

## **CALIFORNIA COASTAL COMMISSION**

NORTH CENTRAL COAST DISTRICT  
455 MARKET STREET, SUITE 300  
SAN FRANCISCO, CA 94105  
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# **F9a**

**A-2-HMB-25-0014 (Redondo Beach Road Gate/Sign/Closure)**

**June 13, 2025**

**CORRESPONDENCE**

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**Trish Hayward** | Catalyst Strategies | cell: 650-740-9361  
**EA:** Charla Radecky | [charla@catalyststrategies.com](mailto:charla@catalyststrategies.com)  
[www.catalyststrategies.com](http://www.catalyststrategies.com)

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**From:** Trish Hayward  
**Sent:** Tuesday, April 22, 2025 10:12 AM  
**To:** Cooper, Isobel@Coastal  
**Cc:** info@coastsidelandtrust.org; sara.polgar@coastsidelandtrust.org; John Lorts; Scott Phillips; planningcommission@hmbcity.com; Adrienne Schnell  
**Subject:** Redondo Beach Road Gate Closure Half Moon Bay

Dear Isobel,

Thank you for your input regarding the proposed nighttime closure of the Redondo Beach Road gate in Half Moon Bay. As a resident and community stakeholder, I am responding to the concerns outlined in your March 25, 2025 letter to City Planner Scott Phillips. This letter aims to clarify the purpose and scope of the dusk-to-dawn vehicular closure and **provide additional support** for the Planning Commission's March 25 decision to reinstate the policy.

#### **Clarifying the Intent: Not a Full-Blown Beach Access Closure**

The Planning Commission has approved reinstating the longstanding practice of closing the existing Redondo Beach Road gate to motor vehicles only from sunset to sunrise. This action mirrors the original purpose of the gate, which was installed in 1985 to discourage unsafe and disruptive nighttime activity in the area. This is not a proposal to restrict public access to the beach at night. Pedestrian and bicycle access is, and will continue to be, available at all hours on the southern side of the gate via a dedicated path. The proposal adds no fees, curfews, or limitations on public use of the shoreline. The closure is limited in scope and tailored to protect public safety and the environment.

#### **Escalating Public Safety and Environmental Hazards**

There is a persistent pattern of problematic nighttime activity that is well-documented by community members through photos, videos, and formal reports. These issues are not atypical in unmonitored or unsupervised areas. In fact, research shows that lack of active oversight can lead to disorder and general degradation in neglected spaces like the western portion of Redondo Beach Road. Following are documented issues:

- **Illegal Dumping (Environmental Hazard):** Hazardous and non-hazardous materials, including electronics, chemicals, furniture, plumbing, construction debris, and more, are routinely dumped on the roadside and at the ad hoc parking area at night. In some cases, these materials are thrown by late-night partiers over the bluffs, contributing to pollution of the ocean and coastal ecosystem. This dumping poses both environmental risks and cleanup burdens. See Appendix A in the attached word file of this letter for just a few examples.
- **High-Speed Vehicular Traffic at Night (Public Safety Hazard):** Video evidence captures just a few examples of vehicles traveling at excessive speeds late at night on the narrow road. There is at least one documented case of a car crashing through a fence and into a resident's yard on St. Andrews Lane, immediately south of Redondo Beach Road. See Appendix B in the attachment for just a few examples.
- **Damage to Sensitive Habitats (Environmental Hazard):** Cars are frequently observed driving on the bluffs and in wetlands in the area at night—an activity that contributes to erosion and habitat loss. See Appendix C in the attachment for photographic evidence documenting tire tracks from a sample of these incidents.
- **Fire Hazard (Environmental and Public Safety Hazards):** CALFIRE's new fire hazard zone classification now classifies the area along Redondo Beach Road "High Risk". Residents frequently hear illegal fireworks at the end of the road at night, though only the most egregious and persistent cases tend to be reported. This recurring use of fireworks by late-night visitors creates a substantial fire risk. See Appendix D in the attachment for CalFire's most recent map.

- **Unsanctioned Vehicle Habitation (Environmental Hazard):** The unmonitored area has attracted people living in their vehicles. While this reflects a broader regional issue, unmanaged habitation is contributing to environmental degradation, including accumulated trash and use of the surrounding environment for personal sanitation needs. See Appendix E in the attachment for examples of two vehicles in the past few months.

These issues are not isolated. From 2021 to early 2025, the Sheriff's Office responded to fifty-three incidents in this location, the majority involving fireworks, loitering, and suspicious vehicles. The area has become visibly neglected, and the neglect is accelerating the issues and compounding degradation of the area.

### **The Area Is Unmonitored and Under-Resourced**

As mentioned, the western side of Redondo Beach Road is unmonitored, which is leading to accelerated disorder and misuse of the area. Unfortunately, Half Moon Bay does not have adequate funding or patrol resources to maintain any meaningful or consistent law enforcement presence in this remote location. This is a core issue. Without a change in management of this land, the cycle of decline will continue. The gate offers a simple and cost-effective intervention that restores some control and deterrence during nighttime hours.

### **Returning to Prior Practice, Not Creating a New Restriction**

From 1985 to 2011, the gate was regularly closed by the City at night as a means of managing nighttime risks, which by the mid-1980s had escalated to violent incidents such as gang fights and rapes. That practice stopped due to budgetary constraints—not policy change. The current Planning Commission decision is simply a return to a successful past practice, not a new or expanded automobile restriction.

### **Conclusion**

The City Planning Commission's approval represents a good-faith effort to balance public access with public safety and environmental stewardship. This limited nighttime vehicle closure is practical, measured, and consistent with the area's historical precedent, including gating of multiple access areas up and down the Coastside. It avoids disproportionate impact while directly responding to legitimate harms that have been thoroughly documented.

We respectfully ask that the Coastal Commission accept the Planning Commission's decision. We believe the conditions for this closure meet the spirit and goals of the Coastal Act when examined considering the public record, community feedback, and safeguards for access.

Sincerely,  
Trish Hayward  
Half Moon Bay, CA



**Trish Hayward**

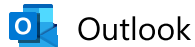
cell: 650-740-9361

[Catalyst Strategies](#) | Make Growth Happen®

228 Hamilton Ave., 3<sup>rd</sup> Floor, Palo Alto, CA 94301

EA: Charla Radecky | [charla@catalyststrategies.com](mailto:charla@catalyststrategies.com)

[www.catalyststrategies.com](http://www.catalyststrategies.com)



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**Commission Appeal No. A-2-HMB-25-0014**

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**From** Adrienne Schnell <adrienneschnell@gmail.com>

**Date** Fri 4/25/2025 3:03 PM

**To** Cooper, Isobel@Coastal <isobel.cooper@coastal.ca.gov>

**Cc** Leslie Lacko <llacko@hmbcity.com>; SPhillips@hmbcity.com <SPhillips@hmbcity.com>; Trish Hayward <trish@catstrat.com>; Adrienne Schnell <adrienneschnell@gmail.com>; Jerry Schnell Husband AA <jerryjschnell@gmail.com>; Kcjohnson926@gmail.com <kcjohnson926@gmail.com>; Samantha Johnson <samantha.p.bassin@gmail.com>; yayachapman6@gmail.com <yayachapman6@gmail.com>

 2 attachments (10 MB)

20250322223502115\_LNRZ7719A748EC9.mp4; CCC\_Appeal\_No. A-2-HMB-25-0014\_Redondo Beach Road Residents Ltr\_04252025.pdf;

Dear Ms. Cooper,

Please see the attached letter and video regarding Appeal A-2-HMB-25-0014

Thank you.

Adrienne Schnell

April 25, 2025

Ms. Isobel Cooper  
Coastal Planner  
California Coastal Commission  
North Central Coast District  
455 Market Street, Suite 300  
San Francisco, CA 94105

Re: Commission Appeal No. A-2-HMB-25-0014 – Date Appeal Filed: 4/18/2025  
City of Half Moon Bay Local Permit # PDP-24-052

Dear Ms. Cooper,

As community members who reside on Redondo Beach Road, we want to thank you for the opportunity to voice our concerns regarding the aforementioned appeal filed by California Coastal Commissioner Caryl Hart and Commissioner Linda Escalante on 4/18/2025.

We are at a loss to understand why this appeal was filed given the presentation Ms. Trish Hayward presented at the City of Half Moon Bay's Planning Commission meeting on March 25, 2025. Ms. Hayward's presentation included pictures and videos (from my security cameras) documenting the public safety and environmental hazards that are continually present at Redondo Beach.

Additionally, in the event that the Commissioners were unaware of her presentation, Ms. Hayward, followed up by articulately summarizing the issues again in her letter to you dated April 22, 2025. The evidence she provided is indisputably real, there is a total disregard for the environment and safety of, what was once, the beautifully serene, idyllic area known as Redondo Beach.

Over the past five to seven years that each of our families has been residing on Redondo Beach Road, we have watched the degradation of the area in the western portion of Redondo Beach Road and the escalating public safety issues that continually occur. It is challenging enough during the day to be vigilant in the safety of our families, let alone having to do it all night long. For instance, late one afternoon several months ago, one of the families experienced first-hand a driver under the influence who just missed hitting their two young daughters as they stood in their front yard area. As I understand it, the Sheriff was called, the man was arrested at the end of the bluff for drug charges, and his car was impounded.

Experiences such as this make one hyper-vigilant 24/7, not only for our families, but for those families that might be impacted if a person is possibly involved in a critical or fatal incident. This is why we installed video cameras, in order to assist in the safety of our families. I have attached one such video (time-stamped at 10:35pm) which shows the driving behavior of high-school aged children who were attending a party at Redondo Beach on Saturday 3/22/2025. (This video was included in Ms. Hayward's 3/25/2025 presentation to the Planning Commission.) Given their speed and passing behavior, and the possibility that they were impaired, it is evident that these drivers did not understand that Redondo Beach Road is not wide enough to have two cars pass each other safely at such speeds. I finally called the Sheriff's office because my camera security system was going berserk, and as parents/grandparents, ultimately, I was concerned for these high-schoolers' safety.

In closing, we will reiterate what Ms. Hayward said in her April 22, 2025 letter, that the City of Half Moon Bay's Planning Commission's March 25, 2025 approval of PDP-24-052's dusk-to-dawn overnight gate closure represents balanced public access with public safety and environmental stewardship. In the end, we ask that you please see your way to upholding their decision.

Thank you for your time and consideration in this matter.

Sincerely,  
Redondo Beach Road Residents

Adrienne and Jerry Schnell  
390 Redondo Beach Road  
Half Moon Bay, CA 94019  
Adrienne's Cell: (916) 871-3821

Kenneth and Samantha Johnson  
400 Redondo Beach Road  
Half Moon Bay, CA 94019  
Kenneth's Cell: (510) 673-2606  
Samantha's Cell: (650) 868-3080

EJ Polati and Shelley Chapman  
408 Redondo Beach Road  
Half Moon Bay, CA 94019  
Shelley's Cell: (209) 756-4137



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**Fw: Redondo Beach Road Gate Closure Half Moon Bay**

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**From** Trish Hayward <trish@catstrat.com>

**Date** Thu 5/1/2025 1:46 PM

**To** Cooper, Isobel@Coastal <isobel.cooper@coastal.ca.gov>

 1 attachment (4 MB)

Redondo Beach Rd HMB Gate Closure CCC.docx;

Hi Isobel,

Can you confirm you received this email and attachment? Thank you.

In additional news, I recently found this improvised fire pit next to an inhabited vehicle on Redondo Beach Road. Another fire hazard beyond fireworks mentioned in the letter.

Thanks for considering this evidence.

Trish







Isobel Cooper  
Coastal Program Analyst  
California Coastal Commission  
North Central Coast District  
455 Market Street, Suite 300  
San Francisco, CA 94105

**Subject:** Redondo Beach Road Gate Closure Half Moon Bay

**April 22, 2025**

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Sincerely,  
Trish Hayward  
Half Moon Bay, CA

## Appendix A: Dumping



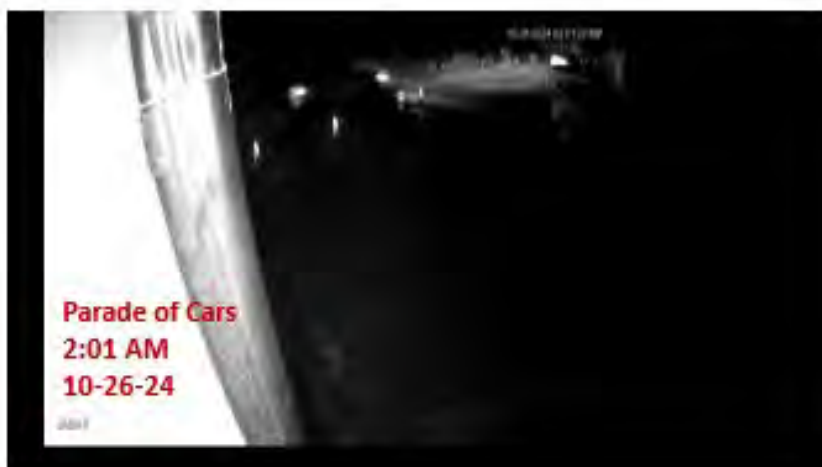


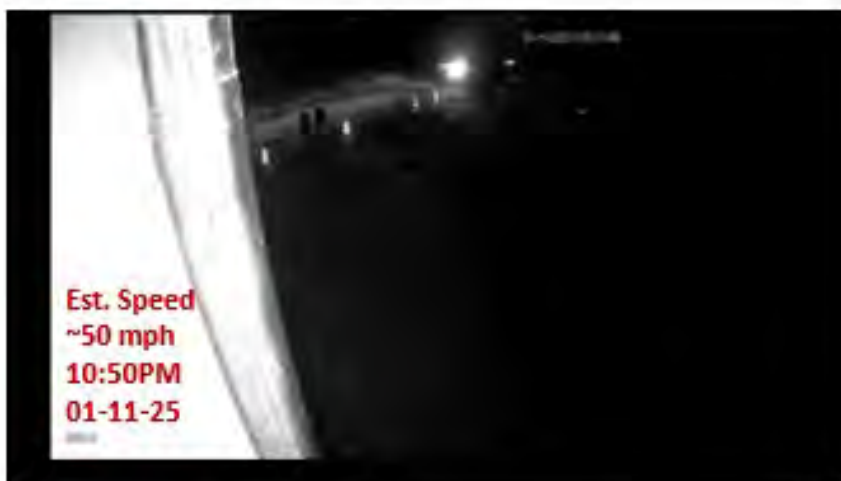






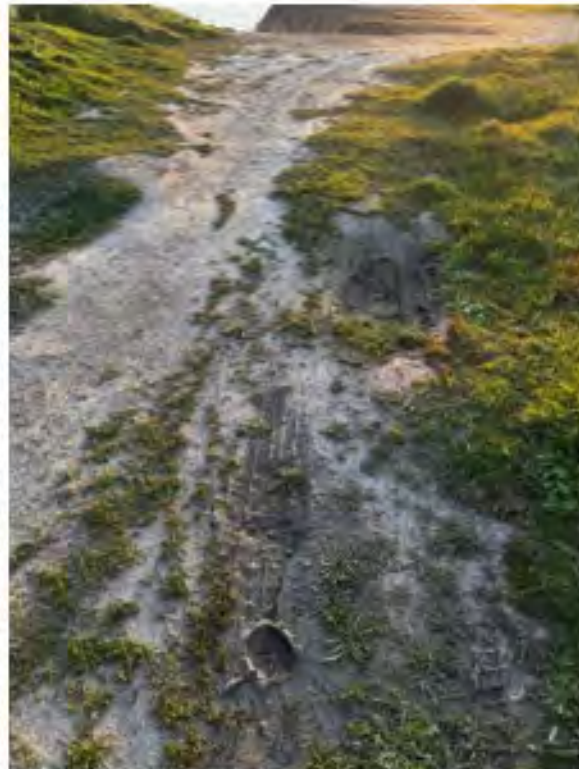
Appendix B: Speeding (please reach out for videos)







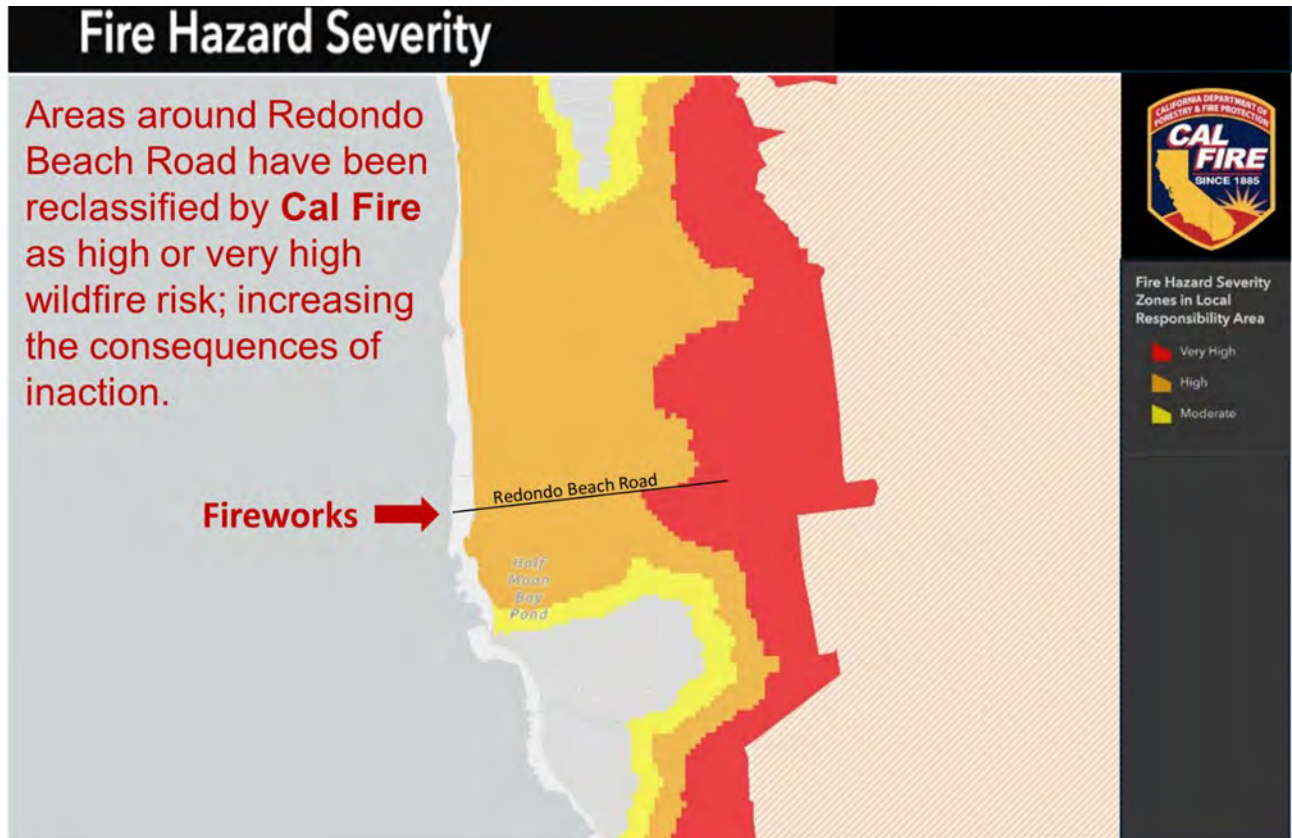
## Appendix C: Damage to Sensitive Habitats







## Appendix D: Fire Risk





## Appendix E: Overnight Vehicle Habitation



Removed after ~3 months inhabited early 2025



Has been on road for 30+ days; still there as of April 18



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## Redondo Beach Road Closure

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**From** mark massara <markmassaraesq@gmail.com>

**Date** Thu 5/22/2025 1:07 PM

**To** Cooper, Isobel@Coastal <isobel.cooper@coastal.ca.gov>

1 attachment (84 KB)

CCC Crsp Redondo Gate.05.22.25.doc;

Hi Isobel,

Please see correspondence attached. Thank you,

Mark Massara  
markmassaraesq@gmail.com

Attorney at Law  
4285 Oak View Road  
Santa Ynez CA 93460  
T: 805 895 0963

### CONFIDENTIALITY NOTICE

This email is covered by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2521. This email and any documents accompanying this email contain legally privileged and confidential information belonging to the sender. The information is intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this email communication is strictly prohibited. If you have received this email in error, please notify us immediately by telephone or email and permanently delete the email, any attachments, and all copies thereof from any networks, drives, cloud, or other storage media and please destroy any printed copies of the email or attachments. Neither this email nor the contents thereof are intended to nor shall create an attorney-client relationship between the Law Offices of Mark A. Massara and the recipient(s), and no such attorney-client relationship shall be created unless established in a separate, written retainer agreement or by court order.

MARK A. MASSARA  
ATTORNEY AT LAW  
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T: 805.895.0963  
[MARKMASSARAESQ@GMAIL.COM](mailto:MARKMASSARAESQ@GMAIL.COM)

**Via Electronic Mail**

Members of the Commission  
California Coastal Commission  
Attn: Isobel Cooper  
Coastal Analyst  
North Central Coast District Manager  
455 Market Street, Ste. 300  
San Francisco, CA 94105  
[Isobel.Cooper@coastal.ca.gov](mailto:Isobel.Cooper@coastal.ca.gov)

May 22, 2025

Re: Redondo Beach Road Gate & Public Access Closure  
After the Fact CDP PDP-24-052  
City of Half Moon Bay, San Mateo County

Dear Commissioners,

I was unable to attend the single public hearing before the Half Moon Bay Planning Commission on this project. I am, however, a resident of Half Moon Bay and user of this part of the coast, and urge the Commission allow for additional public review and deny this ill-conceived project.

The project is to resurrect use of a historic gate and close off beach access via Redondo Beach Road during the evening hours. It would eliminate beach access to a vast area of the coast.

From the archive video of the Planning Commission hearing it appears that *only* beach closure advocates and immediate neighbors of Redondo Beach Road attended the hearing, and no subsequent consideration to the matter was provided by the City Council or any other local review process. Thus, without this appeal the rest of the beachgoing public in California that would be directly and adversely impacted by this loss of beach access will not be heard, and no



mitigation or alternatives will be considered. Given the fact that *California taxpayers* have recently invested millions of dollars to improve trails and provide parking in this exact area, consideration of the unintended adverse consequence of creating new private coastal benefits for the immediate neighbors at the public expense should be carefully evaluated.

Both the Half Moon Bay LCP and the Coastal Act require that public beach access be maximized, not eliminated to benefit neighbors.

The LCP clearly requires a management plan to ensure access not be lessened (LUP Policy 5-8), that alternatives be considered (LUP Policies 5-6, 5-7 and 5-10), and that parking be protected and lower income users not disadvantaged (LUP Policies 5-15 and 5-21).

In this case the project fails in *every* way. There is no “plan” except to close the road “sometime in the evening” whenever an authorized official (unspecified) can stop by, and open it sometime the next day, again whenever law enforcement or City employees might be able to visit. Existing free beach access parking for Redondo Beach is not protected since it will be unavailable whenever the road is closed and no mitigation whatsoever is provided. Only the immediate neighbors will be able to use the beach whenever the road is closed.

Importantly, projects of this type are not new. The Coastal Act and this Commission has a long history of evaluating projects just like this, and has adopted procedural guidelines to assist with respect to appropriate constitutional time, place and manner restrictions on public access.

Coastal Act Section 30214 reads,

**“30214. (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:**

**(1) Topographic and geologic site characteristics.**

**(2) The capacity of the site to sustain use and at what level of intensity.**

**(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.**

**(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.**

**(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution."**

**(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.**

To implement Section 30214, the Commission has adopted numerous guidelines. In June 1994 the Commission adopted a Beach Curfew Guidance document designed to prevent local government from closing off beach access without consideration of alternatives such as increased policing or lights. Then in 1999 the Commission adopted the Public Access Action Plan, which also highlighted the need to use appropriate constitutional time, place and manner restrictions when curtailing public beach access.

<https://documents.coastal.ca.gov/assets/access/accesspl.pdf>

The California State Coastal Conservancy has also provided detailed analysis as to what measures restricting public access are appropriate in their 2017 report entitled "A Legal Guide to the Public's Rights to Access and Use California's Navigable Waters." <https://www.slc.ca.gov/wp-content/uploads/2018/11/2017-PublicAccessGuide.pdf>

This project to gate and close Redondo Beach Road received no appropriate analysis, or consideration of impacts or alternatives or mitigation, and would result in dramatic and unnecessary adverse impacts on public access to public property and the shoreline where the California State Coastal Conservancy and your Commission has recently invested \$3.3 million for improving miles of public trails and other improvements, including new public beach parking that would be *inaccessible* if this gate is approved.

[https://scc.ca.gov/webmaster/ftp/pdf/sccbb/2024/2402/20240215Board3Q\\_Wavecrest Coastal Trail Phase 2.pdf](https://scc.ca.gov/webmaster/ftp/pdf/sccbb/2024/2402/20240215Board3Q_Wavecrest%20Coastal%20Trail%20Phase%202.pdf)

In conclusion, this project is not reasonable and requires additional consideration. Among other problems, there is no evidence that any historic road closure was ever legal, or permitted, as the City alleges. Nor is there substantial evidence, aside from neighborhood stories, general accusations and unsubstantiated anecdotal concerns that teens, thugs, parties and crime occur at this beach area, which the City presented as the basis for the need for the closure. Finally, virtually no thought was given or provided regarding the logistics of just how, or when, the sheriff (or whoever) is going to open and close the gate. Regarding logistics, as a practical matter there is no safe turnaround at the gate. The result is that unsuspecting members of the public who innocently venture down the narrow roadway are going to be stranded when the gate is closed, and half to back out nearly a half mile along Redondo Beach Road (hoping no other driver is headed westbound), along a road bounded by steep ditches and wetlands, to exit backwards onto Cabrillo Hwy #1. Even worse, the Fire Department will also be unable to access the coast or even turnaround in the event of emergency response.

I urge the Commission hear the appeal and deny this project.

Very truly yours,

A handwritten signature in black ink, appearing to be 'Mark A. Massara', with a stylized, flowing script.

Mark A. Massara, Esq.