

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT
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Th9c

A-2-MAR-24-0036 (SYDRIEL LP MIXED USE PROJECT)

November 14, 2024

CORRESPONDENCE

November 5, 2024

Caryl Hart, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Agenda Item: Thursday 9c
Appeal number: A-2-MAR-24-0036 (Sydriel
LP Mixed Use Project, Point Reyes Station)
Recommendation: Substantial Issue

Dear Chair Hart and Commissioners,

Point Reyes Station is a small village (pop. 894) in coastal western Marin County (known locally as West Marin). Although it is a tourist magnet, it has avoided becoming a tourist town. There are many visitor-serving businesses, but no chain stores or schlock shops. In the late 1960s, an influx of young people brought a new energy to the existing agricultural community—converting disused buildings into creative, cooperative enterprises and reinvigorating community events such as the annual Western Weekend, which celebrates the town’s rural roots. This intense local involvement still underpins every aspect of the town and keeps it alive and appealing to residents and visitors alike.

Point Reyes is not a NIMBY town. Over the past twenty years, the Community Land Trust of West Marin (CLAM) has added at least twenty-four affordable homes to the village and EAH Housing manages more than fifty others. Taken together, these affordable homes comprise 15% of the village’s housing units.¹ CLAM’s Coast Guard Housing project, slated to be completed in 2027, will add another fifty-four affordable units. Nonetheless, locals are aware that high housing prices and the conversion of rental units to vacation homes mean that there still is a shortage of housing, especially housing that working people can afford.

Therefore, this appeal is not motivated by objections to the creation of three new housing units and the legalization of two existing affordable units. The community is overwhelmingly in favor of increasing the supply of housing. At the same time the community is overwhelmingly opposed to the replacement of the current small gas station kiosk by a large chain store that would triple existing traffic to the site² and eliminate space currently occupied by a visitor-serving business while significantly altering a 92-year-old building that is emblematic of the town’s agricultural history. More than 150 people, including 96% of village businesses, have sent emails, signed letters, attended County hearings and otherwise expressed their opposition to the convenience store: its size, the fact the it is a chain store, and that it is incompatible with community character.

¹ Total Housing Units in Point Reyes Station: 487, U.S. Census 2020. https://data.census.gov/profile/Point_Reyes_Station_CDP_California?g=160XX00US0657960

² “Trip Generation Study for 11401 State Route 1,” W Trans, January 24, 2024, p.2.

We filed this appeal because the Coastal Development Permit (“CDP”) violates Local Coastal Program (“LCP”) policies and those violations rise to the level of substantial issue. The Staff Report recommends that you find no substantial issue. Nonetheless, “The Coastal Act and the Commission’s implementing regulations are structured such that there is a presumption of substantial issue when the Commission acts on this question.”³

Relief under the Density Bonus Law (“DBL”)

If it were not self-evident that concessions and waivers given under the Density Bonus Law (Gov. Code Section 65915) in the Coastal Zone must be consistent with that Law, the LCP [20.64.130(A)(2)] clarifies the point: “Density bonuses for affordable housing consistent with Coastal Act Section 30604(f) and Government Code Section 65915 may be provided.” In this case, failure to proceed in the manner required by the DBL causes two inconsistencies with the LCP:

1. The LCP limits the floor area for retail sales at service stations to “175 square feet or 15 percent of the total floor area of the structure whichever is greater.” [20.32.160.A] A larger area can be permitted if four specific findings are made. The County approved a 1719 square foot store, eight times the size of the existing store, without making those four LCP-required findings.⁴ The Commission Staff Report asserts that “it appears clear that these findings could have been made.”⁵ However, the County did not make the required findings and the Commission may not assume that the County could have made those findings.

The California Supreme Court has held that when findings are required, they must actually be made in writing, and cannot be implied or assumed. Findings must present some explanation to supply the logical step between the ultimate finding and the facts in the record. (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515.) In short, neither the County nor the Commission can rely on a claim that the required findings “could have been made”.

Instead of making the findings required by the LCP to enlarge the store, the County granted a concession under the DBL. The DBL allows concessions from County development standards only if they “result in identifiable and actual cost reductions for

³ “Appeal Information Sheet,” Coastal Commission, p.2.

<https://documents.coastal.ca.gov/assets/cdp/Appeal-Information-Sheet.pdf>

⁴ Sales Area” is not defined in Marin County Code or the LCP but is generally considered not to include the food prep/scullery area, restrooms, office, utility room and cold unit storage. The Floor Area of the proposed store is 1719 sf, eight times the size of the existing store and 30% of the total floor area. The Retail Sale Area is 1093 sf, five times the size of the existing store and 20% of total floor area.

⁵ We disagree. Finding #4, “The size, extent, and operation of retail sales shall not cause a significant increase in traffic and noise in the area surrounding the service station” could not have been made. The applicant’s own traffic study projects a tripling of daily trips to and from the gas station, which is located on State Highway One just where this major road makes a sharp left turn and becomes the main street of Point Reyes Station. There are no traffic lights and only two stop signs at this confusing four-way intersection which is traversed daily by children from the nearby middle school, public playground, and youth center. Even at current levels of traffic, employees of the gas station must sometimes stand in the road, guiding traffic so that the cars, RVs, and large trucks and trailers that use the station can enter or leave Highway One.

affordable housing costs” [Gov. Code Section 65915(k)(3)]. But the County did not seek, nor the Applicant offer, any evidence that building a larger store would result in cost reductions relative to building a smaller store. Rather, the company’s Vice President of Marketing and Operations provided evidence to the contrary at a County hearing on the project: “To be honest with you, the company store has a very low margin. It is not a very profitable business. Frankly, would that space be totally converted into housing, it would be less hassle, and as profitable, if not more than a convenience store that runs on low margin.”⁶

Whether or not the County “could” have made the findings required by the LCP for an enlarged store, it did not. Nor did it obtain the required evidence that a DBL concession would lead to identifiable and actual cost reductions. Relying on the DBL to avoid a conflict with the LCP without actually complying with DBL requirements is a substantial issue.

2. The LCP prohibits ground-floor residential units from facing a public road in the commercial core of a mixed-use C-VCR district unless the County finds that “the development maintains and/or enhances the established character of village commercial core areas.” [20.62.080 Table 5-3-c and 20.64.170.A.3]. Rather than make that finding, the County invoked the DBL for a waiver from this development standard. Under the DBL, “an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development” [Gov. Code Section 65915(e)(1)]. But the applicant made no claim and offered no evidence that failure to obtain a waiver would “have the effect of physically precluding construction.” Thus the granting of the waiver did not meet the standards set out in the DBL.⁷

In both these cases, the CDP substitutes for the evidence required by the DBL the unsubstantiated assertion that each accommodation “reflects appropriate harmonization between the goals of the Density Bonus Law and the County’s Local Coastal Program.”⁸

The project was granted a DBL waiver from the LCP’s development standards without a claim or demonstration that it would otherwise be physically precluded from construction. Relying on the DBL to allow development at odds with the LCP without actually complying with DBL requirements is a substantial issue.

⁶ Lionel Vincent, VP of Marketing and Operations, Redwood Oil at Marin County Deputy Zoning Administrator hearing, February 1, 2024”; <https://www.dropbox.com/scl/fi/d6c2i16mko90z4bweym6L/Lionel-Vincent.VP-of-Marketing-and-Operations-Redwood-Oil-at-DZA-hearing-February-2024.m4a?rlkey=ryhp2leyuferwtajs6eqck9wv&dl=0>

⁷ The Applicant’s lawyer (Oct, 21, 2024, p.5) wrongly states that we have argued that the DBL requires evidence of cost reduction for waivers. As we have pointed out, that is required for concessions and in this case was not provided.

⁸ Sydriel LP Coastal Permit and Conditional Use Permit, Attachment No. 1, Board of Supervisors Hearing July 30, 2024, p.6.

Failure to provide parking spaces

The CDP finds that the project “meets the County requirements for on-site parking standards (the project proposes 18 onsite spaces where 18 spaces are required).”⁹ The 18 spaces include the required eight spaces for residents and nine spaces for the store (one per 200 square feet of gross floor area). It also includes a space for one employee. The LCP requires “sufficient spaces for all employees on a single shift,”¹⁰ so apparently one employee will fulfill the roles of cashier, stocker, food prepper, scullery person and manager. The Project Plans (Sheet 2) show 21 parking spaces, but six of them are alongside the gas pumps and are identified as “fueling spaces.” Thus there are only 15 parking spaces available to meet the required 18.

It is possible that the County is unaware that this station serves many large vehicles, including RVs and the construction and chipper trucks used by local businesses, and intends for three fueling spaces to double as parking spaces. However, this would lead to lines of idling vehicles adjacent to housing, with predictable impacts on health and traffic at an already-overloaded intersection. Practically speaking, the CDP creates a shortfall of at least three parking spaces. Lack of adequate parking for this business will affect locals, visitors, and neighboring businesses.

Failing to provide parking required by the LCP is a substantial issue.

Erosion of Community Character

The LCP has many policies aimed at maintaining the community character and the legacy of Point Reyes Station. Unfortunately, community character and legacy are too often understood by planning staff to refer to buildings only. Point Reyes Station owes much of its character to intangible qualities such as a robust local involvement in village commercial life, relationships between local businesses and nonprofits, small start-ups inspired by local products (many of which have become celebrated institutions--Cowgirl Creamery, Brick Maiden Bread, Wild West Ferments). This social and commercial aspect of community character is arguably more important than any historical building and a backbone of its visitor appeal, a point made in writing and in person by a large number of community residents and almost all its business owners.

The Commission’s Staff Report repeatedly minimizes the impact of this project on the unique character of Point Reyes Station and, thus doing, it dismisses the importance of maintaining that character. It says that the project “arguably maintains the established character of the village;” that “it appears clear that these findings could have been made” and that the project is only “technically inconsistent with the LCP.”¹¹ The underpinning for these conclusions is that community character “can be quite subjective.”¹² But the fact that community character cannot be measured and can be hard to define does not lessen its

⁹ Sydriel LP Coastal Permit and Conditional Use Permit, Attachment No. 1, p.4.

¹⁰ LCP 20.32.160 D Parking: “On-site parking shall comply with Sections 24.04.330 through .400 (Parking and Loading) of the County Code, in addition to and independent of Coastal Development Permit requirements, including those specified in Section 20.64.150 (Transportation), and shall include sufficient spaces for all employees on a single shift.”

¹¹ Commission Staff Report, p. 16.

¹² Commission Staff Report, p. 17.

importance or make it meaningless or impossible to determine. Rather, determination of community character and of the impact inconsistency with LCP policies will have on it, is best made by members or representatives of the community itself. In this case, local opinion, though amply expressed, was ignored, resulting in a CDP that does not comply with LCP policies protecting community character.

It is revealing that expansion of the store was initially approved by the Planning Department, reversed by the Planning Commission, and then allowed again by the Board of Supervisors.

- The Planning Commission (which has representation from all areas of Marin, including West Marin) found that “the proposed concession to allow commercial floor area greater than 15 percent is in conflict and inconsistent with Marin’s certified LCP because it would adversely affect the character of downtown Point Reyes Station.”¹³
- The Board of Supervisors which considered the project in the absence of the Supervisor who represents West Marin (due to a state law requiring his recusal from this matter¹⁴) reversed the Planning Commission, finding that a large store “would not result in significant coastal resource impacts.”¹⁵

Below are some of the LCP policies that are relevant to this development’s impact on community character.

- Some LCP policies aim to maintain the social and commercial aspect of Point Reyes’ community character. In particular, the LCP has a policy to “discourage[s] the establishment of chain store operations that are not consistent with the existing character and scale of the surrounding community.” [20.64.110.A.9] The project is located in the C-VCR District, which was created in part “to promote village commercial self-sufficiency” [20.62.080 B.1, C-VCR]. The LCP also requires development to “Maintain the existing mix of residential and small-scale commercial development and the small-scale, historic community character in Point Reyes Station.” [20.66.070.A].
- Other LCP policies focus on historical buildings. Development is required to “maintain the established historical character of village commercial areas” [20.62.080 B.1, C-VCR]. The building is part of the Point Reyes Historic District and, at the direction of the Planning Commission, the CDP finds that it “includes character-defining architectural features unique to the downtown Pt. Reyes Station,” emphasizing the need to preserve the elevated front porch.¹⁶ The approved project plans, however, show the elevated porch removed and replaced by a ground level roofed-over walkway.¹⁷

¹³ Marin County Planning Commission Resolution No. PC24-003, p. 3

¹⁴ The Supervisor in question, who represents West Marin, is part owner of a family home 498 ft away from the gas station. Recusal is automatically required for properties less than 500 feet away from a proposed project.

¹⁵ Sydriel LP Coastal Permit and Conditional Use Permit, Attachment No. 1, p.5.

¹⁶ Sydriel LP Coastal Permit and Conditional Use Permit Attachment No. 1, p.11.

¹⁷ The CDP also finds that there will be “indiscernible exterior modifications...intended to maintain the character of the building,” while mandating that “all window and door openings shall be increased in size.”

The CDP is inconsistent with LCP requirements to “discourage chain stores,” “promote village self-sufficiency,” “maintain the existing mix of small-scale commercial development,” maintain “the small-scale, historic community character,” and “maintain the character of the building.”

- It allows the first chain store in West Marin.¹⁸
- It permits a large chain store selling prepacked food provided by the chain’s Sonoma County headquarters, which does not support commercial self-sufficiency and does not maintain the existing mix of small-scale commercial development or the historic community character.
- It does not protect the character-defining details that it identifies.

This wholesale minimization of the nature and importance of local community character, lack of attention to local opinion and lack of local representation, resulting in failure to protect community character as required by the LCP, is a substantial issue.

Failure to Protect Public Health and Safety

As the only housing development in California actually located in a working gas station, this project should be scrutinized with respect to possible health issues for residents.¹⁹

Unfortunately, it falls into a sort of legal black hole, due to the fact that neither the Marin County Code nor the Coastal Act foresaw that anyone would propose housing in a gas station. Therefore there are no explicit regulations governing this particular situation.

However, the LCP does require a finding that gas stations “will not adversely affect public health, safety, and welfare.” [20.32.160]. And Section 30253(c) of the Coastal Act requires new development to “be consistent with requirements imposed by an air pollution control district or the California Air Resources Board (“CARB”) as to each particular development.” CARB notes that gasoline contains benzene and other chemicals known to cause cancer and concludes that residents living near gas stations may experience cancer risks of 20 per million, which is far above the 10 per million threshold for significance.²⁰ It therefore “recommends that local governments not approve gas stations immediately adjacent to housing.”²¹

¹⁸ A chain store is generally understood to be a retail outlet in which several locations share a brand, central management and standardized business practices. This CDP was granted to Julie Van Alyea, described in her LinkedIn profile as “the owner and President of Redwood Oil, a family-owned business of 24 gas stations and convenience stores (Redwood Market) located throughout northern California.” Redwood Oil’s website says it is headquartered in Rohnert Park, Sonoma County and is a “Proud marketer of premium Chevron fuel,” with which it “has had a partnership” since 1984.

¹⁹ We discuss three concerns about this particular gas station (current benzene emissions, an earlier underground leak with an unclear resolution, and its history as a transfer station for gasoline, diesel, and heating oil) in our Appeal (pp.12-13).

²⁰ Gasoline Service Station Industrywide Risk Assessment. California Air Resources Board (“CARB”), July 21, 2022, p.11. https://ww2.arb.ca.gov/sites/default/files/2022-08/2022_Gas_Station_IWG_Supplemental_Policy_Guidance.pdf

²¹ CARB at p. 7.

The CDP's failure to find that the development would not "adversely affect public health, safety, and welfare" or to consider in any way the health impacts on people living in a gas station, and the Staff Report's contention that Section 30253(c) of the Coastal Act should be ignored because it is in Chapter 6 rather than Chapter 3, is striking because in September of this year, your Commission supported the County and rejected an appeal against allowing housing on a Bolinas ranch despite the project's inconsistencies with the LCP. You did so largely on the grounds that the project would provide healthy housing to workers currently living in unsafe conditions.

We agree with the Commission that people deserve healthy housing. Potential residents of this development and the community as a whole deserve to know that recognized health problems linked to gas stations have been addressed and mitigated. A commonsense approach would require a known danger to be addressed, no matter what chapter of the Coastal Act is cited. We urge you to recognize that this is a relevant matter and a substantial issue. The attached picture shows the proximity between the underground fuel tanks, the gas pumps, and the proposed housing.

The failure to protect the health and safety concerns of housing in a gas station is a substantial issue.

HOUSING, UNDERGROUND FUEL TANK PORT AND GAS PUMPS



Five Factors

The Commission regularly looks to five factors in order to decide whether an appeal raises a Substantial Issue of LCP conformity and thus leads the Commission to review the project *de novo*. (14 Cal. Code Regs. section 13115(c); Pub. Res. Code section 30625(b)(2)). We summarize the issues raised in this appeal under these headings:

1. The degree of factual and legal support for the County's decision.

- The Project uses the Density Bonus Law in a way that undermines the LCP. It grants concessions and waivers under the DBL without complying with its requirements.
- The CDP does not require sufficient parking for residents and commercial uses as mandated by the LCP.
- The CDP does not protect community character or discourage the establishment of the first chain store in the County's coastal area as LCP policy requires.

2. The extent and scope of this development as approved by the County.

This project raises substantial issues because, partly based on a misuse of the DBL, it would significantly degrade the village's community character and the historic commercial core in which it is located and it would place a housing development in a working gas station with no consideration of the possible health impacts.

- It breaches a barrier to chain stores.
- It reduces space for visitor-serving businesses.
- It fails to comply with the Density Bonus Law, on which it relies for exemption from LCP development standards.
- And, very significantly, it would allow the only housing project in the same space as a working gas station on the California coast without examination or mitigation of the many health and safety issues that combination raises.

3. The significance of the coastal resources affected by the decision.

Point Reyes Station is a small village, but it is one of the state's most popular small coastal getaways and an irreplaceable coastal resource. It provides the experience of a historic village, easy access to the West Coast's only National Seashore, to boating and fishing on Tomales Bay, and to the rich coastal farmlands of West Marin. It is a short drive away for millions of Bay Area residents, eliminating the need for an expensive overnight visit, thus making it accessible to a greater share of the population. Therefore, Point Reyes Station itself is a significant coastal resource and the protection of its community character raises substantial issues.

4. The precedential value of the County's decisions for future interpretations of its LCP.

The Commission Staff Report argues that there is no danger that the approval of this project will create a precedent because community character "can be quite subjective" and DBL issues "are site and project specific."²² In this way, the Staff Report claims that even if this project undermines community character in violation of LCP requirements,

²² Commission Staff Report, p.17.

the distinctiveness of that character means that this project cannot set a precedent for interpreting the LCP in Marin or elsewhere and thus does not raise a substantial issue.

We disagree with this rosy view of how precedents are made. On the contrary, the importance of preserving community character is an issue for all of coastal California. The errors made in approving this development should not be perpetuated in other applications and more distant jurisdictions.

- The CDP is based on a deep misunderstanding of and inattention to Point Reyes Station's community character. As a result, it is inconsistent with the certified Marin LCP. If this is not recognized and corrected, this approach is likely to become at the very least a bad habit for the County and could be taken to establish a precedent.
- The project creates a dangerous precedent of placing residents immediately adjacent to gasoline dispensing facilities, creating severe cancer risks in violation of CARB guidance.
- The misinterpretation and misapplication of the Density Bonus Law, especially the CDP's glib and unsupported assertion that all requested relief from the LCP "reflects appropriate harmonization"²³ between the two laws creates precedent that is contrary to the plain language of the law and the published holding of the Court of Appeal.
- Failure to discourage the first chain store in West Marin, as required by the LCP, sets a precedent for Marin County.
- California's coastal villages are themselves, like Point Reyes Station, a significant coastal resource and the issues raised here—community character, ignoring issues of public health and safety, and the misuse of the DBL to provide the affordable housing that the state needs, will resonate up and down the coast.

5. Whether the appeal raises only local issues as opposed to those of regional or statewide significance.

While this appeal raises specific local issues, the ways in which the CDP is inconsistent with the LCP goes beyond local issues and raises substantial issues of regional and statewide significance. The question of how community character is treated in the planning process is a statewide issue.

- Eroding community character is a threat to villages throughout the coastal zone. Community character is a key part of what draws the visitors on which the state's coastal economy is largely based. Degrading this important keystone of the coastal *economy* will harm local communities, with repercussions regionally and statewide.
- If local developments that are inconsistent with LCP policies are automatically debarred by their individuality and their "site-specific" developments from raising substantial issues, then community character can be eroded bit by bit, village by village, with a significant cumulative impact for the state as a whole.

²³ Sydriel LP Coastal Permit and Conditional Use Permit, Attachment No. 1, p.6.

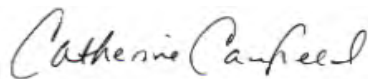
- The appeal raises issues of statewide importance as to the relationship of the Coastal Act and the Density Bonus Law. The CDP ignores published case law holding that the Density Bonus Law is “subordinate” to the Coastal Act²⁴ and that “harmonization” requires consistency with both laws. In so doing, it undermines the hard-won understanding of how the two laws should work together.

A Sixth Factor

In addition to these five factors, the Court of Appeals has held that when a “significant question” as to whether a project conforms with the LCP is raised, that itself is a substantial issue.²⁵ Our appeal and this letter offer copious evidence that there are significant questions about this project’s conformity with the LCP.

We respectfully ask that you support the law, the health and safety of people in need of housing, and the character of this and other coastal communities. We remind you that there is a presumption of substantial issue in this case, which is supported by the facts laid out above. We ask that you find substantial issue with the CDP for the Sydriel LP Mixed Use Project in Point Reyes Station and review this project *de novo*.

Sincerely,



Catherine Caufield



Bridger Mitchell
Representing the Appellants

²⁴ The Court of Appeal held in *Kalnel Gardens v. City of Los Angeles*, “section 65915 [DBL] is subordinate to the Coastal Act”. (3 Cal.App.5th 927, 944 (2016).) *Kalnel* relied on Section 65915(m) of the DBL, which states, “This section does not supersede or in any way alter or lessen the effect or application of the [Coastal Act].” The *Kalnel* court stated: “The language of subdivision (m) could not be clearer: the Density Bonus Act does not supersede the Coastal Act or in any way alter or lessen its effect.” (*Kalnel*, 3 Cal.App.5th at 943-944.)

²⁵ “A substantial issue is defined as one that presents a ‘significant question’ as to conformity with the certified local coastal program. (Cal.Code Regs., tit. 14, § 13115.)” *Hines v. California Coastal Com.*, 186 Cal. App. 4th 830, 849, 112 Cal. Rptr. 3d 354, 369 (2010).

November 8, 2024

Caryl Hart, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Agenda Item: Thursday 9c
Appeal number: A-2-MAR-24-0036
Recommendation: Substantial Issue

Dear Chair Hart and Commissioners,

We would like to clarify a few points about our appeal. We are not trying to stop this project, stop development on this site, or eliminate the housing. Rather, we want to make the project consistent with the LCP in order to protect the community character of Point Reyes Station and avert a substantial increase in traffic at a hazardous intersection.

It is not necessary or possible for us to outline here a consistent CDP for this project. But we believe that only two main changes are needed to bring it into LCP compliance—the nature of the store and its size.

1. Removing the stigma and impact of a chain store, whatever the ownership, by requiring signage, procurement, and store management to be independent of Redwood Oil. This should not be a problem if, as the applicant suggests, the store is indeed not part of the chain that owns it. Having such a requirement as part of the CDP would—now and in the future—“discourage chain store operations” as required by the LCP. The policy “to promote village commercial self-sufficiency” would also be met.
2. Limiting store size to 15% of floor area, four times the current size. This would make it consistent with LCP policies on size and maintaining “the small-scale, historic community character in Point Reyes Station,” It would also reduce traffic impacts at this dangerous intersection. Moreover, there would be no need to invoke the DBL to approve a size concession that cannot be supported. Nor would there be any need to invoke the DBL to approve a waiver to the prohibition against housing on the ground-floor because with a smaller store the required LCP finding could be made that the project “maintains and/or enhances the established character of village commercial core areas.”

Point Reyes is a tiny town, but there is massive public sentiment against this project. The process has been flawed by disregard of the community character of Point Reyes Station, as understood and valued by the community itself. The soul of Point Reyes Station is not in its historic buildings, but in the close connections between local enterprises and the community as a whole. A chain store is anathema to a village like this one. This project fails to honor or even recognize the community character of Point Reyes Station, which is one reason that in just five days a petition asking that the Commission “support our appeal and give the community a full hearing” garnered more than 340 signatures.

We ask you to find that our appeal raises substantial issue so that a *de novo* hearing can bring the project into consistency with the LCP and with the community character of Point Reyes Station.

Thank you,

Pamela Bridges, Laura Arndt, David Morris
Appellants

Protect Our Community: Make Our Voice Known to the California Coastal Commission



Recent signers

igo

Nina Bellak • 2 days ago

Jutta Richert • 2 days ago

Tammy Beck • 2 days ago

348

Verified signatures ▾

Thanks to your support this petition has a chance at winning! We only need 152 more signatures to reach the next goal - can you help?

[Take the next step!](#)

The Issue

TO THE CALIFORNIA COASTAL COMMISSION: PROTECT POINT REYES STATION!!

Note: This petition was first publicized on November 3, 2024. We are so very grateful to the community for its quick and clear response.

Point Reyes Station doesn't need a large convenience store that will triple traffic at the most confusing and dangerous downtown intersection.

Point Reyes Station doesn't need a store selling tobacco and vaping products within 1,000 feet of our middle school and youth center.

Point Reyes Station does need affordable...and safe, healthy housing.

Please stand up for the safety of our community, children, and residents.

Preserve Point Reyes Station's community character.

Support our appeal and give the community a full hearing

Name	City	State	Postal	Signed On
Pt.Reyes Village Association				2/5/24
PAMELA BRIDGES	point reyes Station	CA	94956	11/2/24
Laura Arndt	Point Reyes Station	CA	94956	11/2/24
Kurt Andersen	Novato	CA	94949	11/2/24
David morris	Point Reyes Station	CA	94956	11/2/24
Mikey Sanchez	Mcallen	TX	78501	11/3/24
Ronald Lee	425 Vision Rd, Inverness	CA	94937	11/3/24
Peter Deswart	Inverness	CA	94937	11/3/24
Malcolm Plaister	Marshall	CA	94940	11/3/24
Michael Polaire	Richmond	CA	94956	11/3/24
Chris Hulls	Point Reyes Station	CA	94956	11/3/24
Harriet Barlow	Point Reyes Station	CA	94956	11/3/24
Kathy Runnion	Point Reyes Station	CA	94956	11/3/24
Heather Furmidge	San Rafael	CA	94901	11/3/24
Kathy Hunting	Point Reyes Station	CA	94956	11/3/24
Robin White	San Rafael	CA	94901	11/3/24
Bridget Devlin	Point Reyes Station	CA	94956	11/3/24
Jeffrey Deitchman	Fairfax	CA	94930	11/3/24
Jennifer Marsden	Indio	CA	92201	11/3/24
Mark Switzer	Point Reyes Station	CA	94956	11/3/24
chris desser	Point Reyes Station	CA	94956	11/3/24
Kirk Marckwald	Point Reyes Starion	CA	94956	11/3/24
Ken Marsden	Stinson Beach	CA	94970	11/3/24
Amanda Sanow	Point Reyes Station	CA	94956	11/3/24
James Desser	Point Reyes Station	CA	94956	11/3/24
Margaret Orr	Point reyes station	CA	94956	11/3/24
Lisa M. Krieger	Inverness Park	CA	94937	11/3/24
Carol Whitman	Point Reyes Station	CA	94956	11/3/24
Kristin Grant	Roseville	CA	95747	11/3/24
Theodore Stray	Point Reyes Station	CA	94956	11/3/24
Liam Mather	Mill Valley	CA	94941	11/3/24
Patrice Wachs	Rohnert Park	CA	94928	11/3/24
Doree Friedman	Point Reyes Station	CA	94956	11/3/24
Robert Carrigan	Stinson Beach	CA	94970	11/3/24
Allan Wachs	Rohnert Park	CA	94928	11/3/24
Maureen Cornelia	San Rafael	CA	94901	11/3/24
Richard Hassen	Point Reyes Station	CA	94956	11/3/24
Gail Greenlees	Point Reyes Station	CA	94956	11/3/24
Kirsten Kuhlmann	Point Reyes Station	CA	94956	11/3/24
Francine Allen	Inverness	CA	94937	11/3/24
Lynn Axelrod	Point Reyes Station	CA	94956	11/3/24
Matisse Enzer	San Francisco	CA	94110	11/3/24

Mary Winegarden	San Rafael	CA	94901	11/3/24
Jo Ann Kempf	Inverness	CA	94937	11/3/24
Hathaway Barry	Point Reyes Station	CA	94956	11/3/24
Julia Liss	Inverness	CA	94937	11/3/24
Sarah Cane	Point Reyes Station	CA	94956	11/3/24
bobbi Loeb	Point Reyes Sta.	CA	94956	11/3/24
Heidi Koenig	Point Reyes Station	CA	94956	11/3/24
Lynn Stray	Point Reyes Station	CA	94956	11/3/24
Kate Munger	Point Reyes Station	CA	94956	11/3/24
Lisa Bleier	Point reyes	CA	94956	11/3/24
Judy Teichman	San Francisco	CA	94115	11/3/24
Joyce Howe	Pt Reyes Station	CA	94956	11/3/24
Bridget Fields	Santa Rosa	CA	95404	11/3/24
dakota whitney	Point Reyes	CA	94956	11/3/24
Mary Morgan	Point Reyes Station	CA	94956	11/3/24
Burr Heneman	Point Reyes Station	CA	94956	11/3/24
Charles Byers	Marina	CA	93933	11/3/24
Patricia Thomas	Point Reyes Station	CA	94956	11/3/24
Susie Whaley	San Jose	CA	95141	11/3/24
Elizabeth Black	Point Reyes Station	CA	94956	11/3/24
KELLEY BERG	Inverness	CA	94937	11/3/24
mara stolurow	Point Reyes Station	CA	94956	11/3/24
John Gouldthorpe	Point Reyes Station	CA	94956	11/3/24
Douglas Haner	Point Reyes Station	CA	94956	11/3/24
Serena cattiva	Fair Oaks	CA	95628	11/3/24
Doris Ober	San Rafael	CA	94901	11/3/24
Claire Pancoast	Arcata	CA	95521	11/3/24
Paige Smith	Folsom	CA	95630	11/3/24
Deborah Jones	Point Reyes Station	CA	94956	11/3/24
Dennis Smith	Sacramento	CA	95817	11/3/24
Susanna Henderson	Point Reyes Station	CA	94956	11/3/24
nancy stein	Pt reyes	CA	94956	11/3/24
Julianna Graham	Novato	CA	94947	11/3/24
Ken Otter	Point Reyes Station	CA	94956	11/3/24
Nancy Goler	Oakland	CA	94602	11/3/24
Kim Daniels	San Rafael	CA	94901	11/3/24
Myn Adess	Point Reyes Station	CA	94956	11/3/24
Penny Hamilton	Bolinas	CA	94924	11/3/24
Jean Vierra	Point Reyes Station	CA	94956	11/3/24
Alexandra R.	Point Reyes Station	CA		11/3/24
Rebecca Porrata	Marshall	CA	94940	11/3/24
peggy day	point reyes	CA	94956	11/3/24
Art Levit	Hayward	CA	94543	11/3/24

Rich Clarke	Hayward	CA	94541	11/3/24
Shirley Salzman	San Rafael	CA	94901	11/3/24
bonnie felix	Point Reyes Station	CA	94956	11/3/24
George Clyde	Marshall	CA	94940	11/3/24
Christine Nielson	Inverness	CA	94937	11/3/24
Louis Jaffe	Point Reyes Station	CA	94956	11/3/24
Tom Hamann	Point Reyes Station	CA	94956	11/4/24
Norene Jelliffe	Point Reyes Station	CA	94956	11/4/24
Barbara Eastman	Point Reyes Station	CA	94956	11/4/24
Marie Baker	Chico	CA	95928	11/4/24
Elan Whitney	San Anselmo	CA	94960	11/4/24
Xerxes Whitney	Healdsburg	CA	95448	11/4/24
Donna Blakemore	Point Reyes Station	CA	94956	11/4/24
Connie Morse	Point Reyes Station	CA	94956	11/4/24
Daniel B Morse	Point Reyes Station	CA	94956	11/4/24
Benjamin Whitney	Stamford	CT	6902	11/4/24
Delia Pasquariello	Torrington	CT	6790	11/4/24
Oscar Brizuela	Point Reyes Station	CA	94956	11/4/24
Cassi Whitney	Inverness	CA	94937	11/4/24
Ken Levin	Point Reyes Station	CA	94956	11/4/24
Chris Sands	Fresno	CA	93726	11/4/24
Michael Pasquariello	Torrington	CT	6790	11/4/24
Martha Howard	Point Reyes Station	CA	94956	11/4/24
peter cushman	San Anselmo	CA	94956	11/4/24
Emily Larsen	Novato	CA	94945	11/4/24
Jacob Whitney	Ossining	NY	10562	11/4/24
Diane Williams	Point Reyes Station	CA	94956	11/4/24
Barry Smith	Point Reyes Station	CA	94956	11/4/24
Katharina Sandizell	Point Reyes Station	CA	94956	11/4/24
Hanna Morris	Marshall	CA	94940	11/4/24
Ron Mallory	Point Reyes Station	CA	94956	11/4/24
Marie Elyse	Novato	CA	94947	11/4/24
Barbara Hamilton	San Rafael	CA	94901	11/4/24
Lisa Smith	Folsom	CA	95630	11/4/24
David Rempel	Point Reyes Station	CA	94956	11/4/24
Tim Stanton	Point Reyes Station	CA	94956	11/4/24
Elizabeth Goldblatt	Point Reyes Station	CA	94956	11/4/24
Brian Kirven	Point Reyes Station	CA	94956	11/4/24
Kate Levinson	Inverness	CA	94937	11/4/24
Carolyn Longstreth	Inverness	CA	94937	11/4/24
Celine Underwood	Emeryville	CA	94608	11/4/24
Carla Ruff	Inverness	CA	94937	11/4/24
darshana weill	woodacre		94973	11/4/24

Sonya Robbins	Richmond	CA	94801	11/4/24
Nancy Nadaner	Bolinas	CA	94924	11/4/24
Katherine Silver	Berkeley	CA	94703	11/4/24
Shree Jennifer Ram	Point Reyes Station	CA	94956	11/4/24
Ashley Hebert	Point Reyes Station	CA	94956	11/4/24
Jill Gilbert	Inverness	CA	94937	11/4/24
Barry Deutsch	San Francisco	CA	94111	11/4/24
Barrie Stebbings	Sebastopol	CA	95472	11/4/24
Steve Costa	Inverness	CA	94937	11/4/24
Sherry Stanton	Point Reyes Station	CA	94956	11/4/24
Paula Read	Annemasse		74100	11/4/24
J Peezy	Teaneck	NJ	7666	11/4/24
Timothy Mullen	Point Reyes Station	CA	94954	11/4/24
Jennifer Morris	Benton	AR	72019	11/4/24
Cat Cowles	Point Reyes Station	CA	94956	11/4/24
christin Anderson	San Rafael	CA	94901	11/4/24
constance Mery	Point Reyes Station	CA	94956	11/4/24
Gail Bateson	Pt Reyes Stn	CA	94956	11/4/24
Nikki Gunn	Inverness	CA	94937	11/4/24
Jennifer MacKay	Inverness	CA	94937	11/4/24
Mary Roy Michaels	Point Reyes Station	CA	94956	11/4/24
Amy Silver	Berkeley	CA	94707	11/4/24
Kelly McMenimen	San Leandro	CA	94577	11/4/24
Michael Neuman	Point Reyes Station	CA	94956	11/4/24
c hoshor	Point Reyes Station	CA	94956	11/4/24
Kathleen Carolan	Point Reyes Station	CA	94956	11/4/24
Jay Haas	Point Reyes Station	CA	94956	11/4/24
Natalia Chavarria	Point Reyes Station	CA	94956	11/4/24
Lily Bryan	Point Reyes Station	CA	94956	11/4/24
Murphy Adams	San Jose	CA	95127	11/4/24
Ivan Diamond	Marshall	CA	94940	11/4/24
Phoebe Bryan	Petaluma	CA	94954	11/4/24
David Sheff	Point Reyes Station	CA	94956	11/4/24
Daisy Sheff	Inverness	CA	94937	11/4/24
Jasper Sheff	Los Angeles	CA	90042	11/4/24
Nic Sheff	Bolinas	CA	94924	11/4/24
Denie English	Estancia	NM	87016	11/4/24
karen barbour	Point Reyes Station	CA	94956	11/4/24
arthur Wechsler	Los Angeles	CA	90008	11/4/24
Lukas Giniotis	San Jose	CA	95116	11/4/24
Donna Haar	Point Reyes Station	CA	94956	11/4/24
Taira Restar	Point Reyes Station	CA	94956	11/4/24
Edward Markushewski	Huntsville	AL	35801	11/4/24

Donald wleklinski	Terre Haute	IN	47803	11/4/24
Sam Lawson	San Francisco	CA	94109	11/4/24
Asha McGee	Bolinas	CA	94924	11/4/24
Valerie Bridges	Los Altos	CA	94024	11/4/24
Jennifer MacGregor Dennis	San Francisco	CA	94122	11/4/24
Rachael Slocum	POINT REYES STATION	CA	94956	11/4/24
John Lembo	Corpus Christi	TX	78418	11/4/24
Susanna Henderson	Point Reyes Station	CA	94956	11/4/24
Lucy Zubia	Garden Grove	CA	92840	11/4/24
Lorinda Bryan	Brooklyn	NY	11221	11/4/24
Anna Van Der Veen	Point Reyes Station	CA	94956	11/4/24
Ellen Lesli	San Francisco	CA	94132	11/4/24
Hope Stutzman	Los Angeles	CA	90016	11/4/24
Mary Dollinger	Point Reyes Station	CA	94956	11/4/24
Laughty Nixdorf	Inverness	CA	94937	11/4/24
TK Starelli	Point Reyes Station	CA	94956	11/4/24
Jody Russell	Point Reyes Station	CA	94956	11/4/24
Lavetta Clark-poets	Point reyes	CA	94956	11/4/24
Molly Henze	Point Reyes Station	CA	94956	11/4/24
Melissa Bloom	Point Reyes Station	CA	94956	11/4/24
Ronald Wagner	Point Reyes Station	CA	94956	11/4/24
Lena N	Inverness	CA	94937	11/4/24
Etzar Cisneros	Birmingham	AL	35206	11/4/24
Ruby Fisher-Smith	San Francisco	CA	94122	11/4/24
Brit Hartwell	Point Reyes Station	CA	94956	11/4/24
John Lembo	Corpus Christi	TX	78418	11/4/24
Maria Gomez	Forest Knolls	CA	94933	11/5/24
Cynthia Morris	Point Reyes Station	CA	94956	11/5/24
Laurel Mayer	Point Reyes Station	CA	94956	11/5/24
Yvonne Nietzsche	Lakewood	WA	98498	11/5/24
Daniel Weir	Traverse City	MI	49685	11/5/24
Melissa Lyckberg	Point Reyes Station	CA	94956	11/5/24
Cornelia Durrant	Sacramento	CA	95818	11/5/24
Violetta Muselli	Point Reyes Station	CA	94956	11/5/24
Raul Gallyot	Point Reyes Station	CA	94956	11/5/24
Ann Gessert	Point Reyes Station	CA	94956	11/5/24
Carol Book	York	PA	17406	11/5/24
Charity Ellison	Jesup	GA	31545	11/5/24
Cynthia Clarkson	Petaluma	CA	94952	11/5/24
Virginia (Didi) Thompson	San Rafael	CA	94901	11/5/24
Doris Kitchen	Hendersonville	NC	28739	11/5/24
Tem Narvios	San Francisco	CA	94134	11/5/24
Bonnie Ruder	Point Reyes Station	CA	94956	11/5/24

Jeremiah Watterson	Point Reyes Station	CA	94956	11/5/24
Marty Knapp	Point Reyes Station	CA	94956	11/5/24
Michael Friedmann	Bronx	NY	10461	11/5/24
George Bourlotos	Dover	NJ	7801	11/5/24
Emily Glisson	Raleigh	NC	27613	11/5/24
Martha Dall		CA		11/5/24
isabel mccudden	Point Reyes Station	CA	94956	11/5/24
Vincent Regalbuto	Marshall	CA	94940	11/5/24
trudy emmons	penngrove	CA	94951	11/5/24
Gabriel Brown	Pt Reyes station	CA	94956	11/5/24
Paulette Murray	Forest	VA	24551	11/5/24
Kathleen Whitney	Oakland	CA	94618	11/5/24
Pamela Campe	Inverness	CA	94937	11/5/24
Kate Lepisto	Waynesville	NC	28786	11/5/24
Andrea Apatow	Inverness	CA	94937	11/5/24
MaryAnne Flett	Point Reyes Station	CA	94956	11/5/24
Barbara Gault	Greenbrae	CA	94904	11/5/24
Ellen Deixler	Inverness	NY	94937	11/5/24
Bear McGuinness	San Jose	CA	95141	11/5/24
Lori Griffin	San Rafael	CA	94901	11/5/24
Kathleen Hartzell	Inverness	CA	94937	11/5/24
Esther WanningLMFT	San Rafael	CA	94901	11/5/24
Bobbi Simpson	Fairfax	CA	94930	11/5/24
Helene Wright	San Francisco	CA	94115	11/5/24
Raquel Narvios	San Francisco	CA	94134	11/5/24
hobart wright	New York	NY	10003	11/5/24
Elizabeth Ptak	Belvedere Tiburon	CA	94920	11/5/24
john Longstreth	Inverness	CA	94937	11/5/24
eileen connery	Point Reyes Station	CA	94956	11/5/24
Lisa Thompson	Sonoma	CA	95476	11/5/24
Pamela Ferrari	Inverness	CA	94937	11/5/24
Tom Pillsbury	Inverness	CA	94937	11/5/24
Ellen Shehadeh	Point Reyes Station	CA	94956	11/5/24
Dashi West	Point Reyes Station	CA	94956	11/5/24
Jason Willis-Shore	Point Reyes Station	CA	94956	11/5/24
Mairi Pileggi	Inverness	CA	94937	11/5/24
Susan & John Van Der Wal	San Rafael	CA	94901	11/5/24
Dominique Richard	Malvern	PA	19355	11/5/24
Thomas Gaman	Point Reyes Station	CA	94956	11/5/24
Jane Bell	Point Reyes Station	CA	94956	11/5/24
Sarah Allen Miller	Inverness	CA	94937	11/5/24
Caephren McKenna	Piedmont	CA	94610	11/5/24
Tracy Grubbs	San Francisco	CA	94117	11/5/24

Dudley Miller	inverness	CA	94937	11/5/24
Rick Gordon	Bolinas	CA	94924	11/5/24
Nuala Willis-Shore	Point Reyes Station	CA	94956	11/5/24
Leslie Plant	San Rafael	CA	94901	11/5/24
Jack Williams	Point Reyes Station	CA	94956	11/5/24
Terry NORDBYE.	San Rafael	CA	94901	11/5/24
Stephanie Nunez	Van Nuys	CA	91405	11/5/24
Joanna Moore	Sausalito	CA	94965	11/5/24
Cheryl Carasik	Pasadena	CA	91103	11/5/24
Tracy Johnston	Oakland	CA	94602	11/5/24
Jean Knapp	Point Reyes Station	CA	94956	11/5/24
Caren Quay	Bolinas	CA	94924	11/5/24
Mo Has	Petaluma	CA	94954	11/5/24
Julie Martin	Frederic		54837	11/5/24
Gene Marchi	Bolinas	CA	94924	11/5/24
Laura Rogers	Point Reyes Station	CA	94956	11/6/24
Barbara Heenan	Oakland	CA	94619	11/6/24
Warren Haack	San Mateo	CA	94401	11/6/24
Pamela Fabry	Bolinas	CA	94924	11/6/24
Shari Dell	Bolinas	CA	94924	11/6/24
Patricia Yenawine	Antioch	CA	94509	11/6/24
Mary Ford	San Jose	CA	95141	11/6/24
Melissa Samet	San Anselmo	CA	94960	11/6/24
Bob Densmore	Bolinas	CA	94924	11/6/24
Pam Putch	Pasadena	CA	91103	11/6/24
Janet Mundell	Fairmont	WV	26554	11/6/24
Lila Purinton	San Jose	CA	95126	11/6/24
Dale Johnson	Bolinas	CA	94924	11/6/24
Julie Augustyn	Bolinas	CA	94924	11/6/24
Janine Aroyan	Stinson Beach	CO	94970	11/6/24
Ruby Lee	Bolinas	CA	94924	11/6/24
Jacqueline Patterson	Bolinas	CA	94924	11/6/24
Emily Cushman	San rafael	CA	94903	11/6/24
Lea Earnheart	Bolinas	CA	94924	11/6/24
Kitty Whitman	San Francisco	CA	94109	11/6/24
James Forero	Boca Raton	FL	33486	11/6/24
Patricia Neubacher	San Rafael	CA	94901	11/6/24
Tom Maendle	Point Reyes	CA	94956	11/6/24
Karen Dibblee	Bolinas	CA	94924	11/6/24
Dennis Kreiner	Elgin	IL	60123	11/6/24
Kevin Urban	Los Angeles	CA	90026	11/6/24
Marcia Nute	San Rafael	CA	94901	11/6/24
Norman Bowman		VA		11/6/24

Hollis Bewley	Stinson Beach	CA	94970	11/6/24
Jenna Rempel	Point Reyes Station	CA	94956	11/6/24
Joan M. Lyon	Bolinas	CA	94924	11/6/24
Tina Ann	bolinas	CA	94924	11/6/24
N A	Marblehead	MA	1945	11/6/24
Elia Haworth	Bolinas	CA	94924	11/6/24
Kim Schurman	San Jose	CA	95110	11/6/24
Mary Beth Brangan	San Jose	CA	95119	11/6/24
Ricky Mattos	Okmulgee	OK	74447	11/6/24
Andy Davis	Walled Lake	MI	48390	11/6/24
Anne Baxter	Point Reyes Station	CA	94956	11/6/24
Barbara Tait	Shorewood	IL	60404	11/6/24
DANIEL LEGACY	Bolinas	CA	94924	11/7/24
Gordon Bennett	Point Reyes Station	CA	94956	11/7/24
Constance Franklin	Los Angeles	CA	90026	11/7/24
Sandra Dierks	Stockton	CA	95210	11/7/24
Tammy Beck	Hillsboro	IL	62049	11/7/24
Jutta Richert	Pleasanton	CA	94566	11/7/24
Nina Bellak	Bolinas	CA	94924	11/7/24
Zoie Ott	Inverness	CA	94937	11/7/24
Sebastian Ott	Livermore	CA	94550	11/7/24
Kai Ott	Livermore	CA	94550	11/7/24
Bianca Ott	Livermore	CA	94550	11/7/24
Cordelia Ott	Livermore	CA	94550	11/7/24
Katie Boyd	Canby	OR	97013	11/7/24
Kayce Pearson	Cedar City	UT	84720	11/7/24
James Whitta	Auckland			11/7/24
Jeanette Brazell	Lyndora	PA	16045	11/7/24
Tom Atha	Alhambra	CA	91801	11/7/24
Jon Harada				11/7/24
Emmys Hernandez	Dunn	NC	28334	11/7/24
Kai Barry	Point Reyes Station	CA	94956	11/7/24
Deborah Booghier	Springfield	OH	45503	11/7/24
Jim Head	Oak Park	MI	48237	11/7/24
Sharon Blakley	San Rafael	CA	94903	11/7/24
Saiko Oki	Point Reyes SAtation	CA	94956	11/7/24
Tobi Earnheart Gold	Bolinas	CA	94924	11/7/24
Melinda Kinnaired	Hot Springs National Park	AR	71913	11/7/24
Sheryl Cahill	Point Reyes Station	CA	94956	11/7/24
Debbie Boomhower	Albany	NY	12205	11/7/24
Linda Petersen	Portland	OR	97201	11/8/24
Nicole Skibola	Bolinas	CA	94924	11/8/24
kimberly Trevino	Harlingen	TX	78550	11/8/24

Mallelis Castillo
Christina Carr

Van Nuys
San Francisco

91405 11/8/24
CA 94111 11/8/24

To the California Coastal Commission
Re: sydriel gas station project Point Reyes Station

We the undersigned Point Reyes Station Village merchants and business owners support the PRSVA opposition to the gas station project.

The backbone of our community is comprised of small, locally owned establishments that significantly contribute to our identity and help maintain a sense of local pride in our historic village.

Although we fully support the existing gas station as an important and valued service in town, the addition of the first franchise with the convenience store is against our town community plan.

The existing gas station and building aligns well with Point Reyes Station, providing essential services, housing a local tourist serving business, Blue Water Kayaks, and blending in with the town's historic character.

1. We support safe and affordable housing, however we question living on an active/working gas station is safe and complies with environmental regulations.
2. The LCP restricts the size of gas station convenience stores. This project completely disregards the limited size allowed by 2.5 times!
3. The 92 year old building, with the porch and historic elements needs to be protected as the LCP requires. To demolish the front porch to make way for a convenience store, is against the preservation principles of our village.
4. Traffic and parking have not been adequately studied on that intersection, which is already busy and confusing.

As businesses we understand the importance of economic growth, but we believe it should be achieved in a way that respects the unique qualities of our historic village.

To the California Coastal Commission
Re: sydriel gas station project Point Reyes Station

The following independently owned local businesses agree with PRSVA concerns:
We are a small village with 3 blocks of shops. This list represents over 96% of
LOCAL downtown merchants

Point Reyes Jewelers	West Marin Pharmacy
Vita Collage	Toby's
Marty Knapp Photography	Brickmaiden
Zuma	Flower Bed Florals
Point Reyes Books	Monk Estate
Bovine Bakery	Blunk Space
Studio A Salon	Loose Joints Records
Far West Ferments	Point Reyes Surf Shop
Point Reyes Animal Hospital	Cheda's Garage
Cabaline	Pacific Slope
Whale of a Deli	Sea to See
Visions	Epicenter
Point Reyes Roadhouse	Mostly Natives
Jayli	The Wool Shed
Covergirls	Café Reyes
Leona's Gallery	Side Street Kitchen
Station House Café	Tabletop Farms
Inez Storer Studio	Gordon Bryan Ceramics
Abalone Apothecary and Chinese Medicine	



FW: Public Comment on November 2024 Agenda Item Thursday 9c - Appeal No. A-2-MAR-24-0036 (Sydriel LP Mixed Use Project, Point Reyes Station)

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

Date Wed 10/30/2024 9:19 AM

To Velasquez, Leslie@Coastal <leslie.velasquez@coastal.ca.gov>

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

From: Gmail <kaando2@gmail.com>

Sent: Wednesday, October 30, 2024 8:02 AM

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

Subject: Public Comment on November 2024 Agenda Item Thursday 9c - Appeal No. A-2-MAR-24-0036 (Sydriel LP Mixed Use Project, Point Reyes Station)

Please don't allow Redwood Oil to create a 1700 sq ft chain convenience store under the pretense of providing 5 housing units on an active gas station! The 5 number is misleading because two (unpermitted) units already exist on the site. Also the historic building will be gutted, no EIR has been done, and the location is already the most congested and dangerous in town. Protect the coastal character of Point Reyes instead of opting for a net 3 new apartments on an active gas station right on highway 1.

Best,

-Kurt Andersen Novato CA



FW: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

From Travis, Galen@Coastal <Galen.Travis@coastal.ca.gov>
Date Mon 11/11/2024 4:02 PM
To Velasquez, Leslie@Coastal <leslie.velasquez@coastal.ca.gov>

From: john gouldthorpe <jggouldthorpe@gmail.com>
Sent: Monday, November 4, 2024 12:16 PM
To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>
Subject: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

Dear Commissioners,

As a 30 year resident of Point Reyes I've come to appreciate the role that our Village Association plays in helping us to maintain our individual character. A significant aspect of that character can be recognized in our local businesses and the clear fit they have within our community. The proposed mixed use project for the gas station in no way jibes with what exists in that site or the rest of the Village. A large convenience store selling liquor and nicotine doesn't work - the school children are right up the hill. Traffic at that corner is already a major issue, with the proposed project it could only become more of a mess. The Point Reyes Village Associations stated concerns I concur with on all points and urge you to reconsider Marin County's approval of the project as proposed and move forward with a full hearing before your commission.

With appreciation for your role in this very big issue for a small Village,
John Gouldthorpe

Dear Commissioners,

I am one of three Appellants on the Appeal to the Coastal Commission.

The Coastal Act and the Commission's implementing regulations require a presumption of substantial issues. The staff report seems to have ignored this requirement and exhibits a disconcerting tendency to minimize the issues.

For example, the staff reports that the proposed development "simply expands the currently in place convenience store". Memoranda to local governments by County planners more accurately describe the existing store as a 215 square foot "cashier's stand." The staff report ignores the truism that a quantitative change may effect a qualitative change. The developer is asking for an eight-fold increase, an increase that transforms an inconsequential kiosk into a major store with significant impacts. The staff says the proposed store is not a chain even though Redwood Oil owns 24 gas stations and virtually all of them have significant sized convenience stores selling similar products.

The staff report incorrectly describes government agencies support for the project. It reports, "The County also considered and refuted the appeal contentions for the Appellants at three different hearings." That is untrue. In April the Planning Commission considered and unanimously denied the developer's contentions on virtually every point. Indeed, the Planning Commission found the application so poorly crafted that they wanted to ask the developers to resubmit but were told by the County Counsel they could not do that.

The Coastal Act has two related provisions that manifest its intent to protect small, rural communities from large chain retail stores: 1) the imposition of a size limit for a convenience store at a gas station and 2) the provision that retail chain stores should be discouraged from entering the coastal area.

Too often community character and legacy are understood to refer to buildings only. Buildings certainly play a part. But the unique character of Point Reyes Station is its sense of community resulting from unusual economic ecosystem characterized overwhelmingly characterized by a diverse, locally owned and independent business sector, a large number of nonprofits, and a large proportion of home ownership. The issues of size and ownership are key features of the Point Reyes Station community plan.

The daily interactions between businesses and residents and non-profits have nurtured a sense of community and an unusual collective social entrepreneurialism that over the years has produced a remarkable number of community generated and based institutions, including the Dance Palace, the Coastal Health Clinic, Walnut Place senior housing complex, and, most relevant to the issue at hand, CLAM, a community organization that has created almost 50 units of affordable housing already and promises to add another 50 when the Coast Guard residential facilities reopen.

Given that the developers rest a great deal of their case on their creating affordable housing, it is important to note that they originally offered one unit and only agreed to two when the community intervened to make the case that legally they had to offer two. Indeed, one might argue that since two units already exist, they are not creating new ones, but rather renovating existing ones and permitting them. As noted, the community is in the process of creating 50 times that number. That same community vehemently opposes a large convenience store as pernicious to the community. I hope the Commissioners will give great weight to the opposition of a community that has had unprecedented success in creating affordable housing through their own efforts.

The town is virtually unanimous in its opposition to a large convenience store. Some 95 percent of the local, independent business community submitted a petition to the Board of Supervisors to that effect. More than 350 members of the community signed a petition in three days. Over 150 testified or wrote letters to the Supervisors and planning. The proposed store clearly violates the provisions of a local community plan that was painstakingly fashioned over years with thousands of hours of community input.

The staff report accurately states that Appellants claim that the project will be detrimental to village commercial self-sufficiency and that locally owned Point Reyes businesses will be unable to compete with a chain store. The proposed convenience store may generate revenue of a million dollars annually. Much of that will be captured from existing revenue streams to local independently owned and rooted business. That is a significant loss of revenue, and could drive at least one local food store out of business. It may be useful to point out that the town has, to my knowledge, never opposed the creation of a new locally owned independent store because it would take business from another. But this is not an independent, local owned, rooted-in-the-community business.

The developers have not argued that the convenience store doesn't violate the maximum size restrictions. Nor has the Board of Supervisors. They simply state it. But that is not enough. The size limit can be increased and development standards can be modified, but only if the project meets certain conditions. These include not violating the character of the community or generating significant traffic problems. The proposed project does both. All the other Redwood gas station stores are off a highway with significant space around them and they almost entirely serve travelers. This gas station is on a small patch of land right on the highway. It is on a 90 degree turn through a four way intersection into town, a turn the town has for a long time recognized as dangerous. On the other side of the gas station is another four-way intersection, and that is where a great deal of traffic will be generated.

The developer's traffic report looked only at the impact of the store on the overall volume of traffic. A much more important consideration is the flow of traffic. Customers of the store will have to turn onto Mesa Road and park, and then back out of that parking space onto Mesa Road and go back on the highway. For traffic going north on highway 1 cars will have to go across two lanes of highway. The traffic report estimated that there will be 700 trips (in and out) per day, and 120 on peak hours. So on peak hours 60 cars will be coming off the highway, parking, and then coming back out and onto the highway. On Mesa Road directly opposite the parking places is the Community Service organizations food pantry, which distributes food twice a week from the sidewalk. The store will also attract students from the school, increasing substantially the pedestrian traffic across the highway at the northern four-way intersection.

The staff report says the project "arguably maintains the established character of the village." But the law requires that it make that argument explicit and in writing. The report does not do this, nor did the BOS.

Development standards can be modified only if without such changes "the effect (is) of physically precluding the construction of a development". The BOS needs to put in writing the reasons why it is allowing the developers to violate Coastal Act provisions.

The County did not seek, nor did the developer offer, any evidence that building a smaller store would. Indeed, the only formal statement on this issue is by the company's Vice President of Marketing and Operations who argued the opposite.

Approval of this project will establish a dangerous precedent that could have widespread impacts. It effectively neuters both tools the County uses to protect villages (discouraging chains and imposing size limits). It permits a large chain selling prepacked food provided by the chain's Sonoma County headquarters, undermining commercial self-sufficiency and the existing mix of small-scale commercial development.

The staff report claims that even if this project undermines community character in violation of LCP requirement, the distinctiveness of that character means that this project cannot set a precedent for application in Marin or elsewhere. But it is inevitable that it will be cited as a precedent by future developers.

The Court of Appeals has held that when a "significant question" as to whether a project conforms with the LCP is raised, that itself is a substantial issue. Our appeal offers abundant evidence that there are significant questions about this project's conformity with the LCP.

I ask that you find substantial issue with the CDP for the Sydriel LP Mixed Use Project in Point Reyes Station and review this project *de novo*.

Sincerely,

David Morris
Point Reyes Station



FW: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

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

Date Mon 11/11/2024 3:29 PM

To Velasquez, Leslie@Coastal <leslie.velasquez@coastal.ca.gov>

From: David Morris <dmorris@ilsr.org>

Sent: Friday, November 8, 2024 4:28 PM

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

Subject: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

The staff report minimizes the difference between the size of the convenience store approved by the Planning Commission and that approved by the BOS, asserting that the concession on size was “minor, allowing a retail sales area above 15 percent of the floor area (to 20 percent in this case).”

But it is important to point out that at the DZA and Planning Commission hearings and at the BOS hearings, indeed, until the very end of the hearing when Supervisors began to ask questions related to storage, everyone assumed that the square footage approved was for the operation of the convenience store. There was no calculation nor even mention of the size applying only to the retail floor area, essentially the walking around part of the convenience store.

The BOS changed the definition but did not ask the Planning Commission to revisit its own decision based on the new definition. I think we can safely assume that the Planning Commission was approving 15 percent of total convenience store area. Thus if we applied the same formula used by the BOS in determining the floor area as a percentage of total area, the Planning Commission was actually approving a convenience store of about 9 percent of total floor area, while the BOS approved a convenience store of 20 percent of total floor area.

This is more a difference of more than two to one, not a minor difference at all.



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From Travis, Galen@Coastal <Galen.Travis@coastal.ca.gov>
Date Tue 11/5/2024 11:28 AM
To Velasquez, Leslie@Coastal <leslie.velasquez@coastal.ca.gov>

From: vincent regalbuto <vcrproductions4u@yahoo.com>
Sent: Tuesday, November 5, 2024 8:38 AM
To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>
Subject: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

Please stop this development that will negatively impact our community. The project in it's current form will create substantial additional traffic congestion and a significant safety hazard and it is inconsistent with the character of the surrounding community. While your priority is protecting our village, you also want to protect other villages that will be threatened by the precedent created if the Coastal Commission gives in to Redwood's blackmail.

Thank you for your consideration,

Vince Regalbuto
Cell phone: 858-945-4440
Email: vcrproductions4u@yahoo.com



Outlook

FW: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

From Travis, Galen@Coastal <Galen.Travis@coastal.ca.gov>
Date Tue 11/5/2024 4:14 PM
To Velasquez, Leslie@Coastal <leslie.velasquez@coastal.ca.gov>

From: jack williams <jack94956@hotmail.com>
Sent: Tuesday, November 5, 2024 1:48 PM
To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>
Subject: Public Comment on November 2024 Agenda Item Thursday 9c-Appeal No. A-2-MAR-24- 0036 (Svdriel LP Mixed Use Project. Point Reyes Station)

Dear Coastal Commision - I have been a Point Reyes community member for 47 years. Those of us long-term members love the community we discovered years ago and want to protect it from overdevelopment and the changes brought on by uncontrolled growth. The community plan for West Marin allows limited development and protection of the historic character of towns. The proposed reconstruction of the Redwood Oil is not aligned with community plan guidelines, i.e. no chain stores and limitation on retail square footage. The proposal exceeds the limits on retail space for a convenience store. In addition, it adds a Chain Store to the community, which is a first for West Marin. The town should be protected for both it's environmental and historical character. If retail is permitted it should be within existing county zoning requirements. The construction of low income housing as part of this project is welcomed.

Thanks for your diligence in protecting the West Marin coastal communities.
Jack Williams
Point Reyes Station