

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT
455 MARKET ST, SUITE 300
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F10a

2-20-0282 (Caltrans' Gleason Beach Highway 1 Realignment)

November 6, 2020

CORRESPONDENCE

California State Senate

SENATOR MIKE MCGUIRE

NORTHERN CALIFORNIA'S SECOND SENATE DISTRICT



November 4, 2020

California Coastal Commission
Attn: Chair Steve Padilla
455 Market Street, Suite 300
San Francisco, CA 94105

Dear Chair Padilla:

I hope this message finds you well.

I'm writing to express my support for the Caltrans Gleason Beach Highway Realignment Project. This project will realign a critical section of Highway 1 near Gleason Beach in Sonoma County.

This route is incredibly important to Coastal residents, the public's safety, and the multimillion dollar coastal economy, providing the only connection between Bodega Bay and Jenner. This project will also make the highway much more resilient to the impacts of climate change.

Caltrans has implemented a strong public outreach program to share information about the project with residents on the Sonoma Coast. Since 2014, Caltrans has conducted eight community meetings to keep neighbors informed of project developments and to garner input at key points in the development process. Agency representatives also met with County and State elected officials to share information about the project and solicit feedback.

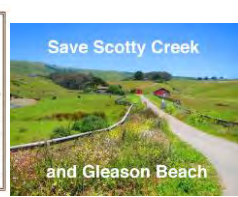
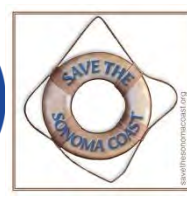
Throughout the planning process, our office has worked collaboratively with Caltrans on this realignment project, and we know Coastal residents will benefit in the years to come. I respectfully urge you to give Caltrans proposal your full support.

If you would like to discuss this letter, please do not hesitate to call us at 916-651-4002.

Warmest Regards,

A handwritten signature in black ink, appearing to be "Mike McGuire", written over a large, stylized, handwritten "C" or "G" shape.

MIKE MCGUIRE
Senator



Attn: Executive Director Jack Ainsworth & California Coastal Commissioners

Re: (F10a-11-2020) Application Number: 2-20-0282 ([California Department of Transportation \(Caltrans\)](#), [Gleason Beach Highway 1 \(PM 15.1-15.7\)](#), [Sonoma Co.](#))

Oppose Application as Submitted

Dear Commissioners:

As representative groups throughout the Sonoma County & California Coast conservation community, we must oppose the present application by Caltrans for construction of a proposed coastal Highway One re-alignment that includes an 850-foot-long elevated concrete bridge over Scotty Creek as currently configured. The Sonoma Coast deserves further consideration of a re-alignment of Highway 1 that is more appropriate to this special location, reflective of state sea level rise principles, and less destructive of ESHA & SLUs.

The genesis of the California Coastal Act - and the inception of the California Coastal Commission itself - both came about largely because of the varied natural beauty and environmental sensitivity of the Sonoma Coast. Visionary conservation stewardship principles, such as Environmentally Sensitive Habitat Areas (ESHA) and the concept of the Scenic Landscape Unit (SLU), were worked out here, since our region had already learned firsthand that what we save is all we will have left of the global treasure that is the Sonoma Coast. Lush wetland habitats, rich estuaries, unique coastal prairie, and hidden pocket beaches, all of these had to previously be defended in order for this coast to narrowly survive confrontations with destruction previously posed by a nuclear power plant, attempts to block public access with privatization, planned massive gravel mining in the Russian River estuary, onshore industrialization to serve federal offshore drilling, and a proposed municipal wastewater outfall, all of which had to be stopped in order to preserve the unique character of this coast as we know it today. Now, once again these principles and this rural coastal environment are being put at unnecessary risk with the current Caltrans proposal to realign Highway 1.

At the local level, protective land-use planning along our coast became a high priority early on, but not before the profitable temptation of a substandard small-lot subdivision development on already-crumbling coastal cliffsides above scenic Gleason Beach went forward, predating both the Coastal Act or any tangible semblance of local planning efforts. When this already-eroding unstable cliff face predictably continued to disappear over the past fifty years, often leaving broken septic tanks hanging in midair above the ocean, well-intentioned County officials tried to work with desperate subdivision parcel holders to relocate a community septic leach field inland onto the east side of Coast Highway One. Illegal coastal armoring using unauthorized seawalls became emblematic of this place, then provided a favorite backdrop vista for San Francisco television anchors hoping to dramatize the new specter of sea level rise, which in reality was not the primary contributor at this geologically fractured and long-eroding location.

Many of the undersigned groups as well as a concerned public have duly participated in the public meetings held by Caltrans on their highway realignment proposal and local citizens familiar with the site have, throughout the process, repeatedly pointed out the incompatibility of the proposed oversized urban-style concrete bridge with this fragile site. Each time, Caltrans' only response has been that the aforementioned community septic leach field and the need to preserve the existing driveway to the Ballard Ranch leverages the highway approach to a steeper location further inland, which supposedly then requires the oversized bridge. The cost of simple relocation of this community leachfield as well as finding an alternative driveway to access the Ballard Ranch would facilitate a more reasonable re-alignment more in scale with the location and would represent only a fraction of the cost of the unnecessarily large bridge being proposed or amount of coastal armoring necessary to complete the project as proposed.

While the California Coastal Trail is being cited by the applicants as one supposed mitigation to try to justify this project, the construction as planned in Phase 1 and 2 fundamentally violates the guidelines suggested in the underlying Coastal Trail legislation. The Coastal Trail is supposed to respect and be tailored to the environment in which it will be aligned. Instead, at Scotty Creek, Caltrans is manipulating the environment (bridges, boardwalks through wetlands, new coastal armoring) to propose a trail route that has no planned connectivity or continuity to either the north or the south.

We therefore make the following findings and request that these conditions be included in any permit approvals:

- (1) A Coastal Development Permit should not be approved until Final Construction Plans have been submitted to the Commission for review and Caltrans should specify the amount of armoring required at the Northern portion of the alignment to support the down drainage pipes & culverts required in these watershed areas and the segment of alignment that is routed along "highly erodible" bluff as noted in Exhibit 18 (Coastal Erosion Analysis at Gleason Beach 6.1.1 Page 56 & 57). The cumulative impacts of all the armoring required to complete the project should be evaluated prior to the issuance of a CDP.
- (2) The County of Sonoma will require a Caltrans-supported fulltime ombudsman to watch over all construction at this site *on behalf of the County* to ensure that each and every contractor working there respects the fragility of the landscape features, a need made apparent by the prior documented behavior of careless contractors in 2015 during the gathering of site coring samples for Caltrans. The Construction Coordinator suggested by Commission staff in Special Condition 2 (e) is not adequate to ensure that coastal resources are protected and that the public have a representative should violations of permit conditions occur.
- (3) The Gleason Beach Coastal Access Taskforce [Condition 5 (a) (1)] should specify NGOs as stakeholders and designate an oversight entity of the \$1.2 million funds allocated to Sonoma County to enact the Conceptual Public Access Plan as well as a public review process (Exhibit 19).
- (4) The "Hazard Cleanup Program" funded by the \$5 million in lieu fee from Caltrans to Sonoma County should also include a public process and allow for public input. (Exhibit 28)

- (5) Consideration should be given to relocating the driveway to the “Ballard Ranch” which is the only justification provided which necessitates the 28 ft. height of the bridge to allow clearance for hay trucks.
- (6) If there is to be a bridge, it should be minimized as to scale and carefully designed to mitigate its visual impact on this SLU and adhere to state adopted sea level rise adaption policies which prioritize natural solutions over armoring structures. The structural design, the approaches, the amount of cut-and-fill, and the site optics must be designed by a competent independent landscape architect versed in integrating such infrastructure into ecologically fragile and visually unique landscape features. The applicant’s current design, as submitted, fails to accomplish this.

The project as proposed is not a model for how California should adapt to anticipated future sea level rise, but rather a poor example of how the need to meet funding deadlines and resolve conflicts between local and state jurisdictions somehow justifies a disregard for the longstanding coastal protection priorities of the Coastal Act or current state sea level rise adaptation principles which prioritizes natural solutions as a preferred alternative to hard armoring.

Since saving the Sonoma Coast once inspired the creation of the California Coastal Commission, it is fitting that the California Coastal Commission is now charged with saving the character and integrity of this bucolic and unique location along the Sonoma Coast. The Scotty Creek Coastal Valley epitomizes the heart of why there is a Coastal Act.

Please don’t let this proposed project occur without necessary environmental oversight and intelligent site-sensitive design.

Thank you for your kind attention.

Signed,

Richard Charter
Save Scotty Creek & Gleason Beach

Dr. Laura Morgan
Save the Sonoma Coast

Cea Higgins
Save the Sonoma Coast

Penny Elia
Coastal Advocate Laguna Beach

Padi Selwyn
Preserve Rural Sonoma County

Dee Swanhuysen
Rural Alliance

Janus Matthes
Wine, Water, Watch

Margaret Braire
Bodega Bay Concerned Citizens

October 30, 2020

To: California Coastal Commission

From: Roberta and Phil Ballard, 6000 N Highway One, Bodega Bay

RE: Item F10a Application 2-20-2082

Comment 1: Restoration of Scotty Creek

The report states:

- “C. Permanent Impacts 3), page 31: Restoration of riparian habitat shall exclude cattle and involve planting an appropriate diversity of native trees and shrubs within a corridor on each side of the watercourse that is at least 50 feet wide, where possible. Mitigation for riparian habitat shall also include creation or enhancement of aquatic breeding habitat for California red-legged frogs and salmonids.
- Primary Project Elements, Scotty Creek restoration, page 56: In addition to the removal of the existing double box culver and daylighting the Creek, this project will include restoration and enhancement of riparian habitat and wetland areas around the Scotty Creek corridor with revegetation with native plants.
- Mitigation/Most Protective, page 134: ...the project, as proposed and conditioned in the CDP, includes numerous mitigation measures. Caltrans is proposing on-site restoration of Scotty Creek, wetlands, northern coastal bluff scrub and upland coastal terrace prairie habitat ESHA.”

As the owners of the ranch most impacted by the proposed Gleason Beach realignment project, we are enthusiastic and supportive of the proposed restoration of Scotty Creek and increase in Coastal Terrace Prairie habitat and wetlands as noted above. With regard to restoration of Scotty Creek, we thank Caltrans for agreeing to include this out-of-kind mitigation as part of the realignment project and appreciate the support of the CCC on this matter. We believe that this effort will have a long-term positive effect on the health of the creek and will result in increased steelhead and coho migration as occurred before the lower stretch of the creek was denuded by the storms of 1983-84. Important elements of the restoration plan will include: excluding cattle from the creek, developing a creek crossing for rotational grazing of cattle as required by the coastal terrace prairie mitigation, developing alternative water sources for the cattle, enhancing the riparian habitat throughout the length of the creek, and pursuing efforts to increase summer water flow in the creek.

On page 29 of the report, item 8 under Section III Special Conditions, it is stated that “Prior to commencement of construction, the permittee shall submit 2 copies of a final Habitat and Monitoring Mitigation plan...”. The document goes on to identify the “wetlands and upper ESMH” components of the mitigation plan but does not mention the riparian component. **We request that Scotty Creek restoration be specifically included in this requested Habitat and Mitigation Plan.**

Comment 2: California Coastal Trail and County Park Development

We enthusiastically support the extension of the California Coastal Trail (CCT) across Scotty Creek and to the north along the coast and are very pleased with the initial thoughtful approach presented on how to accomplish this as part of the Gleason Beach realignment project. This project would go across the western edge of our ranch.

Background:

- Agreement has been reached on the Caltrans take of 9.42 acres for the highway/bridge project along with aerial and other permanent easements for an additional 2.18 acres
- Sonoma County seeks to have Caltrans obtain ~ 5.3 additional acres ("remainders") of remaining Ballard land between the old and new roadways north of Scotty Creek for development of a County Park. This acreage includes wetlands (on the southern terminus) and a leach field serving houses along old SR1.
- This area would be immediately adjacent to a proposed Conservation Easement in the north pasture, which is sought by Caltrans as mitigation for the damage to coastal prairie habitat for endangered species resulting from construction of the new roadway.
- In November of 2019 the Ballards agreed to consider sale of the remainder acres to the State and County as a separate agreement assuming that "the agreement satisfy...concerns for reasonable and restricted use of the property such that the County's use does not become a nuisance".
- Caltrans proposes to convene a Gleason Beach Public Access Taskforce led by the County to develop policies and a plan for public access to the beach and park. As stated on page 90, the Taskforce will have "representatives from Sonoma County, Coastal Commission, State Parks, State Coastal Conservancy and Caltrans."

We believe that local public input, including that of representatives of the community and other stakeholders in the area, is needed as part of the Task Force. These additional members will have unique perspectives on the various specific items that will need to be discussed.

Specific items for discussion include:

- Types of activities appropriate for the park consistent with low impact recreational use
- Plans to assure open and safe access of first responders to the beach and park areas
- Specific structural developments for park and beach
- Details of proposed parking at the park area and at the beach
- Highway markings and signage with regard to car traffic at the beach
- Details of pedestrian access route from park area to beach
- Optimal location of restrooms for beach goers
- Details of handicapped parking and beach access
- Location of the California coastal trail in relationship to beach and park
- Service provider and schedule for trash receptacles and restrooms
- Approaches to prevent public access onto adjacent private property and the leach field

We feel that this type of local input to the Taskforce is critical to going forward with this project and ask that this be specifically stated **as a contingency for approval of the application by the CCC.**

Comment 3: Bridge design.

First, we would like to acknowledge the need for highway realignment at Gleason Beach and concur that an elevated bridge across the Scotty Creek and wetlands is the most reasonable approach given ongoing bluff erosion and sea rise. We compliment Caltrans for the careful planning over many years and for the detailed application for this project. We also thank CCC staff for their evaluation and report.

Second, we would like to address the concern acknowledged on page 5 of the report that “To date, perhaps the most significant area of controversy with the proposed project has been a concern that the large elevated bridge structure over Scotty Creek is out of character with the Sonoma Coast rural aesthetic.” We can confirm that the design, in particular the mass of the bridge, remains a concern for many Bodega Bay residents. As stated on page 52, “The proposed bridge over Scotty Creek will be located approximately 90 feet inland of the existing highway and will be approximately 850 feet long, **49 feet in width**, with 12-foot traffic lanes and 6- to 8-foot shoulders”, and it is stated on page 6 that “the separated pedestrian pathway on the ocean side of the bridge widens the bridge...” (Image 1). We believe that this bridge as currently designed, which we note is unchanged from the 2018 CCC application, is unnecessarily massive and out of character for the rural setting. Furthermore, this design with the pedestrian pathway is substantially wider than the design presented at the Bodega Bay Informational Meeting in July 2015 (Image 2). Thus, we disagree with the statement on page 6 that “Caltrans has reduced the height and the massing of the bridge as much as possible”; rather, the design mass has increased over time.

We specifically request that the 6-foot wide pedestrian walkway plus the ~1-foot pedestrian walkway barrier be removed from the bridge design as a contingency for approval of the application. This would reduce the width and the mass of the roadway by ~15% and might also allow reduction in the dimensions of the support columns, lessening the overall impact of the bridge on the landscape. In support of this modification, we note the following:

- The decision to include a pedestrian/cyclist bridge provides an important alternative for crossing Scotty Creek.
- The nearest bridges on SR1 (Salmon Creek and the Russian River bridge at the junction of SR1 and SR116) are both without pedestrian pathways and only ~38 feet wide, which is consistent with the adjacent roadway (Images 3 and 4). Thus, the proposed Gleason Beach bridge at 49 feet wide is not in character with existing bridges in the region (38') nor with the proposed adjacent realigned roadway with 4-foot paved shoulders (32 feet wide) and existing SR1 (26 feet wide).
- A new bridge was constructed at Pfeiffer Canyon in Big Sur in 2017, which is another rural scenic area of SR1 with high tourist traffic (Image 5). This bridge does not include a pedestrian pathway, similar to existing bridges in West Sonoma; presumably, a pedestrian walkway is not a required component for new bridges in Caltrans District 4.
- It is stated on page 6 that ...(the pedestrian pathway) “expands the public’s ability to enjoy new panoramic vistas of the ocean...”. While this statement may be true, we believe that the bridge pedestrian pathway will not be heavily utilized nor is necessary for public enjoyment of the view of the beach and ocean. **In particular, the proposed bridge pedestrian pathway does not improve access to Scotty Creek beach nor is needed for a safe crossing of Scotty Creek:**
 1. Beachgoers who park at the first access road north of Scotty Creek (16 designed parking spaces) will opt for walking directly down old SR1 to the pedestrian/bicycle bridge and to the beach (~850 feet) rather than walking across the new elevated bridge to the access road south of Scotty Creek and then back north on old SR1 to the beach access (~1800

feet) (Image 6). This is especially true for adults who have difficulty in walking, who have children along, or are carrying beach gear, as evidenced by the great effort currently given to parking as close as possible to the beach access on SR1.

2. Hikers on the California Coastal Trail will almost certainly prefer crossing the proposed pedestrian bridge and hiking up old SR1, rather than using the new elevated bridge.
 3. Vehicle stopping or parking on the bridge will be unsafe and are not allowed under Vehicle Code 22500(k); thus, visitors will not be stopping on the shoulders to enter the pedestrian pathway to enjoy the view. Those pedestrians who choose to walk the bridge as well as cyclists who pause for the view can safely use the shoulders as on other bridges.
 4. In addition to viewing from the new bridge, there are multiple observation sites for viewing the eastern coastal terrace prairie/hills as well as the ocean, cliffs and off-shore rock formations and/or beaches in the vicinity of Scotty Creek. In the ½ mile above Scotty Creek, there are 4 pullouts (Vista Points), the west shoulder in the area of SR1 repairs (a popular spot currently), the areas that will comprise the proposed new County Park north of the creek, and the small bluff adjacent to the mouth of Scotty Creek on the north side. In the ½ mile south of Scotty Creek, there are many roadside pullouts and 2 parking lots overlooking Portuguese Beach.
- In summary, elimination of the proposed pedestrian pathway on the bridge and the accompanying decrease in the mass of the bridge will be responsive to community opinions that have been expressed consistently over a number of years, is consistent with Coastal Act Section 30251 and the policies of Sonoma County LCP to reduce visual impacts of developments on the coast, will specifically lower impact of the bridge on the view from the beach and from neighboring houses and those in Sereno del Mar, will reduce the morning shade shadow of the bridge on the beach, will not reduce beach access nor opportunities for the public to appreciate the panoramic views, and will decrease project cost and build time.

Respectively submitted.

Proposed Highway 1 alignment: bridge detail, looking north



Image 1. (Exhibit 15) Currently proposed Gleason Beach realignment bridge.



Image 2. Alternative 19A from July 2015.
Note absence of pedestrian pathway on bridge.



Image 3. Russian River bridge.



Image 4. Salmon Creek bridge.



Image 5. Pfeiffer Canyon bridge in Big Sur (2017).

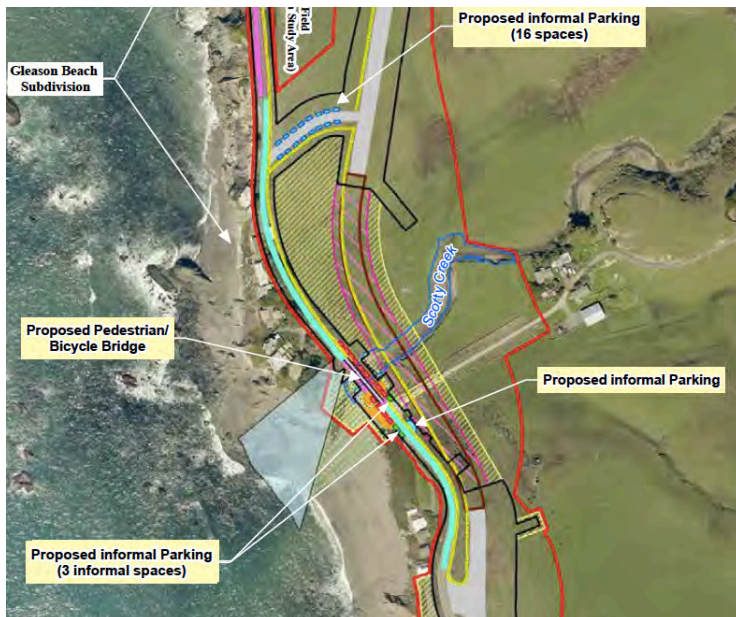


Image 6 (Exhibit 19). Public access component.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660, MS-1A

OAKLAND, CA 94623-0660

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*Making Conservation
a California Way of Life.*

November 2, 2020

Chair Steve Padilla
California Coastal Commission
455 Market Street, Suite 300
San Francisco, CA 94105

Dear Chair Padilla:

The California Department of Transportation (Caltrans) respectfully submits this letter to address the comments received from Drs. Phil and Roberta Ballard to the California Coastal Commission (CCC) on October 29, 2020, regarding Coastal Development permit No. 2-20-0282 submitted by Caltrans for the proposed realignment of a section of State Route (SR) 1 at Gleason Beach in Sonoma County.

Response to Comment 1 – Restoration of Scotty Creek:

Item 8 under Section III of the Special Conditions, has been developed in coordination with Caltrans and the CCC, and states “The HMMP shall be consistent with components identified in the “Conceptual Mitigation Plan” (Exhibit 25, dated October 5, 2020), and designed to achieve compliance with this condition...” The “Conceptual Mitigation Plan” provided by Caltrans as a part of the consolidated Coastal Development Permit application submittal summarizes Caltrans’ proposal to offset unavoidable Project impacts to environmentally sensitive habitat areas including mitigation for impacts to Myrtle’s silverspot butterfly (*Speyeria zerene myrtleae*; MSB), California red-legged frog (*Rana draytonii*; CRLF), Central California Coast coho salmon (*Oncorhynchus kisutch*), and Central California Coast steelhead (*O. mykiss*) and their habitats, as well as coastal terrace prairie (CTP) and wetlands.

Caltrans will submit the final HMMP to the CCC Executive Director for review and approval prior to the start of construction consistent with Special Condition 8, which states that Caltrans shall “fully compensate for Project impacts through preservation, enhancement, and creation, with strategy-based mitigation ratios

identified in Table 3. Mitigation will be located within the Coastal Zone, preferably proximate to the Project and within the same watershed, Bodega Harbor- Frontal Pacific Ocean, and within the Sonoma County.... on land purchased by Caltrans for the purposes of mitigation."

Caltrans welcomes Drs. Phil and Roberta Ballard's support for restoration of the property they own east of existing Caltrans right-of-way. Caltrans is committed to the ongoing negotiations with Drs. Phil and Roberta Ballard to secure a conservation easement, which includes the protection of Scotty Creek. Caltrans will continue negotiating in good faith and requests that the CCC vote to approve the Project consistent with the CCC Staff Report "as is" to provide the opportunity to complete negotiations successfully and the flexibility to pursue alternatives as necessary to comply with Special Condition 8.

Response to Comment 2 – California Coastal Trail and County Park Development:

Caltrans is fully committed to its participation in the Gleason Beach Public Access Task Force (Task Force). Previous experience and positive outcome with the Devil's Slide Public Access Task Force has helped define this model for successful implementation of public access components developed by the Project for of management and operation by Sonoma County. It should be noted that, as stipulated under Special Condition 4.c.2 of the CCC Staff Report, Caltrans will be a full participant at the Task Force along with the CCC, State Parks, and the State Coastal Conservancy. However, Sonoma County, rather than Caltrans, will be convening the Task Force. Regarding Drs. Phil and Roberta Ballard's request that the Task Force include public participation, condition 4.c.2 of the staff report already identifies "... other appropriate stakeholders..." as participants in the Task Force to provide input and guidance on Sonoma County's timely completion the Coastal Access Plan.

Response to Comment 3 – Bridge Design:

The 6-foot wide sidewalk on the proposed SR 1 bridge over Scotty Creek is an integral part of the Project to ensure safe, sustainable access for all modes of transportation.

- The purpose and need for the Project is to maintain long-term local and regional connectivity for the surrounding communities by providing a sustainable solution for and protecting SR 1 from coastal erosion. The

Project elements have been designed with the clear objective of maintaining safe, reliable transportation, keeping in mind sea level rise (SLR) projections for the year 2100. The pedestrian sidewalk on the bridge will continue to provide resilient pedestrian access across Scotty Creek for the 2100 SLR scenario by closing the gap in the future California Coastal Trail (CCT) in this area. The pedestrian bridge over Scotty Creek to be built by Sonoma County as determined by the CCT task force, will provide the pedestrian access in the interim until it is impacted by SLR and flood events.

- Providing this important pedestrian component on the bridge provides equity to all Californians by offering multi modal transportation options.
- Recognizing the significance of visual quality along the coast, Caltrans has gone through an extensive resource agency consultation effort and community engagement to design the bridge that would have the least impact to the community and would enhance the visual resources of surrounding areas through coastal clean-up and improvements.
- A separated sidewalk for pedestrians and shoulder for bicycles would reduce conflict hazards and improve maintainability with adequate space for maintenance workers and equipment.

On behalf of the Caltrans team who have been working diligently with the CCC staffs, I would like to thank you and the rest of the commissioners for including our response letter for the record and requesting the approval of the staff report fully without amendments. This project is much needed for the benefits of the traveling public, local community and is a critical part of our delivery commitment with the California Transportation Commission. If you have any questions please call me at (510) 286-5900 or contact Lilian Acorda, Project Manager at (510) 286-4927.

Sincerely,



TONY TAVARES
District Director

FW: Caltrans Proposed Highway One Realignment Project

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Tue 10/20/2020 9:11 AM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

Gleason's correspondence.

From: Kate Fenton <kafenton@sonic.net>

Sent: Tuesday, October 20, 2020 9:03 AM

To: Black, Abigail@Coastal <abigail.black@coastal.ca.gov>; Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Cc: SonCo_LCP.Update2020 <sonco_lcpupdate2020@googlegroups.com>

Subject: Fwd: Caltrans Proposed Highway One Realignment Project

From: Kate Fenton <kafenton@sonic.net>

Subject: Caltrans Proposed Highway One Realignment Project

Date: October 19, 2020 at 5:59:27 PM PDT

To: Lynda Hopkins <Lynda.Hopkins@sonoma-county.org>, susan.gorin@sonoma-county.org, tennis.wick@sonoma-county.org, David.Rabbitt@sonoma-county.org, Shirlee.Zane@sonoma-county.org, district4@sonoma-county.org

Cc: "SonCo_LCP.Update2020" <sonco_lcpupdate2020@googlegroups.com>

To the Board of Supervisors:

I would like to express my dismay at the unnecessary size of the realignment project and the effects it will have on this lovely sheltered valley.

It is unfortunate that CalTrans does not seem to be willing to listen to the concerns of those who see this project as complete overkill and obliteration of a treasured spot on the Sonoma coastline.

Thank you for your attention.

Sincerely,

Kate Fenton
P.O. Box 86
Jenner, CA 95450
707 865-2469
www.willowcreekdesigns.net

FW: [sonco_lcp.update2020] Scotty Creek Bridge

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Tue 10/20/2020 8:38 AM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

Gleason's correspondence.

From: Norma Jellison <normalj@sonic.net>

Sent: Tuesday, October 20, 2020 8:34 AM

To: Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>; Black, Abigail@Coastal <abigail.black@coastal.ca.gov>; vesta@sonic.net

Subject: Fwd: [sonco_lcp.update2020] Scotty Creek Bridge

fyi

----- Forwarded Message -----

Subject:[sonco_lcp.update2020] Scotty Creek Bridge

Date:Mon, 19 Oct 2020 20:13:41 -0700

From:Carol Sklenicka <carolsklenicka@gmail.com>

To:Lynda.Hopkins@sonoma-county.org <Lynda.Hopkins@sonoma-county.org>, susan.gorin@sonoma-county.org, tennis.wick@sonoma-county.org, David.Rabbitt@sonoma-county.org, Shirlee.Zane@sonoma-county.org, James Gore <district4@sonoma-county.org>

Dear Supervisor Hopkins and other Supervisors and Planners,

For years coastal residents and visitors have watched the bluff, houses and the edge of highway One crumble into the ocean near Scotty Creek while CalTrans wastes time planning a hideously large bridge over Scotty Creek and doing patchwork repairs to keep the road from full collapse. The people who drive on the road— the taxpayers who pay CalTrans—have also wasted time as we waited for one-way signals to change and worried that we'd crash down the bluff in the next big storm. And yet Cal Trans has ignored the obvious solution to buy out those few houses that will ultimately succumb to rising seas and eliminate the need for their septic field.

It is not too late to change course. Plan a less massive bridge that will go across the creek and wetlands without destroying the viewshed. Let the remaining houses find a different solution for their waste management. They won't be there many more years anyway.

The northern coast is being overrun by tourists. The Kortum Trail, dedicated to honor Bill Kortum, is now a maze of ancillary trails trodden to dust by people and (illegal) dogs. Wildlife is scarce.

Please build a freeway to make it easier for them to get here.

Thank you for listening,,

Carol Sklenicka

P O Box 13

Jenner CA 95450

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Norma

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.

FW: Gleason Beach Realignment

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Tue 10/20/2020 8:39 AM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

Gleason's correspondence.

From: Norma Jellison <normalj@sonic.net>

Sent: Tuesday, October 20, 2020 8:35 AM

To: Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>; Black, Abigail@Coastal <abigail.black@coastal.ca.gov>; vesta@sonic.net

Subject: Fwd: Gleason Beach Realignment

very astute comments

----- Forwarded Message -----

Subject:[sonco_lcp.update2020] Gleason Beach Realignment

Date:Tue, 20 Oct 2020 04:10:47 +0000 (UTC)

From:'Sam Woodworth' via SonCo_LCP.Update2020

[<sonco_lcpupdate2020@googlegroups.com>](mailto:sonco_lcpupdate2020@googlegroups.com)

Reply-

To:Sam Woodworth [<samuelwoodworth@yahoo.com>](mailto:samuelwoodworth@yahoo.com)

To:[<james.gore@sonoma-county.org>](mailto:james.gore@sonoma-county.org),
[<david.rabbitt@sonoma-county.org>](mailto:david.rabbitt@sonoma-county.org),
[<shirlee.zane@sonoma-county.org>](mailto:shirlee.zane@sonoma-county.org),
[<lynda.hopkins@sonoma-county.org>](mailto:lynda.hopkins@sonoma-county.org),
[<susan.gorin@sonoma-county.org>](mailto:susan.gorin@sonoma-county.org)

Dear Supervisors:

I live a few miles north of Jenner off Highway 1. I cherish everything about our beautiful coast, including enchanting drives along our twisting, rural section of the Coast Highway. This is why I am, to be blunt, horrified at the proposed Gleason Beach realignment. I was shocked when I first read about the planned bridge in the paper, perhaps a year ago, at which time it was presented as a fait accompli.

This is a problematic section of the highway, but that does not justify building a massive bridge that will forever destroy a magical, beloved section of the coast. From the jarring interruption of the pastoral coastal scenery, to the terrible noise bound to be produced by the bridge, to the likelihood of unsavory activities occurring both above and below it, this is simply a terrible idea.

Sadly, I am not surprised that Caltrans has proposed this over-scaled monstrosity. I've seen far too

many scenic stretches of our state highways ruined when the agency, needing to make modifications, slavishly applies the full slate of its extensive design/engineering standards, resulting -- against all common sense -- in a solitary section of road having a far greater width than any other nearby section of the same road is ever likely to, thus necessitating additional ugly road cuts or other adverse impacts. The project at issue seems to follow this pattern.

Caltrans juggles many considerations and must design and build road improvements for a long service life. Even so, the current project seems unjustified, not to mention grotesquely inappropriate. The current road bed is minimally built up as it passes the low area in front of the beach and I've never seen it anywhere close to flooded. Wetland impacts can be mitigated, whereas nothing will mitigate the horror of a giant bridge and its reverberant noise permanently obliterating Gleason Beach and its environs.

Please do everything you can to halt this ill-conceived project. There are many threats to the coast, some very difficult to mitigate. With the Coronavirus pandemic, the Sonoma coast has been struck by a devastating tsunami of tourists, transforming this paradise overnight into a Disneyesque circus where every beach and trail is at or beyond capacity and vehicles clog once-quiet roads, nearly bumper-to-bumper, for dozens of miles. In the midst of this heartbreaking situation, we emphatically don't need self-inflicted wounds, such as the proposed bridge.

Sincerely,
Sam Woodworth

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FW: Gleason Beach Realignment Item 3 Consent

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Tue 10/20/2020 8:38 AM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

Gleason's Correspondence.

From: Norma Jellison <normalj@sonic.net>

Sent: Tuesday, October 20, 2020 8:33 AM

To: Black, Abigail@Coastal <abigail.black@coastal.ca.gov>; Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>; vesta@sonic.net

Subject: Fwd: Gleason Beach Realignment Item 3 Consent

see below

----- Forwarded Message -----

Subject: Gleason Beach Realignment Item 3 Consent

Date: Mon, 19 Oct 2020 18:43:18 -0700

From: Norma Jellison <normalj@sonic.net>

To: Susan Gorin <susan.gorin@sonoma-county.org>, Lynda Hopkins
<lynda.hopkins@sonoma-county.org>, james.gore@sonoma-county.org,
david.rabbitt@sonoma-county.org, shirlee.zane@sonoma-county.org

Dear Supervisors:

The historic rural ranch and bucolic agricultural valley that contains Scotty Creek is one of the most iconic Scenic Landscape Units along this stretch of the Sonoma Coast. It should not fall victim to a shortsighted over engineered highway project. Even at this late stage, reasonable people would say **halt**.

I have attended every local meeting held by Caltrans. From the very beginning of this process, a number of locals have pointed out the best outcome would be gained by correcting what never should have been allowed in first place - building houses on a highly erodible cliff with a leachfield inland to the east of them and the highway.

Caltrans should have purchased and relocated the remaining houses - those that did not fall into the ocean already or were so compromised they were torn down. Even a back of the envelope cost estimate of \$2M/house for the 5 houses left would be a fraction of the double digit millions estimated cost of this monstrosity. A more appropriate realignment would be possible.

Yet, never was this alternative considered rather than constructing an over engineered highway out of scale in this historic view shed.

Shifting from a bucolic drive on a 2 lane scenic highway to a 850' long bridge 30+ feet in the air for 4,000 ft resulting in a forever altered scenic corridor is in no way justified. What the public is left with is a natural viewshed blocked and lost forever to a view of a bridge totally out of scale to its surroundings.

This doesn't pass the smell test by attempting to paint it as an exemplary example of how to deal with sea level rise. Nor does the some day one day public access elements at the beach

compensate for what will be created - an out of sight haven for after hours vagrancy beyond current constant fireworks and litter and no restrooms use of this beach. Or the highly doubtful assertions that the creek will be restored for salmonids when beachgoers and their dogs play in and pollute the creek (there is no RR).

I don't call anything about this project protecting or stewarding coastal resources for the public now or for the next generation.

A disappointed coastal resident,

Norma Jellison

Norma Jellison

P O Box 1636

Bodega Bay

--

Norma

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.

FW: The proposed Caltrans visual atrocity at Gleason's Beach

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Mon 10/19/2020 9:14 AM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

For correspondence...

From: Laura Morgan <thesquig@yahoo.com>

Sent: Saturday, October 17, 2020 1:59 PM

To: Lynda.hopkins@sonoma.county.org; david.rabbit@sonoma-county.org;
Shirlee.Zane@sonoma-county.org; Susan Gorin <susan.gorin@sonoma-county.org>;
james.gore@sonoma-county.org

Cc: Black, Abigail@Coastal <abigail.black@coastal.ca.gov>; Rexing, Stephanie@Coastal
<Stephanie.Rexing@coastal.ca.gov>

Subject: The proposed Caltrans visual atrocity at Gleason's Beach

Dear esteemed Supervisors,

As a 50-year west Sonoma County resident and frequent traveller of Hwy 1 at Scotty Creek, I am absolutely appalled at the size of this planned bypass. It is completely out of keeping with the character and actual transportation needs of this section of coastline—double the width and length of what is needed. It is unnecessary to create a 49' roadway with 6-8' shoulders in addition to a pedestrian/bicycle lane. I have been in contact with the Caltrans team and they are completely lacking in insight or understanding. Construction of this behemoth will destroy any of the viewscape and charm for which this section of Hwy 1 is so valued.

I publicly oppose, with fervor, the project as designed.
Thank you for accepting my letter for the record.

Laura Morgan, MD

Sebastopol

FW: Public Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.).

NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Tue 11/3/2020 2:23 PM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

From: Laura Morgan <thesquig@yahoo.com>

Sent: Friday, October 30, 2020 10:29 PM

To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Cc: Lynda Hopkins <lynda.hopkins@sonoma-county.org>

Subject: Public Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.).

Dear esteemed California Coastal Commissioners,

As a 50-year west Sonoma County resident and frequent traveller of Hwy 1 at Scotty Creek, I am absolutely appalled at the size of this planned bypass. It is completely out of keeping with the character and actual transportation needs of this section of coastline—double the width and length of what is needed. It is unnecessary to create a 49' roadway with 6-8' shoulders in addition to a pedestrian/bicycle lane. I have been in contact with the Caltrans team and they are completely lacking in insight or understanding. Construction of this behemoth will destroy any of the viewscape and charm for which this section of Hwy 1 is so valued.

I publicly oppose, with fervor, the project as designed.
Thank you for accepting my letter for the record.

Laura Morgan, MD

Sebastopol

FW: The proposed Caltrans visual atrocity at Gleason's Beach, Sonoma County Coast

Ainsworth, John@Coastal <John.Ainsworth@coastal.ca.gov>

Fri 10/30/2020 8:06 AM

To: Grove, Tami@Coastal <Tami.Grove@coastal.ca.gov>; Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

From: Laura Morgan <thesquig@yahoo.com>

Sent: Friday, October 30, 2020 7:46 AM

To: matt.o'malley@coastal.ca.gov; Hart, Caryl@Coastal <caryl.hart@coastal.ca.gov>; Brownsey, Donne@Coastal <donne.brownsey@coastal.ca.gov>; Padilla, Stephen@Coastal <Stephen.Padilla@coastal.ca.gov>; Uranga, Roberto@Coastal <roberto.uranga@coastal.ca.gov>; Howell, Erik@Coastal <erik.howell@coastal.ca.gov>; Aminzadeh, Sara@Coastal <sara.aminzadeh@coastal.ca.gov>; Wilson, Mike@Coastal <mike.wilson@coastal.ca.gov>; Rice, Katie@Coastal <katie.rice@coastal.ca.gov>; Escalante, Linda@Coastal <linda.escalante@coastal.ca.gov>; Groom, Carole@Coastal <carole.groom@coastal.ca.gov>; zahira.mann@coastal.ca.gov; belinda.faustinos@coastalca.gov; Diamond, Francine@Coastal <francine.diamond@coastal.ca.gov>; Luce, Shelley@Coastal <shelley.luce@coastal.ca.gov>; Ward, Christopher@Coastal <Christopher.Ward@coastal.ca.gov>; Mandelman, Rafael@Coastal <rafael.mandelman@coastal.ca.gov>; Morales, Maricela@Coastal <Maricela.Morales@coastal.ca.gov>

Cc: Ainsworth, John@Coastal <John.Ainsworth@coastal.ca.gov>

Subject: The proposed Caltrans visual atrocity at Gleason's Beach, Sonoma County Coast

From: Laura Morgan <thesquig@yahoo.com>

Dear esteemed California Coastal Commissioners,

As a 50-year west Sonoma County resident and frequent traveller of Hwy 1 at Scotty Creek, I am absolutely appalled at the size of this planned bypass. It is completely out of keeping with the character and actual transportation needs of this section of coastline—double the width and length of what is needed. It is unnecessary to create a 49' roadway with 6-8' shoulders in addition to a pedestrian/bicycle lane. I have been in contact with the Caltrans team and they are completely lacking in insight or understanding. Construction of this behemoth will destroy any of the viewscape and charm for which this section of Hwy 1 is so valued.

**I publicly oppose, with fervor, the project as designed.
Thank you for accepting my letter for the record.**

Laura Morgan, MD

Sebastopol

FW: Scotty Creek Bridge in Sonoma County

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Wed 10/21/2020 8:58 AM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

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

From: Carol Sklenicka <carolsklenicka@gmail.com>

Sent: Tuesday, October 20, 2020 9:16 PM

To: Black, Abigail@Coastal <abigail.black@coastal.ca.gov>; Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Subject: Scotty Creek Bridge in Sonoma County

Dear Coastal Commissioners and County Supervisors,

For years Sonoma coast residents and visitors have watched the bluff, houses and the edge of highway One crumble into the ocean near Scotty Creek while CalTrans wastes time planning a hideously large bridge over Scotty Creek and doing patchwork repairs to keep the road from full collapse.

People who drive on the road—the taxpayers who pay CalTrans—have also wasted time as we waited for one-way signals to change and worried that we'd crash down the bluff in the next big storm. And yet Cal Trans has ignored the obvious solution to buy out those few houses that will ultimately succumb to rising seas and eliminate the need for their septic field.

It is not too late to change course. Plan a less massive bridge that will go across the creek and wetlands without destroying the viewshed. Let the remaining houses find a different solution for their waste management. They won't be there many more years anyway.

The northern coast is being overrun by tourists. The Kortum Trail, dedicated to honor Bill Kortum, is now a maze of ancillary trails trodden to dust by people and (illegal) dogs. Wildlife is scarce. Law enforcement is overwhelmed. Please DO NOT build a freeway to make it easier for them to get here.

Thank you for listening,,

Carol Sklenicka
P O Box 13
Jenner CA 95450

FW: Gleason Beach Realignment of Highway 1

Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Tue 10/20/2020 1:49 PM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

From: Sam Woodworth <samuelwoodworth@yahoo.com>

Sent: Tuesday, October 20, 2020 1:33 PM

To: Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>; Black, Abigail@Coastal <abigail.black@coastal.ca.gov>

Subject: Gleason Beach Realignment of Highway 1

Dear Ms. Rexing and Ms. Black,

I understand the Commission will consider the subject Caltrans proposal at an upcoming meeting. I would like to offer the below comments and request that they be entered into the record if possible.

I live a few miles north of Jenner off Highway 1. I cherish everything about our beautiful coast, including enchanting drives along our twisting, rural section of the Coast Highway. This is why I am, to be blunt, horrified at the proposed Gleason Beach realignment. I was shocked when I first read about the planned bridge in the paper, perhaps a year ago, at which time it was presented as a fait accompli.

This is a problematic section of the highway, but that does not justify building a massive bridge that will forever destroy a magical, beloved section of the coast. From the jarring interruption of the pastoral coastal scenery, to the terrible noise bound to be produced by the bridge, to the likelihood of unsavory activities occurring both above and below it, this is simply a terrible idea.

Caltrans juggles many considerations and must design and build road improvements for a long service life. Even so, the current project seems unjustified and grotesquely inappropriate. The current road bed is minimally built up as it passes the low area in front of the beach and I've never seen it anywhere close to flooded. Wetland impacts can be mitigated, whereas nothing will mitigate the horror of a giant bridge and its reverberant noise permanently obliterating Gleason Beach and its environs.

Sadly, I am not surprised that Caltrans has proposed this over-scaled monstrosity. I've seen far too many scenic stretches of our state highways ruined when the agency, needing to make modifications, slavishly applies the full slate of its extensive design/engineering standards, resulting -- against all common sense -- in a solitary section of road having a far greater width and general impact on the scenery and environment than any other nearby section of the same road is ever likely to. The project at issue seems to follow this pattern.

There are many threats to our coast, some very difficult to mitigate. With the Coronavirus pandemic, the Sonoma coast has been struck by a devastating tsunami of tourists, transforming this paradise

overnight into a Disneyesque circus where every beach and trail is at or beyond capacity and vehicles clog once-quiet roads, nearly bumper-to-bumper, for dozens of miles. In the midst of this heartbreaking situation, we emphatically don't need self-inflicted wounds, such as the proposed bridge.

Sincerely,
Sam Woodworth
Jenner, CA

FW: ublic Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.).

NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Tue 11/3/2020 2:24 PM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

From: Rigzin <rigzintromge111@gmail.com>

Sent: Saturday, October 31, 2020 10:53 AM

To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Subject: ublic Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.).

As a 20 year resident in Jenner. I say NO!!!

--

RIGZIN TROMGE

rigzinmusic.com

[Soundcloud](#)

[Facebook](#) [Twitter](#)

[Instagram](#) [Tumblr](#)

[Bandcamp](#) [You Tube](#)

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FW: Public Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.)

NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Tue 11/3/2020 2:24 PM

To: Allen, Peter@Coastal <Peter.Allen@coastal.ca.gov>

From: Dee Swanhuysen <pdswan@comcast.net>

Sent: Saturday, October 31, 2020 2:05 PM

To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Subject: Public Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.)

There's an urgency to redirect Caltrans from their current plan to build an enormous bridge at Gleason Beach. There are viable solutions that Caltrans is ignoring. I urge you to intervene asap and demand that they study them and return to you with their findings. Richard Charter can provide you with historical background and descriptions for these alternatives. For decades you Californians have counted on Richard's expert advice that has resulted in California coastal conservation, preservation and protection. His email:

waterway@monitor.net.

Please give our coast what it deserves — your due diligence. It's your responsibility to us, the citizens of California, to find the very best Gleason Beach option. The one Caltrans is currently stopped at is not the best one.

Sincerely, Dee Swanhuysen
Sonoma County Alliance
1800 Jonive Rd
Sebastopol, CA 95472

From: NorthCentralCoast@Coastal NorthCentralCoast@coastal.ca.gov
Subject: FW: Public Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.)
Date: November 5, 2020 at 9:26 AM
To: Allen, Peter@Coastal Peter.Allen@coastal.ca.gov

N

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

From: Diane Hichwa <dhichwa@earthlink.net>
Sent: Thursday, November 5, 2020 6:59 AM
To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>
Subject: Public Comment on November 2020 Agenda Item Friday 10a - Application No. 2-20-0282 (California Department of Transportation (Caltrans), Gleason Beach Highway 1 (PM 15.1-15.7), Sonoma Co.)

For a semi-rural coastal county the bridge project at Scotty Creek/Gleason Beach is totally unacceptable to the local public. The project as planned is GIGANTIC in scope and overwhelms the rural nature of the area. The design appears to be for a major thoroughfare in a heavy population center.

It should be rejected and returned to the planning process for better alternatives.

Diane Hichwa

Email: dhichwa@earthlink.net

Telephone: 707-785-1922 (Sea Ranch)
707-483-3130 (cell)
More Tail Wagging!!! Less Barking!!
Millie 2007

From: NorthCentralCoast@Coastal NorthCentralCoast@coastal.ca.gov
Subject: FW: Bridge at Scotty Creak and Gleason Beach
Date: November 5, 2020 at 9:26 AM
To: Allen, Peter@Coastal Peter.Allen@coastal.ca.gov



Hi Peter

Here is another email

Maria Elena

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

From: Mim Allison <mimallison@me.com>

Sent: Thursday, November 5, 2020 4:43 AM

To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Subject: Bridge at Scotty Creak and Gleason Beach

We oppose the proposed bridge as too big and too intrusive on the landscape. An alternative solution should be found.

Dan and Mim Allison
Jenner CA