



# NOTICE OF EXEMPTION

FILING REQUESTED BY AND WHEN FILED, RETURN TO:

**Marin County Parks and Open Space District**  
3501 Civic Center Drive, Suite 260, San Rafael, CA 94903  
[www.marincountyparks.org](http://www.marincountyparks.org)  
(415) 473-6387

**FILED**

9/01/2023

**SHELLY SCOTT**  
**MARIN COUNTY CLERK**  
By **O. Lobato, Deputy**  
21 - 2023 - 209

To: Marin County Clerk  
3501 Civic Center Drive, Suite 234  
San Rafael, CA 94903

**Date:** September 01, 2023  
**Project Title:** McNears Beach Fishing Pier Repair  
**Project Location:** McNears Beach Park, 201 Cantera Way, San Rafael, Marin County, California  
**Assessor Parcel:** 184-030-16

**Description of Nature, Purpose, and Beneficiaries of the Project:** Marin County Parks (MCP) is proposing to repair the existing fishing pier located at McNears Beach Park. The purposes of the proposed project are to restore the fishing pier to its original conditions and functionality and to prevent collapse of the pier causeway in high-risk events. On March 21, 2023, high winds during a severe storm event blew a vessel into the north side of McNears Beach Fishing Pier, resulting structural and non-structural damage to the fishing pier head that threatens the integrity of the pier and visitor safety. Following the storm event, Liftech Consultants Inc. performed an inspection of the damages and determined that the pile beam connection at Pile F14 was severely damaged, along with a compromised translation restraint of the pile top which could result in causeway collapse into San Pablo Bay if subjected to lateral loads. MCP staff closed the fishing pier to public access due to safety concerns and it will remain closed until the repairs are made. Implementation of the proposed project would occur in two phases, described below.

Phase 1 would install temporary shoring on top of the pier deck using a pair of steel hanger beams to support a saddle under the pile cap near the damaged pile. Best Management Practices (BMPs), including debris containment, would be installed. The support beams would be installed using a barge crane and supported on timber or steel cribbing on top of the pier deck. These supports would later be used to raise the lowered section of the causeway. Two holes would be core-drilled through the deck to allow hanger rod installation. The saddle assembly would be installed to stabilize the north end of pile cap at Bent 14. Most of the temporary shoring would be performed above deck. Some parts of the steel saddle assembly may extend into water at low tide conditions. Once the shoring stabilization is completed, more extensive underwater inspection of the existing piles near the impact area of the pier structure would be conducted to provide information which would inform remaining repair work. The remnants of the vessel that struck the pier would be removed. There is no fill associated with the temporary shoring.

Phase 2 would utilize the temporary shoring to complete the permanent repair and would consist of raising and leveling the northwest end of the causeway near the head; repair of the existing expansion joint, wooden railing system, and concrete bull rail; and restoring the position and structural integrity of Pile F14. To reposition Pile F14, the existing rebar connecting to the pile cap would be cut and the causeway would be raised, using the temporary shoring, to its original position. To complete the repair to Pile F14, a pile sleeve and doweled connection to the existing pile cap would be utilized. The pile sleeve may extend down into San Pablo Bay depending on the extent of damage. Approximately 8 cubic feet of reinforced concrete would be utilized for the permanent pile collar repair which would be considered permanent fill in San Pablo Bay. The pile collar repair would consist of removing the damaged concrete and installing a cast-in-place concrete collar. The diameter of the pile collar would be 2 feet 2 inches. The entire pile collar repair would be above Mean Lower Low Water (MLLW), but some portions will be below Mean High Water (MHW)/High Tide Line. A carbon fiber form would likely remain in place around the concrete collar. Following repairs and re-stabilization, the temporary shoring system would be removed and the cored holes in the concrete deck would be filled to pre-existing conditions. The above water repairs to the railing, bull rail, and expansion joint would be completed. No pressure-treated wood would be used to implement the proposed project.

The project area is located on the western banks of San Pablo Bay. McNears Beach Fishing Pier is public access pier built in 1987 used by the public for fishing and access to the waterfront in Marin County. The pier structure is 16-foot long by 500-foot wide concrete fishing pier with a 120-foot long "T" end consisting of precast concrete tee beams spanning between precast girder bents. Fish commonly sought after from the pier include white sturgeon, halibut, striped bass, perch, jacksmelt, trout, shad, panfish, and white croaker. No tree removal would be required to implement the proposed project and the project area is not within 100-feet of known eelgrass beds. The proposed project would not consist of dredged, remove vegetation, or result in the loss of habitat. No loss of fish or marine life is expected to result from implementation of the proposed project. Temporary impacts to San Pablo Bay would include approximately 0.014 acre associated with the

temporary work platforms and approximately 0.053 acre associated with removal of the remnants of the vessel. Permanent impacts to San Pablo Bay would include approximately 0.00009 acre associated with concrete pile repair.

Implementation of the proposed project would adhere to mitigation requirements and special conditions included in regulatory permits including from the US Army Corps of Engineers – Nationwide Permit 3, the San Francisco Bay Regional Water Quality Control Board - Overwater Structure Certification, and the Bay Conservation and Development Commission – coverage under existing Permit No. 16-82 and 1986.016.03, as amended.

Equipment would include a barge crane, work trucks, small boats, floating work platforms, and fixed work platforms. Staging areas would be restricted to existing MCP roads and trails or other areas that would avoid any significant impacts on sensitive natural resources. Access to the project area for vehicles and equipment would be from Cantera Way. During construction, the MCP would limit restrict public access to the pier for safety purposes and would install signs at the park entrance to notify users.

Project implementation would begin as soon as all regulatory permits are obtained, the contractor is under contract, and under appropriate tide and weather conditions. Implementation of the proposed project is expected to take eight-to-twelve weeks to complete.

**Public Agency Approving Project:** Marin County Parks

**Name of Person or Agency Carrying Out the Project:** Max Korten, Director

**Reasons for Exemption:** Marin County Parks has reviewed the project along with its environmental setting and has determined it to be categorically exempt from the California Environmental Quality Act under the following sections of the California Administrative Code:

**Section 15269: Emergency Projects.** The proposed project consists of an emergency repair to a publicly owned service facility necessary to maintain service essential to the public health and safety.

**Section 15301: Existing Facilities.** The proposed project consists of the repair of one pier pile and pier deck that would result in a negligible or no expansion of the existing use relative to the original design and function.

Implementation of the proposed project would result in de minimus temporary and permanent impacts to San Pablo Bay including approximately 0.014 acre associated with the temporary work platforms, approximately 0.053 acre associated with removal of the remnants of the vessel, and approximately 0.00009 acre associated with concrete pile repair. Best Management Practices to prevent debris from entering San Pablo Bay, protecting water quality, and protecting marine life would be implemented during project implementation to ensure no environmental effects would occur. The fishing pier would continue to function with the same characteristics post-project implementation as it does under existing conditions. The proposed project is not located within an officially designated scenic highway or on a hazardous waste site pursuant to Government Code Section 65962.5. Implementation of the proposed project would not result in cumulative impacts, significant impacts on the environment due to unusual circumstances, or affect the significance of historical resources.

**Lead Agency Contact Person:**



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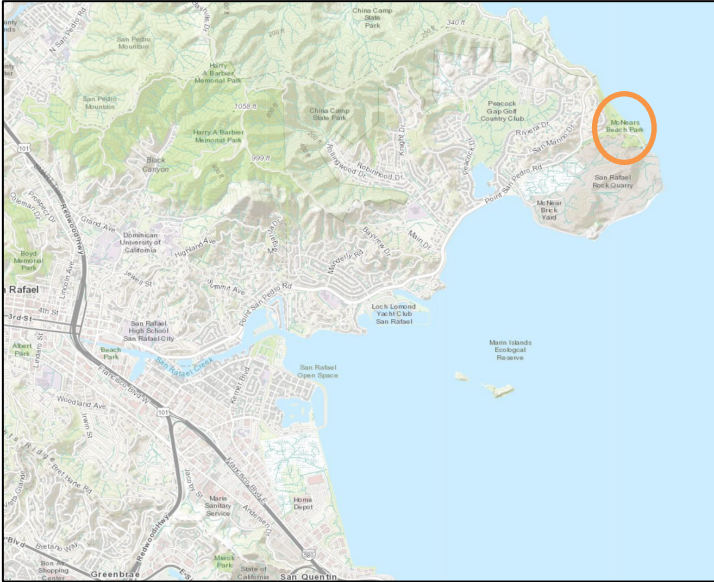
**Kelly Hyde, Assistant Open Space Planner**  
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# NOTICE OF EXEMPTION – PROJECT LOCATION

## MCNEARS BEACH EMERGENCY FISHING PIER REPAIR

### September 01, 2023



### Representative Photos of Damage

