/29/2015
Danielle Howeird.	Mill valley	California	94941 United States	3/29/2015
laurel halverson	edwards	Colorado	81632 United States	3/29/2015
Kate McNaughton			3228 Australia	3/29/2015
Grace Westle	Corte Madera	California	94925 United States	3/29/2015
Dylan Froom	Los Angeles	California	90045 United States	3/29/2015
Lauren tanel	Mill Valley	California	94941 United States	3/29/2015
Marlonn Alvarez	Novato	California	94947 United States	3/30/2015
Tommy Searle	Mill Valley	California	94941 United States	3/30/2015
Carli Alexander	Sausalito	California	94965 United States	3/30/2015
Taylor Hicks	Mill Valley	California	94941 United States	3/30/2015
Jesse wernick	Forest Knolls	California	94933 United States	3/30/2015
Ali deane	Newark	California	94560 United States	3/30/2015
Khephra Owl	Petaluma	California	94952 United States	3/30/2015
Katie Burns	Mill Valley	California	94941 United States	3/30/2015
Zach Epstein	San Rafael	California	94901 United States	3/30/2015
Lauren Emge	Davis	California	95616 United States	3/30/2015
ian bowyer	muir beach	California	94965 United States	3/30/2015
Jessie Scarsella	Mill Valley	California	94941 United States	3/30/2015
Emma Mastra	Mill Valley	California	94941 United States	3/30/2015
Natalie Burrous	Corte Madera	California	94925 United States	3/30/2015
Madeleine Elias	Mill Valley	California	94941 United States	3/30/2015
Nora birch	Mill Valley	California	94941 United States	3/30/2015
John waldron	Mill Valley	California	94941 United States	3/30/2015
Hannah Holiday	Mill Valley	California	94941 United States	3/30/2015
Mabel herrick	Mill Valley	California	94941 United States	3/30/2015
Samuel Suzuki	Mill Valley	California	94941 United States	3/30/2015

Ruthann McCloskey	Kelseyville	California	95451 United States	3/30/2015
Nicole Floyd	Santa Rosa	California	95403 United States	3/30/2015
ken bizzell	Santa Rosa	California	95403 United States	3/30/2015
Jesse Atkin	Mill Valley	California	94941 United States	3/31/2015
Sarah Slain	Mill Valley	California	94941 United States	3/31/2015
James Brooks	Windsor	California	95492 United States	3/31/2015
tim roche	Novato	California	94947 United States	3/31/2015
Anson Biller	Whitefield	Maine	4353 United States	3/31/2015
Sarah Kanzler	Bodega Bay	California	94923 United States	3/31/2015
Susana Jennings	santa Monica	California	90404 United States	3/31/2015
Tess vonarx	Santa Rosa	California	95403 United States	3/31/2015
David Eisenberg	Tucson	Arizona	85716 United States	3/31/2015
Melissa Peraza	Napa	California	94558 United States	3/31/2015
Angela alvarez	Windsor	California	95492 United States	3/31/2015
Jan Kravitz	Cotati	California	94931 United States	3/31/2015
Sandi nieto	Healdsburg	California	95448 United States	3/31/2015
steph martin	santa rosa	California	95404 United States	3/31/2015
Bennett charles	Denver	Colorado	80202 United States	3/31/2015
Nancy Hinze	San Francisco	California	94122 United States	4/1/2015
Vance Mayton	Rio Nido	California	95471 United States	4/1/2015
Christina Blount	Santa Rosa	California	95401-513 United States	4/1/2015
Saci McDonald	San Rafael	California	94901 United States	4/1/2015
Mike Shoy	Forestville	California	95436 United States	4/1/2015
Larry Nestle	Sebastopol	California	95472 United States	4/1/2015
nina kanzler	Duncans Mills	California	95430 United States	4/1/2015
Nina Kilham	Petaluma	California	94954 United States	4/1/2015
sharon kelly	Delray Beach	Florida	33484 United States	4/1/2015
Jim Thornburg	El Cerrito	California	94530 United States	4/1/2015
Ray Polson	Bodega Bay	California	94923 United States	4/1/2015
Gracie Lock	Santa Rosa	California	95403 United States	4/1/2015
Cara Panebianco	Oakland	California	94606 United States	4/1/2015
Cynthia Brenton	Windsor	California	95492 United States	4/1/2015
Loretta Giorgi	Bodega Bay	California	94923 United States	4/1/2015
Alice Chan	Sebastopol	California	95472 United States	4/1/2015
Diana Bundy	Bodega Bay	California	94923 United States	4/1/2015
Neil Kelly	Sebastopol	California	95472 United States	4/1/2015
Kolb Michelle	Bodega Bay	California	94923 United States	4/1/2015
Anna Givens	Santa Rosa	California	95404 United States	4/1/2015
Lillian Lehman	Bodega Bay	California	94923 United States	4/1/2015
Gail King	Monte Rio	California	95462 United States	4/1/2015
Patrick Dirden	Sebastopol	California	95472 United States	4/1/2015
Robert Thayer	Saint Paul	Minnesota	55108 United States	4/1/2015
Jaime Grant	El Cerrito	California	94530 United States	4/1/2015
Gabrielle Toledano	Bodega Bay	California	94923 United States	4/1/2015
Brooke Pino Liggett	Santa Rosa	California	95403 United States	4/1/2015
Susan Weston	Alameda	California	94501 United States	4/1/2015
Brian Leubitz	Bodega Bay	California	94923 United States	4/1/2015

Erin Linney	Oakland	California	94611 United States	4/1/2015
Cecilia McGhee	Bodega Bay	California	94923 United States	4/1/2015
Marlis Rosa	Pittsburg	California	94565 United States	4/1/2015
William Netherby	Grass Valley	California	95949 United States	4/1/2015
Nancy O'Brien	Bodega Bay	California	94923 United States	4/1/2015
Arthur High	Jupiter	Florida	33458 United States	4/1/2015
Nancy Netherby	Somerset	California	95684 United States	4/1/2015
Bret Fontaine	Santa Rosa	California	95401 United States	4/1/2015
Brent Stark	Bodega Bay	California	94923 United States	4/1/2015
Jim Seaton	Santa Rosa	California	95407 United States	4/1/2015
Theresa Arrington-Seaton	Santa Rosa	California	95407 United States	4/1/2015
Misty Mersich	Santa Rosa	California	95404 United States	4/1/2015
Kevin Andersen	Bodega Bay	California	94923 United States	4/1/2015
Rober-Dean Sauder	Concord	California	94521 United States	4/1/2015
Erinn Flaherty po box 271	Rancho	Chile		4/1/2015
Mark Emmett	Guerneville	California	95446 United States	4/1/2015
Marlyn Garcia	Santa Rosa	California	95403 United States	4/1/2015
Sharon Beals	San Francisco	California	94107 United States	4/1/2015
Allen Danley	Santa Rosa	California	95407 United States	4/1/2015
Ellen Bicheler	Petaluma	California	94952 United States	4/2/2015
James Henderson	Santa Rosa	California	95409 United States	4/2/2015
Rick Nielsen	Santa Rosa	California	95404 United States	4/2/2015
Susan Packer	Guerneville	California	95446 United States	4/2/2015
Ruby Tischoff	Santa Rosa	California	95401 United States	4/2/2015
Anne Heneghan	Bodega Bay	California	94923 United States	4/2/2015
Jim Heneghan	Bodega Bay	California	94923 United States	4/2/2015
Kike Arnal	Oakland	California	94602 United States	4/2/2015
Liz Stafford	Bodega Bay	California	94923 United States	4/2/2015
Tirzah Given	San Leandro	California	94578-530 United States	4/2/2015
Joanna Martinelli Strang	Bodega Bay	California	94923 United States	4/2/2015
Josh Vanwicklen	Forestville	California	95436 United States	4/2/2015
Russ Anger	Forestville	California	95436 United States	4/2/2015
Jeremiah Kahmoson	Santa Rosa	California	95403 United States	4/2/2015
Whitney Silva	Forestville	California	95436 United States	4/2/2015
Miguel Soria	Windsor	California	95492 United States	4/2/2015
Michael & Jack Bundy	Bodega Bay	California	94923 United States	4/2/2015
Kate Wilson	Healdsburg	California	95448 United States	4/2/2015
Margaret Briare	Bodega Bay	California	94923 United States	4/2/2015
Gabriel Nelson	Glen Ellen	California	95442 United States	4/2/2015
Michael Trapani	Bodega Bay	California	94923 United States	4/2/2015
MARY LAWLER	Calistoga	California	94515 United States	4/2/2015
Jacques Levy	Occidental	California	95465 United States	4/2/2015
Rainbow Rainbow	Glen Ellen	California	95442 United States	4/3/2015
Elizabeth Lopez	Sebastopol	California	95472 United States	4/3/2015
Francisco González Lievan	Santa Rosa	California	95403 United States	4/3/2015
Linda Cooker	Sacramento	California	95828 United States	4/3/2015
MARA GORDON	Bodega Bay	California	94923 United States	4/3/2015

Joan McMillan	Bodega Bay	California	94923 United States	4/3/2015
Todd Board	Glen Ellen	California	95442 United States	4/4/2015
elana salzman	San Francisco	California	94118 United States	4/4/2015
savannah mowad	San Francisco	California	94102 United States	4/4/2015
Gerry Schultz	Occidental	California	95465 United States	4/4/2015
Patricia Sinclair	Guerneville	California	95446 United States	4/4/2015
Judith Moorman	Occidental	California	95465 United States	4/4/2015
Deanne Cramer	Rohnert Park	California	94928 United States	4/4/2015
Ben Goyhenetche	Bodega Bay	California	94923 United States	4/5/2015
Robert Feuer	Occidental CA	California	95465 United States	4/5/2015
Susan Packer	Guerneville	California	95446 United States	4/5/2015
Jerry Bewley	Camp Meeker	California	95419 United States	4/5/2015
Hollis Bewley	Camp Meeker	California	95419 United States	4/5/2015
barbara zenio	Santa rosa	California	95405 United States	4/5/2015
Kalan gillespie	Windsor	California	95492 United States	4/5/2015
mark aubert	Mill Valley	California	94941 United States	4/5/2015
Jason Mehrens	San Francisco	California	94112 United States	4/5/2015
Grace halliday	San Rafael	California	94901 United States	4/5/2015
Dan Perdios	Palm Springs	California	92262 United States	4/5/2015
bill pardue	Monte Rio	California	95462 United States	4/5/2015
Zeno Swijtink	Sebastopol	California	95472 United States	4/5/2015
pat usner	Novato	California	94949 United States	4/5/2015
Linda Kaffke	brooklyn	New York	11215 United States	4/5/2015
xander scull	Forest Knolls	California	94933 United States	4/5/2015
Zoe Brent	Sebastopol	California	95472 United States	4/5/2015
Mark Feldman	Santa Rosa	California	95401-913 United States	4/5/2015
Mannee mcmurray	Novato	California	94949 United States	4/5/2015
Peter Naughton	Sebastopol	California	95472 United States	4/5/2015
Ed Dudkowski	Sausalito	California	94965 United States	4/6/2015
Melanie Gross	Cazadero	California	95421 United States	4/6/2015
James Peck	Cazadero	California	95421 United States	4/6/2015
Elizabeth Anderson	Sebastopol	California	95472 United States	4/6/2015
Benjamin Herndon	Santa Rosa	California	95405 United States	4/6/2015
Reeta Roo	Occidental	California	95465 United States	4/6/2015
Daniel Mortag			57368 Germany	4/6/2015
Carol swanson	Monte Rio	California	95462 United States	4/6/2015
Grace McGovern	San Francisco	California	94109 United States	4/6/2015
James Kakuk	Guerneville	California	95446 United States	4/6/2015

W179

From: Gerry Schultz [gerryschultz3@gmail.com]

Sent: Tuesday, April 14, 2015 6:29 PM

To: SonomaStateParksAppeal@Coastal

Subject: NO IRON RANGERS...please

Please don't do this to all of us in Sonoma County.

Gerry Schultz

Executive Director

California Redwood Chorale (501c3)

Tax ID # 91 - 1805049

www.californiareadwoodchorale.org

Facebook: California Redwood Chorale

Please Donate at: Go Fund Me - gofundme.com/fb3cig

W17g

From: gschultz@sonic.net [gschultz@sonic.net]

Sent: Tuesday, April 14, 2015 6:31 PM

To: SonomaStateParksAppeal@Coastal

Subject: vote NO IRON RANGERS

14 iron rangers on our lovely Sonoma County coast? Really?

You won't let this happen...will you???

Thank you,

G. Schultz

Occidental, CA...8 miles from the coast

W17a

From: gioiavg@sonic.net [gioiavg@sonic.net]
Sent: Tuesday, April 14, 2015 6:33 PM
To: SonomaStateParksAppeal@Coastal
Subject: VOTE NO IRON RANGERS

We are depending on all of you to protect us here in Sonoma County from this abhorrent appeal by the State.

Gioia

From: California Redwood Chorale [crc@californiaredwoodchorale.org]
Sent: Tuesday, April 14, 2015 6:34 PM
To: SonomaStateParksAppeal@Coastal
Subject: iron rangers???? NO NO NO

W17a

DON'T LET THIS HAPPEN....please!!!

W17a

EX PARTE COMMUNICATION DISCLOSURE FORM

Filed by Commissioner: Carole Groom

- 1) Name or description of project: W17a - Appeal No. A-2-SON-13-0219
- 2) Date and time of receipt of communication: April 13, 2015 at 6:08 p.m.
- 3) Location of communication: E-mail
(If not in person, include the means of communication, e.g., telephone, e-mail, etc.)
- 4) Identity of person(s) initiating communication: Stefanie Sekich-Quinn
- 5) Identity of person(s) on whose behalf communication was made: Surfrider Foundation
- 6) Identity of persons(s) receiving communication: Stefanie Sekich-Quinn
- 7) Identity of all person(s) present during the communication: Carole Groom

Complete, comprehensive description of communication content (attach complete set of any text or graphic material presented):

The representative of Surfrider Foundation indicated in email that they disagree
with California Department of Parks and Recreation's efforts to institute new fees
without public input or a search for alternative solutions. Surfrider Foundation
disagrees with staff and believes they should find no substantial issue with this item.
Material provided to Commissioner Groom is attached.

Apr 14 2015
Date

Carole Groom
Signature of Commissioner

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.

W179

Carole Groom - Re: Ex Parte Request

From: Stefanie Sekich-Quinn <ssekich@surfrider.org>
To: Carole Groom <cgroom@smcgov.org>
Date: 4/13/2015 6:08 PM
Subject: Re: Ex Parte Request
Attachments: Iron Ranger Ex Parte Talking Points.docx

Thank, Carole.

I have attached my talking points for ex parte. We are concerned State Parks is not helping foster public buy-in and participation.

See you Wed!

Stefanie Sekich-Quinn

Surfrider Foundation

California Policy Manager

ssekich@surfrider.org

619-807-0551

On Mon, Apr 13, 2015 at 5:45 PM, Carole Groom <cgroom@smcgov.org> wrote:

Stefanie,
I'm sorry, we have a board of supervisors meeting that will last all day tomorrow.
Carole

>>> Stefanie Sekich-Quinn <ssekich@surfrider.org> 4/13/2015 12:00 PM >>>
Hello Commissioner Groom,

I'm hoping to briefly chat with you about the Iron Ranger item that will be on the agenda Wednesday.

It will be myself and Cea from our Sonoma Chapter.

Please let me know what will work for you.

Looking forward to speaking with you.

Best regards,

Stefanie
Stefanie Sekich-Quinn

Surfrider Foundation

California Policy Manager

Ssekich@surfrider.org

619-807-0551

Iron Ranger Ex Parte Talking Points

- We understand there is a legislative mandate for the State Parks to expand revenues *and believe that reasonable park fees are necessary to maintain our parks and keep them open. That said, all efforts to institute new fees within State Parks must be conducted with thorough community input and involvement and the possibility for alternative solutions to generate revenue must not be precluded.*
 - Surfrider wants to ensure that all impacts associated with installing pay stations are thoroughly evaluated, including, but not limited to: environmental impacts, signage, traffic analysis, socioeconomic implications and other community concerns that are raised during a public process.
 - Sonoma Coast Surfrider wants to ensure that the feasibility of alternatives remains viable and the best opportunity for that is jurisdiction remaining at the local level.
- Both the local Chapter and HQ have been working on this issue for over three years. We have a long track record of working in good faith with the Dept. Unfortunately, the Dept has been less responsive then we would like over the years. For example, in 2012 we learned they were trying to obtain CEQA and CDP exemptions for the iron rangers. After many phone calls, emails and comment letters the Dept decided not to seek a CDP exemption. **That behavior is troubling because this is such a controversial issue and it is concerning the State Parks overlooked implications of not including the public.**
- Parks wants a De Novo immediately following Substantial Issue. We think this is hubris and once again obfuscates the public process. As mentioned, the public feels like their concerns have fallen on deaf ears, and State Parks owes it to the local community to take this process slow and make sure all community input is valued and recorded.
 - The Chapter and the County have a recorded history of support for State Parks and have presented alternatives to this proposal in order to improve public safety, safeguard public access, and generate revenue.
- Need to find NO Substantial Issue. Again, because this is such a controversial issues, the public must be 'included at the table' in order to help craft a plan that is transparent and equitable. In addition, the County's denial was based on the LCP requirements. The whole point of this commission is to delegate authority and jurisdiction to local communities.
- Impacts to public access is best handled by the local jurisdiction. This includes having safe and equitable access for Californians. CCC oversight remains through LCP revisions currently in process as well as future opportunities for appeals if resolution not found locally.
- Please send this back to the drawing board so we can get it done right!

Must Read

EX PARTE COMMUNICATION DISCLOSURE FORM

W 17a

Filed by Commissioner: Greg Cox

1) Name or description of project: Appeal No. A-2-SON-13-0219 - State Parks Pay Stations

2) Date and time of receipt of communication: April 14, 2015 at 11:00am

3) Location of communication: Telephone

(If not in person, include the means of communication, e.g., telephone, e-mail, etc.)

4) Identity of person(s) initiating communication: Supervisor Efren Carrillo

5) Identity of person(s) on whose behalf communication was made: _____

Supervisor Efren Carrillo - County of Sonoma

6) Identity of persons(s) receiving communication: Greg Cox

7) Identity of all person(s) present during the communication: Supervisor Efren Carrillo
Greg Murphy (staff for Greg Cox)

Complete, comprehensive description of communication content (attach complete set of any text or graphic material presented):

I had a brief telephone conversation yesterday with Supervisor Efren Carrillo of
Sonoma County who wished to express his concerns regarding the 15 proposed
pay stations by State Parks. He felt the Commission shouldn't take jurisdiction
because they have a certified LCP and his Board of Supervisors was unanimous
in their denial of State Parks application.

Date

4/14/15

Signature of Commissioner

Greg Cox

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.

Must Read

W 17a

EX PARTE COMMUNICATION DISCLOSURE FORM

Filed by Commissioner: Greg Cox

1) Name or description of project: Appeal No. A-2-SON-13-0219 - State Parks Kiosks

2) Date and time of receipt of communication: April 14, 2015 at 10:00am

3) Location of communication: Telephone conversation

(If not in person, include the means of communication, e.g., telephone, e-mail, etc.)

4) Identity of person(s) initiating communication: Diane Wittenberg

5) Identity of person(s) on whose behalf communication was made: _____

State Parks Commission

6) Identity of persons(s) receiving communication: Greg Murphy, for Greg Cox

7) Identity of all person(s) present during the communication: Diane Wittenberg

Complete, comprehensive description of communication content (attach complete set of any text or graphic material presented):

On April 14th, Greg Murphy on my staff had a brief telephone conversation with
State Parks Commission Vice Chair Diane Wittenberg who wanted to express her
Commission's support for 15 parking fee kiosks in State Parks in Sonoma County.
She said this is one way the Department is working hard to become self-sustaining,
and she asked that the Commission take jurisdiction by finding substantial issue
and approve the kiosks in a De Novo hearing.

Date

4/14/15

Signature of Commissioner

Greg Cox

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.

Must Read

W 17a

EX PARTE COMMUNICATION DISCLOSURE FORM

Filed by Commissioner: Greg Cox

- 1) Name or description of project: Appeal No. A-2-SON-13-0219 -
- 2) Date and time of receipt of communication: April 13, 2015
- 3) Location of communication: Teleconference
(If not in person, include the means of communication, e.g., telephone, e-mail, etc.)
- 4) Identity of person(s) initiating communication: Stefanie Sekich-Quinn
- 5) Identity of person(s) on whose behalf communication was made: _____
- 6) Identity of persons(s) receiving communication: Greg Murphy, for Greg Cox
- 7) Identity of all person(s) present during the communication: Stefanie Sekich-Quinn

Complete, comprehensive description of communication content (attach complete set of any text or graphic material presented):

On April 13th, Greg Murphy on my staff had a telephone conversation with Stefanie
Sekich-Quinn from Surfrider. Stefanie expressed Surfrider's concern that the public
has not had adequate time to review and comment on the proposed iron rangers.
Therefore, Surfrider is asking the Commission to NOT find substantial issue so that
the action is sent back to the local level.

Date

4/14/15

Signature of Commissioner

Greg Cox

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.



April 14, 2015

Coastal Commission
North Coast District Office
710 E Street, Suite 200
Eureka, CA 95501

Re: Proposal for paid parking at State Beaches

Dear Commissioners,

The Mendocino Group of the Sierra Club is very concerned with the proposal to increase the use of paid parking at the State Park-owned beaches along the Sonoma and Mendocino Coast. We believe that the access to the beaches will be constrained, in opposition to the mandated "maximum" public access.

In addition, limiting parking on the State Parks property will push many of the visitors to park on the roadsides outside of the limited parking, thus making a parking problem for the County, Cities, Caltrans, and landowners near the beaches. We believe that the current tax-based funding for the parks should be used for free parking before any new improvements are scheduled.

For these reasons we will be following the progress of the proposal through the Coastal Commission process and encourage the CCC to allow the widest participation of people on a variety of positions and concerns.

Thank you for considering this important topic.

Rixanne Wehren
Chair, Coastal Committee

W17a

From: Alexandra Genetti [<mailto:thewheel@mcn.org>]

Sent: Tuesday, April 14, 2015 1:24 PM

To: Lavine, Ethan@Coastal

Subject: 8 bucks to enjoy our coast?

Hello

Just wanted to add my voice, this proposed charge is really burdensome for some poorer folks who use the beach as a retreat from the chaos of the world. As citizens of this most beautiful Sonoma county our coast belongs to us already. Charging us above and beyond our taxes is no way to raise the \$\$ you need.

Find another way to proceed.

Alexandra Genetti,
Cazadero, California

Sent from my iPad