

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CALIFORNIA 94105-2219
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WWW.COASTAL.CA.GOV

**F5****NORTH CENTRAL COAST DISTRICT
DEPUTY DIRECTOR'S REPORT**

For the

December 2016 Meeting of the California Coastal Commission

December 5, 2016

To: Commissioners and Interested Parties
From: Dan Carl, North Central Coast District Deputy Director

Following is a listing for the waivers, emergency permits, immaterial amendments and extensions issued by the North Central Coast District Office for the December 2016 Coastal Commission hearing. Copies of the applicable items are attached for your review. Each item includes a listing of the applicants involved, a description of the proposed development, and a project location.

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

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

DE MINIMIS WAIVERS

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

Applicant	Project Description	Project Location
<p>2-15-1425-W San Mateo County Harbor District</p>	<p>Demolition and removal of an existing, partially collapsed, 640-foot long (16-foot wide by 390-foot long approach section and 35-foot wide by 250-foot long head section), timber pier located within the outer breakwater area of Pillar Point Harbor</p>	<p>timber pier located within the outer breakwater area of Pillar Point Harbor in Princeton-by-the-Sea, San Mateo County</p>
<p>2-16-0902-W Caltrans</p>	<p>Construction of a buried 1,322.5 foot-long soldier-pile retaining wall and an improved surface drainage system, as well as shoulder widening for improved bicycle safety</p>	<p>State Route 1 at PM 6.6 in Marin County (APN(s): 199-150-30)</p>

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NOTICE OF PROPOSED PERMIT WAIVER

Date: November 22, 2016
To: All Interested Parties
From: Nancy Cave, North Central Coast District Manager *NW*
Renée T. Ananda, Coastal Program Analyst
Subject: Coastal Development Permit (CDP) Waiver 2-15-1425-W
Applicant: Steve McGrath on behalf of the San Mateo County Harbor District

Proposed Development

Demolition and removal of an existing, partially collapsed, 640-foot long (16-foot wide by 390-foot long approach section and 35-foot wide by 250-foot long head section), timber pier located within the outer breakwater area of Pillar Point Harbor in Princeton-by-the-Sea, San Mateo County.

Executive Director's Waiver Determination

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

There will be a continuous containment system set up beneath all operations of the project. Containment includes tight-woven netting suspended above the water surface, a continuous raft of floats, or a combination of the two. Removal equipment will be staged on a barge floating out in the water and within an approximately 1,250-square-foot area on the back beach above the high tide line. Piles will be removed with a vibratory hammer for their entire length, where possible. Piles that have deteriorated below the waterline will be broken off with a cable attachment as far below the sand line as possible, and as much of the pile extracted as practical. The proposed project will protect public safety and coastal resources, including water quality and nearby beach, by removing the extremely deteriorated, unsafe pier before it collapses into the water. The proposed project includes best management practices to avoid and minimize potential impacts to the water quality of the harbor area and coastal waters. The project will not result in a significant impact on visual resources, public access, or biological resources.

For all of the above reasons, the proposed project is consistent with Chapter 3 of the Coastal Act.

Coastal Commission Review Procedure

This waiver is not valid until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission on December 9, 2016, in Ventura. If four Commissioners object to this waiver at that time, then the application shall be processed as a regular CDP application.

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

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NOTICE OF PROPOSED PERMIT WAIVER

Date: November 21, 2016

To: All Interested Parties

From: Nancy Cave, North Central Coast District Manager
Sara Pfeifer, North Central Coast Coastal Planner *Nancy Cave*

Subject: **Coastal Development Permit (CDP) Waiver 2-16-0902-W**
Applicant: California Department of Transportation (Caltrans)

Proposed Development

Construction of a buried 1,322.5 foot-long soldier-pile retaining wall and an improved surface drainage system, as well as shoulder widening for improved bicycle safety on State Route 1 at PM 6.6 in Marin County.

Executive Director's Waiver Determination

Pursuant to Title 14, Section 13238 of the California Code of Regulations, and based on project plans, proposed limitations on development, and other application materials submitted by the Applicant regarding the proposed development, the Executive Director of the California Coastal Commission hereby waives the requirement for a CDP for the following reasons:

The proposed development is necessary to stabilize a landslide, prevent collapse of the roadway, and maintain access along Highway 1. The proposed stabilization techniques are adequately sited and designed to avoid coastal resource impacts, including with respect to public access, water quality, biological resources, and visual resources. One-way traffic will be preserved on Highway 1 throughout the duration of the project using temporary traffic signal controls. The project includes widening the shoulders up to 4 feet to improve the safety for bicyclists and pedestrians. The project includes an erosion control plan and water pollution control plan, with appropriate best management practices to control runoff during and after construction. Further, surface and subsurface drainage will be improved as a result of the project, thereby reducing erosion and the likelihood of subsequent landslides. All excavated areas will be restored with on-site native top soil and revegetated with locally appropriate species representative of the northern coastal scrub community. The project design is compatible with the existing Highway 1 corridor, and the visual quality of the area will not be diminished. For the reasons above, the proposed project is consistent with Chapter 3 of the Coastal Act and the certified Marin County Local Coastal Program (LCP).

Coastal Commission Review Procedure

Because this project is bisected by the Commission's retained jurisdiction and the certified Marin County LCP jurisdiction boundary, the Applicant, Marin County, and the Commission have agreed to consolidate this permit action pursuant to Coastal Act Section 30601.3(a)(2). This waiver is not valid until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission on December 9, 2016, in Ventura. If four or more Commissioners object to this waiver at that time, then the application shall be processed as a regular CDP application.

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

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**Memorandum****December 5, 2016**

To: Commissioners and Interested Parties

FROM: Dan Carl, North Central Coast District Deputy Director
North Central Coast District

Re: *Additional Information for Commission Meeting
Friday, December 9, 2016*

<u>Agenda</u> <u>Item</u>	<u>Applicant</u>	<u>Description</u>	<u>Page</u>
F5	2-16-0902-W Caltrans	Email, Joseph Ferraro	1-2

Pfeifer, Sara@Coastal

From: bofisherman@aol.com
Sent: Thursday, December 01, 2016 1:29 PM
To: Pfeifer, Sara@Coastal
Cc: MacCarthy, Arnica@DOT
Subject: Re: Caltrans Storm Damage Repair

Dear Sarah Pfeifer,

Consider this e-mail my formal objections to your waiver of Coastal development Permit 2-16-0902-W on the following grounds.

1)No consideration that a 4ft.pulloff and associated dirt area will provide an area to park directly below my house to run for the distance of 1333ft. This will be utilized as PARKING for people wishing to access Muir Beach,this is already happening in front of the Muir beach Community Center.People wishing to access Muir woods.Overnight parking,loud arguments,drinking late at night, I have had to contact the sheriff's Dept. on several occasions with just the 2 small pullouts that exist now. My suggestion that there be NO PARKING / NO STOPPING SIGNS placed at intervals along the proposed 1333 ft of off road paving and dirt was met with surprise and had not even been considered by Cal trans.They said they needed time to obtain information from the Ca. Highway Patrol,GGNRA and you, The Coastal Commission. The statement was made that these Organizations don't favor fixed signs, this was one of many rather bizarre and inadequate answers i received in my conversation with Cal trans

2)When I asked the question "What Machinery was to be used on the project?"I was given the useless and RUDE reply of, "To be Determined".When I then asked how am I to determine noise impact from project without knowing what machinery was going to used? The reply was "They don't micro manage the contractors that do the work",and then launched into a long statement of what they were NOT responsible for.

3) I did not receive adequate answers to most of my questions,remember this is a group that contacted me,I believe due to your suggestion,including difficulty telling me where their proposed project would begin and end,as they didn't seem to have the correct maps in front of them,nor could they produce any studies to justify this project that were later then 2005.

4)I did receive an after office hours call from from Arnica MacCarthy,who is involved with this project,and was one of the 3 persons involved in the previously mentioned speaker phone call from Caltrans, She said how sorry she was that they couldn't answer my valid questions and attempted to put things on a much more personal level which I appreciated greatly.

5)Arnica MacCarthy said she would check with "In House",traffic control",and also the CHP.but would not be able to get those answers right away as it would take time to get answers on the "NO PARKING/NO STOPPING signs from Coastal Commission,GGNRA,and law enforcement.Therefore I propose that the issue of this waiver BE POSTPONED, until such time as the question of the signs and other stated concerns are answered adequately.

Thank You, Joseph Ferraro
December 1 2016

-----Original Message-----

From: Pfeifer, Sara@Coastal <Sara.Pfeifer@coastal.ca.gov>
To: bofisherman <bofisherman@aol.com>
Cc: Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>
Sent: Wed, Nov 30, 2016 4:42 pm
Subject: Caltrans Storm Damage Repair

Dear Mr. Ferraro,

I forwarded your contact information to the appropriate individuals at Caltrans, who plan to be in touch with you soon, if they haven't already. Please let me know if you have not heard from them by Friday. If after this discussion you plan to make an objection to the waiver, you will need to do so by this Friday, December 2. The letter can sent to me by email or through USPS. In that letter, please highlight every point of contention pertinent to Chapter 3 of the Coastal Act and the certified Marin County Local Coastal Program (LCP). Since you plan to be out of the country on the date of the hearing (12/9/16), this letter would be included in the Deputy Directors report as an addendum. Please be in touch if I can answer any other questions for you.

Thank you,

Sara Pfeifer
California Coastal Commission
Coastal Program Analyst
North Central Coast District
(415) 904-5260

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F7a

Prepared December 5, 2016 for December 9, 2016 Hearing

To: Commissioners and Interested Persons
From: Nancy Cave, North Central Coast District Manager
Subject: **Additional hearing materials for F7a**
Appeal Number A-2-SON-16-0093 (Strening SFD addition)

Where checked in the boxes below, this package includes additional materials related to the above-referenced hearing item as follows:

- Staff report addendum
- Additional correspondence received in the time since the staff report was distributed
- Additional ex parte disclosures received in the time since the staff report was distributed
- Other:

F7a

California Coastal Commission

November 25, 2016

North Coast District Office

45 Fremont Street Suite 2000

San Francisco, California 94105-3219

Appeal number A-2-SON-16-0093

Legal Gov't Permit Number CPH15-0009

Appellant: Carol Ann Barr

Project Location 5005 Viking Strand, Carmet, Sonoma County California

Hearing date and Location: 12-9-16, Ventura City Council Chambers 501 Poll Street, Ventura, Calif

Sara Pfeifer, Coastal Program Analyst, at the North Central Coast District Office

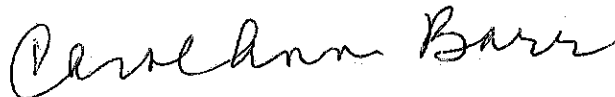
Dear Sirs and Sara,

This letter is to again inform you that the entire Board never even visited our community to make their decision. The one Board member that did visit knew the original planners and saw their vision of the property so that everyone could get a view of the ocean to the West. He voted against the second story or loft as it is now called. The rules of the Coastal Commission do NOT apply to our area because we have no buildings West of Highway 1 because of the narrowness of the passage at that point. Therefore the height of the homes closest to the highway, in fact DO obstruct the view of those that are 2 blocks East of them. It was unfortunate that permission for Jeff Serota to build his 2 homes just off the highway was given thus setting a precedent for others to follow. The house in question in this case has the Serota house in its backyard thus obstructing the view from the time they bought it. We are all questioning whether members of the Board were paid so that the plans could go thru without notifying us beforehand.

What is the purpose of the Coastal Commission? To try to preserve the natural beauty of the area for everyone or to see how many skyscrapers can be built so that industrious builders can become wealthy as well as Board Members probably.

Respectfully Submitted by Carol Ann Barr, 4870 Coastal Avenue, Bodega Bay, Calif 94923

Mailing Address 4210 Devon Lane Sacramento, California 95864-1603



RECEIVED
NOV 30 2016
CALIFORNIA
COASTAL COMMISSION

RECEIVED

NOV 29 2016

CALIFORNIA
COASTAL COMMISSION

Item/Agenda # F7a

Application/Appeal # A-2-SON-16-0093

Cheryl Connell

Opposition to project

F7a

To the Commissioners:

I moved from San Diego after living there for 26 years. I bought my house in Carmet 17 years ago because it was different from anything San Diego has. There is no comparison with the McMansions in La Jolla that surround my friend's one story house there, where she has lived since 1955. For the program analyst to use this comparison shows how little this unique neighborhood is understood. If we want Northern California to look just like the horrors of the Southern California coastline—this project would be a start in that direction.

Carmet is not sophisticated. It is a small community where people know each other, spend time with each other and help each other.

Prior to the Heneghan's/Strening's controversy there was a harmony to the neighborhood. This attempt to allow building a second story, despite blocking other people's views, has torn the neighborhood apart.


I recently had surgery. When the Visiting Nurse came into my home she commented: what a charming neighborhood. It's so wonderful that people keep their homes low so everyone has their view!" I chuckled to myself but didn't say anything. When she made the same observation two more times during that visit, I finally could no longer bite my tongue. I told her that people who just came into the neighborhood no longer respect their neighbor's view or protests. Her response was: That's tragic!"

Yes she got it! So why don't you, the analyst get it? This place is unique. To compare this charming little neighborhood to San Diego is like comparing the Outer Banks to Atlanta! Does not compute!

I hope that you, the Commissioners, will give consideration to the neighbor's pleas—many of them—to not open the door to second stories throughout our neighborhood. Do Not ruin our neighborhood!

I did testify at the Sonoma County's Board of Supervisor's appeal.

Thank you.



Hearing Date: December 9, 2016 Friday 9am

Place: Ventura City Council Chambers

Project Location: 5005 Viking Strand, Carmet/Bodega Bay Sonoma County

Applicant: Daniel Strening

Letter from: Cheryl Connell

4830 Coastal Ave.

Bodega Bay, CA 94923

707-875-2484

Godie Gale
4981 Conch Ave.
Bodega Bay, CA 94923

F7a

RECEIVED
DEC 01 2016
CALIFORNIA
COASTAL COMMISSION

November 27, 2016

RE: APPEAL NUMBER 1-2-SON-16-0093

DEAR COMMISSIONERS,

In the unlikely event that I do not show up at the Public Hearing on Dec. 9, I authorize one of you to use my allotted three minutes to read out loud my statement as follows:

THE CONCLUSION OF "NO SUBSTANTIAL ISSUE" MADE BY YOUR STAFF MEMBER IS WRONG FOR THE FOLLOWING REASONS.

1. The issue of ***PRECEDENT*** has never been ***HONESTLY*** addressed by Sonoma County staff or by Coastal Commission staff. Somebody needs to get to the bottom of how and why these LUP policies and protections are being circumvented. I ask you, the CA Coastal Commission, to investigate.
- There are three massive, two story mansions in Carmet (Heneghans propose a fourth.) So much for LUP policies that deal with "non-conforming structures in the vicinity." *Your Staff Report assures us that we can rely on "a similar analysis" that uses the same "appropriate size and scale rubric" for the next Heneghan-type proposal that comes along. That is not reassuring.*
- The Heneghan proposal *is a direct result* of one of the above mentioned "spec" mansions in Carmet. One of them is immediately west of Heneghans and was built in 2003.
- The Heneghan proposal is 5 ½ feet *higher* than the roofline of the 2003 precedent setting mansion. So much for your staff's contention that the "project design...does not set precedent for non-conforming structures in the vicinity." Of course it does.

- **The resulting proposed square footage of the Heneghan “non-conforming structure” is greater than 95% of the homes in Carmet. (33% of the 64 homes in Carmet are bungalows under 1000 sq.ft. 84.4% of the 64 homes in Carmet are under 1500 sq.ft.)**

2. Staff’s conclusion that “eastward public views will remain consistent with the existing views of the surrounding area.” is patently false.

- The proposed Heneghan house will now be the fourth “non-modest residence” to impact Carmet’s fishing village “look,” the fourth to clutter the eastward travelers’ public views which *will not* remain consistent with the existing views of the surrounding area. As described by Coastal Commission staff, “the existing public view from Hwy 1 towards the east is of *modest residences* set upon a gentle slope leading toward rolling hills in the near distance.” *The ocean view on the west as well as our hamlet on the east together make up the scenic landscape of our coastline.*

3. I disagree with staff’s conclusion that changing the landscape of our neighborhood has “no bearing on regional or statewide resource issues.”

- Carmet is in a section of Coastline where the ocean, beach and sea wall butt up against State Highway 1. Our neighborhood starts across the narrow, two lane highway from the sea wall. This makes our neighborhood an extremely important part of the visual experience of the coastline.
- Highway 1 is a *STATE* highway. Our Highway 1 coastline in front of Carmet is extremely unique to the public experience. Marshal Gulch, Carmet Beach and Schoolhouse Beach “overlooks” *are extremely popular vista points for the public* who obviously enjoy all directions: (north, east, south and west.)
- As the domino effect continues, there will be tall houses on top of houses--obliterating the “gentle slopes” of our “rolling hills”--to impact the travelers’ visual experience.

- Staffs contends that the “addition would fit in behind existing mature trees located on the project site” and, therefore the “county-approved project does not impact the existing visual resources” for the public. Unfortunately, the County, while “suggesting” the Heneghans leave the trees in place to protect the public’s view, there was no condition to that effect in the final determination. Also, there are “rumors” that the trees are diseased so must be removed. If that is the case, the Heneghans will benefit because their view of the ocean will not be impeded by trees. But the public will get the shaft.

- Our coastline, *unlike the coastline in southern California*, is wild and pristine and not littered with tall, modern commercial buildings and/or multi-storied homes.

4. I disagree that the proposed project was appropriately noticed. I wouldn’t have said so if it was. Someone is not telling the truth, and it isn’t I.

- *No* pink notices were tacked up in our neighborhood after the first ones, dated July 7, 2015, which notified us of the “Coastal Permit Notice of Waiver of Public Hearing,” dated July 7, 2015.
- Notifying only the people within 300 feet of the proposal is INADEQUATE. People whose views are most impacted (who live barely over 300 feet away) were not notified.
- Mailed notices were not mailed ten days in advance, and I have the postmarks to prove it.

5. The updating of the Local Coastal Plan is a work in progress. It is paramount that the CA Coastal Commission delay it’s decision in this matter until the new LCP is intact.

- On July 22, 2015, I participated in the public workshop in Bodega Bay regarding the updating of the 2001 Local Coastal Plan and submitted a written request indicating the urgency for keeping the rooflines low.

6. I am requesting one or more California Coastal Commission members visit Carmet before making your final decision.

- I disapprove that out of four Sonoma County Board of Zoning Commissioners and five Sonoma County Supervisors, only two members of the zoning board and one staff member visited the proposed site. One zoning board commissioner voted against the project. One voted in favor but had reservations about the trees--to protect the public.
- I have been led to believe that no representative of the California Coastal Commission will actually visit Carmet--due to "budget constraints."
- "Virtuals" and "Photo-shopping" do not cut it.
- Contrary to your staff's feelings that this is a "neighborhood issue," your decision is paramount to the scenic experience of all of us--public and residents--**FOREVER.**

Very truly yours, Godie J. Gale