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Sara Pfeifer, Coastal Analyst
California Coastal Commission
45 Fremont Street, Suite 2000
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RE: Dillon Beach Resort Coastal Development Permit (CDP) / Application Number 2-20-0018

Sara,

Thanks for your prompt review of our revised CDP information, submitted on October 9, 2020. I am providing the additional information that you requested today.

Parking

DBR does not experience any difficulty providing on-site parking for its lodging guests. This is the result of several factors:

- 1- There are almost no dates in which all cabins and RV units are fully occupied.
- 2- The Resort notifies persons of the parking limits when reservations are made.
- 3- The Resort has approximately 265 additional parking spaces immediately adjacent to the lodging areas that would be available in the unlikely event that a conflict arose with overcrowding at the designated parking for overnight guests.

DBR is unique among lodging providers in the Village area of Dillon Beach, because it has sufficient on-site parking facilities. It does not allow guests to park on streets.

A completely full beach parking lot occurs 10-15 times per year, based on highly desirable weather and/or major summer holidays. DBR's beach parking lot is opened from sunrise to sunset. Cars enter and leave at all times during that period, however, even on the hottest, most visited days, the lot doesn't fill before mid-morning (1011AM), and it begins clearing by late afternoon (4-5PM).

On days when the lot is approaching full, the DBR manager notifies the Marin County Fire Department's Tomales station, which is approximately 4 miles east of the Resort on the only major access road to Dillon Beach. By prior agreement, when the Resort requests assistance, Fire personnel place a sign on the roadway, which states "*Dillon Beach Parking Lot is Full*". In addition, signs are placed in visible locations outside of

DBR's General Store noting the same.

Both Beach Avenue and Cliff Street are county-maintained roads. Accordingly, private individuals are not permitted to undertake traffic control. When back-ups arise, the Marin County Fire Department and/or a Marin County Deputy Sheriff will often assist in traffic management on the roadway. Given the limited number of available turn-around spaces, or nearby street parking, some vehicles often queue outside the entrance, awaiting a vehicle to leave. It is unusual for the line to extend beyond Cliff Street.

Park Model/Travel Trailers

The existing A and B Units were not modified. However, the owners had the manufacturer of the units eliminate the loft space from the design for future units that will be constructed following approval of the CDP.

On page 8 of the July 17, 2020 submittal, the RV Park Plan indicates A and B units, as well as A2 and B2 units. The A2 and B2 units are the ones that will be lower in height. The existing A and B units cannot be lowered further, because they were constructed with the loft feature.

Page 110 illustrates the original A Unit design. Page 111 illustrates the revised A Unit (A2) design. Page 112 illustrates the original B Unit design. Page 113 illustrates the revised B Unit (B2) design.

CDP Application

I have attached the revised portions of the application as requested. This includes:

- Section II(10),
- Section III (5(b), 10(b), and 11(c). For 11(c), I have included a separate attachment with this submittal.
- I have included an emailed copy of Marin County's Form B signature.
- A brief description for Appendix D. I also used the same description to revise Section II(2).
- I have attached another copy of the mailing list associated with this application.

Please confirm what date you currently expect the application will be presented to the Commission.

