UNIT 409

# SEACLIFF STATE BEACH

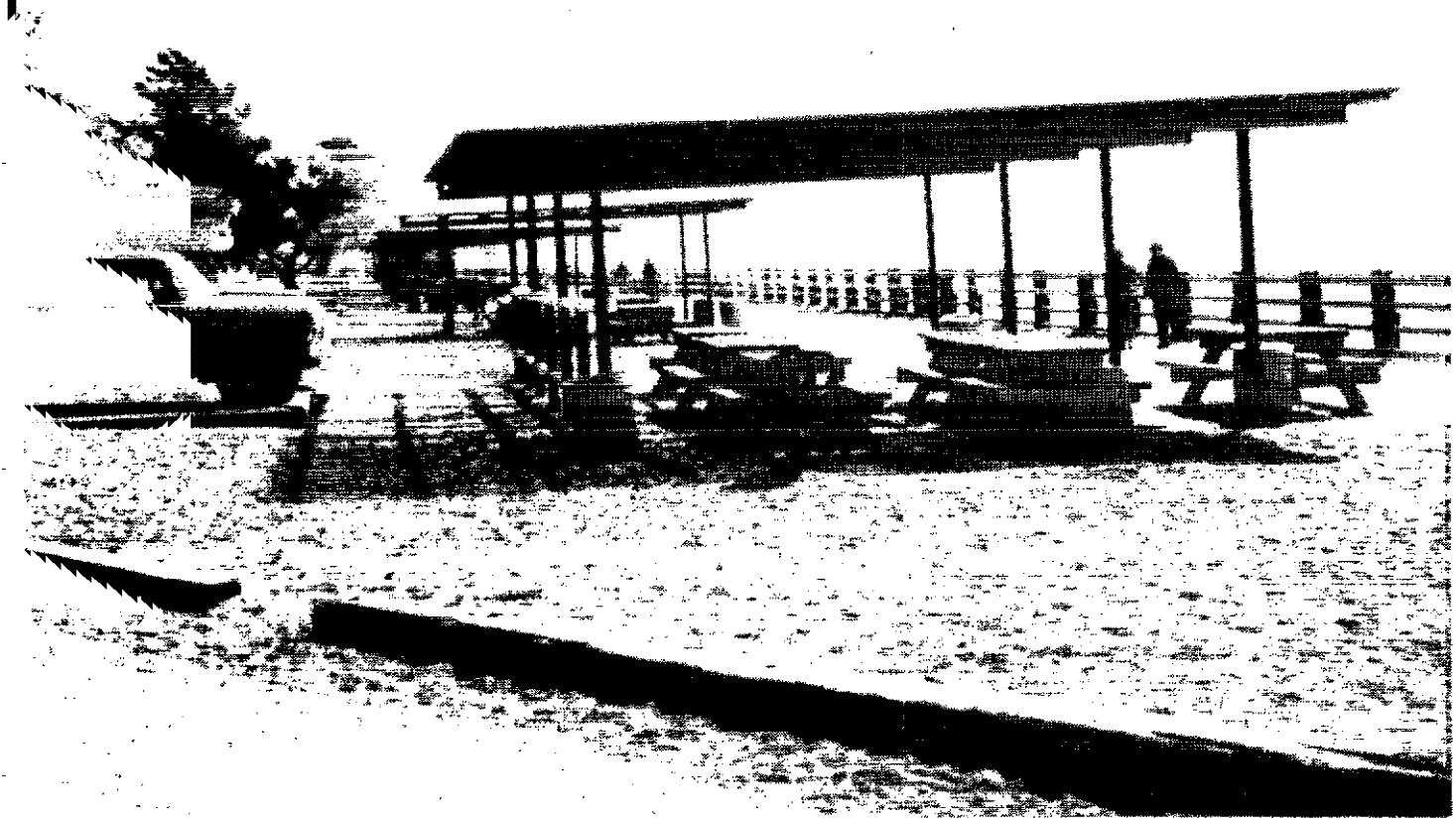
## GENERAL PLAN

May 1990

# SEACLIFF STATE BEACH GENERAL PLAN

*George Deukmejian, Governor*
*Gordon Van Vleck, Secretary for Resources*
*Henry R. Agonia, Director*

*State of California — The Resources Agency*
*Department of Parks and Recreation*



State Parks and Recreation Commission Approval — May 1990

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The many people who helped shape this plan through participation at the public meetings and during field reviews. Special thanks to the park staff and active members of the Monterey Bay Natural-Historical Association for their assistance and daily efforts in the management of the Pajaro Coast State Beaches.

STATE OF CALIFORNIA—RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor
DEPARTMENT OF PARKS AND RECREATION
STATE PARK AND RECREATION COMMISSION
P.O. Box 942896, SACRAMENTO, CA 94296-0001

Resolution 27-90
adopted by the
CALIFORNIA STATE PARK AND RECREATION COMMISSION
at its regular meeting in Santa Cruz on
May 11, 1990

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for Seacliff State Beach; and

WHEREAS, this reflects long-range development plans to provide for optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the California State Park and Recreation Commission hereby approves the Department of Parks and Recreation's Seacliff State Beach Preliminary General Plan, dated February 1990, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement the provisions of said plan.

# SEACLIFF STATE BEACH
# GENERAL PLAN

March 1992

Pete Wilson
Governor of California

Douglas P. Wheeler
Secretary for Resources

Donald W. Murphy, Director
Department of Parks and Recreation

State of California - The Resources Agency
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# SEACLIFF STATE BEACH GENERAL PLAN

## SUMMARY OF PROPOSALS

This summary provides a quick reference to General Plan proposals for Seacliff State Beach. The reader should refer to the separate sections of this plan and reference documents for complete details and actual policy statements.

### Resource Management Summary

1. A monitoring program shall be established and coordinated with other agencies, to better understand beach erosion and seacliff retreat at this unit.

2. A "zone of exclusion" and "zone of demonstration" is established for cliffs and bluffs, to regulate design and placement of new facilities.

3. The department shall coordinate beach erosion studies with the various agencies and develop non-structural solutions to erosion and beach replenishment at Seacliff State Beach.

4. The department will develop and implement a revegetation program along Aptos Creek.

5. The department shall manage native wildlife for its perpetuation and survey the protected populations of the tidewater goby.

6. Historic structures should be maintained to preserve their architectural and historic value. The CCC-ramada will be preserved.

### Land Use and Facility Proposals

1. Construct new entrance station with necessary roadway improvements.

2. Maintain seawall for continued protection of existing recreation facilities.

3. Improve beach access along seawall for emergency vehicles, pedestrians, and disabled persons.

4. Maintain 26 existing recreation vehicle campsites. Improve day-use parking to accommodate larger recreation vehicles and for overflow camping during the "off season."

5. Develop the site around existing visitor center with improved walks, decking, landscaping, lighting, and benches. Improve road intersection, crosswalks, and parking. Replace existing restroom building with a new facility.

6. Concession services should continue, with improved building architecture and site development.

7. Maintain pier with improved fencing and low-level safety lighting. Continue safety-oriented repairs and maintenance on the ship, Palo Alto, until closed to public access. A pier extension should be considered.

8. Construct a small permanent lifeguard tower on the pier for surveillance of New Brighton and Seacliff State Beaches.

9. Designate a portion of the beach-level day-use area for seasonal walk-in use (no vehicles). Restrict larger recreation vehicles downcoast from the visitor center and increase picnic sites. Consider including day-use facilities on reservation system.

10. Maintain the bridge crossing Aptos Creek, replace concrete on beach with natural rock material, restore riparian habitat, and coordinate trail connections with other city and county regional trail plans.

11. Maintain bluff parking and overflow area. Construct restroom, picnic sites, ramadas, and paths in relationship with beach access stairs.

12. Relocate the district vehicle maintenance function outside the unit. Maintain a permanent unit office with vehicle storage, and improve the vehicle service access and its esthetic quality.

13. Existing employee residences are considered nonessential for providing visitor services at this time and will be considered for housing, surplus, removal, or adaptive uses such as limited aquatic safety program services.

14. Maintain and upgrade Rio Del Mar parking and sanitary facilities. Coordinate with county to improve traffic and shuttle programs. Considerations may include the use of metered parking.

15. Rehabilitate existing beach comfort station at the "Esplanade" with access for the disabled. Improve emergency vehicle beach access.

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# INTRODUCTION

## Purpose

This General Plan provides guidelines for the long-term management and development of Seacliff State Beach, including the Rio Del Mar subunit. Prepared by the California Department of Parks and Recreation to satisfy requirements of the Public Resources Code Section 5002.2, its approval by the California State Park and Recreation Commission is required prior to any development that would constitute a permanent commitment of natural or cultural resources.

The plan summarizes available information regarding the unit, documenting the planning process and the relevant data used in making land use decisions and specific management and development proposals. As conditions change, the plan may be reviewed and amended as necessary to responsibly guide departmental actions at this unit. This General Plan, however, is not intended to provide detailed plans for site development, resource managment, or unit operations. Facility capacities indicated by this plan are approximate only, indicating maximum capacity, and may be less when specific site plans are prepared for funding and implementation. Details of resource management are left for inclusion in specific resource management programs that will be prepared at a later date.

Discussions about land not owned by the Department of Parks and Recreation may be included. These lands represent potential acquisition opportunities, based on available data. However, the discussions are intended for planning purposes only, and do not represent an intention or commitment for acquisition.

## General Plan Outline

This plan is made up of the following elements which reflect the department's responsibility to fulfill certain goals:

The Resource Element evaluates the natural and cultural resources of the unit and sets management policies for protection, restoration, and use of these resources.

The Land Use and Facilities Element describes current and proposed land uses consistent with the resource policies, and outlines proposed facility development to enhance public recreational needs.

The Interpretive Element proposes programs and facilities for public information and interpretation of the unit's natural and cultural values.

The Concessions Element summarizes opportunities to provide appropriate goods or services for the public through concessions in existing or proposed facilities.

The Operations Element describes specific operational and maintenance requirements and guidelines for continued unit operations.

The Environmental Impact Element assesses the environmental effects, and proposes mitigation measures and alternatives. The General Plan, as a whole, serves as the Environmental Impact Report required by the California Environmental Quality Act.

## Planning Process

The process used in developing this General Plan included a comprehensive resource inventory and evaluation of the opportunities and physical constraints of this unit. This resource information was used in determining management policies needed to protect, enhance, and preserve sensitive and important natural and cultural resources.

Existing land uses and facilities also were evaluated to determine their effectiveness in serving the recreational and operational needs of the unit. Current recreational patterns of the varied segments of the state's population were also examined to identify specific needs to be met by this state beach. In addition, the County of Santa Cruz' various coastal land use, recreation, and transportation plans were reviewed to identify relevant goals, policies, and land use designations applicable to Seacliff State Beach.

This information, coupled with the public comments and other governmental agency concerns, provided the foundation for the various development and management proposals contained in this document.

## Public Involvement

The public played an active role in creating this plan. From the outset, the planning team attempted to identify all parties interested in or affected by the plan, and to encourage their participation in the decision-making process. A mailing list of over 400 persons was compiled, including residences from adjacent private beach developments, and interested persons and organizations from surrounding communities, such as Santa Cruz, Rio Del Mar, Aptos, Capitola, Watsonville, San Jose, and Monterey.

Our planning effort began in 1984 with a resource study and preparation of draft management policies for Seacliff State Beach and four other state beaches, located on the Pajaro Coast in Santa Cruz County. Public meetings were held during October 1987 in Santa Cruz, Aptos, and Watsonville, to identify major issues and concerns for the future of these beaches. Between October 1987 and October 1988, two general plans were completed for Natural Bridges and Twin Lakes State Beaches and adopted by the State Park and Recreation Commission.

Since that time, the department's planning team and technical staff met with local planners, homeowners, park visitors, and others to better understand existing conditions and future needs for Seacliff, New Brighton, and Sunset State Beaches. A user survey was conducted to obtain further information from visitors about their likes and dislikes of these parks. Ninety percent of the returned questionnaires came from campers at Seacliff State Beach, primarily because of the convenience of their recreation vehicles. On October 12, 1989, another public meeting was held in Santa Cruz. At this meeting, specific proposals for these three state beaches were presented to the public for review and comments. Participants at these public meetings were enthusiastic and helpful.

## Conformance With Local Plans

The department shares the responsibility with the County of Santa Cruz and other governmental agencies to protect the natural and cultural resources at Seacliff State Beach, while providing for the recreation needs of the citizens of California.

Seacliff State Beach, including the Rio Del Mar subunit, is located within the coastal zone in the Mid County Area unincorporated portion of Santa Cruz County. In response to the provisions of the Coastal Act of 1976, the County developed a Local Coastal Program (LCP) that includes policies and programs for coastal protection. The LCP was certified by the California State Coastal Commission on February 3, 1982 and became binding not only on local public and private development, but also on special districts and state agencies.

The County LCP and General Plan designates Seacliff State Beach as Park and Recreation and Urban Open Space land use. General and specific policies and programs are included in these county plans for resource protection, management, development, and uses at this state beach and its surrounding lands.

The Seacliff State Beach General Plan was prepared in consultation with the county planning and public works departments, and the enclosed proposals are intended to assure conformance with all applicable plans. Specific LCP policies relevant to Seacliff State Beach are included in the appendix.

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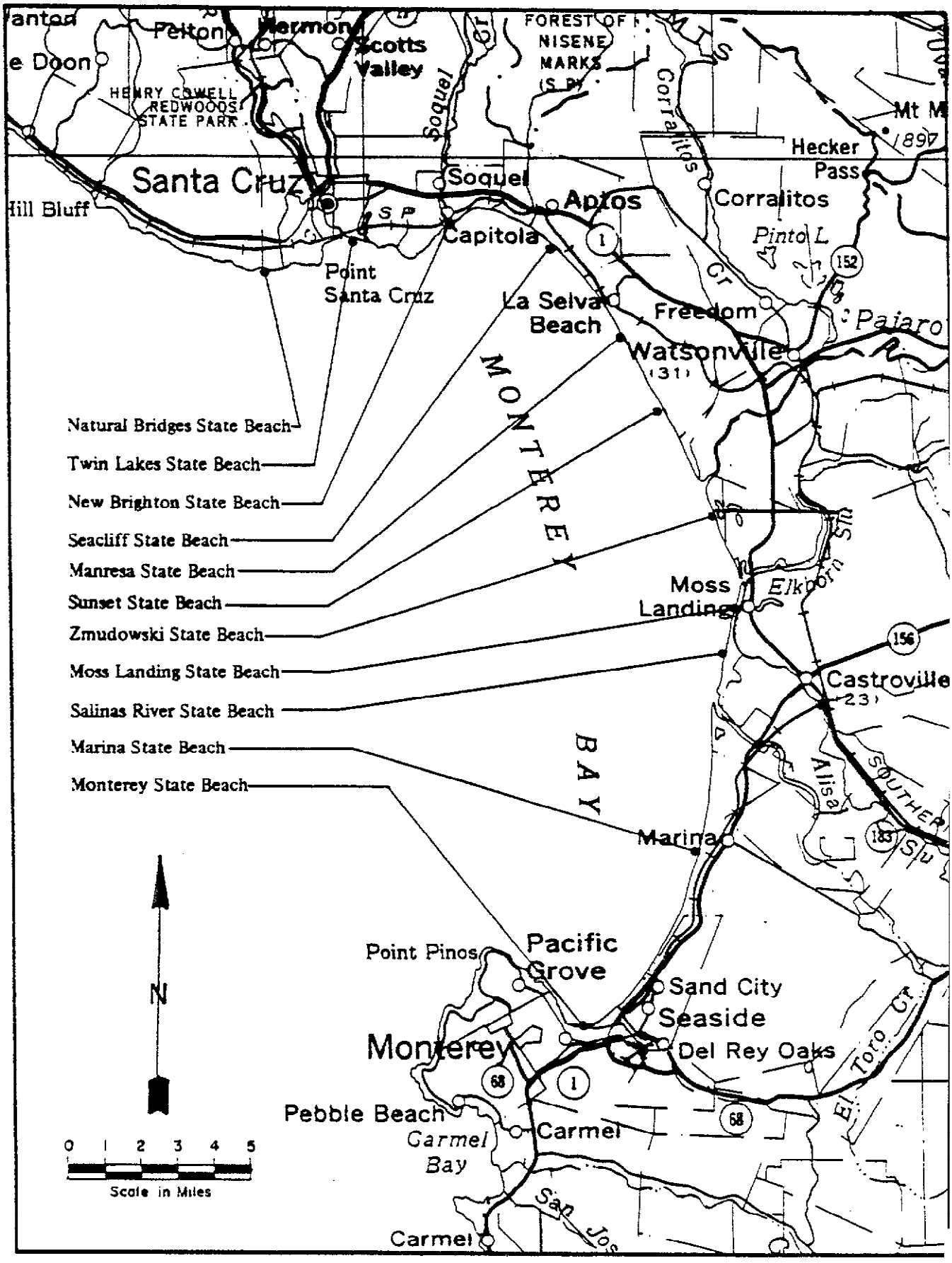


VICINITY MAP

# RESOURCE ELEMENT

## Purpose

This Resource Element was prepared to meet requirements set forth in Section 5002.2, Subsection (b) of Division 5, Chapter 1 of the Public Resources Code and Chapter 1, Section 4332 of Title 14 of the California Administrative Code. In compliance with this section of the Public Resources Code, the Resource Element sets forth long-range management objectives for the natural and cultural resources of the unit. Specific actions or limitations required to achieve these objectives are also set forth in this element; maintenance operations and details of resource management are left for inclusion in specific resource management programs that may be prepared at a later date.

Discussions about lands not now owned by the Department of Parks and Recreation have been included. These lands may represent potential acquisition opportunities, based on available data. However, the discussions are intended for planning purposes and do not represent an intention or commitment for acquisition.

## Unit Description

Seacliff State Beach (85.35 acres) is in Santa Cruz County, adjacent to the communities of Seacliff and Aptos. The nearest State Park System units are: New Brighton State Beach, one mile west; The Forest of Nisene Marks State Park, one mile north; and Manresa State Beach, four miles southeast.

The unit is near the State Highway 1 freeway. State Park Drive leads directly from the freeway to the unit's main entrance. The extension of the state beach road upcoast on the beach level is Las Olas Drive. The only access to the homes on this drive is through the state beach entrance.

## Resource Summary

### Natural Resources

#### Topography

Seacliff State Beach has an elevational range of sea level to 120 feet; slope varies from nearly level to vertical. The seacliffs are the most prominent physiographic feature of Seacliff State Beach. These cliffs are approximately 100 feet in height and have been formed by erosion of the native sandstone. The grading and construction of the beach access road in a seasonal drainage has altered the natural topographic outline of the bluffs. Approximately 1,500 feet of Aptos Creek is within Seacliff State Beach. The state beach includes 9,500 feet of ocean frontage. At its narrowest point, this unit is 250 feet wide.

#### Meteorology

Northern California experiences a Mediterranean climate with cool, wet winters and warm, dry summers. The waters of the Pacific Ocean have a profound moderating effect on temperatures along the coast, producing a maritime

temperature regime with mild temperatures year-round. Mean daily maximum temperatures for the months of May through November at Seacliff State Beach are in the low to mid 60s and mean daily minimums are in the high 40s. For December through April, mean daily maximums are in the high 50s and mean daily minimums are in the middle 40s. Mean annual precipitation is estimated at 20 inches. Most of this precipitation (83%) occurs during the months of November through March.

Windy conditions are the norm around Monterey Bay. The weather station in the City of Monterey reports wind speeds of 4 to 15 miles per hour about 75 percent of the time, and strong winds, 16 to 31 miles per hour, are recorded five percent of the time. Calm, winds less than four miles per hour, is recorded about 20 percent of the time.

Fog, or fog-generated low clouds, occurs during all seasons; but is most common on summer mornings and evenings. The Monterey Bay area has fog 12 percent of the time during July through September. As a consequence of the foggy summers and frequent winter storms, this area only receives about 3,000 hours of sunshine or about 70 percent of possible.

Microclimatic zones, areas which depart from the general climatic factors (e.g., insolation, temperature, or soil moisture), are generated at Seacliff State Beach by the ocean, the prevailing breeze, the coastal fog, the sandy beach, the cliffs facing the beach, and the forest canopy.

Water reflects only half as much solar insolation as land; hence, the ocean stores more energy during the day and releases more energy at night. However, because of its lower specific heat, the land warms up and cools down two to three times as fast as the ocean. These energy storage and temperature differences, together with the prevailing onshore breeze, moderate high and low temperatures near the coast. When the coastal fog moves inland, it enhances this moderating effect. At first, it produces a sudden chill; thereafter, it acts as a thermal blanket, keeping air and soil temperatures almost constant.

White beach sand, and surf, reflect about half the solar radiation. This extra half-dose of sunshine accounts for the unexpected sunburns of many inexperienced beach users.

The steep cliffs facing the beach act as a "heat shield", reflecting back the energy being radiated from the beach. At the toe of the cliffs, the energy loss is only 50 percent of that lost by a flat unshielded area. This effect creates a thermal belt along the toe of the cliffs.

*Hydrology*

Seacliff State Beach is located in the Aptos-Soquel Hydrologic Sub-Area in the Central Coastal Hydrologic Basin. Aptos Creek is a perennial stream that flows through the unit to the ocean. Of the 18,000 acres in the Aptos Creek drainage area, about three acres occur within the State Beach (three percent of the unit). Approximately 1,500 feet of Aptos Creek flows through the unit. State Park System property is limited to the creek bottom and its banks; private residential areas line the creek except at its mouth. Inland drainage areas are in public and private ownership. Localized flooding has commonly

occurred on Aptos Creek during periods of peak precipitation. For example, flooding during the storms of 1982 denuded the banks of Aptos Creek of vegetation.

Surface water quality data for Aptos Creek indicates high levels of coliform bacteria. A sewage line has been placed adjacent to the creekbed on stable land.

Extensive beach inundation has occurred during winter high tides and storm waves. On repeated occasions, the unit's seawall has been extensively damaged by winter storms. A tsunami could also inundate the beach.

Poor groundwater quality is reported for this unit; however, saltwater intrusion into the aquifer has not been documented.

Geology

Seacliff State Beach is within the Salinian block of the southern Coast Range's geomorphic province. The Salinian block is a wedge of continental material bounded on the northeast by the San Andreas fault zone and on the southwest by the Sur-Nacimiento fault zone.

The coastal bluffs above the beach are made up of the Pliocene-aged Purisima Formation, overlain by a mantle of unconsolidated terrace deposits. The Purisima Formation is thick to very thick-bedded yellowish gray to olive gray sandstone and siltstone, with occasional interbeds or lenses of mollusk shells. The formation is extensively jointed, warped, and faulted, and fails in large block falls which tumble to the beach, when exposed to direct wave attack.

The upcoast day-use parking, campground, and Las Olas Drive homes are all built on artificial fill placed on the beach in the mid-1920s. This attempt to "create" developable land at the low elevation beach level has brought with it conflict, as the sea continues to erode this area and as ingenuity and engineering expertise is used in attempts to halt the natural erosion process.

In 1970, the average beach width was 200 feet. In April of 1985, the beach width upcoast from the pier varied from 50 to 100 feet.

The wave-cut platform at Seacliff and the base of the cliff is made up of a fossil-rich bed within the Pliocene-aged Purisima Formation. The mollusks are set in a medium- to fine-grained sandstone and siltstone matrix. The fossils have been studied by academic researchers in the 1960s; however, the unit files do not contain the results of the permitted research.

Soils

The four soil mapping units within Seacliff State Beach are coastal beaches, Danville loam, Elder sandy loam, and Elkhorn sandy loam. Soils are characteristically loamy or sandy.

At Seacliff State Beach, the coastal beach land type occurs on the narrow sandy beach at the base of the bluffs and consists of sand, gravel, and cobbles. Coastal beaches are exposed during low tides and portions of the beach are commonly inundated at high tide or during storm surges. Drainage is very poor to excessive; erodibility is high.

Danville loam, on slopes of zero to nine percent, is a very deep, well-drained soil that is derived from alluvium. Typically, the surface layer is a very dark gray, slightly acid clay loam, and loam about 17 inches deep. The subsoil is about 25 inches thick, dark grayish brown, slightly acid to neutral clay and clay loam. Erosion hazard is slight to moderate. Shrink-swell potential is moderate to high and permeability is slow. The soil is found primarily on the coastal bluffs to the west of the access road to the beach.

Elder sandy loam derives from alluvium and is found on gentle slopes (zero to nine percent) in Seacliff State Beach. This soil is found in the Aptos Creek drainage. The surface layer is approximately 31 inches thick, grayish brown and dark grayish brown, medium acid to acid sandy loam. Grayish brown, slightly acid sandy loam and loamy sand form subsurface layers. Hazard of erosion is slight to moderate. Permeability is moderate and runoff is slow to moderate. Shrink-swell potential is low.

Elkhorn sandy loam is very deep, well-drained soil that derives from marine terraces and old alluvial fans. It occurs on zero to nine percent slopes within Seacliff State Beach. Elkhorn sandy loam has a very dark grayish brown to brown, slightly acid to medium acid surface layer to about 21 inches. The subsoil is pale brown and variegated, neutral, and about 60 inches deep. Permeability is moderately slow; shrink-swell potential is low. Erosion hazard is slight to moderate on zero to nine percent slopes. Elkhorn sandy loam is the counterpart to Danville loam on the coastal terrace at Seacliff State Beach. Elkhorn sandy loam occurs to the east of the access road to the beach.

Plant Life

Native vegetation has been almost entirely eliminated from Seacliff State Beach and replaced by alien species such as eucalyptus (Eucalyptus sp.), broom (Cytisus sp.), and acacia (Acacia sp.). Remnants of coastal scrub vegetation still occur on the bluffs which line the beach. Small riparian areas occur in seeps and seasonal drainages. The riparian corridor through which Aptos Creek flows was largely destroyed during the severe storms of 1982. Present-day vegetation on the banks of Aptos Creek is composed of red alder (Alnus oregona) and arroyo willow (Salix lasiolepis) associated with exotic, weedy species.

No rare or endangered plant species have been reported from Seacliff State Beach.

Animal Life

There are four biotic communities within Seacliff State Beach: coastal strand, riparian woodland and seeps, coastal scrub, and eucalyptus woodland.

Coastal strand includes the beach and littoral zone. Gulls and shorebirds commonly forage in the intertidal zone and can be seen on the beach. California gulls, willets, and sanderlings are species representative of this community.

Northern coastal scrub, which occurred on the coastal bluffs at Seacliff State Beach, has been largely replaced by exotic species. Currently, this community is restricted to isolated sites above Aptos Creek and along the stairs to the

beach. The dense vegetation provides cover for several mammals and birds. Mammals in this community include the California ground squirrel, western harvest mouse, and California vole. Typical birds are the rufous-sided towhee and white-crowned sparrow. Reptiles and amphibians include California slender salamander and Pacific gopher snake.

Riparian woodland at Seacliff occurs only in a thin, non-continuous strip along Aptos Creek, and consists of winter-deciduous, broad-leaved trees and shrubs. Arroyo willow occurs in seepage areas on the bluff face. Urbanization and winter storm damage have reduced wildlife habitat in lower Aptos Creek. Mammals expected to occur within the Aptos Creek riparian zone include the dusky-footed wood rat and deer mouse. Birds include the house sparrow and American goldfinch. Amphibians and reptiles are represented by the California newt, ensatina, western skink, and Pacific gopher snake.

A dense stand of eucalyptus and acacia is established along the coastal bluff at Seacliff State Beach. The canopy density and diverse understory of this biotic community, as well as its proximity to seepage areas, provide good nesting, resting, and feeding habitat for mammals and birds. Mammals representative of this community include the western harvest mouse and dusky-footed wood rat. Birds are represented by the mourning dove, rock dove, and house sparrow. Amphibians and reptiles include the California slender salamander and Pacific gopher snake. The only fish resident in Aptos Creek within the unit is the threespine stickleback. Steelhead rainbow trout, an anadromous species, pass through the portion of Aptos Creek on their upstream and downstream migrations.

The tidewater goby, a Federal Candidate species, has been collected at Aptos Creek within the unit.

Marine Life

Located within Monterey Bay, the marine environment off Seacliff State Beach is within the Central California Seascape Province, a region of characteristic geological and biological features extending south from San Francisco Bay to Point Conception.

The marine ecosystem consists of two principal environments, benthic and pelagic. The pelagic habitat is the open water from the surface to the sea floor. Benthic habitats are on the ocean floor and are defined on the basis of depth, substrate, and tidal influences. There are two significant benthic habitats at Seacliff, intertidal and subtidal.

Intertidal benthic habitat is the sandy beach area between high and low tides. This zone is limited in biological productivity due to the daily exposure to the atmosphere and the constantly shifting sand. Nevertheless, some species, primarily burrowing animals, occur here. The most common burrowing animals are blood worms and the mole crab. Scavangers are also present, primarily beach hoppers. When the tide is in, several fish, including surf perch, diamond turbot, and round stingray, utilize this habitat. When the tide is out, the major vertebrates are foraging shorebirds such as willets and sanderlings.

Subtidal benthic habitat extends from the lowest tide line to a depth of 30 feet and is primarily composed of unconsolidated sand. The dominant species which dwells within the substrate is the polychaete tube worm. Species which dwell on the substrate include dungeness crab and short-spined sea star. Fish that commonly occur in this zone are sand dabs, California halibut, and starry flounder.

The pelagic community is composed of floating and swimming organisms. Floating organisms include the phytoplankton, zooplankton, crustaceans, jellyfish, and copepods. Fish in this zone include surf perch, rockfish, and night smelt. Marine mammals occurring occasionally in this zone include harbor seals and California sea lions. A number of inshore seabirds such as western grebe, surf scoter, Caspian tern, and gulls also utilize this habitat.

The State and federally-listed Endangered California brown pelican is known from this unit. The State and federally-listed (Threatened) Guadalupe fur seal may occasionally forage near Seacliff State Beach (a small male was found beached in Monterey Bay in 1977). The Federally-listed (Threatened) southern sea otter occurs in Monterey Bay and may occasionally be seen migrating between kelp beds, its preferred habitat. Many of the fish and birds which inhabit the marine environment off Seacliff State Beach are of ecological, recreational, and commercial importance.

Ecology

Many small ecosystems occur in the coastal and marine environments of Monterey Bay. These small systems are interrelated by physical and biological components.

Streams, bluffs, and cliffs contribute sediments to marine ecosystems, which are then redistributed by littoral and ocean currents. As a result of the current pattern in Monterey Bay, the benthic marine environment at Seacliff State Beach is sandy. Nutrients associated with these sediments are important to marine life in the nearshore zone, although upwelling of cold bottom waters provides the greatest source of nutrients. These nutrients enhance the biological productivity in nearshore marine ecosystems. Because of the upwelling, Monterey Bay is one of the richest marine basins in California.

Due to extensive urban encroachment, the natural ecosystems in the Seacliff area have been damaged and reduced to narrow strips, flanked by urban and commercial developments on one side and a heavily used beach on the other.

## Cultural Resources

Archeology

One very small shell midden lies on the edge of the bluff southeast of the upper parking lot within Seacliff State Beach. It has been recorded as archeological site SCR-201. Only traces of shell remain; no artifacts have been found. The site has little apparent scientific or interpretive value, or potential for yielding additional information on prehistory. The site will eventually be lost due to cliff retreat, though the bluff at this point appears fairly stable.

There is a scatter of shell around the visitor center that was previously recorded as archeological site SCR-264. However, test excavation during the resource inventory found an absence of artifacts, charcoal, stones, or depth of deposit. The shell was probably naturally or recently deposited in the area.

Ethnography

The Indians who lived along the coast from San Francisco Bay to Monterey Bay are generally referred to as Costanoan, though the name Ohlone has become the more common usage in recent years among native descendents. The names are an abstraction for a linguistic family of eight distinct languages. Three different languages were spoken on Monterey Bay: Awaswas from Aptos upcoast to Davenport, Mutsun in the Pajaro and lower Salinas River valleys, and Rumsen from Marina south to Point Sur.

Political organization was limited to a tribelet level, consisting of one or more villages and served by a chief and council of elders. Each of the approximately 50 tribelets was like an autonomous nation. Tribelet territories were apparently well defined and defended, with warfare commonly mentioned in historical accounts. Marine resources provided items for trade to inland neighbors, primarily mussels, abalone shells, salt, and dried abalone. Pinon pine nuts and obsidian were obtained as imports.

Prayers, offerings, dreams, dances, and shamanism were important in Ohlone religious life. Musical instruments included whistles, flutes, rattles, and a musical bow. Several types of games and gambling were popular. Most houses were dome-shaped, using thatch to cover a pole framework, and large enough for 10 to 15 persons. Animal skins were used for robes (on cold days), blankets, and bedding, along with tule mats. Baskets were used for storing household items, and especially for collecting, processing, and storing food.

Acorns provided the bulk of the diet, supplemented by a variety of other nuts, seeds, berries, roots, and shoots. In addition, animals were hunted, trapped, and fished. Most of the mammals and reptiles in the area, waterfowl and other birds, and insects were utilized. Extensive burning of brush and grasslands helped to improve the hunting and gathering potential of the lands, while reducing the danger of wildfires. Beached whales, sea otters, and sea lions were roasted and eaten. Mussels and abalone were gathered, though this resource was probably never abundant along the sandy bay from Aptos to Monterey.

The seven missions in Ohlone territory had cataclysmic and devastating effects on the native population and traditional culture. The Indians living around Monterey Bay were drawn into missions at Santa Cruz, San Juan Bautista, and San Carlos.

History

Gaspar de Portola's 1769 expedition, and the Rivera-Palou and Hezeta and Palou expeditions of 1774 and 1775, initiated Spanish occupation and missionization of the Monterey Bay area. Simultaneously with orders for mission secularization in 1834 came requests for Mexican land grants. Within a few years, the present-day beach units in Santa Cruz County were almost entirely taken up in a series of these grants.

The land encompassing Seacliff State Beach was originally granted to Rafael Castro, Jose Joaquin Castro's son, in 1833 as Aptos Ranch. An extension of one league was granted in 1840. Rafael constructed a landing and wharf at the mouth of Aptos Creek which served as an important early Monterey Bay shipping point and was enlarged by Claus Spreckels in the 1880s. No remains have been found of this important early site in present-day Seacliff State Beach.

On February 24, 1853, Rafael Castro filed for land grant confirmation with the California Land Commission. Seven years later, on April 23, 1860, he received a patent for 6,685.91 acres. The U.S. Surveyor General's 1859 survey plat of the rancho records "High Bluffs" and the landing at the mouth of Aptos Creek. The plat records no other landmarks in the Seacliff State Beach area.

In 1872, Claus Spreckels, wealthy entrepreneur who founded the Spreckels Sugar operation, was attracted to the area both for its agricultural potential and setting for an elegant country estate. That year, Spreckels bought 2,390 acres from Rafael Castro and immediately began developing his country estate in present-day Rio Del Mar. The grounds included a large residence, deer preserve, polo field, race track, hotel and outdoor dance pavilion, cottages, horse barns, and flour mill. At the same time, he enlarged Castro's wharf at Aptos Landing so it could handle lumber shipments to Hawaii. In 1880, Spreckels extended the wharf to 1,000 feet. Winter storms eventually destroyed this pier complex to such a degree that shipping from this point was abandoned. The fields in back of present-day Seacliff State Beach were devoted to sugar beet crops during this period.

The land holdings in this area remained principally intact and undisturbed until the late 1920s when land subdivision began in earnest. The Seacliff area was surveyed in 1925, and the present-day beach unit became part of a commercial subdivision called Seacliff Park. San Andreas Road ran down to the beach just north of Aptos Creek, and a sea wall was constructed which lasted less than a year.

In 1929, a group of businessmen from Utah, Nevada and California formed the Cal-Neva Stock Company and purchased 500 feet of beach frontage from George Hume, who had purchased property in the new Seacliff Park subdivision. In 1930, they bought the cement ship Palo Alto, one of three experimental cement ships constructed in 1919 as a result of the World War I steel shortage. The Palo Alto, berthed in Oakland for the next ten years, was towed to Seacliff and positioned on the beachfront. Cal-Neva next constructed a 630-foot-long by 40-foot-wide pier out to the ship. The ship's interior was gutted, and renovated as an amusement center. The newly-renovated Palo Alto, which opened in June 1930, featured the "Rainbow Ballroom", swimming pool, dining room, and restaurant known as the "Ship's Cafe and Fish Restaurant".

In 1931, Harry J. Bias and Hugh S. Gordon, through the Santa Cruz Land and Title Company, sold a 26.97-acre parcel to the State of California which included beachfront property north of the pier and Seacliff Park subdivision lots east of the beach. Thus, Seacliff was established as one of the earliest State Beach units in California. Others were Santa Monica in 1929, and Sunset and Silver Strand, established in 1931.

Cal-Neva went bankrupt in 1932, abruptly ending the Palo Alto's stint as an amusement center. That year, a winter storm cracked the vessel amidships. The State Parks Commission purchased the Palo Alto from Arthur H. Wikkerink and Walter F. Pilgrim, Cal-Neva partners, for $1.00 in 1936. In 1939, as a result of storms, the ship's keel was broken and the bow section settled several feet, listing slightly to port. In 1959, the Palo Alto's masts were cut down for public safety. In 1978, the Department of Parks and Recreation closed the ship to the public. The ship has been partially stabilized and its landward half is now open for public use.

During the 1930s, the Civilian Conservation Corps helped develop Seacliff State Beach. Sometime between 1935 and 1941, they constructed the group picnic ramada located northwest of the pier. A historic photograph documents this ramada, as well as the white bungalow which was later moved up from the beach to its present location on the bluff.

A historic photograph dating from the 1930s also documents 301 Seacliff Drive, which at that time was one of several isolated dwellings located behind the bluff in the new Seacliff Park subdivision. The dwelling is presently located within the beach unit's boundaries.

Historic photographs document the original ranger's office, constructed in the 1940s next to the white bungalow on the beach. This office, currently known as the visitor center, was a standard State Park System building. These offices were constructed throughout the park system to serve double duty as an entrance kiosk and ranger office.

In 1955, the State acquired the Rio Del Mar property and Aptos Beach Country Club beach house located south of the pier. This beach house no longer exists.

Historic Structures and Sites

Seacliff State Beach contains five known historic resources and one no longer extant historic site. The historic resources include 167 Seacliff Drive, 301 Seacliff Drive, the Civilian Conservation Corps-built picnic ramada, the pier and the remains of the Palo Alto. The ranger office, modified for use as a visitor center, is not considered a historic resource. No evidence remains of Aptos Landing at the foot of Aptos Creek.

The home at 167 Seacliff Drive was originally located on the beach near the original entrance to Seacliff State Beach. It was subsequently moved to its present site on the bluff. The building, a rectangular wood-frame board and bat bungalow surmounted by a hipped roof, appears to date from the 1920s. Built originally as a residence, it was later used as an office. It currently serves as a residence.

The home at 301 Seacliff Drive is a utilitarian small wood-frame stucco bungalow that appears to date from the 1920s. The garage was subsequently attached to the house. A 1930s photograph documents the house as one of several isolated dwellings located behind the bluff in the new Seacliff Park subdivision. At that time, the house was not within the State Beach boundaries.

The Seacliff Group Picnic Ramada, located east of the State Beach office and northeast of the pier end, was constructed by the CCC sometime after 1934. The ramada is constructed of peeled pine log posts. Three-post corners support the hipped shingle roof which protects 16 tables. These tables have double support posts on the outside and single posts on the inside. Three two-sided Diablo stoves are located north of the ramada. The ramada, which has suffered from weather and vandalism, is typical of the rustic, rough-hewn 1930s CCC park architecture.

The 630-foot long by 40-foot wide wooden Seacliff pier, constructed in 1930, is supported by wood pilings, and is enclosed with railings. Space is provided for the handicapped to fish, and where fish can be cleaned. The pier was originally built as access and parking space for the visitors to Palo Alto. Through the years, the ship has suffered substantial damage. In 1959, the masts were removed for public safety. In 1978, the ship was closed to the public. In 1983, 20 tons of concrete were poured into the ship's hulk to help stabilize it. The north half of the Palo Alto was then reopened to fishing. New storms, however, caused further damage requiring additional repairs.

The visitor center, located on the beach, was originally a small square wood-frame gable end building with overhanging porch roof supported by three posts. Structures of the same design were constructed throughout the State Park System to serve as entrance stations and ranger offices. The building was extensively remodeled and expanded in 1987 to include a larger office and exhibit space.

Esthetic Resources

The concrete ship at Seacliff State Beach is a popular attraction, and its pier provides an excellent panoramic view of Monterey Bay. Negative esthetic features in this unit include the broad expanse of blacktop in the entrance parking lot, the adjacent weedy fields, the heavily eroded bluff just west of Aptos Creek, and the corrugated steel culverts running down the cliff.

Recreation Resources

The coastal area of Santa Cruz and Monterey Counties is one of the major recreation destinations in California. This area was the destination for roughly one out of 20 recreation trips (4.6 percent) within the state by Californians in 1980. These trips brought 5,760,000 recreation visitors to the two counties, not including local residents and visitors from out of state. In addition to these "destination" visitors, this area is very popular with people touring through or enroute to another destination.

Seacliff consistently reports annual attendance of more than a million visitors. Summer accounted for 43 percent of this use, fall for 16 percent, winter for 18 percent, and spring for 23 percent. Total visitor attendance for 1986/87 was 1,824,216. For 1985/86, it was 1,049,532. And for 1984/85, it was 1,141,959.

Twenty-one major recreation activities currently occur at Seacliff; of these, 11 are strongly dependent on the ocean or ocean beach -- scuba, skin diving, board surfing, body surfing, swimming, sunbathing, beachcombing, surf fishing, beachball, volleyball, and sand sculpture.

Seacliff State Beach has 48 well-shaded picnic units and a large group picnic area. It also has a recreation vehicle campground adjacent to the beach which can accommodate 27 vehicles and an overflow area which can accommodate an additional 30.

## Resource Policy Formulation

### Classification

Seacliff State Beach has been a unit of the State Park System since 1931. The unit was classified as a State Beach by the State Park and Recreation Commission in November 1962. The Public Resources Code defines a State Beach as a type of State Recreation Unit as follows:

> 5019.56. State Recreation Units. State recreation units consist of areas selected, developed, and operated to provide outdoor recreational opportunities. Such units shall be designated by the Commission by naming, in accordance with the provisions of Article 1 (commencing with Section 5001) and this article relating to classification.
>
> In the planning of improvements to be undertaken within state recreation units, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics.
>
> State recreation units may be established in the terrestrial or underwater environments of the state and shall be further classified as one of the following types: . . .
>
> (d) State beaches, consisting of areas with frontage on the ocean, or bays designed to provide swimming, boating, fishing, and other beach-oriented recreational activities. Coastal areas containing ecological, geological, scenic, or cultural resources of significant value shall be preserved within state wildernesses, state reserves, state parks, or natural or cultural preserves.

### Declaration of Purpose

The purpose of Seacliff State Beach is to make available to the people, for their benefit and enjoyment forever, the scenic, natural, cultural, and recreational resources of the ocean beach and related uplands.

The function of the California Department of Parks and Recreation at Seacliff State Beach shall be to preserve and protect public opportunities for ocean beach oriented recreation in a high quality environment.

## Zone of Primary Interest

The zone of primary interest is that area outside the unit, in which land use changes could adversely affect the resources of Seacliff State Beach. This zone includes the watershed of Aptos Creek and its tributaries where land use changes could affect the water quality and flood flows of this creek where it passes through the State Beach. The department is also concerned with activities adjacent to the unit, particularly along Las Olas Drive, Seacliff Drive, Coates Drive, Beach Road, and State Park Drive.

In addition, the department is interested in all lands, no matter how far away, that through their use and development adversely affect the unit's resources and features. Air pollution is a regional problem which affects the unit's resources and may be affected by changing land uses on distant lands. The damming of rivers and building of breakwaters and other structures along the coast which disrupt littoral sand movement and may increase coastal erosion is another problem affecting the unit.

## Resource Management Policies

Resource management in the State Park System is governed by laws contained in the Public Resources Code and the California Administrative Code, and is further guided by directives approved by the department's Director and by policies approved by the State Park and Recreation Commission. General policies related to the unit classification and the declaration of purpose have been addressed in previous sections.

Specific departmental Resource Management Directives amplify the legal codes and provide clearer management guidelines. Directives that are especially pertinent to the management of resources within Seacliff State Beach are:

- #15 State Recreation Units; protection of resources
- #18 State Beaches; avoid using sandy beaches for secondary uses
- #19 State Beaches; protection of resources
- #33 Exotic Plant Species
- #35 Wildlife Protection
- #46 Environmental Quality
- #58 Cultural Resource Protection
- #70 Archeological Sites

Directives #18 and #19 are particularly relevant to planning issues for the State Beaches along Monterey Bay:

> (18) INSOFAR AS IS POSSIBLE IN STATE BEACHES, THE ENTIRE AREA OF THE SANDY LITTORALS WILL BE AVAILABLE FOR RECREATION USE AND VISUAL ENJOYMENT. IT IS AN OBJECTIVE OF THE DEPARTMENT TO AVOID USE OF NATURAL SANDY BEACHES FOR PARKING OR FOR OTHER SUPPORTIVE OR SECONDARY USES.
>
> (19) THE SCENIC, NATURAL, AND CULTURAL VALUES OF STATE BEACHES, INCLUDING THE ECOLOGICAL RELATIONSHIPS OF THE LITTORAL, TIDAL, AND NEARSHORE AREAS WILL BE IDENTIFIED, EVALUATED, AND PROTECTED SO THE TOTAL QUALITY OF THE RECREATION EXPERIENCE MAY BE PERPETUATED AND ENHANCED.

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Following several years of significant storm damage in many coastal State Park System units, the Department adopted a policy for coastal erosion on October 24, 1984. The intent of the policy is to avoid construction of new permanent facilities in areas subject to coastal erosion, and to promote the use of expendable or movable facilities where the expected useful life is limited. The policy reads as follows:

> THE DEPARTMENT OF PARKS AND RECREATION SHALL AVOID CONSTRUCTION OF NEW STRUCTURES AND COASTAL FACILITIES IN AREAS SUBJECT TO OCEAN WAVE EROSION, SEACLIFF RETREAT, AND UNSTABLE CLIFFS, UNLESS SPECIFIC DETERMINATIONS HAVE BEEN MADE THAT THE RISK OF LOSS OF THE FACILITY IS CLEARLY OFFSET BY THE INVESTMENT AND NEED FOR THE FACILITY. MEASURES SHALL BE TAKEN TO MINIMIZE HUMAN INDUCED EROSION BY REDUCING: CONCENTRATED SURFACE RUNOFF FROM USE AREAS, ELEVATED GROUNDWATER LEVELS FROM IRRIGATION AND URBANIZATION, AND SURFACE DISTURBANCE OF BLUFFTOP SOILS. IN RECOGNITION OF CALIFORNIA'S ACTIVELY ERODING COASTLINE, NEW STRUCTURES AND FACILITIES LOCATED IN AREAS KNOWN TO BE SUBJECT TO OCEAN WAVE EROSION, SEACLIFF RETREAT, OR UNSTABLE BLUFFS SHALL BE EXPENDABLE OR MOVABLE. STRUCTURAL PROTECTION AND REPROTECTION OF DEVELOPMENTS SHALL BE ALLOWED ONLY WHEN THE COST OF PROTECTION IS COMMENSURATE WITH THE VALUE (PHYSICAL AND INTRINSIC) OF THE DEVELOPMENT TO BE PROTECTED, AND WHEN IT CAN BE SHOWN THAT THE PROTECTION WILL NOT NEGATIVELY AFFECT THE BEACH OR THE NEAR-SHORE ENVIRONMENT.

In addition to policies, directives, and laws that apply statewide, the following specific resource policies have been developed for Seacliff State Beach:

Monitoring Erosion and Sand Loss

Beach erosion and seacliff retreat have been recognized as serious threats to facilities and use of coastal units of the State Park System. Additional baseline information on erosion rates and coastal geological hazards is needed, to evaluate site-specific proposals for additional facilities, resource management, and visitor safety.

> Policy: A monitoring program shall be established to document: 1) block falls on and adjacent to the beach, 2) landslides, 3) gully development, 4) pavement cracks or building cracks from differential settlement or subsurface movements, and 5) beach elevation and width. The program should include the comparison of historical and recent aerial photos, ground photos with explanations (date, time, tide status), and installation of permanent monuments, if necessary. The program should be coordinated with the data collection efforts of the U.S. Geological Survey, U.S. Army Corps of Engineers, California Department of Boating and Waterways, and the University of California at Santa Cruz.

## Bluff Setbacks

Seacliff retreat is an ongoing process and should be taken into consideration when designing and placing facilities near cliff edges. To protect investments in facilities and assure public safety, it is a sound principle to establish setback zones -- both "zones of exclusion", where development is limited to expendable or moveable facilities and "zones of demonstration", where permanent facility development is allowable if stability and geologic suitability can be demonstrated.

> Policy: A "zone of exclusion" shall be established to include the base, face, and top of all bluffs and cliffs extending inland to a plane formed by a 45-degree angle from the horizontal at the base of the cliff or bluff. No new structures shall be constructed within this zone unless they are either movable or expendable. Existing facilities, including buildings and campsites, may remain in use, subject to regular inspections by field personnel in coordination with the department's geologist. A zone of demonstration shall be established in the unit to extend inland from the zone of exclusion to the intersection of the ground surface with a plane inclined 20 degrees from the horizontal from the toe of the cliff (see Figure 1).

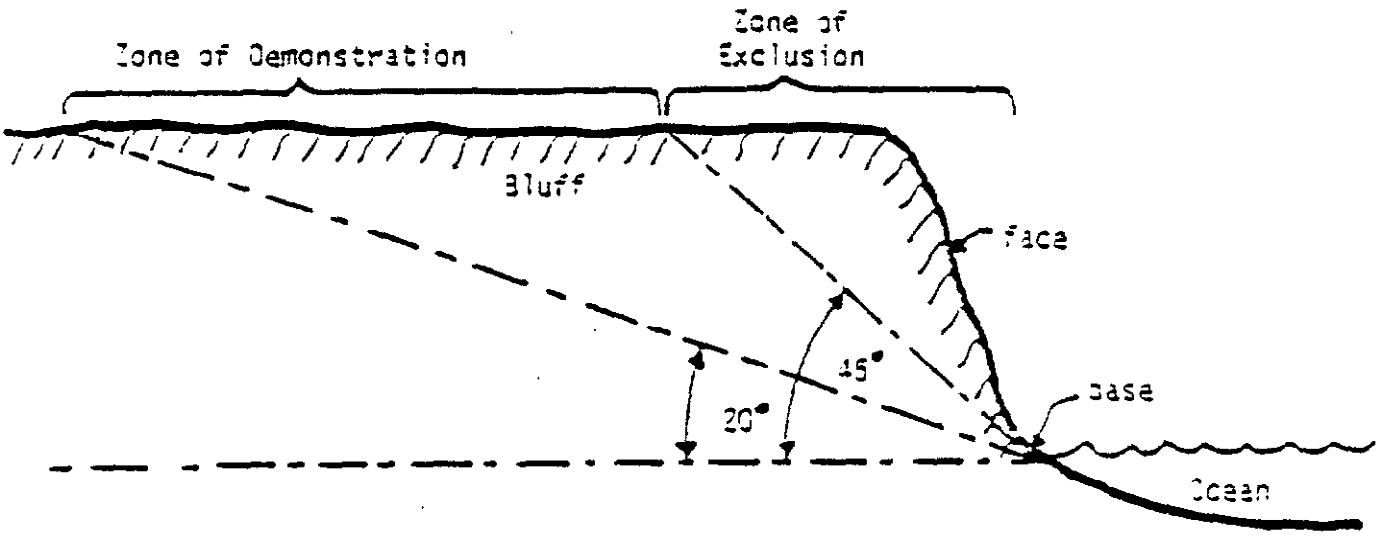
## Shoreline Protection Devices

The campground at the upcoast end of Seacliff State Beach, the beach access road, and Beach Drive are subject to storm damage, undermining, and collapse. Although structural protection measures are not consistent with the general objectives for resource management within the State Park System, in certain circumstances, when the State Park System facility is of greater necessity and importance than the natural resources which may be negatively affected, structural protective measures may be appropriate.

> Policy: Structural protection measures for State Park System facilities shall be undertaken only if non-structural measures (i.e., relocation of facility, setback, redesign, or beach replenishment) are not feasible. If a protective structure is constructed (i.e., riprap at the base of the seawall or construction of a new seawall), the structure shall not:
>
> 1) Significantly reduce or restrict beach access;
> 2) Adversely affect shoreline processes and sand supply;
> 3) Significantly increase erosion on adjacent properties;
> 4) Cause harmful impacts on plant, wildlife, or fish habitats;
> 5) Be placed further than necessary from the development requiring protection; or
> 6) Create a significant visual intrusion.

Figure 1

Zones of Demonstration and Exclusion



## Sand Replenishment

The beach at Seacliff State Beach has narrowed in recent years, as upcoast developments have interrupted the exchange of beach- and cliff-derived sediments to the beach. Also, severe storm waves in recent years have cut into the once broad beaches, leaving narrow, steeper, beaches with frequent small rip currents. The U.S. Army Corps of Engineers and the California Department of Boating and Waterways are embarking on a Monterey Bay erosion study, in cooperation with the Department of Parks and Recreation, U.C. Santa Cruz, and the U.S. Geological Survey. These studies are primarily data collection efforts; however, they will be oriented to solutions to perceived problems. One potentially beneficial solution to increased erosion and loss of land base and valuable structures would be beach replenishment -- a non-structural approach.

> Policy: The department shall coordinate with the various agencies studying the storm damage and beach erosion problems of Monterey Bay to develop regional non-structural solutions to the erosion problems. Beach replenishment should receive serious consideration as an ongoing, non-destructive solution that will also result in a greater recreational land base.

## Paleontological Resources

The fossil record contained in the rocks at Seacliff State Beach is a valuable, irreplaceable natural resource. Past climatic conditions and plant and animal assemblages can provide clues of how the present-day scene evolved.

> Policy: Permits for collection of paleontological resources shall be stringently limited within Seacliff State Beach. Permits will be approved only when the collection of the fossils results in a direct benefit to the State Park System.

## Landscaping

Non-native plants dominate the vegetation within Seacliff State Beach. The relative abundance and diversity of native species could be increased by using native plants in landscape situations. Use of natives reduces irrigation costs and would require less maintenance than for most exotic ornamental plants. Native species generally provide better wildlife habitat than exotics.

> Policy: Use of native plant species shall be considered for landscaping projects within Seacliff State Beach. If non-native species are used, they shall be selected to be incapable of becoming naturalized in the unit.

## Aptos Creek Revegetation

Prior to the severe winter storms of 1982, a riparian corridor existed along Aptos Creek. Red alder, arroyo willow, and red willow were among the principal plant species. At present, vegetation along the creek is sparse and the banks have been riprapped. A revegetation program would restore important ecological and esthetic values to the unit, improve habitat for fish including steelhead and increase the diversity of natural plant communities. Revegetation of Aptos Creek could also result in increased stream volume during peak flows.

Policy: The department shall develop and implement a revegetation program along Aptos Creek. Riparian vegetation management shall be one goal of this program. Other, equally important, goals of revegetation shall be to improve habitat for fish and to increase the diversity of natural communities within Seacliff State Beach.

Wildlife Management

Animal life is an important part of natural ecosystems and adds interest and variety to the park experience. Protection and perpetuation of natural wildlife populations is a major management objective at Seacliff State Beach.

Policy: Altered wetlands and other important wildlife habitat areas shall be restored as nearly as possible to conditions that would have existed had natural ecological processes not been disrupted. Whether or not restoration of natural conditions is possible, the department shall avoid significant imbalances in natural wildlife populations caused by human actions. If it is necessary to regulate animal populations, the methods used shall be based upon sound principles of ecosystem management, and shall avoid disturbance to other natural values of the unit.

Tidewater Goby

The tidewater goby, a federal candidate species, is endemic to the California coast, where they are found in coastal estuaries and streams having water of low salinity and a sandy substrate. It has been collected at Aptos Creek. Tidewater gobies have disappeared from 30 percent of their known range since 1940, a result of wetland filling, draining, and pollution, as well as from the disruption of hydrologic conditions on which this species depends.

Policy: The department shall survey Aptos Creek within Seacliff State Beach for the tidewater goby. If a population is located, the department shall work with the USFWS and the California Department of Fish and Game in developing a management plan to perpetuate this population of tidewater gobies.

Cultural Resources

The 1984 Historic Resources Survey recorded five historic resources in Seacliff State Beach. Although none of these historic sites are eligible for the National Register of Historic Places, the CCC picnic ramada and the associated Diablo stoves in this unit are noteworthy as representative examples of the CCC's 1930s State park System architectural style.

The ship Palo Alto, located in Seacliff State Beach, has suffered substantial damage over the years. Due to the fact that it has lost its original integrity, it is not eligible for the National Register. The ship and pier remain of local interest, however, as a popular fishing site.

The Seacliff pier and the remains of the ship Palo Alto have suffered substantial damage over the years. Major winter storms have damaged the ship on several occasions.

Policy: The seacliff pier and the ship Palo Alto should be maintained and repaired to the extent feasible for use of this facility as a recreation, interpretative, and local historic resource.

The 1920s wood-frame board and bat bungalow residence at 167 Seacliff Drive was originally located on the beach and subsequently moved to its blufftop location. It has retained its architectural integrity, and is considered a historic resource significant at the local level.

Policy: The bungalow at 167 Seacliff Drive shall be maintained, and the exterior architecture shall be preserved in its present condition as a historic resource, as long as it remains in the State Park System.

The small utilitarian stucco bungalow, which currently serves as a DPR employee's residence at 301 Seacliff Drive, dates from the 1920s. It has been modified, but is still considered at the local level a significant historic resource for its architectural values.

Policy: The bungalow at 301 Seacliff Drive shall be maintained, to preserve this structure in its present condition, as long as it remains in the State Park System.

The beach ramada, constructed by the CCC sometime after 1934, is a representative example of the rustic, rough-hewn 1930s CCC architecture found throughout the State Park System. It has suffered from weather and vandalism.

Policy: The CCC ramada shall be maintained and preserved as a historic, esthetic, and recreational resource.

## Allowable Use Intensity

The California Public Resources Code, Section 5019.5, requires that a land carrying capacity survey be made prior to the preparation of any development plan for any park or recreation area. Section 5001.96 further requires that attendance be held within established limits. Allowable use intensity is a refinement of the land carrying capacity concept and is prepared as part of the Resource Element of the General Plan in fulfillment of the above code sections.

Allowable use intensity is just one of several factors considered in developing the Land Use Element of the General Plan. Other factors are classification and purpose, recreation needs, design considerations, and social carrying capacity or the desired quality of the recreation experience.

Allowable use intensity determinations establish the limits of development and use an area can sustain without an unacceptable degree of deterioration in the character and value of the scenic, natural, and cultural resources. Determinations are based on analysis and integration of resource management and protection objectives, resource constraints, and resource sensitivities information.

Resource management objectives are defined by the Public Resources Code and other laws, unit classifications and declarations of purpose, and by specific declarations of resource management policy presented in this Resource Element.

Resource constraints are factors which would make visitor use or facility development unsafe, economically impractical, or undesirable. They are determined by evaluating such factors as erodibility and compaction potential of soils, geologic hazards, slope stability and relief, hydrologic conditions, potential for pollution of surface waters, and flooding.

Sensitivities are conditions, locations, or values of resources that warrant restricted use or development to protect resources. Sensitivities are evaluated by considering such factors as the ability of the ecosystem to withstand human impact (ecological sensitivity), not only in the short term but also over a more extended time span; the fragility and significance of archeological and historical resources; vegetation characteristics such as durability, fragility, and regeneration rates; and wildlife considerations such as tolerance to human activity, population levels, and stability. Sensitivities may also include scenic resources; rare, threatened, or endangered plants, animals, and habitats; unique or scientifically important botanic features; and other resources of regional or statewide significance.

Based on the preceding factors, allowable use intensities for lands within Seacliff State Beach were determined and are shown on the Allowable Use Intensity Map. Three use intensity categories have been developed: low, moderate, and high. The low intensity use zone includes the steep bluff areas. The moderate intensity zone is the sandy beach and landfill area where the environment can withstand heavy visitor use but is subject to ocean wave attack. The high intensity use zone is the relatively level terrace land approximately 100 feet inland from the cliff edge.

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## LAND USE AND FACILITIES ELEMENT

This element of the General Plan addresses the existing and proposed land uses and development at Seacliff State Beach. The recommendations and guidelines for future development are based on an evaluation of the resource sensitivities and constraints, unit operational and visitor needs, with consideration for the expressed interest and concerns of the public and various governmental agencies.

### Location and Access

Seacliff State Beach (85.35 acres) is located seaward of the developed residential areas of Aptos-Mid-Santa Cruz County, and includes approximately two miles of beach frontage. Aptos Creek drains to the Bay at a point midway in the beach, separating the state beach into two subunits; Seacliff on the upcoast side, and Rio Del Mar on the downcoast side.

The principal access to Seacliff is from State Park Drive, which leads directly to the beach from the Aptos interchange on State Highway 1, one-fourth mile inland. Vehicular access to the Rio Del Mar subunit is less direct. The two main roads used for access, Aptos Beach Drive and Rio Del Mar, run through residential areas to the Esplanade adjacent to Aptos Creek, and downcoast to the end of Beach Drive.

The Rio Del Mar section of the beach is more isolated than Seacliff but is easily reached by bicycle, foot, or public transportation. A concrete bridge constructed across the mouth of Aptos Creek provides pedestrian and emergency vehicle access between these two beaches. Day use is presently free at Rio Del Mar.

### Unit Background

The beach-level camping, parking, and Las Olas Drive private residences are built on artificial fill, placed on the beach in the mid 1920s. This effort to create developable land at the low elevation beach level has brought repeated conflict, as the sea continues to erode this area and as humans use their ingenuity and engineering expertise in attempts to stop the natural erosion process.

In the 1984 Master Plan of Shoreline Development for Santa Cruz County, the Santa Cruz County Planning Commission described the beach drive development and the beach immediately downcoast from the private residences:

> A series of lots along the beach represents a typical instance of uncontrolled development of beach land. Houses are built backed up by a 10-foot right of way along the base of the cliff and fronted by a bulkhead serving as a limited protection against winter storms. Residents in these houses have been forced to escape over the cliffs during periods of high tides and heavy storms.

Not only do these 23 Las Olas Drive residences have their only access through Seacliff State Beach, but the County's Regional sewer line runs under the road upcoast to a lift station at New Brighton State Beach.

Seacliff State Beach has experienced substantial damage to facilities since 1978. The timber seawall, restrooms, campsites, and pier were damaged in 1978, 1980, 1982, and 1983. Earlier engineering reports documented the 1926 facility development and 1927 storm damage which foreshadowed the storm damage history of the unit (see Table 1). Controversy has continued over the years regarding the protection of beach-level camping developments, as well as protection and maintenance of Las Olas Drive.

In response to legislative inquiry, the department prepared a report on storm damage repairs and alternatives for the State Public Works Board in 1984. This report included justification for past repairs, alternatives to the present solutions, and cost/revenue analysis for the seawall and amenities at Seacliff State Beach. The findings and recommendations of this 1984 report concluded that:

> "The department believes that continued repair of the existing wooden seawall at Seacliff State Beach is the most cost-effective way of protecting existing recreation facilities, and providing full public use of Seacliff State Beach, at this time."
>
> Furthermore, the report finds that: "A $400,000 annual sinking fund replacement and repair cost for the seawall and amenities at Seacliff State Beach appears to be a point when repair of the existing wall would be uneconomical based on current visitor use and revenues."

In 1984, the annual maintenance repair and replacement cost was estimated at $150,000, and revenues to be about $400,000 per year. Fortunately, the seawall has not experienced any major storm damage since 1983. The actual day-use and overnight fees collected since 1985/86 are shown in Table 2.

The department supports the findings and recommendations of the storm damage report of 1984. The developments are in an acknowledged high-risk area, and future political and economic decisions could change the management and level of development viewed as appropriate in this high-risk area.

## Previous Planning

A General Development Plan was prepared by the Department in 1969-72 for Seacliff State Beach. Although this plan was never adopted by the State Park and Recreation Commission, it was approved in 1971 by the Director (at that time, William Penn Mott, Jr.) and received conceptual approval by the County of Santa Cruz in 1972. The plan called for upgrading the Rio Del Mar beach section to provide for public sanitation, access, parking, and visitor safety. Major proposals included a bridge spanning Aptos Creek, beach shuttle, redevelopment of the Esplanade, and improved access and parking at Beach Drive.

The 1971 General Development Plan has served as a general guide to the specific planning and development efforts for Seacliff State Beach. Several specific proposals have been implemented. Development priorities have emphasized continued public use and safety improvement projects. Improved services and increased public enjoyment over the last ten years at Seacliff may be attributed to the comprehensive planning efforts made by county, state, and local communities, including the Rio Del Mar Homeowners Association.

TABLE 1

HISTORY OF PLANNING, DEVELOPMENT, AND REPAIRS
AT SEACLIFF STATE BEACH

| | |
|---|---|
| 1926 | Concrete seawall construction |
| 1929 | Concrete seawall destroyed by major storms |
| 1931 | Timber bulkhead, concession, and bath pavilion damaged |
| 1935 | Custodian's cottage constructed |
| 1936 | Garage, workshop, storage shed constructed |
| 1941 | About half of timber bulkhead destroyed |
| 1954 | Restroom and dressing room constructed |
| 1957 | Restroom and dressing room constructed |
| 1960 | Campsites destroyed |
| 1964 | Paving and layout plan |
| 1966 | Series 300 restroom constructed at south end |
| 1967 | Development for northwest area |
| 1971 | General Development Plan (GDP) prepared |
| 1972 | GDP/Area Development Plan approved |
| 1976 | Rehabilitation, riprap, plus new facilities |
| 1977 | Rehabilitation of restroom, bridge, etc. (January) |
| 1977 | Road repairs |
| 1978 | Downcoast restroom, dressing room, and parking development |
| 1979 | Emergency fund storm damage repairs (May) |
| 1979 | Reconstruction of promenade |
| 1981 | Storm damage repairs |
| 1981 | Restroom repair - storm damage |
| 1982 | Rock revetment, Aptos Creek bridge repair |
| 1984 | Seawall, timber bulkhead repair, plus facilities repair |
| 1985 | Repair of ship deck |
| 1986 | Pier repair, visitor center expansion |
| 1987 | Replacement of comfort station #2 and partial pier deck |
| 1988 | Repair of ship deck, pier repair |
| 1989 | Earthquake damage - bluff stabilization |

TABLE 2

SEACLIFF STATE BEACH

Visitor Attendance and Revenues

Seacliff Unit

| Fiscal Year | Day Use | Camping | Total Attendance | Revenues |
|---|---|---|---|---|
| 1986/87 | 1,022,008 | 32,401 | 1,054,409 | $224,003 |
| 1987/88 | 1,002,566 | 32,835 | 1,035,401 | $277,128 |
| 1988/89 | 1,271,515 | 32,974 | 1,304,489 | $303,544 |

Rio Del Mar

| | | | | |
|---|---|---|---|---|
| 1986/87 | 769,807 | 0 | 769,807 | 0 |
| 1987/88 | 754,058 | 0 | 754,058 | 0 |
| 1988/89 | 859,085 | 0 | 859,085 | 0 |

## Existing Land Use and Facilities

### Seacliff Area

The Seacliff area, which includes facilities ulpcoast from Aptos Creek, is presently developed in three areas: the bluff area, an overnight use area, and a day-use area.

#### Bluff Area

The bluff area includes the entrance road, kiosk, paved parking lot (365 cars), overflow parking area (250 cars), service yard, and five employee residences. These existing facilities were constructed in 1965 on the bluff to serve the visitor use of the lower beach-level recreation facilities. These facilities operate at full design capacity, with frequent turnaways during the busy summer months.

#### Bluff Parking

The existing day-use parking lot provides 365 paved spaces at the upper-level with stairway access to the beach. The adjacent field provides additional "overflow" parking (unpaved) for approximately 250 cars and is often filled on summer weekends when the day-use lots are full. This site is also used locally for open space recreation.

Vehicle access to this parking lot is through the entrance kiosk, with a gated emergency exit onto Seacliff Drive. The main entrance road is also the only legal vehicle access for 23 private residences located on the beach, via Las Olas Drive. On-street parking is allowed outside the unit on Seacliff Drive, with walk-in access permitted through the perimeter fence and parking lot. Footpaths lead from the street to the beach access stairs midway between the parking lots.

Traffic is considerable at this unit, and often backs up nearly to Highway 1 causing concern by local residents and the California Highway Patrol. During busy days when lower parking is full, park visitors are limited to parking their vehicles in the upper lots, or nearby neighborhoods. They must carry their beach supplies to the picnic and beach area below. Many visitor disputes result from unavailability of parking spaces and visitors attempting to save parking spaces for friends who arrive later.

Previous landscaping efforts for the parking lot have been unsuccessful. The parking lot and field remain open, void of trees, with ocean views dominating the scene. The unit's maintenance area is situated at the park entrance, partially screening this parking lot from the residential neighborhood. Two private residences are located on private property at the southeast corner of the overflow parking area.

Portions of the bluff parking area are occasionally used for equipment and material storage. Also, vehicles and heavy equipment needing to be serviced are parked in this lot for extended periods of time. This alternate use impacts the available visitor parking and esthetic quality of the area.

Operations and Maintenance Facilities

Unit operations and maintenance facilities are located in a fenced service area near the entrance and adjacent to the main parking lot. Vehicle access is provided from the city street and through the day-use parking lot. Buildings include a maintenance shop and office trailer for visitor services.

This unit currently houses the secondary maintenance facility for the district, the regional maintenance mechanic facility, and the district Visitor Services Headquarters. Maintenance vehicles, heavy equipment, and visitor services vehicles used throughout the district are based in this unit. The primary district wide maintenance facility, located at New Brighton State Beach, also serves the operations and maintenance needs for this unit.

The service yard is enclosed with a chainlink fence and two gates. Existing pine trees and shrubs partially screen this facility from the park entry. However, buildings and equipment have minimal setbacks and are visible from the city street and parking lot.

Employee Housing

This unit currently has five employee residences, two located on Coates Drive near the main park entrance and three on the bluff at Seacliff Drive above the mouth of Aptos Creek. All residences are located in residential neighborhoods. They currently provide staff housing, some area surveillance, and potential for quick emergency response. A bluff trail and stairway was constructed near the residence area on Seacliff Drive for easy neighborhood access to the beach at the mouth of Aptos Creek.

Overnight Use Area

The 26 beach-level recreation vehicle campsites, with full hook-ups, are extremely popular and in demand year-round. These facilities are located at the west end of the state beach, along Las Olas Drive. This right of way between campsites and the base of the bluff is shared with the private beach residences upcoast from this area. Day-use parking and restroom facilities are currently developed downcoast from these campsites.

Each campsite is designed with parking for a recreation vehicle and one automobile. Camp stove, table, and sewer and electrical hookups are provided. A promenade extends the length of the seawall, with stairs and access ramps to the beach. One combination building and two comfort stations serve this stretch of the beach for both overnight and day-use activity. Day-use parking is sometimes used for enroute or overflow camping.

Visitor Center

Construction of the visitor center was recently completed in 1989 as a joint effort by the department and the Monterey Bay Natural-Historical Association (MBNHA). This project remodeled and expanded an existing park office constructed on the beach terrace in the 1940s. New additions include an exhibit area, meeting room, office, and storage space. Presently, this building has no restroom facilities.

The immediate area surrounding the visitor center was not developed as part of the recent building expansion. Walks and roadways are still in need of improvement. Interpretive activities and exhibits undoubtedly will generate additional foot traffic on roadways and walks between this building and other day-use facilities.

A comfort station is located 100 feet east, between the visitor center and group picnic area. This restroom is a 10 x 30 wood frame building, constructed in 1948. It presently serves the visitor center and picnic area.

Concession and Group Picnic Area

An existing concession building is located near the pier, between Beach Road and the base of the bluff. It was relocated from the pier to this site following a major storm in 1982 and currently provides food service and fish bait sales.

The building is currently positioned perpendicular to the road, with sales oriented to the east picnic area. This positioning appears to divide the use area and restrict potential parking and pedestrian circulation. In addition, pedestrian crossings between the pier and concession area are not well defined.

Picnic tables, stoves, and a concrete block comfort station are located nearby at the base of the stairs from the upper parking lot. The entire picnic and concession area is heavily used and in need of rehabilitation.

Pier and Concrete Ship

The 630-foot wooden pier, built in 1930 is popular for local and visiting fishermen, and provides access to the concrete ship Palo Alto. The ship's hulk is a popular visitor attraction for recreation and historical interest. However, its condition continues to deteriorate, with hazardous portions closed to the public.

Access to the ship and pier are presently secured with unsightly fencing and gates. The pier is open from sunrise until sunset and no lighting is provided. A portable lifeguard tower, presently located on the pier, serves the entire beach from Rio Del Mar upcoast to New Brighton State Beach.

Local community interest is growing to raise funds for the ship's preservation and to enhance the pier activity and fishing potential. Few recreation piers of this type are few in existence, especially on the central and northern coast of California.

Beach Parking and Picnic Areas

Existing day-use facilities include 12 picnic ramadas, 146 tables, 47 stoves, two comfort stations, and 100 parking spaces developed adjacent to the beach, between the pier and Aptos Creek. The public use demand for these facilities exceeds its capacity during numerous weekends of the summer season. Cars are directed to the bluff parking area when lower parking is full.

In 1981, the county's regional sewer line, located under beach road was upgraded and new picnic facilities were developed. During that construction, the roadway was realigned from the rear of the seawall to the toe of the bluff and the picnic ramadas moved to the opposite side adjacent to the promenade, reducing potential vehicle and pedestrian conflicts on the road to the beach.

Existing comfort stations are connected to the county sewer line, and water is provided by the Soquel Creek County Water District.

## Aptos Creek

The mouth of Aptos Creek separates the Seacliff and Rio Del Mar beaches. A concrete bridge provides pedestrian and emergency vehicle access between these areas. A concrete wall and riprap material were placed on the beach to direct the creek flows and maintain a swimming beach at the Esplanade. The Forest of Nisene Marks State Park is located one mile inland on this watershed.

Prior to the severe winter storms of 1982, a riparian corridor existed along Aptos Creek. At present, the banks have been riprapped and vegetation along the creek is sparse.

## Rio Del Mar Area

The Rio Del Mar area of Seacliff State Beach has free beach access from the Esplanade and parking lot at the end of Beach Road. The Esplanade area is the beach commercial center for the Rio Del Mar community. It has a limited business area consisting of motels, rental units, and condominiums. Five roadways radiate out from this area creating a congested site in need of traffic improvement. The Esplanade has parking for 80 cars located on the Santa Cruz County right of way adjacent to the state beach.

Beach Road, a county road paralleling the beach, has limited street parking and provides the only access downcoast to Seascape, a private residential area, and to the state parking lot. This road is congested on busy weekends, holidays, and throughout the week during summer months. An existing 70-car parking lot, called "the platform" provides for some essential parking and a ramp for emergency vehicle beach access. It is located at the end of Beach Drive, leaving little room for vehicles to maneuver when all parking spaces are full. The area often becomes gridlocked. There is currently no fee collection or kiosk at Rio Del Mar.

An existing comfort station is located adjacent to this parking lot and Beach Road. This is one of only two public restroom facilities that presently serve the Rio Del Mar section of the beach. A second comfort station is located on the beach at the Esplanade. This facility is heavily used and has been impacted by stormy weather and vandalism. Both facilities are connected into the Aptos Sanitation District sewer main located under Beach Road.

## Proposed Land Use and Facilities

### Seacliff Area

#### Unit Entrance

The main entrance to Seacliff is from State Park Drive off Highway 1. Visitation has increased dramatically and affects staff capabilities to effectively handle fee collection, campsite reservations, and vehicle control. The existing entrance station is small in size and is presently inadequate to meet this demand. During the busy season, the entrance road becomes congested with vehicles backed up to city streets and the freeway interchange. The kiosk often becomes a unit operations center, requiring additional staff and facility needs.

> PROPOSAL: Construct necessary entrance road improvements and a larger entrance station, to include small office space and restroom. Improve signing, roadway striping, landscaping, gates, and methods to direct visitor traffic to the appropriate areas.

#### Seawall - Las Olas Drive

The existing seawall supports a beach-level terrace for public recreation facilities and access to private beachfront homes upcoast from this area. Major storm damage and repairs to the seawall and facilities have frequently occurred at high cost. However, revenues received from year-round visitor use of these facilities presently exceed the average annual maintenance and repair cost. Therefore, the cost-benefit ratio remains high in support for "reasonable expenditures" to maintain this recreational resource.

> PROPOSAL: Continue seawall maintenance and reasonable expenditures for development and storm damage repairs, with replacement in-kind of existing seawalls where appropriate, for continued protection of existing facilities and beach-level recreation areas.

#### Beach Access

The latest seawall construction does not provide beach access for emergency vehicles at the extreme west end of the unit, or near the pier. Emergency response time is slowed by heavy visitor traffic. The location and design of existing steps from the walkway to the beach presently restricts vehicles and beach access for the disabled.

> PROPOSAL: Seawall reconstruction shall include beach access ramps approximately every 1,000 feet along the seawall for authorized vehicle and disabled beach access. Beach stairs should be redesigned at specific locations, so that the continuous promenade is not obstructed. Improvements shall consider crosswalk locations and signing for easier and safer movement between the beach, pier, parking, and other use areas.

## Recreation Vehicle Campsites

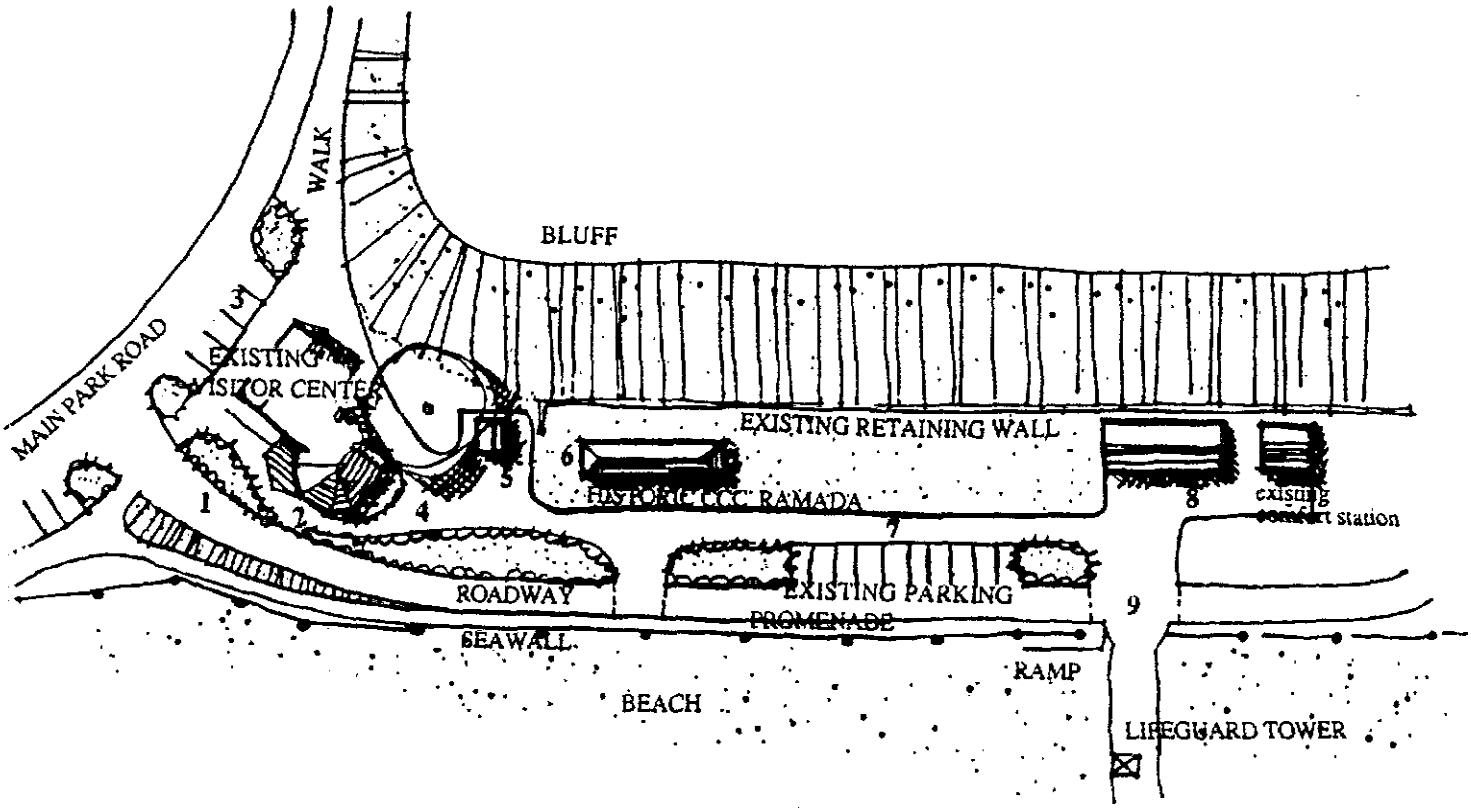
The 26 beach-level recreation vehicle campsites, with full hook-ups, are occupied year-round. Also, the day-use parking and restroom facilities, currently developed adjacent to these campsites, are sometimes used for overflow camping. The demand for this unique camping experience could never be fully satisfied anywhere along the Central Coast.

> PROPOSAL: Maintain existing recreation vehicle campsites with hook-ups. Redesign a portion of the existing day-use parking upcoast from the visitor center, to easily accommodate automobiles and larger recreation vehicles. Provide showers at the existing comfort station. This area may be used for additional RV campsites with no hook-ups during nonpeak day-use periods.

## Visitor Center Area

The remodeling of the visitor center did not include new exterior walks, roadways, and parking. Also, the disabled parking and walkways are presently inadequate, vehicle movement is awkward at the adjacent intersection, and the visitor center does not have restroom facilities. The nearby 1940s comfort station, which serves the group picnic area, is outdated and inadequate for this combined day-use demand.

> PROPOSAL: Develop site with improved walkways, decking, landscaping, lighting, and benches. Improve the road intersection, crosswalks, and develop parking spaces for limited-time parking as well as for the disabled near the visitor center. Long-term parking for the visitor center will be at the existing bluff parking lot. Replace existing restroom with a new comfort station constructed as an addition to the visitor center, or a separate structure of compatible architecture.




# VISITOR CENTER SITE IMPROVEMENT CONCEPT

SEACLIFF STATE BEACH

1. Move roadway over to accommodate a walkway from Visitor Center entry to restroom and beach use area.

2. Redesign Visitor Center steps and provide railing and landscaping to discourage direct access on to entry road.

3. Provide disabled parking and timed parking next to Visitor Center

4. Provide a paved circulation pattern to unify Visitor Center, comfort station, promenade access and main entry walk.

5. Install unisex comfort station. Architecture should compliment the Visitor Center.

6. Historic ramada will be maintained and should be allowed to stand out on its own in future siting changes.

7. Provide for pedestrian circulation from the Visitor Center to concession area.

8. A replacement structure for the existing concession building should be parallel with slope and compliment the existing comfort station.

9. Pier crosswalk and beach access should be designed to provide safe access for pedestrians and lifeguard emergency vehicle circulation to and from the beach or pier.

Concession Building and Group Picnic Area

The concession building was relocated from the pier to this site following the storms of 1982. Food service and sales remain popular with fishermen and beach users. However, the building's present location and orientation divides adjacent use areas and impacts on the pedestrian and vehicular circulation.

The adjacent picnic ramada, constructed in the 1930s, is considered architecturally and historically significant. It is used by family and group picnickers, but its condition suffers from harsh weather and vandalism.

> PROPOSAL: The Seacliff concession should continue to provide services in this area, under a concession contract. A new or remodeled concession building should have a style of architecture consistent with other buildings in the unit, and should be repositioned near the base of the bluff with services oriented towards the road. Design objectives should create a lower pedestrian plaza for concession and picnic activities. An outside eating area, such as decking, may be provided.
>
> Site plans for this area shall include adequate walks, disabled and employee parking, and crosswalks to the pier. The CCC-built picnic ramada and stone barbecues shall be preserved and continue to serve the day-use demand.

Pier and Concrete Ship

The wooden pier and historic concrete ship are popular visitor attractions for fishing, sightseeing, and contact with the ocean. The ship's condition continues to deteriorate, with hazardous portions closed to the public. Access to the ship and pier are secured with unsightly fencing and gates. The pier is presently open from sunrise until sunset and no lighting is provided. Pier lighting can aid the aquatic safety program and extend fishing hours on the pier. A portable lifeguard tower is presentely located on the pier to service the entire beach.

> PROPOSAL: Maintain the existing pier for fishing, ocean viewing, and interpreting the concrete ship Palo Alto. Replace existing fencing and gates with more esthetically pleasing design and materials. Add low-level safety night lighting on the pier and improved access for the disabled. Safety-oriented repairs to the "shore end" of the ship shall be continued as appropriate and economically feasible; however, the ship will not be restored or rebuilt. Continued deterioration of the ship is expected, especially due to storm damage, leading to eventual closure to public access. A pier extension should be considered for fishing, viewing, and interpretive purposes.

Aquatic Safety Services

Year-round aquatic safety service by seasonal lifeguards is needed to meet public safety needs at this unit. A single portable lifeguard tower on the Seacliff pier currently services New Brighton and Seacliff State Beaches. In addition to the tower, quad-track patrol vehicles service this beach. The unit's geographical makeup, combined with increased use and visitation, necessitates increased aquatic safety coverage. An estimated two additional towers are needed.

PROPOSAL: Aquatic safety programs, education, staffing, and services shall be implemented. A small, permanent lifeguard tower will be constructed on the pier for surveillance of New Brighton, Seacliff, and Rio Del Mar beaches. Additional seasonal portable lifeguard towers may be placed on the beach, to better serve the Seacliff and Rio Del Mar areas and beach access ramps will be provided approximately every 1,000 feet.

Beach-level Day-use Facilities

The existing day-use parking and picnic ramadas are extremely popular for beach users, with an increasing number of daily traffic movements on Beach Road. Visitor safety and enjoyment of beach picnic facilities are impacted by increasing traffic.

PROPOSAL: Restrict larger recreation vehicles on the roadway and parking beyond the pier. Designate a portion of the day-use area upcoast from Aptos Creek for walk-in use (no vehicles) at least seasonally. Increase the number of picnic sites, provide a vehicle turnaround for visitors, and retain a narrower roadway for authorized vehicle use. Day-use facilities at Seacliff State Beach may be considered for inclusion on the reservation system.

Bluff Parking

In addition to the beach-level facilities, the bluff parking lot and overflow area currently provides day-use parking for a total of 615 cars. Beach-level parking could be reduced or lost in the future, with the only parking left available on the bluff. The unpaved area is also used locally for open space recreation and walk-in access to the beach. Landscaping and perimeter fencing is not well maintained. This parking is not popular, and visitors arrive early to compete for the beach-level parking and picnic facilities during the summer months and on weekends. When the lower level parking is full, visitors are then directed to this upper-level parking lot. Future county-wide beach shuttle programs may also require provisions for circulation, loading, and unloading of visitors in this parking lot. Presently, no restrooms or picnic facilities are developed on the bluff.

PROPOSAL: Maintain existing parking lot and overflow parking area, with a total capacity for 600 cars. Enhance the open space area adjacent to Seacliff Drive, with improved perimeter and bluff fencing, native shrubs and groundcover, walks, benches, picnic tables, and ramadas. Develop pedestrian pathways from the city street to bluff stairs, including low profile interpretive panels and scenic overlook. Overflow parking may be paved for regular use, to replace beach-level parking if lost to future storm damage or road closure. This should also allow for beach shuttle loading and circulation if determined feasible.

Construct a new comfort station near the stairway, to serve the blufftop day-use facilities. This building shall be designed and located so that it will not obstruct significant coastal views, and be protected from bluff erosion.

Operations and Maintenance Facilities

The existing maintenance and service facility is compatible with adjacent commercial and residential land use and development. However, this related activity could have a negative impact on the entrance and visitor traffic and parking. The service yard is currently limited in size, and a portion of the day-use parking lot is occasionally used for additional service vehicle parking and access.

> PROPOSAL: Relocate the district vehicle maintenance function outside this unit and provide a permanent unit office with vehicle storage. Include a small structure for unit housekeeping supplies and tools. Redefine the entrance to the office area from the street and improve the esthetic quality of the total service area through additional landscaping and screening.

Employee Housing

This unit currently has five employee residences, two located near the main park entrance, and three on the bluff near Aptos Creek. All five residences have been evaluated to determine if, used as employee housing, they would provide an essential visitor service for Seacliff State Beach, or what alternative uses may be appropriate.

> PROPOSAL: Residence #3 at 301 Seacliff Drive dates from the 1920s and, if kept in State ownership, should be maintained to preserve its local architectural and historic value. However, this building, as an employee residence, is not essentialk towards providing visitor services for this unit and may be considereed for adaptive use. An appropriate adaptive use would include aquatic safety program services. Also, due to its location in close proximity to the main park entrance, this site could serve as open space and for circulation improvements in future entrance redesigns.
>
> Residence No. 2, at 303 Coates Drive, is located adjacent to residence No. 3 at 301 Seacliff Drive. The building, used as an employee residence, is not essential towards providing visitor services for this unit and may be considered for surplus or removal. The site, however, is located on the parcel adjacent to 301 Seacliff Drive which increases the development potential and use of each property. Each site has potential to help satisfy any future requirements for access, staff parking, utilities, or setbacks related to the improvements of both parcels.

The following three residential sites are located on the bluff overlooking the Seacliff and Rio Del Mar beaches above the mouth of Aptos Creek. These buildings are situated close to the edge of the bluff and may become threatened by future erosion, affecting potential long-term uses and increasing management considerations. The potential bluff instability and surrounding residential land use puts this site in the low intensity use category for park purposes, with a small portion next to the road reserved for higher intensity uses.

PROPOSAL: All three employee residences are considered nonessential toward providing visitor services for Seacliff State Beach. The site of these buildings includes a portion of the bluff within 100 feet of the cliff, that shall be maintained for open space and resource management purposes.

Residence No. 4, located at 165 Seacliff Drive, should be considered for surplus. A bluff stairway constructed at the edge of this property serves as a beach access from the neighborhood to the south of Aptos Creek, and shall be maintained for continued public access, with added portions being retained for open space and trail connection from the road.

Residence No. 1, located at 167 Seacliff Drive, dates from the 1920s and was originally located on the beach. Although locally significant as one of the original Seacliff structures, this building is located near the edge of the bluff which makes it difficult to preserve at its present location. This building should be considered for surplus, or removal. The portion of the site at the edge of the bluff shall be maintained for open space and resource management purposes.

Residence No. 5, located at 171 Seacliff Drive, should be considered for surplus, or removal. The portion of this site near the edge of the bluff shall be maintained for open space and resource management purposes.

Aptos Creek

The mouth of Aptos Creek separates the Seacliff and Rio Del Mar beaches. A concrete bridge provides pedestrian and emergency vehicle access between these areas. A concrete wall and riprap material were placed on the beach, to direct the creek flows and maintain a swimming beach at the Esplanade.

Prior to the severe winter storms of 1982, a riparian corridor existed inland along Aptos Creek. At present, vegetation along the creek is sparse and the banks have been riprapped. A revegetation program would restore important ecological and esthetic values to the unit, improve habitat for fish including steelhead, and increase the diversity of natural plant communities.

PROPOSAL: Maintain the bridge crossing the mouth of Aptos Creek for pedestrians, bicycles, and patrol and emergency vehicle access between these beaches. Replace unsightly concrete riprap on beach at river mouth with natural rock material. Restore riparian habitat along Aptos Creek using native species and coordinate trail connections with other city and county regional trail plans.

Rio Del Mar Area

Day-use Facilities

Major capital improvements have been made at Rio Del Mar to upgrade beach parking and sanitary facilities. A 70-car parking lot, comfort station, and beach access were developed in 1978 on the downcoast "platform" area. This is the maximum parking possible within state ownership. Disabled parking and access ramps are provided to facilities and the beach. Beach parking is provided at the Esplanade on adjacent county property, with visitor services provided by private commercial business.

The Esplanade and "platform" parking lot areas are connected by a long, narrow sand beach, backed by a county street with recreation housing. The Esplanade has a restroom located on the beach which is heavily used and impacted by storms and vandalism. Traffic, law enforcement, and facility maintenance are continuing problems in this area.

PROPOSAL: Maintain and upgrade existing parking and sanitary facilities at the south end of Beach Drive. Improve signing and emergency vehicle access to the beach. Coordinate with future county actions to improve traffic or shuttle programs. Considerations may include the use of metered parking to help regulate visitor use. Rehabilitate comfort station at the Esplanade and make it disabled accessible.

# INTERPRETIVE ELEMENT

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  - Power of the Ocean
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  - Once a Sea Floor, Now a Wall
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## INTERPRETIVE ELEMENT

### Interpretive Considerations

Seacliff State Beach has several existing interpretive facilities. The pier and the hulk of the cement ship Palo Alto are perhaps the most visible. In addition, the park also has a picnic ramada built by the Civilian Conservation Corps, a visitor center, and the vista point at the top of the stairway leading from the upper parking area to the beach.

The park has a very active interpretive organization, the Monterey Bay Natural-Historical Association. The MBNHA has recently assisted in the fund raising to expand the park's visitor center. The visitor center will open in the spring of 1990, and will contain exhibits on the natural and cultural history of the park. Highlights will be a touch tank and views of the beach and pier.

The staff and docents also conduct tours of the pier and are planning to conduct beach walks in the near future. An athletic event, the Sandman Triathlon, is held annually, with all proceeds going to the Junior Lifeguard Program at Seacliff State Beach and other programs in the District.

### Interpretive Period

The department will interpret the flow of history at Seacliff State Beach from geologic times to the present.

### Interpretive Themes

Several themes are appropriate for interpretation at Seacliff State Beach. These themes cover both the natural and cultural history of the beach and its present-day condition. The themes are:

Primary Themes:

- Bounty from the sea
- Staying safe at the beach
- Now you see it, now you don't
- Echoes of good times
- Power of the Ocean

Secondary Themes

- Building to last
- Once a sea floor, now a wall
- A bill for every purpose

Expanded Themes

Primary Themes:

Bounty from the sea: Seacliff State Beach is a popular fishing beach. Early in the spring, steelhead are present, while fall is the time to catch striped bass. The kinds of fish caught and the method of surf fishing used are topics of interest to the visitors.

Staying safe at the beach: Seacliff State Beach is a popular recreation beach. Surf fishing, swimming, and other ocean-oriented sports occur here. But, the seemingly quiet waters of the ocean off Seacliff State Beach hide rip currents and undertows that can turn an afternoon at the beach into a tragedy.

Now you see it, now you don't: The bluffs that back up Seacliff State Beach are susceptible to erosion from above and below. Winter storm waves gradually erode away the buffer zone of the beach, exposing the bluffs to the power of the breakers gnawing at their base. The jointing patterns of the rock and sand that make up the bluffs, percolation of surface water from street runoff and yard watering, and intruding tree roots all join with the breakers to cause rockfalls and slumping.

Echoes of good times: The remains of the cement ship Palo Alto rest at the end of the Seacliff pier, a ghostly reminder of the parties and entertainments that took place there in the early 1930s. In 1929, the Cal-Neva Company purchased beachfront property at what would later become Seacliff State Beach. A year later, the company bought the Palo Alto and had it towed to Seacliff. There it was converted into an an amusement center. Among its attractions were a ballroom, a heated swimming pool, a cafe, and carnival style amusement booths. The Depression of the 1930s was the downfall of the Palo Alto, and she was eventually sold, along with the beach frontage, to the State of California. Today, the Palo Alto is a rusting and crumbling hulk, home to starfish, sea gulls, and echoes of good times.

Power of the ocean: The ocean can be a powerful force for destruction. Most visitors to Seacliff State Beach see the waves when they are calm, on a quiet, sunny day. However, when storms hit the coast, the calm waves grow angry and furiously attack the beach, the sea walls, and any buildings within their reach. Sand disappears, sea walls crack and crumble, and buildings buckle under the force of the once calm Pacific.

Secondary Themes:

Building to last: From 1935 to 1941, the Civilian Conservation Corps was active in the Santa Cruz area. These young men, employed by the federal government, worked all over the country developing parks and forest areas. Within the California State Park System alone, more than 10,000 person years of labor were put into park development work. At Seacliff State Beach, the CCC was responsible for the construction of the beach group picnic ramada. This structure is still in use and stands in evidence of the quality workmanship of the CCC.

Once a sea floor, now a wall: Close examination of the bluffs that line Seacliff State Beach will show the remains of many varieties of shellfish, and occasionally of sea mammals, imbedded in the rock. The layers of shells and occasional skeletons were deposited over hundreds of thousands of years when these bluffs were horizontal on the sea floor. Subsequent shifting of landmasses and uplifting has warped and entirely raised these former ocean floors above the waves, often to a nearly vertical position.

A bill for every purpose: The shorebirds that visit Seacliff State Beach come to feed, to rest, and to breed. A greater understanding of the kinds of food these birds eat can be gained by observing their bills, and where they are feeding. Those with long bills probe deep into the sand for the small creatures who live there. Those with short bills peck through the windrows of kelp and along the edges of the waves for crustaceans and marine worms. The birds also follow their food as it moves up and down the shore with the tides.

## Proposed Interpretation

### Facilities and Media:

As mentioned before, Seacliff State Beach has several interpretive facilities -- the CCC ramada, the Palo Alto and its pier, the vista point at the bluff stairway, and the visitor center. Of these facilities, the visitor center is the only one that is operated to its full interpretive potential.

Exhibit shelters should be erected on the pier to interpret the Palo Alto, the birds that frequent the pier and beach, fishing, and the view back toward the beach. An exhibit shelter, or other interpretive structure, would also be appropriate at the top of the stairs, leading from the upper parking area to the beach. In this location, themes relating to the bluffs, erosion, the views out to sea, and up and down coast should be interpreted. Supplementary small signs or panels could be installed at the landings of the stairway. The CCC-erected picnic ramada should be identified, perhaps with a panel near the structure, or a sign in front of it.

### Visitor Activities:

It is recommended that the current visitor activities provided by the park staff and the MBNHA be continued. Additional activities proposed are a Junior Lifeguard program and nature walks along the beach and bluffs and a Ranger Explorer program such as the successful one developed at Natural Bridges State Beach. This program is essentially an expanded Junior Ranger program, involving overnight camping trips to nearby State Parks and field trips to natural history and historical sites.

## Interpretive Concessions

A concession is currently operated at Seacliff State Beach during the summer months (see Concessions Element). The proximity of the concession to the visitor center precludes the sale of interpretive materials through the concession. Interpretive Concessions are not proposed at this time.

## Interpretive Associations

As discussed above, the Monterey Bay Natural-Historical Association is very active at Seacliff State Beach. The association is providing excellent service to the public and the department, and is expected to continue to expand to meet the needs of the park and the visitors. When the expanded visitor center opens, it will have a sales counter offering postcards, books, and pamphlets to the visiting public.

## Interpretive Collections

The visitor center at Seacliff State Beach houses the slide and photograph collections of all of the beach units of Pajaro Coast District. A new slide storage system has been installed and should continue to be adequate for the district's use. A better storage system is needed to safely maintain and adequately curate the photograph collection.

The unit also has a few mounted mammal specimens. Additional plant, animal, and graphic specimens that pertain to Seacliff State Beach should be acquired as the opportunity arises.

## Recommendations

Research Needs:

Themes and sub-themes need to be developed and researched for the regional visitor center when funds for it are approved.

Future Acquisitions:

No future interpretive acquisitions, either in the form of property or artifacts, have been identified for this park unit.

Interpretive Priorities:

1. Complete and open expanded visitor center.
2. Expand the interpretive collections as need and opportunity arises.
3. Establish Ranger Explorer Program.
4. Establish Junior Lifeguard Program.
5. Develop exhibit shelters on the Seacliff Pier.
6. Develop interpretive panels/exhibit shelters at the vista point at the top of the bluff stairway and on the landings as needed.
7. Develop interpretive panels identifying and interpreting the CCC ramada.

# CONCESSIONS ELEMENT


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# CONCESSIONS ELEMENT

## Purpose

The purpose of the Concessions Element, which is part of the General Plan for a park unit, is to evaluate existing and potential concessions in accordance with the Public Resources Code, Section 5080.03 et seq., and the classification of the park unit.

Public Resources Code, Section 5080.03(c) states:

> "With respect to any unit of the State Park System for which a general development plan has been approved by the commission, any proposed concession at that unit shall be compatible with the plan."

## Objectives

The objectives of the Concessions Element are to:

1. Examine previous or existing concessions within the unit.

2. Examine current and future concession needs of the visitor.

3. Examine park needs for any development, services, etc., which may be included in a concession contract.

4. Recommend appropriate concessions for the park unit in accordance with Public Resources Code, Park and Recreation Commission policy, and the findings presented in other elements of the General Plan.

5. Examine a concession's relationship with cooperating associations, docent groups, and any other non-profit organizations affiliated with the park unit.

## Scope

The Concessions Element is a guide to assist in the development of concessions within State Parks. The Concessions Element should provide direction as to the appropriateness of a concession within a specified unit, and to insure consistent management practices.

The intent of a concession is to provide the public with goods, services, or facilities for a specified period of time, which the department cannot provide as conveniently or efficiently.

Concessions should not create added financial burden and, should, whenever possible, reduce costs and/or generate revenues to aid in the maintenance of the State Park System. Concessions shall not be entered into solely for their revenue producing potential.

It is the policy of the department to cultivate and encourage small business as well as ethnic and racial minority-owned/operated businesses as concessionaires within the State Park System.

It is the department's policy to generally avoid entering into convenience-type concession agreements for facilities, products, or programs that are adequately provided for a short distance outside State Park unit boundaries.

It is the policy of the department that concessions shall provide facilities, products, programs, or services at prices competitive with similar businesses outside State Park System units.

## Concession History and Current Services

A snack bar concession offering refreshments, beach equipment, bait and tackle has operated for over 15 years at Seacliff State Beach. While the concession at one time was housed on the pier itself, it was removed in 1983 because of the storm damage and is currently located on land at the entrance onto the pier.

The concession operates full-time through the summer months, and week-ends only during the remainder of the year. The concession provides walk-up services for the sale of food, bait and tackle, and has an enclosed, windowed area with indoor seating for food consumption.

## Concession Recommendations

The Seacliff concession should continue to provide service under a concession contract. As the business continues to grow, the concessionaire may wish to provide an area around the building, such as decking, to accommodate outside seating for food consumption. As discussed in the Land Use and Facilities Element, the concession building should be repositioned at the base of the bluff with services oriented towards the road. A new, permanent building should be considered for inclusion in the next contract offered for public bidding. Such a building should have a style of architecture consistent with other buildings in the unit.

While it is not possible at this time to predict all potential concession activities for Seacliff State Beach, specific proposals will be studied on a case-by-case basis for feasibility and appropriateness.

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- Vegetation Management
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## OPERATIONS ELEMENT

Seacliff State Beach is operated as part of the Pajaro Coast District. Administrative services are provided from the district office, which is currently located in Aptos. Currently, visitor services and maintenance are provided in this unit and from New Brighton State Beach. Volunteers are active in the interpretation of the unit's features.

The operation of this unit provides for camping, beachcombing, nature study, picnicking, sunbathing, and water-oriented sports. It is the department's operational goal to provide the protection that is appropriate and necessary to maintain visitor safety and perpetuate features and resource values at Seacliff State Beach.

Recreational activities sponsored by individuals, groups, or organizations can be considered by special event permit. The unit's sensitive and natural resource areas will receive special care and consideration when any activity is conducted within the unit.

### Recommendations

#### Maintenance

For maintenance purposes, Seacliff State Beach is currently administered as part of the South Sector within Pajaro Coast District. The district's vehicle maintenance shop and the primary visitor services office are located in the shop yard at this unit.

Facility maintenance and housekeeping shall be conducted in a manner appropriate to meet standards for public health and safety, to maintain public and departmental expectations for cleanliness and appearance, to meet security requirements, and to preserve historic structures for optimal use and interpretation.

An alternative maintenance facility site is recommended to accommodate the maintenance needs of this unit and the district, and to improve the recreational experience of visitors.

Regularly scheduled beach cleaning (sand sifting) will be done to help provide a clean environment for visitors. Trail, roadway, pedestrian, and disabled accessways will be maintained to provide safe and convenient access throughout this unit.

The water and sanitation facilities/systems will be upgraded and maintained at a level to provide adequate and safe water and sanitation facilities.

Future development of day-use and camping facilities will accommodate disabled visitor needs.

#### Law Enforcement

Seacliff State Beach has moderate to serious law enforcement problems. Violations include drug and alcohol related crimes, auto burglaries, theft, vandalism, drunk driving, sexual assault, and indecent exposures. These problems are visible to the park visitor in many areas of the park.

Another area of concern is loose dogs, which create problems resulting in visitor disturbances.

The popularity of this beach and campground draws large numbers of visitors year-round with extremely large crowds during the summer months and holidays.

State park peace officers in this unit receive law enforcement assistance from the Santa Cruz Sheriff's Department and Santa Cruz County. State park peace officers, in turn, provide assistance to the Santa Cruz Sheriff's Department in apprehending suspects, conducting investigations, public safety training, and in assisting with surf and vessel rescues. The ability to participate in response to public safety needs is desirable 24 hours per day 365 days per year.

Recommendations

If current patterns escalate, increased law enforcement staffing and associated equipment may be needed for public safety and resource protection. Regular public safety patrols and investigations will continue to establish a law enforcement presence, prevent crime, and apprehend violators.

A crime prevention program will continue in this unit to reduce drug and alcohol use, vandalism, theft, burglary, and other activities adversely affecting visitor security, unit resources, and facilites. Citizen education and participation will be essential toward preventive action.

Visitor and Aquatic Safety

The Aquatic Safety Task Force prepared a report in September 1988 that indicates aquatic users of the Pajaro Coast can be exposed to rip-currents, piers, jetties, and hazards of the rivermouth areas. The report states that proper mitigation includes signage, interpretive panels, junior ranger/junior lifeguard programs, community school programs, and provisions of lifeguard personnel.

Rip-currents and a pier exist at Seacliff State Beach. Therefore, provisions for appropriate mitigations have been discussed in both the Interpretive Element and the Land Use and Facilities Element.

The approximately 9,240 linear feet of ocean beach frontage is one of the main attractions of this unit. The beach is popular for beginning and novice water enthusiasts. Aquatic activities include: swimming, surfing, body surfing, kayaking, skin/scuba diving, fishing, and boating.

The generally gentle surf that breaks at this beach can be deceiving and dangerous. Rip currents occur frequently throughout this beach. Afternoon, off-shore winds can be hazardous to visitors involved in aquatic activities, including those using flotation devices. As swell conditions increase, the intensity of existing rip currents increases also.

Currently, there is seasonal and permanent lifeguard service at this unit, with a lifeguard tower on the Seacliff Pier currently serving the beach during the summer months. Emergency aquatic vehicles are also used for beach patrol.

Recommendations

The unit's geographical make-up, combined with increases of public use of beaches and nearshore waters, may require increased aquatic safety coverage.

Lifeguard service is provided to meet aquatic safety needs. A minimum of two lifeguard towers are recommended (one permanent tower on the pier and one portable tower at Rio Del Mar). A seasonal aquatic patrol unit is desirable to provide backup response for the lifeguard towers during high-use periods and for preventative patrols during the "off-season".

As public visitation and aquatic recreation increases at this unit, aquatic seasonal staffing and equipment needs may also increase for public safety at this beach.

## Special Considerations

### Jurisdictions

Seacliff State Beach lies within the political jurisdiction of the County of Santa Cruz. Planning of activities, projects, development, emergency operations, and law enforcement requires careful coordination by the operations staff with the appropriate county departments.

### Fishing Pier

This unit has a popular wooden fishing pier attached to the historic cement ship Palo Alto. The Palo Alto is in a condition of advanced deterioration, making it difficult to maintain. The majority of the ship is closed to the public, with only a portion of the deck adjacent to the wooden pier maintained for public acccess. These conditions require special attention by operations staff to ensure safe public use of this popular recreation resource for fishing, sightseeing, and adjacent aquatic activities.

### Seawall

The seawall separates the beach from the campground, roadway, picnic areas, rest rooms, and lower day-use parking areas. The current design does not allow for easy emergency vehicle beach access at the extreme west end of the unit or at the pier.

Heavy storm damage in past years has resulted in the rebuilding of the entire seawall to protect day-use and camping facilities. Public use demands and the ongoing maintenance requirements should be considered when and if future reconstruction or modifications become necessary.

### Structures in Zone of Exclusion

Structures have been developed within what is currently the zone of exclusion. These structures are primarily single-family homes and appurtenances. Most of the homes are private residences on private property. Three State employee residences on state beach property are also included. Many of the structures are at risk from future landslides. Although no homes have been lost to date, the 1986 storms and the 1989 earthquake caused landslides that reduced the

usable size of many backyards. In some cases, the cliff-top instability problems are being exacerbated by excessive landscape watering and encroachment of backyards onto state beach property. Clifftop instability may threaten adjacent structures and is a regional problem that extends well beyond the immediate vicinity of Seacliff State Beach.

The department shall continue to work with adjacent residents and landowners and appropriate local, regional, and State agencies to identify and propose solutions which will reduce any existing hazards associated with the presence of structures and landscaped areas within the zone of exclusion. If the opportunity becomes available, the department should participate in an interagency task force to develop regional approaches to this problem.

The Sandy Beach

The yearly ebb and flow of beach sand at Seacliff State Beach and, occasionally, extremely powerful winter surf, covers and damages roadways, facilities, and occasionally litters the beach with thousands of driftwood logs, creating unpredictable maintenance requirements needed to restore visitor services.

Vegetation Management

The operations staff will be responsible for removing non-native plants and for revegetating with native plants, in coordination with department ecologist. Tree hazard control will also be necessary for visitor safety.

Animal Control

Unit staff will control and remove dogs and feral cats that endanger visitors and native wildlife. Staff should continue to receive appropriate training and equipment in this effort.

Volunteerism

A docent program (currently under the management of the Monterey Bay Natural-Historical Association) will continue as appropriate. Volunteers could assist at the Seacliff Visitor Center, conducting guided walks and talks and give presentations to various groups. Interpretive displays could be maintained by volunteers. The district's Ranger Explorer program should be continued and encouraged.

Other projects could be accomplished by volunteers, such as native plant revegetation, trail clearing and maintenance, pier and ship repairs, and fence or stair construction.

# ENVIRONMENTAL IMPACT ELEMENT


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## ENVIRONMENTAL IMPACT ELEMENT

The general plan, with all its elements, constitutes an environmental impact report (EIR) as required by state law (Public Resources Code Sections 5002.2 and 21000 et seq.). The Environmental Impact Element will discuss the topics usually discussed in an EIR.

To avoid redundancy, when a point has been adequately discussed in another element of this general plan, it will be mentioned in this element by reference to that discussion.

### Summary

Following are the major environmental effects that will result from implementation of this project, and the major mitigation measures that will reduce or eliminate those environmental effects. Mitigation measures will be monitored.

In general, the proposals at Seacliff State Beach will benefit the unit's environment and improve facilities for the public.

### Project Description

The Resource Element, the Land Use and Facilities Element, the Operations Element, and the Concessions Element in this plan propose how the unit will be used, how resources will be protected, and what facilities will be constructed.

### Description of the Environmental Setting

Please refer to the Resource Element for a description of the natural and cultural environment of this unit. The Land Use and Facilities Element and, to a lesser degree, other elements also describe the existing natural environment and human influences on the environment.

In addition to those descriptions of the local environmental setting, please note the following:

#### Air Quality

Air quality along the Monterey Bay coast is generally good because of the influx of clean air off the Pacific Ocean. The Salinas II Monitoring Station records in 1988 indicated that gaseous and particulate pollutants were below state and national standards during the period when records were kept. Records at other Central Coast monitoring stations substantiated these findings, but their records were less complete. However, the Monterey Bay Unified Air Pollution District is currently not attaining the standards for ozone. On five days during September and October, but only at the Hollister Station, the California Ambient Air Quality Standards were exceeded. The less-stringent Federal Standards were not exceeded.

Traffic Circulation and Parking

Access to the main entrance of Seacliff State Beach is via State Park Drive, which connects with State Highway 1 one-half mile to the north. This is the entrance to the large parking area and overflow parking area above the beach, the campground below the bluff and other day-use parking below the bluff. Access to the Rio Del Mar portion of Seacliff State Beach is via Rio Del Mar Boulevard and Beach Road. Beach Road is a county road with a right of way across a state parking lot on the southeast end of Rio Del Mar portion of Seacliff State Beach. The county provides parking near Aptos Creek at the northwest end of Rio Del Mar Beach. There are problems regarding traffic, law enforcement, and facility maintenance in this subunit.

(See the Land Use and Facilities Element for details on circulation at the entrance and within Sunset State Beach.)

Public Services

Water, sewer, telephone, and electric services are provided to this unit. Seacliff State Beach is connected to a local sewer system.

(See the Operations Element for existing public safety, law enforcement, and aquatic safety procedures, and personnel responsibilities and capabilities.)

## Significant Environmental Effects of the Proposed Project

Most of the proposals as described in the Land Use and Facilities Element and the Resource Element will reduce existing adverse conditions at Seacliff State Beach. Several possible significant effects to the environment, which already exist or may be caused by the project, are:

Soils and Geology: The state beach's soils are mainly of sand or loam (see Resource Element). The proposed project includes features that will protect the cliff from further erosion.

The closest segment of the San Andreas Fault is located approximately eight miles northeast of Sunset State Beach. Some cliff erosion and tree felling occurred during the October 17, 1989 earthquake.

As discussed in other parts of this report, the effects of high seas and, more recently, an earthquake, have caused seacliff retreat and soil erosion. Many facilities are existing on land that is within a zone of exclusion (measured from the base of the cliff at a 45 degree angle from horizontal). Structures within the zone of exclusion include some department facilities and private residences outside the unit. Further erosion could be caused by visitors climbing on cliffs and not using the stairs or ramps provided.

Energy: The use of energy by construction equipment will be a short-term effect. Long-term energy uses will include maintenance, emergency and patrol vehicles, and vehicles driven by the public to reach the unit.

Vegetation and Wildlife: Some native vegetation and wildlife may be minimally affected by proposed project construction and, intentionally or unintentionally, by the public. No rare or endangered plant species have been reported for Seacliff State Beach.

Many species of wildlife use or visit the area (see Resource Element). The California brown pelican, an endangered species, occurs in the area.

The state-listed (threatened) Guadalupe fur seal may venture near the beach, and the federally listed (threatened) southern sea otter has been seen offshore. The tidewater goby, a federal candidate species, has been collected in Aptos Creek. Offsite influences and development and uses within the unit are a potential threat to these resources.

The Resource Element describes in detail how the vegetation and wildlife will be managed at Seacliff State beach.

Cultural: The Resource Element discusses the standing historic structures and archeological sites. One very small midden lies on the edge of the bluff southeast of the upper parking lot within Seacliff State Beach. The description of this site, and other possible archeological and historical sites are discussed in the Resource Element.

The concrete ship and pier will be maintained. When further deterioration of the concrete ship makes public access unsafe, it will be set off-limits to the public.

Traffic Circulation and Parking: The Land Use and Facilities Plan proposes ways to alleviate the existing entrance problems at the main entrance.

Esthetics: The Resource Element and the Land Use and Facilities Plan describes this topic. Several visual unesthetic features are in the area, such as the eroded bluffs above Aptos Creek, exposed corrugated steel culverts running down the cliffs, the large asphalt parking lot, and adjacent weedy fields.

Public Services: This plan proposes continued services. (See Operations Element and Interpretive Element.)

Recreation Safety: Certain hazards exist for the unwary recreationist. These include ocean or surf hazards such as riptides, tides, and unexpected high waves. Winter storms and rare tsunami conditions are especially dangerous. There are also hazards on the cliffs and bluffs (see the Operations Element).

## Mitigation Measures

The resource management policies in the Resource Element should be referred to for guidance on the protection of the unit's natural and cultural resources. Several mitigation measures are specified here.

Soils and Geology: As stated in the Resource Element, new facilities will not generally be constructed in the zone of exclusion. An exception is the RV campground at the northwest end of the beach that is protected by a wooden seawall. It will be replaced and repaired as long as it is cost effective (see Land Use and Facilities Plan).

Signs and fencing will be installed to keep people off the cliffs, bluffs, and fragile sites.

Beach erosion is a regional and statewide problem. The department will work with the Corps of Engineers and other agencies in finding long-range solutions. (See Resource Element policies.)

Energy: Use of construction machinery will be minimized to conserve energy.

Vegetation and Wildlife: Resource policies in the Resource Element for plants and animals will be followed.

Cultural: The Land Use and Facilities Plan Element proposes to preserve the historic CCC-built ramadas and associated Diablo stoves. Other historic structures indicated in the Land Use and Development Plan Element, the Resource Element, or the Interpretive Element will also be protected.

Esthetics: The proposed project will improve esthetics throughout the developed area.

The project will: 1) rehabilitate areas that have received heavy use which has left visual scars; 2) construct new facilities that are visually attractive; 3) design attractive access and trails that will protect cliffs and vegetation; 4) landscape and screen with an emphasis on native vegetation; 5) improve Aptos Creek and remove riprap; and 6) improve appearance of bluff parking area.

Beach Safety: Unit personnel will help visitors needing emergency attention. Signs warning visitors about surf conditions, or that a lifeguard may not be on duty, will be prominently displayed.

The proposed project will provide more sanitary facilities for the public, with provision for the disabled (see Operations Element regarding Visitor Safety).

Interpretive displays and unit personnel will assist in informing the public.

Traffic Circulation and Parking: The proposed Land Use and Facilities Element proposes to improve the traffic circulation, especially at the unit's main entrance. Improvements will be made for the disabled, and for emergency vehicle access to the beach. Parking facilities are already developed to capacity in the unit, and no new parking facilities are proposed.

## Any Significant Environmental Effects That Cannot Be Avoided if the Proposal is Implemented

Most environmental problems can be effectively mitigated, as described in this plan. Traffic problems on peak days will be one problem that cannot be fully mitigated.

## Alternatives to Proposed Project

The preferred alternative is described in this plan. None of the alternatives considered differ significantly from the proposed plan. There are a myriad of alternative ways each facility, area, etc., could be treated.

Other alternatives would be variations of the proposed plan. For example, there could be a restriction of vehicle use along the beach below the bluff. This would improve pedestrian traffic, but too much needed parking would be lost. Therefore, this alternative plan was rejected.

Another alternative would be to not reconstruct the wooden sea wall after the next time it is storm damaged. This was rejected because of the need to protect the road for nearby residences and the sewer line. Besides, the campground is cost effective.

The No Project alternative was also assessed. All existing problems described in this element would probably be exacerbated by this alternative.

## Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity

The proposed short-term uses of the unit will be similar to present uses. The proposed project should be a long-term solution to the needs of the public for parking, beach access, improved maintenance, and visitor protection. In addition, the natural and cultural resources will be better protected.

## Any Significant Irreversible Environmental Changes if the Proposed Project is Implemented

None.

## Growth-Inducing Impacts of Proposed Project

This project will not increase permanent human population in the area.

COMMENTS AND RESPONSES
GENERAL PLANS AND DRAFT ENVIRONMENTAL ELEMENT
NEW BRIGHTON, SEACLIFF, AND SUNSET STATE BEACHES
SCH #86011401

Review copies were provided to the following on and subsequent to February 7, 1990. The review period ended on March 23, 1990.

State Clearinghouse (10 copies)

The Honorable Leon E. Panetta, House of Representatives
The Honorable Byron Sher, Member of the Assembly
The Honorable Eric Seastrand, Member of the Assembly
The Honorable Henry J. Mello, Member of the Senate
The Honorable Sam Farr, Member of the Assembly
Wallace J. Rothbart, Caltrans District 4
Bruce Elliott, California Department of Fish and Game
Rick Hyman, California Coastal Commission
Debbie Townsend, State Lands Commission
Larry Pearson, Associate Planner, City of Santa Cruz, Planning and Community Development
David Laughlin, Chief, Housing and Community Development, County of Santa Cruz
Steve Russell, Director, Capitola Planning Department
Jim Lang, Director, City of Santa Cruz
Alyse Jacobson & Laurie Marcus, California Coastal Conservancy
Benton Angrove, Director, Santa Cruz County Parks Department
Sierra Club Coastal Task Force, c/o Carl Larson
U.S. Heritage, Conservation and Recreation Service
Devon Bates, Regional Coordinator, California Coastal Commission
Ed Inai, State Lands Commission
Southern Pacific Transportation Company
La Selva Beach Improvement Association
Pajaro Dunes Homeowners Association, South
Cypress Townhouse Project Committee
Pajaro Dunes Shorebirds
Rio Del Mar Improvement Association
Place de Mer Townhouse Association
Pot Belly Beach Club
Santa Cruz Historical Society
Seacliff Park, Inc.
Council of Improvement Associations
Seacliff Beach Association
Santa Cruz County Hostel Society
Santa Cruz Archeological Society
Santa Cruz County Horsemen's Association
Sand Dollar Beach Homeowners Association
Sunset Beach Homeowners Association
Sunset Beach Erosion Committee
Santa Cruz Chapter - Sierra Club
Jacqueline O'Connor, President, Seacliff Beach Homeowners Association
Rose S. Costa, Friends of the Pier
Alex K. Peabody, California Association of Lifeguards

Mr. and Mrs. R. F. Stoessel, Seacliff Park Association
Steve Matarazzo, Santa Cruz County Planning Department
Joan Stoker Rost, Sierra Club
Santa Cruz Public Library, Attention Debora Jones
Santa Cruz Sentinel, Attention Barbara McKenna
Santa Cruz Transportation Commission, Attention Linda Wilshusen, Executive Director
John Lane, Biologist, Santa Cruz City Museum
Katherine Snow, Monarch Project
Brad Gordon, California Native Plant Society
Chairperson, Monterey Bay Natural Historical Association
John McEnery, Seabright Homeowners Association
U.S. Fish and Wildlife Service, San Francisco Bay National Wildlife Refuge
U.S Army Corps of Engineers - Port District, Attention Roderick A. Chisholm II
Watsonville Planning Department
Association of Monterey Bay Area Governments
Dr. Robert Mark, Sierra Club State Park Task Force
Gail Kobetich, Field Supervisor, U.S. Fish and Wildlife Services
James D. Carson, U.S. Fish and Wildlife Services
U.S. Army Corps of Engineers, Point Reyes Bird Observatory
Robert Elliot
Santa Cruz County Commission on Disabilities, Attention Mike Molesky
Joan Scanlon, MENHA
The Honorable Robley Levy, Supervisor, County of Santa Cruz
Leon Mattingly (Sunset only)
Julie Goodnight, Coastal Conservancy (Sunset)
George McNeely (Sunset)
Norman Case (Sunset)
Ken T. Schantz

A notice announcing the location of copies of the documents for public reivew was published in the following newspapers:

The Santa Cruz Sentinel
The Register - Pajoranian

Documents were available at the following locations for public review:

Santa Cruz Public Library System
Central Library
224 Church Street
Santa Cruz, CA 95060

Santa Cruz Public Library System
Branciforte Library
230 Gault Street
Santa Cruz, CA 95060

Department of Parks and Recreation
Pajaro Coast District
101 Madeline Drive
Aptos, CA 95003

Watsonville Public Library
310 Union
Watsonville, CA 95076

Santa Cruz Public Library System
Aptos Library
7695 Soquel Drive
Aptos, CA 95003

Department of Parks and Recreation
Central Coast Region Headquarters
2211 Garden Road
Monterey, CA 93940

Comments were received from the following agencies, organizations, and individuals:

California Coastal Commission, Central Coast Area Office
Santa Cruz County Transportation Commission
California Recreational Trails Committee, William Bliss
Sierra Club Ventana Chapter, John Stonum Chair, Santa Cruz Regional Group
Sunset Beach Improvement Association, Margaret Felts, Secretary
Aptos Neighbors Association, Peter Carr, President AHA
New Brighton Beach Action Coalition, Pat Manning, Chair
Save Our Shores, Michael J. Humenik, Chair
Barbara G. McGee (petition with 20 names)

G-3074R

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Gove

CALIFORNIA COASTAL COMMISSION
CENTRAL COAST AREA OFFICE
640 CAPITOLA ROAD
SANTA CRUZ, CA 95062

March 21, 1990

California Department of Parks & Recreation
Resource Protection Division
1416 Ninth Street
Sacramento, CA 94296-0001

Subject: Preliminary General Plans for: New Brighton, Seacliff and Sunset State Beaches

Attention: James Doyle - Environmental Review Section

Dear Mr. Doyle:

The California Coastal Commission staff has reviewed the Preliminary General Plans for the three state beaches and offer the following comments.

GENERAL COMMENTS:

While the Coastal Commission concurs with the General Plan's broad environmental review, a detailed environmental analysis must be conducted for all significant individual development projects pursuant to the California Environmental Quality Act (CEQA). The Coastal Commission will continue to take part in this review as a responsible agency. All subject units are in Communities with certified Local Coastal Programs (LCP's), therefore, the final documents should include a section on permit procedures for all new developments. All proposed developments, such as a new entrance facility, will have to comply with the Coastal permit procedures of each respective LCP. In addition, cumulative environmental impacts of each project should be in compliance with the LCP's and CEQA.

A general review of policies consistent with Section 3.0 of the Santa Cruz Local Coastal Plan (SCLCP) dealing with hazards should be discussed with an emphasis placed on Section 3.1.9 in response to the October 17, 1989 earthquake.

Slope stability and erosion concerns should be consistent with the policies under Section 3.2 of the SCLCP. In addition, when determining zones of exclusion the review should include the analysis required by Section 3.3.6 of the SCLCP.

The final documents should identify a project time frame and priority list as well as a more detailed analysis of each proposed project.

NEW BRIGHTON STATE BEACH

The Coastal Commission acknowledges the need for a new entrance road and entrance facility. The proposal for such an entrance, however, is vague and unclear. A concrete plan for the construction as well as a time-frame for this project should be identified for the final document. The new road entrance should also be analyzed relative to traffic and circulation. 4

Currently no bicycle paths exist along the entrance road. The interim development plan for the existing entrance road needs to include such paths, especially near and under the trestle. In addition, the park as a whole contains no visible bicycle trails. The SCLCP's policies fully support development of bicycle trails throughout state beach systems. New trail proposals should be included in the final documents. In addition, adequate indicative signing should accompany all new trails and roads. 5

Improved beach access for the Loop A campsites (southern sites) should be considered. The proposed new access stairway from the campground (Loop C) to the beach-level restroom facility needs to be constructed in a way to avoid additional bluff erosion as well as to withstand such erosion when it naturally occurs. 6

The landscape restoration program discussed on page 29 needs to be more clearly identified and developed. The timing of this project should also be indicated. The need for hazard signing along the beach at the north-end cliffs has intensified since the October 17, 1989 earthquake and should be included in the final document. 7

A forest management plan component needs to be addressed as a means of providing butterfly protection. The pruning of eucalyptus tree branches, discussed on page 62, does not identify the impacts of such pruning on the Monarch butterfly habitat. While the department encourages continued public and private management and protection efforts for the Monarch butterfly habitat (page 45), the plan does not identify a possibility for additional acquisition of land or of creating a Natural Preserve designation. Such possibilities should be discussed in the final document. 8

Greater emphasis should be placed on a more extensive beach shuttle service, this is supported by Section 4.14.1 of the SCLCP. 9

SEACLIFF STATE BEACH

Improvements to the entrance road and entrance station were proposed on page 41, however, no clear plans for the project were discussed. The final document should contain a detailed analysis of the proposed entrance road. Such a path should be included in the entrance improvement project. 1

The bluff adjacent to the entrance kiosk is susceptible to excessive erosion due to human trampling. A protective fence could ameliorate this problem. 1

The General Plan should include impacts of the October 17, 1989 earthquake. Page 68 briefly acknowledged the occurrence of cliff erosion and tree felling as a result of the seismic activity. Much more detailed analysis of the long term impacts would be included in the final document. The analysis should include a discussion of possible slide prevention measures. 1

No clear, long-term restoration plans, including revegetation and restabilization projects were identified. Bluff restabilization should be a top priority.

The current seawall maintenance program does not conform to shoreline structure development criteria (see attachment). A more in-depth analysis of the shoreline protective device alternative (pages 24 & 33) is needed for the final document. The 1984 report, which estimated annual cost of "maintenance repair and replacement" to be $150,000, is not clearly stated. In addition, the revenues have been lower and the costs greater than the 1984 estimates. Some consideration should be given to possible alternative seawall designs, to be implemented when continued seawall maintenance and storm damage repairs become infeasible or if actual collapse occurs. 1

Would redesigning a portion of the existing day-use parking area upcoast from the visitor center to accommodate large recreational vehicles, as proposed on page 42, cut down on day-use potential? This is not clearly stated in the proposal. Due to past storm damages to recreational vehicle campsites on the beach, the Coastal Commission strongly encourages putting future RV/campsite facilities in the undeveloped overflow parking area set back from the cliffs and screened by heavy vegetative buffer from the adjacent residential areas. 2

A possible pier extension was briefly mentioned on page 44. A detailed discussion of such a possibility needs to be included in the final document before any judgement of the appropriateness of the project can be formulated. 2

Public parking and beach access along Beach Drive from Beach Island to the south-end beach restrooms should be developed. This half mile strip is currently under-utilized by the general public due to the lack of public parking. 2

The text of the final document should include a discussion of how open space easements are utilized consistent with the Allowable Use Intensity map on page 77. 2

SUNSET STATE BEACH

Currently no designated bicycle trails exist on the entrance road or throughout the park. An interim bicycle path should be designated on the existing entrance road. A path should also be included in the new entrance road project. New trail proposals throughout the park should be included in the final document. In addition, adequate indicative signing should accompany all new trails and be added to the existing trails. 38

In response to Section 5.3.3 of the SCLCP, the bicycle trail connecting Palm Beach to Sunset Beach should be expanded and proper signing should be provided. A possible bicycle link through Pajaro Dunes to the mouth of the Pajaro River should be included in the final document as required by Section 4.15.14 of the SCLCP. This mile stretch of state beach appears private due to the "locked gate" development at Pajaro Dunes.

The final document should cite Section 5.1.3 of the SCLCP which is consistent with the proposal to expand overnight camping sites and RV spaces in appropriate locations. Further discussion is needed, however, for the two new group camps north of Dunes Camp. 39

Present development encroachments upon the public beach are mentioned briefly on pages 16 and 27. Such encroachments are inconsistent with Sections 3.3.8 and 4.3.3 of the SCLCP. A more detailed analysis on protection of private property as well as State Park facilities in accordance with LCP policies is needed. Structural alternatives are not warranted for the present or planned park facilities. 40

A discussion of a possible vegetation screen from the Shorebirds condominium complex should be included in the final document.

Trail access across the sand dunes should be limited and revegetation of this area initiated in order to prevent possible dune blowouts. Day use picnic areas should have designated boardwalk crossovers. 41

The protection policy for the Monarch butterfly, discussed on page 39, is not clear. Perhaps tree removal should be tied to a forest management plan component. 42

The final document should include a discussion of the possibility of extending the multi-lingual interpretive panels and signs to the entire unit and possibly to the other units. 43

Palm Beach -- A boardwalk extending from the parking lot to the beach should be included in order to prevent dune erosion. A revegetation project should be initiated in the buffer area between the parking lot and the Watsonville Slough. 44

Reference Map -- The Department of Parks and Recreation manages the Pajaro River lagoon as part of Zmudowski State Beach. It should be referenced as a significant wetland affecting the Watsonville Slough complex adjacent to Palm Beach. 45

With consideration of the above comments these State Beach General Plans provide excellent public recreational opportunities while protecting the natural resources that make the areas desirable for recreational use. If you have any questions or if we can be of assistance, please call.

Sincerely,

David Loomis

David Loomis
Assistant District Director

DL/ll/cm

Attachment

cc: Dianne Guzman, Planning Director, Santa Cruz Co.
Susan Tupper, Planning Director, Capitola
Ray Jenkins, Dist. Superintendent, D.P.&R., Pajaro Coast
Dick Felty, Regional Director, D.P.&R.

4380A

TE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor
IFORNIA COASTAL COMMISSION
ENTRAL COAST DISTRICT
OCEAN STREET, ROOM 310
TA CRUZ, CA 95060
) 426-7390

March 30, 1987

TO: ALL INTERESTED PARTIES

FROM: EDWARD Y. BROWN, DISTRICT DIRECTOR

RE: WHAT IS NECESSARY BEFORE WE FILE AN APPLICATION FOR A SHORE PROTECTION STRUCTURE

Ownership/Boundaries

The submitted plans should show the applicant's property boundaries in relation to the project limits. In addition, if there is not a sandy beach, i.e., tide pool areas or cliff with little beach and frequent waves, the plans must indicate the location of the Mean High Tide Line. And, in any case, if it is available, the Mean High Tide should be shown and the date(s) it was established.

If the project extends onto an adjoining property, the adjoining owner should be invited to apply, or the applicant must show a legal right to use the property. In addition, the applicant shall demonstrate the authority to comply with condition of permit approval on the adjoining parcel pursuant to Coastal Act Section 30601.5.

Plans

The project plans must be prepared or certified by a registered professional engineer with expertise in shoreline processes. Normally, this means a civil engineer or engineering geologist. On occasion, this can be a structural engineer or soils engineer if they have experience in coastal engineering.

A benchmark should be established on the plans and on the site. This benchmark must be in relation to the standard of MSL or NGVD, Mean Sea Level or National Geodetic Vertical Datum. Beach contours at 1 foot intervals shall be provided. Construction access shall be indicated with any special considerations noted.

Geotechnical Report

The report must be prepared by a registered professional engineer or engineering geologist as described in the section of Plan above. For small projects (for example, adding some rock to an existing wall above the toe and the beach) a short report, i.e., letter, is acceptable. This is also the case if a prior thorough investigation has been done and only an update is necessary. For most projects, however, a full report that is prepared according to the standards set by the Division of Mines and Geology, (see their Note #44, Guidlines for Preparing Engineering Geology Reports; copy attached) with some added features:

* Design wave height
* Maximum expected wave height
* Frequency of overtopping
* Normal and maximum tidal ranges
* Erosion rate with/without protection device
* Effect of structure on adjoining property
* Potential/effect of scouring at base
* Design life of structure/maintenance provisions
* Alternatives to the chosen design including "no project"
* Maintenance provisions including methods and materials

In addition, the engineer must certify that the structure is designed to withstand storms comparable to the winter storms of 1982-83, pursuant to Commission direction for such verification on all projects.

1668A

SIERRA CLUB Ventana Chapter
Santa Cruz Regional Group
P.O. 604
Santa Cruz, CA 95061

es M. Doyle, Supervisor
ronmental Review Section
artment of Parks and Recreation
942896
ramento CA 94296-0001

Mr. Doyle:

Brighton State Beach General Plan was reviewed by the Regional p. At the February meeting of the Executive Committee the group cussed the plan, commended the process and plan, and made the owing comments:

**MENDS THE PARK PLAN in these areas:**

ENTIAL LAND ADDITIONS The priority one status given to the isition of the Porter Sesnon Property as one with outstanding scenic natural values and excellent potential for park and recreation grams.

D USE AND FACILITIES

elopment of a new access road to the park for improved access and the erim modifications to improve drainage and traffic circulation.

rganization of the campground and campfire areas. The plans will vide more and better camping with addition of needed group camping.

dscaping with native plants is excellent. The plans for the pground, for the bluff near Park Ave, and for interpretive themes hazing natives are good and should be emphasized. Some nice natives found in the bluff area according to Dave Bockman.

ing and improvement of access from Park Ave by steps/ramp from the et near the bus stop.

oval of employee residences.

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INTERPRETATIVE ELEMENT
New campfire center

Junior lifeguard and junior ranger programs

CONCESSIONS: Restrict to mobile units. Concession or stores appear to be needed only at Sunset State Beach due to the distance from groceries for bike campers.

OPERATIONS: Protection of Monarch butterfly migration sites.

**CONCERNS / MONITOR** Interpretation: Construction and installation of interpretative panels, signs and exhibit shelters should be done with moderation. Signs can be detrimental to appreciation of beautiful areas. 10

Overflow campground in parking area is designated for off season. Why? Will this become a permanant campground for RVs. Is overflow camping less needed at high season? 11

Thank you for your consideration.

Yours truly,

John Stonum
Chair Santa Cruz Regional Group

save
our
shores

Box 1560 · Santa Cruz, California · 95061

James M. Doyle
Environmental Review Section
Dept. of Parks and Recreation
PO Box 942896
Sacramento, Ca. 94206-0001

Mar 23, 1990

Dear Mr. Doyle,

Save Our Shores has reviewed the preliminary general plan for New Brighton State Beach. We are in general agreement with most of the plan's recommendations, but wish to call your attention to one issue in the plan-potential land additions. We applaud your designation of the 66 acre Porter-Sesnon property as the "priority 1" land acquisition site for annexation to the state beach. However, we believe the plan should give more discussion to this property than is now provided by the single page of text on this subject.

Serious consideration should be given to the New Brighton Beach Action Coalition's plan for an Outdoor Environmental Learning Center/Interpretive Center use on this property. Their plan uses the term "Environmental Discovery Center" and is a more innovative proposed use of the land than now proposed in the State Beach General Plan. The Discovery Center concept is based on a cooperative partnership among State Parks, Santa Cruz County Office of Education, the County of Santa Cruz, and possibly the City of Capitola. This arrangement could provide for land acquisition funds beyond those available to state parks for such purposes. 14

SOS therefore recommends you contact the New Brighton Beach Action Coalition to thoroughly understand their "Discovery Center" proposal and include it as part of the text om possible uses of Porter-Sesnon land in your final New Brighton Beach General Plan document. Also please advise us of any public hearings on New Brighton, Seacliff, and Sunset State Beaches plans.

Sincerely

Michael J Humenik

Michael J Humenik, Chair

:New Brighton Beach Action Coalition
County Supervisor Gary Patton
County Supervisor Robly Levy
Capitola Mayor Jerry Clarke

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# NEW BRIGHTON BEACH ACTION COALITION

March 20, 1990

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94206-0001

Dear Mr. Doyle,

Members of the New Brighton Beach Action Coaltiion (NEWBBAC) support the designation of the Porter-Sesnon property as a Priority 1 use for potential land additions in the New Brighton State Beach General Plan.

NEWBBAC is a coalition of local citizens' organizations and individuals dedicated to the public use and preservation of the Porter-Sesnon land. Affiliated groups include Save Our Shores, Aptos Neighbors Association, Live Oak Community Association and the (San Lorenzo) Valley Women's Club. 14
Formed in June, 1988, after the overwhelming defeat of Measure A (Wingspread), NEWBBAC began a community effort to determine a feasible alternative for the property that would allow for the greatest possible public benefit while keeping it as close to its natural state as possible.

Last month, after spending several months interviewing public officials, neighborhood groups, and holding public meetings in order to explore various possible uses for the property, NEWBBAC proposed the idea of an Environmental Discovery Center. I have enclosed our first newsletter, in order to explain more fully our initial ideas as to how the Discovery Center could be developed.

Since the Discovery Center proposal has received widespread support, NEWBBAC would like to propose that the future development of the Porter-Sesnon property as an Environmental Discovery Center be addsd to the New Brighton State Beach General Plan.

Sincerely,

Pat Manning

Pat Manning, Chair

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RPD

1849 Dry Creek Road
San Jose, California 95124
23 March 1990

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, California 94296-0001

Dear Mr. Doyle:

I am a member of the California Recreational Trails Committee. I have been asked by the Committee chair to review the Pajaro Beaches General Plans with special emphasis on trail elements. I have done this and have a couple of suggestions.

In the Seacliff State Beach Plan's summary of Land Use and Facility Proposal #10 includes "coordinate trail connections with other city and county regional trail plans." This is great, but I did not find the basis for the proposal in the body of the plan. Dave Keck of the DPR said that this proposal stems from the possibility of a trail to Seacliff from the Forest of Nisene Marks. I think that somewhere in the body of the Plan there should be a paragraph describing the possibility of the interpark trail (and other trail plans, if appropriate), followed by a proposal or policy supporting the intent of the Department to plan and construct Park trails that connect with regional trails. 33

The Pajaro Beach Parks are located close to the Bicentennial Coast Bicycle Route, originally developed and mapped by Caltrans; the maps are now available from Bikecentennial, a national bicycle touring organization in Missoula, Montana. The maps indicate a Hike/Bike camp at New Brighton State Beach. Mr. Keck said 15

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that there is such a camp at New Brighton (in a poor location) and that it could be continued in a better place. I urge the continuation of the Hike/Bike-in camp at New Brighton State Beach. In the General Plan the Hike/Bike location should be shown on the Existing Condition map. The better location should be indicated on the Proposed Land Use & Facilitie map. The move and continuation of the Hike/Bike camp should be supported in the body of the plan

Except for these comments, I believe that, given the intent, scope, and structure of the plans, recreational trails are properly addressed in the Pajaro Beach General Plans.

Thank you for the opportunity to comment.

Sincerely,

Wm. Bliss

SIERRA CLUB Ventana Chapter
Santa Cruz Regional Group
P.O. 604
Santa Cruz, CA 95061
March 18, 1990

nes M. Doyle, Supervisor
/ironmental Review Section
artment of Parks and Recreation
942896
cramento CA 94296-0001

ar Mr. Doyle:

The Seacliff State Beach General Plan was reviewed by the Regional up. At the February meeting of the Executive Committee the group cussed the plan, commended the process and plan, and made the lowing comments:.

**MENDS THE SEACLIFF PLAN FOR:**

ROVED ENTRANCE STATION
triction of larger RVs on roadway and parking beyond pier.
k in use beach-level day use. NO Vehicles
fort station bluff top
ing district vehicle maintenance function
noval of employee residences.
rade facilities at the south end of Beach Drive
storation of riperian habitat on Aptos Creek

**STION: MORE INFORMATION AND MONITORING NEEDED:**

ff parking plan includes walks, benches, picnic tables, and ramadas as ll as interpretative panels. Use of native plants is desirable. Overflow king may be paved for regular use. Possibility of beach shuttle is ntioned. Shuttle feasibility should be explored. 24

hts on the pier and evening hours for the pier. Intensity of lighting and s of use are concerns. 25

d for exhibit shelters on the pier when the interpretative center is 26

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just off the pier.

Concession booth should not be rebuilt. A mobile unit should suffice as well as at New Brighton. Seacliff and Rio Beach stores are close and open regularly for groceries and deli service. 27

Overflow off season camping is unnecessary. It seems intented tobecome a year round expansion of beach-level camping. Such expansion is opposed. Thank you for your consideration. 28

Yours truly,

John Stonum
Chair, Santa Cruz Regional Group

APTOS NEIGHBORS ASSOCIATION
**Post Office Box 1732**
**Aptos, California 95001**

March 18, 1990

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P. O. Box 942896
Sacramento CA 94296-0001

Re: Seacliff State Beach - General Plan

Dear Mr. Doyle:

Let us first thank the State Parks Department for their efforts in the handling of the parks in this area. We have found the staff thoughtful and attentive to both the parks and to neighbors of the parks.

This letter is written from the viewpoint of residents of the area surrounding Seacliff State Beach. We are especially concerned with the impact of the General Plan dated January, 1990 on the Seacliff area in particular and the Aptos area in general.

Description of the Resource Element of the Report (pp. 11- 29) and the Land Use and Facilities Element of the Report (pp. 33 - 47) in our opinion do not adequately describe the location of this Seacliff State Beach. It is bordered by residential areas; the Seacliff area on the inland bluff side, Las Olas Drive on the upcoast side, and the Rio Del Mar area on the downcoast side. State Park Drive is the main access from Highway 1 into the residential areas, as well as Seacliff State Beach. We are concerned that this location be kept in mind during the planning process and during implementation of the plan.

We submit these comments on specific items:

1. Moving the maintenance station outside the unit (p. 46). Good. However, we do appreciate the low profile of this facility to the area as it has been operated. Modifications of the perimeter of the Park in this area 29

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are probable, though not mentioned in the Plan. We request that the neighbors across the street be kept in mind when the perimeter is planned. If the maintenance facility is moved, would the area be used for parking? For some type of access by foot? If parking, a screen of shrubs of moderate height might mitigate the impact. We question allowing foot traffic to enter the area from this one block location because of commercial uses across the street. 29

2. Changes are scheduled for the bluff top. We commend improvement of the perimeter and bluff fencing and planting of native shrubs and groundcover. These should not be so tall that they obstruct the view of the homeowners across the street.

Installation of picnic tables, and benches will draw additional users to the bluff top. Installation of a comfort station will do the same thing. We are concerned about people using these facilities at dusk and on into the night. Certain groups of people gather at the wall at the Rio Del Mar Esplanade parking lot bordering the Park. Drinking is visible. Increased law enforcement efforts have reduced but not eliminated these problems. We are concerned that an easily accessable are at the bluff top will result in the same kind of problem. Sleeping in the bluff shrubs has also been a problem. Law enforcement is recognized as a problem (p. 61). Lighting this area would be intrusive to the surrounding area. Increasing the facilities inevitably will increase the necessity for patrolling the area. We think that the Parks Department should recognize and provide for increased patrolling of this area. Additionally, the more structures there are in the area whether tables, benches or ramadas, the more difficult it is to patrol the area. 30

We question the adviseability of Ramadas for the bluff top area. This is a foggy coastal area. Sun protection is sometimes required, but not a prevalent problem. Ramadas would create added structures which may affect patroling. They also create a feeling of structural development which is not appropriate to the park. We suggest consultation with a design consultant before installing ramadas.

3. The General Plan (p. 44) also mentions lights on the pier. Currently, the pier is closed at dusk. First, if lighted, the lights should not be intrusive. They are mentioned in the General Plan as "low level." We support this, if lights are installed. Certainly the sodium vapor or arc 31

type of lights should be avoided.

Second, does this mean that the pier will be open at night? The safety hazards would be significantly increased. And night use of the park also has the same law enforcement problems mentioned above. If lights are installed, we think they should be low level plus the patroling of the area should be increased. 31

Very truly yours,

Peter Carr

Peter Carr, President AHA

cc: Mr. Ray Jenkins District Superintendent
Pajaro Coast District Headquarters
7500 Soquel Dr.
Aptos, CA. 95003

BARBARA G. McGEE

179 SEACLIFF DRIVE • APTOS, CALIFORNIA 95003

March 12, 1990

James M. Doyle
Supervisor, Environment Review Section
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, Ca 94296-0001

Dear Mr. Doyle:

Enclosed please find Petition in protest to the Proposal for BLUFF PARKING EXPANSION.

Please have this Proposal canceled from general plan as stated in Petition attached.

Sincerely,

Barbara G. McGee

Encl. 1

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MAR 14 1990

James M. Doyle - Supervisor, Environment Review Section
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Sir,

This is a Petition in protest to the Proposal for BLUFF PARKING (expansion) including groundcover, walks, benches, picnic tables, and ramadas as well as the propsed comfort station near the existing stairway which is intended to serve the bluff top facilities.

We believe that such a proposal infringes on our privacy as well as imposes a threat to the environment which we as homeowners have come to appreciate and enjoy. This property exists in the middle of a restricted residential zone with properties valued in many millions of dollars. Such a proposal will increase noise, smell, as well as bring many persons trespassing on our private property not to mention the "pollution" to our unobstructed view of one of natures LAST remaining gifts... Monterey Bay. 32

We urge that this proposal be abandoned since it produces minimal value for citizens and maximal destruction of a beautiful existing natural facility.

Barbara G. McGee
179 Seacliff Drive

Mr & Mrs Fred H Farm
104 San Benito ST APTOS, CA

[illegible]
210 Seacliff Drive

Mrs. Ann Vanni
133 E. Seacliff Dr. Aptos

[illegible]
[illegible] Seacliff Drive

Mr & Mrs. Mark Yellin
106 San Benito Ave
Aptos Ca 95003

[illegible]
[illegible] Seacliff Aptos

Mr. & Mrs Mark Camarillo
186 E. Seacliff Dr.
Aptos, CA 95003

Mr & Mrs Manuel Garrea
170 Seacliff Dr Aptos Cal

Paul D Lewis
183 Seacliff
Aptos, CA 95003

Mr. Mrs. William Bond
194 E. Seacliff Dr. Aptos CA

Mr & Mrs C. Davies
202 East Seacliff Dr.
Aptos, Ca 95003

Mr. & Mrs. José L. da Silva
216 Seacliff Dr. East, Aptos, CA.

[illegible]
206 SEACLIFF DR E
APTOS, CA 95003

Mr & Mrs Ronald J Brown
218 E Seacliff Dr Aptos CA 95003

Mr + Mrs [illegible]
214 Seacliff Dr Aptos CA 95003

MR. + MRS. BRIAN QUILL
208 E. Seacliff Dr., Aptos 95003

Mr. & Mrs. Harwood G. Kolsky
181 Seacliff Drive E, Aptos, CA 95003

Y Alois Miller
204 Seacliff Dr E Aptos 95003

Mr & Mrs David [illegible]
[illegible] Seacliff Dr
Aptos Ca 95003

SIERRA CLUB Ventana Chapter
Santa Cruz Regional Group
P.O. 604
Santa Cruz, CA 95061
March 18, 1990

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
PO 942896
Sacramento CA 94296-0001

Dear Mr. Doyle:

The Sunset State Beach General Plan was reviewed by the Regional Group. At the February meeting of the Executive Committee the group discussed the plan, commended the process and plan, and made the following comments:.

**COMMEND/SUPPORT**
RESOURCE ELEMENTS:
Groundwater overdraft. Saltwater has intruded into wells in Sunset state beach and coastal Monterey County. Nitrate levels are in excess of drinking standards. Water is posted as unsafe. Park will work with Santa Cruz county and with State Water Resources Control Board. This effort is important and is to be encouraged

Aerial and ground application of pesticides needs attention as a potential hazard. Continued strengthened efforts are to be urged.

Dune revegetation efforts have been successful and should be continued using native plants.

LAND USE:
UNIT ENTRANCE: needs to be realigned to separate visitor and non visitor traffic, to provide for safe pedestrian movement.

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CAMPGROUNDS: Develop two additional group camps. This is appropriate and needed.

INTERPRETATIVE priority to develop programs and exhibits at Palm Beach with primary focus to Hispanic Community.

CONCESSIONS Sunset Beach is a designated bike campground. A campstore seems to be important especially for bike campers. It would be used by other campers and dayuse visitors as an grocery service is at a great distance.

RADIO TOWER Support not renewing the lease.

**RECOMMENDATION**: PATH FROM THE LEVEE BIKE TRAIL TO THE BEACH 46

Thank you for your consideration of the Sierra Club comments.

Yours truly,

John Stonum
Chair, Santa Cruz Regional Group

SCCTC

SANTA CRUZ COUNTY TRANSPORTATION COMMISSION
701 Ocean Street, Room 406-B Santa Cruz, California 95060-4071 (408) 425-2788

March 19, 1990

James M. Doyle, Supervisor
Environmental Review Section
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94286

RE: General Plans for Sunset, Seacliff, and New Brighton State Beaches

Dear Mr. Doyle:

Santa Cruz County Transportation Commission (SCCTC) staff thanks you for the opportunity to comment on the draft general plans for Sunset, Seacliff and New Brighton State Beaches. Staff has reviewed these plans and made comments below. Additionally, staff concurs with the comments submitted by the SCCTC Bicycle Committee under a separate cover.

SUNSET STATE BEACH

1. Land Use and Facilities Element should identify existing bicycle facilities.
2. When redesigning campsites, retain current number of hike and bike campsites.
3. Plan for accessible wheelchair paths to the beach area and shoreline.
4. Incorporate projects which bring parking areas and restrooms into compliance with the California State Accessibility Standards, Title 24 Manual (Office of the State Architect).

SEACLIFF STATE BEACH

1. Land Use and Facilities Element should identify existing bicycle facilities.
2. Incorporate extension of State Park Drive bike lanes into entrance road improvement.
3. Include bicycle parking when upgrading Rio Del Mar parking facilities.
4. Plan for accessible wheelchair paths to the beach area and shoreline.
5. Incorporate projects which bring parking areas and restrooms into compliance with the California State Accessibility Standards, Title 24 Manual (Office of the State Architect).

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Member Agencies: Santa Cruz Metropolitan Transit District, County of Santa Cruz,
Cities of Capitola, Santa Cruz, Scotts Valley, Watsonville

NEW BRIGHTON STATE BEACH

1. Land Use and Facilities Element should identify existing bicycle facilities. 12
2. Provide for separation or accommodation of pedestrian and bicycle traffic according to CALTRANS Highway Design Manual Bikeway Planning and Design Criteria when designing new trails.
3. Plan for accessible wheelchair paths to the beach area and shoreline.
4. Incorporate projects which bring parking areas and restrooms into compliance with the California State Accessibility Standards, Title 24 Manual (Office of the State Architect). 13

If you have any questions, contact Jack Witthaus of my staff at (408) 425-2951.

Sincerely,

Linda Wilshusen
Executive Director

LW/jw
A:statebch

cc: AMBAG

James M. Doyle, Supervisor
Environmental Review Section
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

March 14, 1990

Dear Mr. Doyle,

Thank you for the Draft Environmental Report on Sunset State Beach and we wish to submit the following comments:

Sunset State Beach is one of the earliest to preserve coastal environment in North Monterey Bay area and to protect the sweeping panorama of its natural beauty.
It has been adequately managed and cared for - never overwhelmed by public access to picnic and camping areas.
Wildlife has been maintained among trees and shrubs: birds, butterflies, wild animals native to the area. Homeowners have been feeding quail for many years.
Trees and shrubs, natural vegetation, have been protected.

Above points must be considered when expansion of public use is being proposed in the plan for the future.
There will be a necessary expansion of staff to watch and protect the environment.
Expansion of the main parking lot to the size proposed will change the ambience of the area by crowding it with many more visitors.

Issues of concern:
Many more garbage cans and fire rings will be needed.
The 200 ft. bank must be watched constantly to prevent beach users from climbing up it since it has been so destabilized since the earthquake of Oct. 17, 1989. Most of the bank has no fencing to protect it.
The regular cleanup of trash on the beach will have to be increased. We now often find broken glass, styrofoam cups and other picnic garbage left by visitors.

We hope this projected change will enable Sunset StaTE Park to continue to offer intrinsically the same thrilling experience it always has.

Sincerely,
Margaret Felts
Margaret Felts, Secretary
Sunset Beach Improvement Associati

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Margaret Felts
14 Sunset Drive
Sunset Beach
Watsonville, CA 95076

'E OF CALIFORNIA—OFFICE OF THE GOVERNOR

GEORGE DEUKMEJIAN, Governor

'FICE OF PLANNING AND RESEARCH
' TENTH STREET
'AMENTO, CA 95814

March 23, 1990

James M. Doyle
State of California
Department of Parks and Recreation
P.O. Box 942896
Sacramento, cA 94296-0001

Subject: General Plans for Sunset, Seacliff and New Brighton State Beaches
SCH# 86011401

Dear Mr. Doyle:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Nancy Mitchell at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

David C. Nunenkamp
Deputy Director, Permit Assistance



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ambag
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS
MAIL ADDRESS P O BOX 190, MONTEREY, CALIFORNIA 93942 • TELEPHONE (408) 373-6116
OFFICE LOCATION 977 PACIFIC STREET

March 12, 1990

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Re: MCH #039010 - General Plan - Sunset State Beach
#039011 - General Plan - Seacliff State Beach
#039012 - General Plan - New Brighton State Beach

Dear Mr. Doyle:

AMBAG's Regional Clearinghouse circulated a summary notice of your general plans to our member agencies and interested parties for review and comment.

AMBAG Board of Directors considered the project on March 9, 1990 and there were no comments.

Thank you for complying with the Clearinghouse process.

Sincerely,

Nicolas Papadakis
Executive Director

NP:bp

P.S. Please note AMBAG's street address has changed. It is now **977 Pacific Street, Monterey, CA 93940.** Our mailing address remains the same: P.O. Box 190, Monterey, CA 93942.

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STATE OF CALIFORNIA

STATE LANDS COMMISSION

T. McCARTHY, Lieutenant Governor
Y DAVIS, Controller
SE R. HUFF, Director of Finance

GEORGE DEUKMEJIAN, Governor

EXECUTIVE OFFICE
1807 - 13th Street
Sacramento, CA 95814

CHARLES WARREN
Executive Officer

File Ref: SD 90-02-26 (3)

April 2, 1990

Mr. James M. Doyle
Environmental Review Section
Department of Parks & Recreation
P. O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Doyle:

Staff of the State Lands Commission (SLC) has reviewed the Preliminary General Plans for Sunset State Beach, Seacliff State Beach, and New Brighton State Beach. Based on this review, we offer the following comments.

As these documents are Preliminary General Plans and specific projects are not proposed, staff has not determined the exact extent of SLC ownership at this time. However, you should be aware that the SLC has an ownership interest in lands waterward of the last natural ordinary high water mark. Examples of such ownership are the mouths of the Pajaro River, Watsonville Slough and Valencia Creek as well as the Pacific Ocean. Areas no longer subject to tidal action because of artificial influences remain subject to State sovereign ownership. Therefore, the SLC should be notified of any activities proposed in such areas.

The areas in and near the mouth of the Pajaro River are subject to State Lands Commission lease PRC 4742 and Exchange Agreement AD 54. Furthermore, title to portions of the Pajaro Dunes area below the last natural ordinary high water mark along the Pacific Ocean are under the jurisdiction of the SLC and along Watsonville Slough are subject to the Public Trust Easement which is administered by the SLC. This interest is a retained property right effecting the above lands which were sold pursuant to Tideland Surveys 2 and 3 (Santa Cruz County).

Additionally, you should be aware that waterways that are physically navigable in fact are subject to a public navigational easement. This easement allows members of the public to navigate and exercise incidences of navigation including, but not limited to boating, rafting, fishing, sailing, rowing, fowling, and other water related uses in a lawful manner.

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This action does not constitute nor shall it be construed as, a waiver of any right, title, or interest of the State of California in any lands under its jurisdiction.

Thank you for the opportunity to comment. If you have any questions, please contact Curtis Fossum at (916) 322-2277.

Sincerely,

Dwight E. Sanders

DWIGHT E. SANDERS, Chief
Division of Research
and Planning

DES:maa
cc: Curtis Fossum

RD OF SUPERVISORS
(408) 425-2201

COUNTY OF SANTA CRUZ

RNMENTAL CENTER 701 OCEAN STREET SANTA CRUZ CALIFORNIA 95060-4069

JANET K. BEAUTZ (FIRST DISTRICT) ROBLEY LEVY (SECOND DISTRICT) GARY A. PATTON (THIRD DISTRICT) SHERRY MEHL (FOURTH DISTRICT) FRED KEELEY (FIFTH DISTRICT)

April 3, 1990

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

RE: SUNSET, SEACLIFF AND NEW BRIGHTON STATE BEACHES' GENERAL PLANS, INCLUDING THE DRAFT ENVIRONMENTAL IMPACT REPORTS

Dear Mr. Doyle:

I would like to take this opportunity to comment on the Sunset, Seacliff, and New Brighton State Beaches General Plan, including the Draft Environmental Impact Reports. For your review, I have attached my letter of September 20, 1989, which includes my initial comments from the proposed drafts. I am very pleased to see that many of my concerns regarding aquatic safety have been addressed in the preliminary general plan documents.

My concerns fall into two categories:

1. I am very pleased to see included in the General Plans the recognition of the need of aquatic services in these three units. Previously omitted in the first draft, Sunset State Beach General Plan now includes the recognition of the need for aquatic services, in addition to a seasonal lifeguard program and a lifeguard headquarters. I am very pleased with this addition and it is my sense that it will clearly assist in reducing the number of drownings and incidents on this stretch of coast.

   It is my understanding that the Department of Parks and Recreation has hired a new aquatic specialist working out of Sacramento for the northern coast districts. I believe these general plans could benefit from a review by the aquatic specialist on the technical aspects of this report, in addition to adherence to the findings of the Department of Parks and Recreation's Aquatic Safety Task Force report.

2. The possible use of meter parking at the platform parking lot at Rio del Mar State Beach will unnecessarily restrict public use and access to the beach. This is an area of beach access currently available to the public without charge, and it is one of the few remaining areas in the State Parks system in Santa Cruz that is so available. Generally, crowded conditions do not prevail here, and it does not seem appropriate to charge beach access fees.

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Thank you for taking these comments into consideration. Please feel free to contact me if you have any questions or need any clarification. I look forward to the public review of this document in May of this year.

Sincerely,

ROBLEY LEVY, Supervisor
Second District

RL:lg
Attachment

cc: Senator Mello
Assembly Member Farr
Ray Jenkins, Superintendent of Pajaro Coast District

6220T

Response to comments on General Plans for Seacliff, Sunset, and New Brighton State Beaches. SCH# 86011401

California Coastal Commission - Response to General Comment and New Brighton State Beach

1. The level of specificity for the environmental assessment in the General Plan is broad and general. Further environmental assessment will be performed whenever specific construction or management programs are proposed. If significant environmental impacts differ from those specified in the general plan further environmental documents will be filed. The Department will adhere to the Local Coastal Plans and file for coastal development permits issued by the county or Coastal Commission as required.

2. The additional sections of the SCLCP will be quoted in the appendix of the final document. The Department will work with the California Coastal Commission and Santa Cruz County and adhere to recommendations concerning hazards as outlined in the LCP for consistency with the Local Coastal Plans.

3. The General Plan is a guide for the Department's actions for the subject State Park System unit over the next 15 - 20 years. There is no guarantee the project will be budgeted, or how much or in what order it will be implemented. (Also see Response No. 1)

4. The traffic conditions as outlined under Unit Entrance, page 36, demonstrate the need for improvements to the existing entrance and eventually a new entrance. The existing road is narrow and experiences flooding in the drainage area under the railroad trestle. When the specific project is budgeted, a more detailed plan and specific environmental assessment will be done. (Also see Response No. 1)

5. The Department does not usually designate bicycle lanes on park roads. Bicyclists are welcome to use roads but must be aware of motor vehicles and pedestrians.

6. The Department will construct the stairway being careful not to cause erosion or bluff instability. The existing stairway and bluff trail near loop A will be closed. We feel that the location of the proposed beach access stairway and distance from Loop A campsites is not excessive, and that additional stairways would be unnecessary.

7. The Department recognizes the need for maintaining hazard signing along the beach for visitor safety and prevention of further bluff erosion. Page 26 and 29 discusses the bluff setback policy and vegetation plan. There is an ongoing project of bluff stability and replacing existing plant

species with native plant species, except for the vegetation that serves as overwintering habitat of the Monarch butterfly.

8. Pages 41-45 describes potential land additions, including New Brighton Gulch, an area where Monarch butterflies have been observed. Page 30 states a policy about Monarch butterflies and their habitat protection. This policy states: " The Monterey pine, Monterey cypress, and eucalyptus groves at New Brighton State Beach shall continue to be surveyed during the winter roosting season of the monarchs, heavily-used groves shall be identified, and suitable habitat shall be perpetuated. Tress that are roost sites for monarch butterflies shall not be removed unless suitable additional habitat capable of supporting monarch colonies is established. An exception to this policy may be made for a tree removed under the department's tree hazard guidelines. The department should support research into the ecology of the monarch butterfly . A resource management plan shall be developed and implemented to promote the perpetuation of the monarch butterfly within New Brighton State Beach."

9. The Department supports more beach shuttle service. The City of Capitola presently uses a 4-acre parcel adjacent to the unit along McGregor Drive, which is used for parking and a shuttle to Capitola Beach. This parcel is listed in the plan as a priority 2 potential land addition because of its location as an inholding and has value for unit entrance alternatives and present use.

Sierra Club

10. We agree that signs and exhibit shelters should be carefully designed and constructed with moderation. These interpretive projects will enhance the experiences of the park visitor and increase their awareness for visitor safety and resource protection.

11. There is an increasing demand for camping on the Santa Cruz Coast. Retired persons and families with preschool children are camping more often with recreation vehicles during the off-season months, when beaches and campgrounds are not as crowded .

The general plan proposal for RV camping is not intended to reduce day-use parking spaces or create a new permanent campground. Recreation vehicles who use this area for overflow camping must be self-contained.

Santa Cruz County Transportation Commission

12. (see response No. 5) Pages 39 and 90 discusses a plan to have a separate walkway for pedestrians under the railroad trestle.

13. New facilities will be developed and made accessible for the disabled, including some campsites, restrooms, and campfire center. The emergency vehicle access ramp to the beach is also available for vehicle access by the disabled. Wheelchair access to the water can be achieved with the use of specially designed beach mats. Subsequent documents will discuss access for the disabled in greater detail when specific projects are budgeted for construction.

Save Our Shores and New Brighton Action Coalition

14. The General Plan purposely does not discuss in detail various potentials for property that is not in the State Park System.

California Recreational Trails Committee

15. Provisions for Hike/ Bike camping exist at New Brighton State Beach and will be shown in the final plan.

California Coastal Commission - Seacliff State Beach

16. (See response No. 4)

17. Temporary fencing has been placed along the blufftops for visitor safety and resource protection since the October 17, 1989 earthquake. These areas are being monitored and studied by department Geologist and Resource Ecologist to determine stability and required measures.

18. The Department is montoring the bluffs and will take appropriate actions. Signs, fencing, and revegetation will be considered.

19. Further analysis of the seawall would occur at such time that it would need replacing. An environmental assessment on new construction, including a no construction alternative, would be done in compliance with CEQA and the SCLCP. Revenues are increasing, as table 2 on page 36 indicates. The $400,000 revenue figure should be reached in the next few years.

20. No, the proposed RV parking in the day-use area adjacent to the existing camping would not compete with day users and day-use potential. This proposal would only occur during the off-season. The suggestion for RV camping on the unpaved parking area near the residential area would be unacceptable to Aptos residents living nearby. From a management standpoint, it would be better to keep all overnight use in one area, and encourage blufftop parking by day users to reduce the amount of beach-level traffic.

21. As stated on page 44, a pier extension should be considered because the ship Palo Alto continues to deteriorate and may someday be closed for visitor access. The proposed pier could be used to observe the historic concrete ship and interpret its history, as well as for fishing, walking, and observing nature (also see response No.1).

22. Beach Drive in this area is a county road bordered by private property and sandy beach. The State doesn't have sufficient property here to construct additional parking spaces or restroom facilities.

23. The open space easements include property not owned in fee by the state, but are managed by the Department for open space and resource protection.

Sierra Club

24. The Department plans to use native plants for landscaping in the bluff area. The Department is in favor of the beach shuttle system and will work with the county, but the Department does not propose its own shuttle system. Whenever the specific project is budgeted, it will be determined if any portion of the overflow parking area will be paved. (see response No. 1)

25. The pier lighting project would be designed for visitor safety and not intended to extend hours of use. Lighting will be low intensity and used only during hours of park operation and for emergencies.

26. The exhibit shelter on the pier would help interpret the ship's history, and Monterey Bay marine life and natural resources. Interpretive panels would be unobtrusive. There are periods when the visitor center is closed, so outside information and exhibit panels become very important for visitor safety and enjoyment.

27. A permanent concession building would be more uniform in appearance with other park structures than a mobile unit. It would serve to sell bait and other needed items.

28. The proposed overflow camping would not be permanent for year-round use. It will only occur during the times when the state beach facilities are underutilized. There is a high demand for recreation vehicle campsites during the off-season from retired people, people that don't have children in school, and coastal travelers enroute to other destination areas.

Aptos Neighborhood Association - Peter Carr

29. The needs of the neighborhood will be recognized in the planning for Seacliff SB. As indicated in the plan, a permanent unit office with vehicle storage will remain, including a small storage structure for supplies and tools. Landscaping and screening will help improve the appearance of the State Beach, including the entrance area, parking lot, and areas within view from the neighborhood.

30. The comfort station will be beneficial to the bluff top area, since there is none at the present time. We recognize law enforcement problems in the area. The park staff and the County Sheriff deputies are coordinating their actions to improve law enforcement in this area. The plan outlines crime prevention programs and the need for increased staff to control the problem better. The Department shares your concern for protection of coastal views and will attempt to construct facilities so that they will be as unobtrusive as possible. At the same time, facilities will be built and landscaping provided that will be easy to maintain and provide for area surveillance. The Department is aware of the crime problems in the area and will increase patrols and continue to work with the County and local citizens in keeping these problems under control. Designated use areas also tend to improve area surveillance.

31. (see response No. 25) Yes, the plan proposes that the pier will be lighted with "low level" lights and will provide safety lighting for fishing access in the early morning hours and at sunset.

32. The plan will not increase the total number of parking spaces in the bluff area. The proposed total parking is 600 cars, or approximately 15 cars fewer than is presently available in the paved and unpaved bluff parking area. The bluff top area will be made more esthetic because of improved landscaping, walks, paths, picnic tables, and ramadas. The proposed comfort station will be designed and located so that it will not obstruct views of the coast and Monterey Bay. The entire area will continually be patrolled, cleaned up, and maintained efficiently by the Department. The district vehicle maintenance function, presently located near the entrance, will be removed (see response No. 29). The

area will be made more esthetic to park visitors and the neighborhood alike. The area will be kept cleaner and more sanitary with the proposed facilities and programs. The Department does not believe that the implementation of the project will cause an increase in trespassing and crimes to private properties in the area.

California Recreational Trails Committee

33. A description of potential trail connections from Seacliff State Beach will be included in the final plan. The Department does not proposed to construct or develop regional trails outside the state beach.

Santa Cruz County Transportation Commission

34. (see response No. 5)

35. This proposal of bicycle parking will be considered. (see response No.1)

36. Accessible wheelchair paths are being proposed to the beach and shoreline. Future development of day-use and camping facilities will accommodate disabled visitor needs.

37. The Department does comply with Title 24 .

California Coastal Commission - Sunset State Beach

38. Bicycle use is permitted on park roads and must comply with California vehicle Code regulations. Park roads are narrow and will not allow designation of a separate bike lane. No special designated striping will be made. Shell Road will be open for bicycle use through the park and will provide access from Palm Beach to the south beach day-use facilities. Trail signing will be used to direct bicyclist for connections to other regional coastal trails outside this unit. The Department will comply with Section 4.15.14 of the SCLCP.

39. The final plan will cite the Section 5.1.3 of the SCLCP. in the appendix of this plan. The proposed group camps north of Dunes Camp are discussed on Page 52.

40. Sections 3.3.8 and 4.3.3 of the SCLCP will be cited in the final plan. The Shorebird and Pajaro Dunes housing developments were established before CEQA and the Coastal Act. The Department policy is generally not to allow seawalls on state beach property.

41. We agree. The Department has constructed boardwalks for the public to cross over the dunes to the beach. There is also an ongoing revegetation program that utilizes native dune plant species, to prevent sand blow-outs as well as for replacement of exotic species.

42. The policy on page 39 states that the habitat for the Monarch butterfly will be protected. (see response No. 8, stated policy) A resource management plan will be developed for this state beach as so stated.

43. The suggestion that the entire unit and other units have multi-lingual interpretive panels and signs is a good one and will be considered.

44. Boardwalks and revegetation projects already exist. Boardwalks are shown in the plan and revegetation with native species is ongoing to prevent sand erosion and to replace exotic species.

45. The existing and proposed Land Use and Facilities maps show the Pajaro River Mouth Natural Preserve. Yes, it is true that the management of the river lagoon does affect the Watsonville Slough at Palm Beach.

Sierra Club

46. No new trails are contemplated from the trail (Shell Road) to the beach. Bicyclists can gain access to the beach from the Palm Beach Area, or the North and South Beach day-use areas.

Santa Cruz County Transportation Commission

47. Bicyclists are able to use roads and facilities at this unit.

48. This will be considered.

49. Accessible wheelchair paths are being proposed to the beach and shoreline as outlined in the Operations Element, Page 72.

50. The Department will comply with Accessibility Standards, Title 24 .

Response to Margaret Felts - Sunset SB

51. Yes, it is true the the plan proposes to increase the number of parking places near the main entrance to Sunset State Beach considerably from 60 up to 125 total spaces. It should also be noted that at present there are many visitors who park outside the state beach along San Andres Road approximately 3/4 mile from the beach. The proposed parking will help alleviate much of the roadside parking that occurs. This will result in better traffic flow, increased protection of personal vehicles, a cleaner roadside, and more convenience to the public. The plan also proposes to revegetate and stabilize bluff areas with native vegetation and provide fencing of the area for visitor safety. Fencing between the parking area, edge of the bluff, and adjacent private property will encourage direct beach access. In addition, the Department will maintain the beach and add facilities for visitor use as needed.

FINDINGS OF SIGNIFICANCE
FOR GENERAL PLANS
NEW BRIGHTON, SEACLIFF, AND SUNSET STATE BEACH

Most environmental problems can be effectively mitigated, as described in this plan. Traffic on peak days will be one problem that cannot be fully mitigated.

Soils and Geology: As stated in the Resource Elements, new facilities will not generally be constructed in the zone of inclusion. An exception is the RV campground at the northwest end of Seacliff State Beach that is protected by a wooden seawall. It will be replaced and repaired as long as it is cost effective.

Proposed roads, parking area, and trails in the State beaches and trails will be designed so that water runoff will not erode soils. Design features such as boardwalks and landscaping with native vegetation will help prevent soil erosion.

Signs and fencing will be installed to keep people off the cliffs, bluffs,and fragile sites.

Beach erosion is a regional and statewide problem. The Department will work with the Corps of Engineers and other agencies on finding long-range solutions. (See Resource Element policies.)

Energy: Use of construction machinery will be minimized to conserve energy.

Vegetation and Wildlife: Resource policies in the Resource Elements for plants and animals are as followed.

Exotic species will be removed, i.e., Monterey pine, and eucalyptus trees, except where Monarch butterflies overwinter, in favor of native species of plants. This will result in more sunlight, screening, and a correct representation of native plant species in the area.

Cultural: The Land Use and Facilities Plan Elements propose to preserve the historical features in the units, such as the historic ramadas, Diablo stoves, and use of the historical residences for interpretive use.

Esthetics: The proposed project will improve esthetics throughout the developed areas.

The project will: 1) rehabilitate areas that have received heavy use which has left visual scars; 2) construct new facilities that are visually attractive; 3) design attractive access and trails that will protect cliffs and vegetation; 4) landscape and screen with an emphasis on native vegetation; 5) improve Aptos Creek and remove riprap at Seacliff State Beach; 6) improve appearance of bluff and parking areas at Seacliff State Beach; and 7) remove dense exotic vegetation, except where Monarch butterflies overwinter.

Beach Safety: Unit personnel will help visitors needing emergency attention. Signs warning visitors about surf conditions, or that a lifeguard may not be on duty, will be prominently displayed.

The proposed project will provide more sanitary facilities for the public, with provision for the disabled (see Operations Element regarding Visitor Safety).

Interpretive displays and unit personnel will assist in informing the public.

Traffic Circulation and Parking: The proposed Land Use and Facilities Element proposes to improve the traffic circulation. Improvements will be made for the disabled, and for emergency vehicle access.

## Mitigation Monitoring

At the time specific features of the General Plans are budgeted, detailed environmental assessments will be made including methods to monitor the mitigation efforts. Appropriate departmental staff will monitor construction, visitor use and in general protect natural and cultural resources of the units.

## APPENDIX

## CONFORMANCE TO LOCAL COASTAL PLAN POLICIES

Various state and local plans that addressed issues relevant to Seacliff State Beach were reviewed in preparing this plan. Following are policies and programs from the Santa Cruz LCP Land Use Plan, with specific reference to State Parks and Seacliff State Beach.

POLICIES

4.1.2. The following are designated as primary public access: Mid-County (primary public accesses which have existing basic improvements and law enforcement necessary for state and regional publicity) Seacliff State Beach and Rio del Mar Beach.

5.1.7 Day Use Services Where appropriate, allow the provision of tourist commercial concessions within state parks at appropriate destinations (commercial concessions should not be required at rural, remote beaches). Encourage the provision of tourist commercial services within Special Communities, as follows: (d.) Seacliff Beach Area: Entire Special Community, and (e.) Rio del Mar Flats/Esplanade Area.

5.4.5 Require adequate maintenance and management programs concurrent with all State Parks development projects and park master plans.

7.8.1 Require archaeological and paleontological resources to be protected.

PROGRAMS

4.3.11 Develop a program in conjunction with the County Sheriff, State Highway Patrol, State Parks and other appropriate public and private agencies, to ensure provision of adequate law enforcement and supervision on beaches, beach accessways and immediate vicinity. Consider use of horses for patrolling.

4.16.11 Develop links between the County and state trail systems in coordination with the State Department of Parks and Recreation.

5.1.8 Where appropriate, request the provision of additional day use facilities at publicly owned beaches and blufftops such as picnicking, viewpoints, and play space.

5.3.3 Support the continuation of existing free facilities provided by State Parks. (Continued)

5.3.4 Encourage replacement of damaged or destroyed public beach recreation facilities.

PROGRAMS

6.13.3 Prepare a landscaping and roadside improvement program in accordance with policy 6.8.3, to achieve the following:

a. Clear definition of State Park Drive as a major pathway to the State Beach including: (continued)
b. Improvement of signing along State Park Drive.
c. Reduction of the numerous overhead wires on State Park Drive. Consider undergrounding, relocation/etc.
d. Landscaping and improvements at entrance to Seacliff State Beach on State Park Drive.

## 3.0 HAZARDS

### 3.1 Seismic Policies

POLICIES

3.1.1 Require a field review by the staff geologist of geological hazards for all new development projects, including the creation of new lots, in designated fault zones. Fault zones designated for review in the Coastal Zone include the Zayante Fault and the state designated Seismic Review Zone on the San Gregorio Fault. Required geologic reviews shall examine all potential seismic hazards including surface rupture, ground shaking, liquefaction and landsliding, and may consist of a staff geological hazards assessment where a more complete investigation is not otherwise required. Investigations of groundshaking hazards will be conducted if required through environmental review of a project.

3.1.2 GP Require a preliminary geological investigation by a registered geologist for single family dwellings in the San Andreas and San Gregorio Fault Zones, and a full geologic investigation by a registered geologist for development proposals other than single family dwellings in the San Andreas and San Gregorio Fault Zones.

3.1.3 GP Require a full geological investigation by a registered geologist whenever a significant potential hazard is identified by a preliminary geologic hazard assessment, and prior to the construction of any new public facility or critical structure within the designated fault zones.

3.1.4 GP Require site-specific full geologic investigation by a registered geologist of all development proposals of more than four residential units in areas designated as having a high or very high liquefaction potential. Proposals of four units and under and non-residential projects shall be reviewed for liquefaction hazard through environmental review and when a significant potential hazard exists a full geologic report shall be required.

3.1.5 Require the clustering of development away from potentially hazardous areas and condition development permits based on the recommendations of the site's hazard assessment or full geological investigation.

3.1.6 GP Approve the final density of a development proposal only if it is consistent with the recommendations of the geological reports. Deny the location of the proposed development if it is found that the hazards on the site cannot be mitigated to within acceptable risk levels.

3.1.7 Require full geologic investigation prior to the construction of new reservoirs to serve major water supplies. If an unmitigatable hazard exists, relocate the reservoir. New dams shall be constructed according to high seismic design standards of the Dam Safety Act and as specified by structural engineering studies. Smaller reservoirs will be reviewed for potential seismic hazards as a part of the environmental review process.

3.1.8 GP — Exclude land within 50 feet of an active or potentially active fault trace from density calculations for land divisions. Require 50-foot setbacks for all residential structures and 100-foot setbacks for all commercial, multi-residential and critical structures from active and potentially active fault traces.

3.1.9 — Require all new public facilities and critical structures to be designed to withstand the expected ground shaking during the design earthquake on the San Andreas fault.

3.1.10 GP — Require the developer and/or subdivider of a parcel in an area of known geologic hazards to record a deed restriction with the County Recorder indicating the hazards on the parcel and the level of prior geologic investigation conducted.

3.1.11 — Require a minimum parcel size for the creation of new parcels of 20 acres in areas within all State and County designated seismic review zones if proposed building sites lie within the fault zone.

PROGRAM

3.1.13 — Investigate the feasibility of requiring all new structures within all known fault zones and in areas subject to high or very high liquefaction potential, to be constructed to withstand ground shaking generated up to the design earthquake on the San Andreas Fault.

## 3.2 Slope Stability and Erosion

POLICIES

3.2.1 GP — Require a geologic hazards assessment of all discretionary permits, including grading permits within areas of known slope instability, in all cases where development is planned on slopes greater than 30%, and for all projects including permits for single family dwellings on existing parcels of record in the designated landslide review area. Such assessment shall be prepared by County staff or a registered geologist may conduct this review at applicant's choice and expense.

3.2.2 GP — Require a full geological investigation by a registered geologist when the hazards assessment identifies unsafe geologic conditions in the area of proposed development.

3.2.3 GP — Require an engineering geology or a soils report as determined by staff on any proposed grading project where a significant potential hazard has been identified in the area of proposed grading activities.

3.2.4 GP — Condition development and grading permits based on the recommendations of the hazard assessment and other detailed soils or geology investigations.

3.2.5 GP — Deny the location of a proposed development or permit for grading project if it is found that geological hazards cannot be mitigated to within acceptable risk levels, and approve development proposals only if the project's density reflects consideration of the degree of hazard on the site, as determined by available geotechnical information.

3.2.6 GP Exclude land with slopes exceeding 30 percent in urban areas and 50 percent in rural areas and recent or active landslides from density calculations for land division purposes.

3.2.7 GP Require clustering of structures away from potentially unstable slopes in landslide-prone areas. Require drainage plans that direct runoff and drainage away from unstable slopes.

3.2.8 Prohibit the location of septic leachfields in areas subject to landsliding.

3.2.9 GP Require the developer and/or subdivider of a property in an area of known geologic hazards to record a deed restriction with the County Recorder indicating the hazards on the parcel and the level of prior geotechnical investigation conducted.

3.2.10 GP Require an engineering report and engineering supervision to ensure effective road reconstruction where there have been washouts or landslides on private or public roads and require geologic and engineering review of all proposed road construction in landslide prone areas.

(See related policies in Natural Systems Section.)

PROGRAMS

3.2.11 Designate additional areas, of known slope instability, within the Coastal Zone as Landslide Review Zones. (A staff geologic hazards assessment would thus be required prior to project approval. Recommendations from the report could become permit conditions.)

## 3.3 Coastal Erosion

POLICIES

### Coastal Bluff Erosion

3.3.1 Require a geologic hazard assessment by the staff geologist for all new development proposals within 100 feet of a coastal bluff. A full geologic investigation shall be required if a significant potential hazard to the proposed structure is identified from the assessment. The setback for structures shall be determined from conditions on and adjoining the site. In general, a 50-foot setback shall be maintained, but in no case shall the setback be reduced to less than 25 feet. Projects shall be sited and designed for a minimum 50 year life time as demonstrated by the geologic investigation or hazard assessment report.

3.3.2 Allow new development in areas subject to bluff erosion on existing lots of record only under the following circumstances:

a. Technical report (either a geologic hazard assessment or a full geologic report) demonstrating the stability of the site for a minimum 50 year lifetime.

b. All development activity (including pools) set back a minimum of 25 feet from the bluff edge. (A greater setback may be required based on the site conditions as determined by the hazard assessment or geologic report.)

c. The long-term stability of the site is not dependent on the installation of shoreline protection structures except on lots where both adjacent parcels are already similarly protected (i.e., are already fronted by rip-rap).

d. A deed restriction indicating the potential hazards on the site and the level of prior geologic investigation conducted is recorded with the County Recorder.

3.3.3 Limit shoreline protection measures to structures which protect existing residences, and business or commercial structures, vacant lots which through lack of protection threaten adjacent developed lots, public works, public beaches, or coastal-dependent uses. Permit structural shoreline protection measures only if non-structural measures (i.e., building relocation or change in design) are infeasible from an engineering standpoint or not economically viable. The protection structure must not reduce or restrict public beach access, adversely affect shoreline processes and sand supply, increase erosion on adjacent properties, or cause harmful impacts on wildlife and fish habitats. The protection structure must be placed as close as possible to the development requiring protection and must be designed to minimize visual intrusion. Shoreline protection structures shall be designed to meet adequate engineering standards for the site conditions as determined through the environmental review process. Seawall construction should only be considered where a significant threat to an existing structure exists, where seawalls have been constructed on adjoining parcels, and where rip-rap would not adequately protect the structure. Detailed technical studies may be required to accurately define the oceanographic conditions affecting the site.

3.3.4 Require drainage and landscape plans recognizing potential hazards on the site to be approved by the staff geologist prior to the approval of blufftop development.

3.3.5 Permit reconstruction of structures located on a coastal bluff which are damaged as a result of coastal hazards and loss exceeds 50 percent of their market value in accordance with recommendations from the hazards assessment as well as 3.3.2 (a,b & d). Exemption: Public beach facilities and damage which results from non-coastal related hazards such as fire and replacements consistent with Coastal Act Policy 30610 (g).

Beach Erosion

3.3.6 Require a geologic hazards assessment for all new development proposals subject to storm wave inundation. A full geologic investigation shall be required if a significant potential hazard to the proposed structure is identified from the assessment. The setback for structures shall be determined from conditions on and adjoining the site. Projects shall be sited and designed to minimize hazards as determined by the hazards assessment or geologic investigations.

3.3.7 Allow new development in areas subject to storm wave inundation and beach erosion on existing lots of records within existing developed neighborhoods under the following circumstances:

a. Technical report (either a geologic hazards assessment or a full geologic report) demonstrating that the potential hazard can be mitigated. Mitigations can include, but are not limited to, building setbacks, elevation of the proposed structure and friction pier or deep caisson foundation.

b. Mitigation of the potential hazard is not dependent on shoreline protection structures except on lots where both adjacent parcels are already similarly protected.

c. A deed restriction indicating the potential hazards on the site and the level of prior investigation conducted is recorded on the deed with the County Recorder.

3.3.8 Limit structural shoreline protection measures to structures which protect existing residences, and business or commercial structures, vacant lots which through lack of protection threaten adjacent developed lots, public works, public beaches, or coastal-dependent uses. Permit structural protection measures only if non-structural measures (i.e., building relocation or change in design) are infeasible from an engineering standpoint or not economically viable. The protection structure must not reduce or restrict public beach access, adversely affect shoreline processes and sand supply, increase erosion on adjacent properties, or cause harmful impacts on wildlife and fish habitats. The protection structure must be placed as close as possible to the development requiring protection and must be designed to minimize visual intrusion. Shoreline protection structures shall be designed to meet adequate engineering standards for the site conditions as determined through the environmental review process. Seawall construction should only be considered where a significant threat to an existing structure exists, where seawalls have been constructed on adjoining parcels, and where rip-rap would not adequately protect the structure. Detailed technical studies may be required to accurately define the oceanographic conditions affecting the site.

3.3.9 Permit the reconstruction of individual structures located in areas subject to storm wave inundation which are damaged as a result of coastal hazards and loss exceeds 50 percent of their market value in accordance with recommendations from the geologic hazards assessment as well as with policy 3.3.7 (a) and (c). If more than 75 percent of the neighborhood, structures and public facilities, are damaged, reconstruction must take place in accordance with the requirements of Policy 3.3.7. Exceptions: Public beach facilities and damage which results from non-coastal hazards such as fire, and replacements consistent with Coastal Act Policy 30610 (g).

a. Outside the Urban Services Line:

- o to pocket beaches if there is no other dedicated vertical access;
- o to long sandy beaches if there is no dedicated vertical access within one-half mile;
- o to bluffs which are large enough and of a physical character to accommodate safety improvements, and which provide room for public use as a vista point.

b. Within the Urban Services Line:

- o from the first public roadway to the shoreline if there is not dedicated access within 650 feet;
- o through properties inland of the first public roadway if there is evidence that residents have been using the property to gain access to the shoreline, and if closure of the pathway would require residents to detour more than one-eighth mile.

c. All dedications required shall be consistent with policies 4.5.1 and 4.5.6.

4.3.3 Lateral Access

The following policies shall be applied as a condition of new development approval:

a. No development shall be approved which would interfere with public lateral access along beaches in Live Oak and from New Brighton Beach to the Pajaro River. Where appropriate require dedication of lateral access along the beach to the first line of terrestrial vegetation to the base of the bluffs, where present, or to the base of any seawall. (Also see policy 3.3.3.)

b. Unrestricted lateral access to North Coast beaches shall be provided where environmental and public safety concerns can be mitigated.

c. Dedication of lateral access along bluffs where pedestrian and/or bicycle trails can be provided and where environmental and use conflict issues can be mitigated. (Also see policies 4.15.1, 4.15.2, and policy section 3.3.)

Acceptance of Dedications

4.3.4 Develop a program in conjunction with the County Department of Parks, Open Space and Cultural Services, Department of Public Works, State Department of Parks and Recreation, Coastal Conservancy, and other appropriate agencies for the acceptance offers of dedication required as conditions of coastal development permits, including but not limited to the offers of dedication listed below. Also address the improvement, maintenance, and policing of the accessways.

4.12.4 Develop programs and funding which facilitate transit use by providing intermodal transportation or monetary savings such as the bicycle racks on buses and bus pass programs of the Santa Cruz Metropolitan Transit District.

4.12.5 Request coordinated operations and use of transit facilities by local transit and inter-County carriers.

4.12.6 Develop recreational transit services and funding in conjunction with local transit and inter-County carriers, such as park and ride facilities or beach shuttle to recreation areas. Consider any existing large parking areas, such as the Cabrillo College parking lots, as potential park and ride parking facilities.

4.12.7 Promote and encourage special recreation oriented transit routes such as the "Elephant Seal Express."

**4.13 Rail**

POLICIES

4.13.1 Consider the potential for rail use during the review of all new developments.

4.13.2 Require that the design of new development near existing rail lines minimize the impact of existing and potential rail system noise.

PROGRAMS

4.13.3 Update the study of rail passenger service to include the consideration of service to all portions of Santa Cruz County as necessary to reflect changes in energy costs, local policy, and environmental concerns. Emphasis should be placed on study of service between Santa Cruz and Watsonville.

4.13.4 Support the addition of a passenger stop at Watsonville Junction for Amtrak's coast route trains.

4.13.5 Support the reinstatement of a rail link from the San Francisco Bay Area to Santa Cruz and Monterey around the Santa Cruz Mountains and through the Watsonville Junction.

**4.14 Parking**

POLICY

4.14.1 Require new recreation and visitor-serving developments in the Coastal Zone to support alternative forms of transportation to the beaches, e.g., bikes, small scale shuttle service.

PROGRAMS

4.14.2 Provide vehicular access to the beach area in Live Oak, particularly in the area between the Yacht Harbor and 17th Avenue by improving public parking at the following locations:

4.15.5 GP Pursue additional state and federal funding for the Bikeway System, including funding to initiate a program to pay for placement of bicycle parking facilities by public and private agencies.

4.15.6 GP Provide secure bicycle parking in conjunction with the development of transit shelters.

4.15.7 Provide bicycle parking stands (facilities) at all primary public access points and at appropriate neighborhood access points.

4.15.8 Provide bicycles at nominal daily rental fees, as part of ongoing County transportation programs, in conjunction with established park-and-ride beach shuttle parking services.

4.15.9 Provide for safe bicycle travel along the coastal corridor by developing a coordinated, continuous bicycle route parallel to the shoreline.

4.15.10 Post and stripe coastline roads in a manner designed to discourage parked cars from creating hazards for moving bicyclists.

4.15.11 Request the State of California and the County of Santa Clara to provide a safe bicycle route between the town of Los Gatos and Santa Cruz County.

4.15.12 Provide bicycle lanes or widen shoulders along certain coastal roadways:

a. San Andreas Road (State Route 1 to Beach Road);
b. Beach Road (Palm Beach to Watsonville);
c. McGregor Drive (Park Avenue to State Park Drive);
d. Sumner Avenue (Rio del Mar Boulevard to Seascape Boulevard, beach parking south of Clubhouse Drive to be preserved, bike lane to be developed on shoulder if possible).

4.15.13 Request private and public transit companies' carriers connecting the coastal area with the Santa Clara Valley to provide bicycle carrying services.

4.15.14 Improve and complete recreational bicycle/pedestrian loops in the South County coastal area:

a. Complete Watsonville-Pajaro dunes-Sunset Beach bicycle route loop.

b. Extend and link, as much as feasible, New Brighton Beach, Potbelly Beach, and Los Olas Roads.

## 4.16 Trails

POLICIES

General

4.16.1 Establish a system of hiking and bicycle trails and bridges which provides access to and connects the various parks, recreation areas, riparian corridors, beaches, and urban areas. For example, develop trails to link Nisene Marks State Park with Seacliff State Beach. Link the County trail system between the state parks and provide a lateral trail route along the coast.

## 5.0 RECREATION AND VISITOR-SERVING FACILITIES

### 5.1 POLICIES — Types of Growth in the Visitor Sector

#### Visitor Accommodations

5.1.1 Encourage the provision of a balanced and diverse spectrum of visitor accommodations consistent with available infrastructure, natural and visual resource protection, distribution of facilities to mitigate against adverse impacts and protection and provision of lower cost facilities.

5.1.2 Encourage diversification of visitor accommodation types such as hotels, motels, inns, hotels, and resorts.

5.1.3 Encourage the provision of additional overnight camping sites and RV spaces in appropriate locations.

5.1.4 Encourage small scale lodging facilities, such as inns or bed and breakfast accommodations in appropriate locations. (See 7.1.29 and 7.1.30.)

5.1.5 Encourage privately funded development of Visitor-Serving facilities. (See specific Visitor Accommodation policies in Section 7.1.)

5.1.6 Prohibit conversion of visitor accommodations in the coastal zone to any non-priority use unless it can be convincingly demonstrated that it is economically infeasible to use the property for any priority use. Absolutely prohibit the conversion of horizontal hotel visitor accommodations in the coastal zone.

#### Day Use Services

5.1.7 Where appropriate, allow the provision of tourist commercial concessions within state parks at appropriate destinations (commercial concessions should not be required at rural, remote beaches). Encourage the provision of tourist commercial services within Special Communities, as follows:

a. Davenport: Highway 1 frontage.

b. Harbor Area: Commercially designated areas along 7th Avenue.

c. East Cliff Village Tourist Area: Commercially designated areas along East Cliff Drive.

d. Seacliff Beach Area: Entire Special Community.

e. Rio del Mar Flats/Esplanade Area: Esplanade frontage to Stephen Road.

(See also Visual Resources policies 6.8 through 6.14.)

PROGRAMS

5.1.8 Where appropriate, request the provision of additional day use facilities at publicly owned beaches and blufftops such as picnicking, viewpoints, and play space.

Boating

5.1.9 Request the regulating agencies such as the U. S. Coast Guard and Army Corps of Engineers to permit open water moorings off suitable locations along the County's coastline taking into consideration the following factors:

- public safety concerns
- disturbance to the marine environment
- individual and cumulative visual impacts
- other communities' experiences with open water moorings
- interference with other water-related uses

5.1.10 Request State Parks to permit small boat uses of State Park beaches consistent with maintaining the safety of other beach users and the character of the beach.

## 5.2 Neighborhood Compatibility

POLICIES

5.2.1 Require Planned Development permits including mandatory design criteria for all recreation and visitor-serving developments.

5.2.2 Specify densities and require, as necessary, site specific performance criteria, including development standards and/or a management plan for recreation and visitor-serving developments.

(See policies 7.1.25, 7.1.28, 7.1.34, 7.1.41, and Table 7.3.3.)

## 5.3 Protection and Provision of Lower Cost Public Recreation Facilities

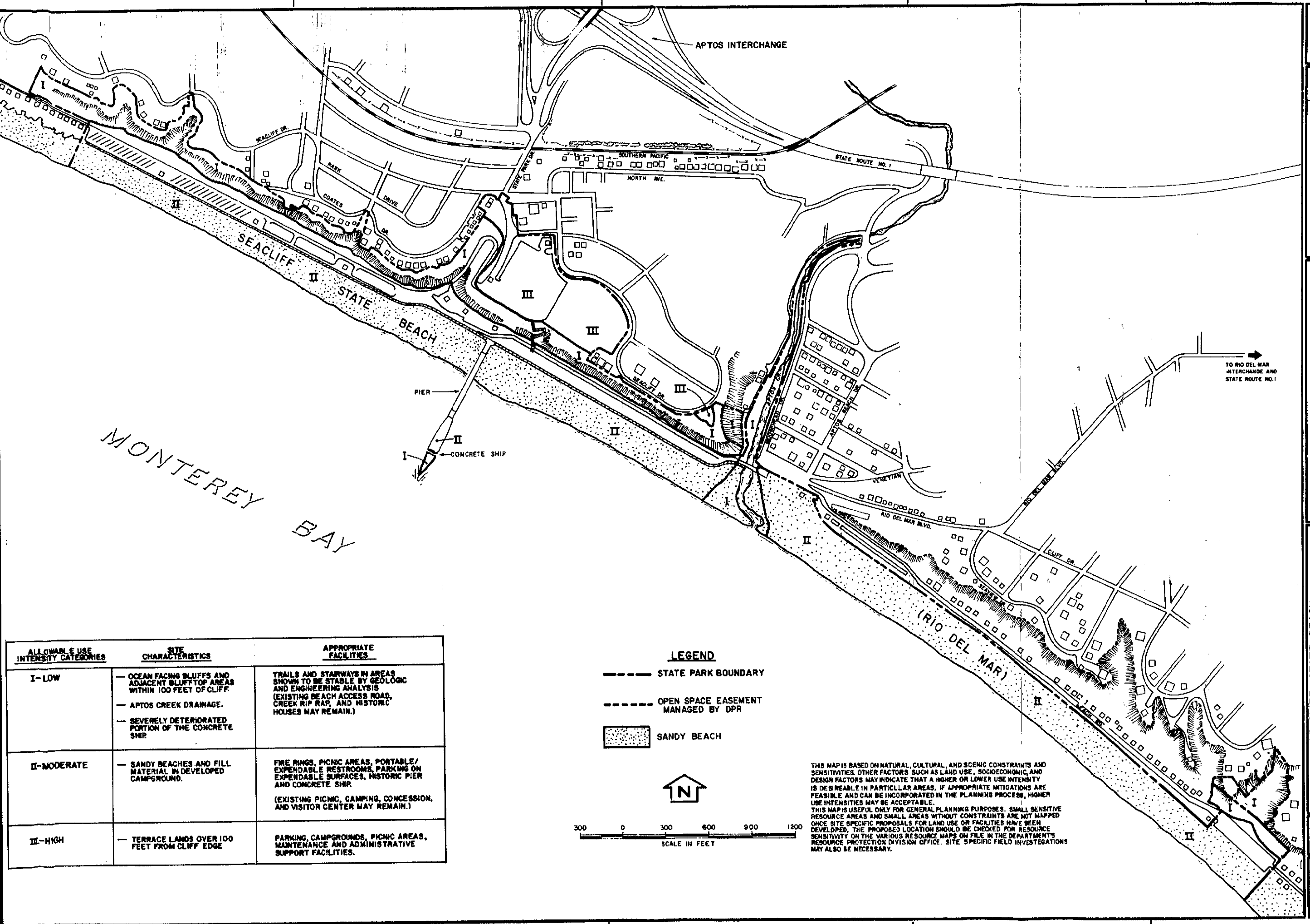
PROGRAMS

5.3.1 Where appropriate, request State Parks and other appropriate public agencies to retain and expand appropriate park and recreational uses such as picnic facilities, camping sites, RV facilities, trails and shoreline access.

5.3.2 Where appropriate, support State Parks budget requests for expanded development, management (including adequate law enforcement and maintenance), and use of Santa Cruz County facilities.

5.3.3 Support the continuation of existing free facilities provided by State Parks. Encourage the provision of additional free facilities. Where user fees must be charged, encourage State Parks to continue to provide season passes and a discounted fee schedule for economically disadvantaged groups such as elderly, or non-profit organizations.

5.3.4 Encourage replacement of damaged or destroyed public beach recreation facilities.




| ALLOWABLE USE INTENSITY CATEGORIES | SITE CHARACTERISTICS | APPROPRIATE FACILITIES |
|---|---|---|
| I-LOW | — OCEAN FACING BLUFFS AND ADJACENT BLUFFTOP AREAS WITHIN 100 FEET OF CLIFF.<br>— APTOS CREEK DRAINAGE.<br>— SEVERELY DETERIORATED PORTION OF THE CONCRETE SHIP. | TRAILS AND STAIRWAYS IN AREAS SHOWN TO BE STABLE BY GEOLOGIC AND ENGINEERING ANALYSIS (EXISTING BEACH ACCESS ROAD, CREEK RIP RAP, AND HISTORIC HOUSES MAY REMAIN.) |
| II-MODERATE | — SANDY BEACHES AND FILL MATERIAL IN DEVELOPED CAMPGROUND. | FIRE RINGS, PICNIC AREAS, PORTABLE/EXPENDABLE RESTROOMS, PARKING ON EXPENDABLE SURFACES, HISTORIC PIER AND CONCRETE SHIP.<br>(EXISTING PICNIC, CAMPING, CONCESSION, AND VISITOR CENTER MAY REMAIN.) |
| III-HIGH | — TERRACE LANDS OVER 100 FEET FROM CLIFF EDGE | PARKING, CAMPGROUNDS, PICNIC AREAS, MAINTENANCE AND ADMINISTRATIVE SUPPORT FACILITIES. |

## LEGEND

- STATE PARK BOUNDARY
- OPEN SPACE EASEMENT MANAGED BY DPR
- SANDY BEACH

N

300 0 300 600 900 1200
SCALE IN FEET

THIS MAP IS BASED ON NATURAL, CULTURAL, AND SCENIC CONSTRAINTS AND SENSITIVITIES. OTHER FACTORS SUCH AS LAND USE, SOCIOECONOMIC, AND DESIGN FACTORS MAY INDICATE THAT A HIGHER OR LOWER USE INTENSITY IS DESIREABLE IN PARTICULAR AREAS. IF APPROPRIATE MITIGATIONS ARE FEASIBLE AND CAN BE INCORPORATED IN THE PLANNING PROCESS, HIGHER USE INTENSITIES MAY BE ACCEPTABLE.
THIS MAP IS USEFUL ONLY FOR GENERAL PLANNING PURPOSES. SMALL SENSITIVE RESOURCE AREAS AND SMALL AREAS WITHOUT CONSTRAINTS ARE NOT MAPPED. ONCE SITE SPECIFIC PROPOSALS FOR LAND USE OR FACILITIES HAVE BEEN DEVELOPED, THE PROPOSED LOCATION SHOULD BE CHECKED FOR RESOURCE SENSITIVITY ON THE VARIOUS RESOURCE MAPS ON FILE IN THE DEPARTMENT'S RESOURCE PROTECTION DIVISION OFFICE. SITE SPECIFIC FIELD INVESTIGATIONS MAY ALSO BE NECESSARY.

DESIGNED K. GRAY
DRAWN 89 J. DONALDSON
CHECKED J. WOODWARD

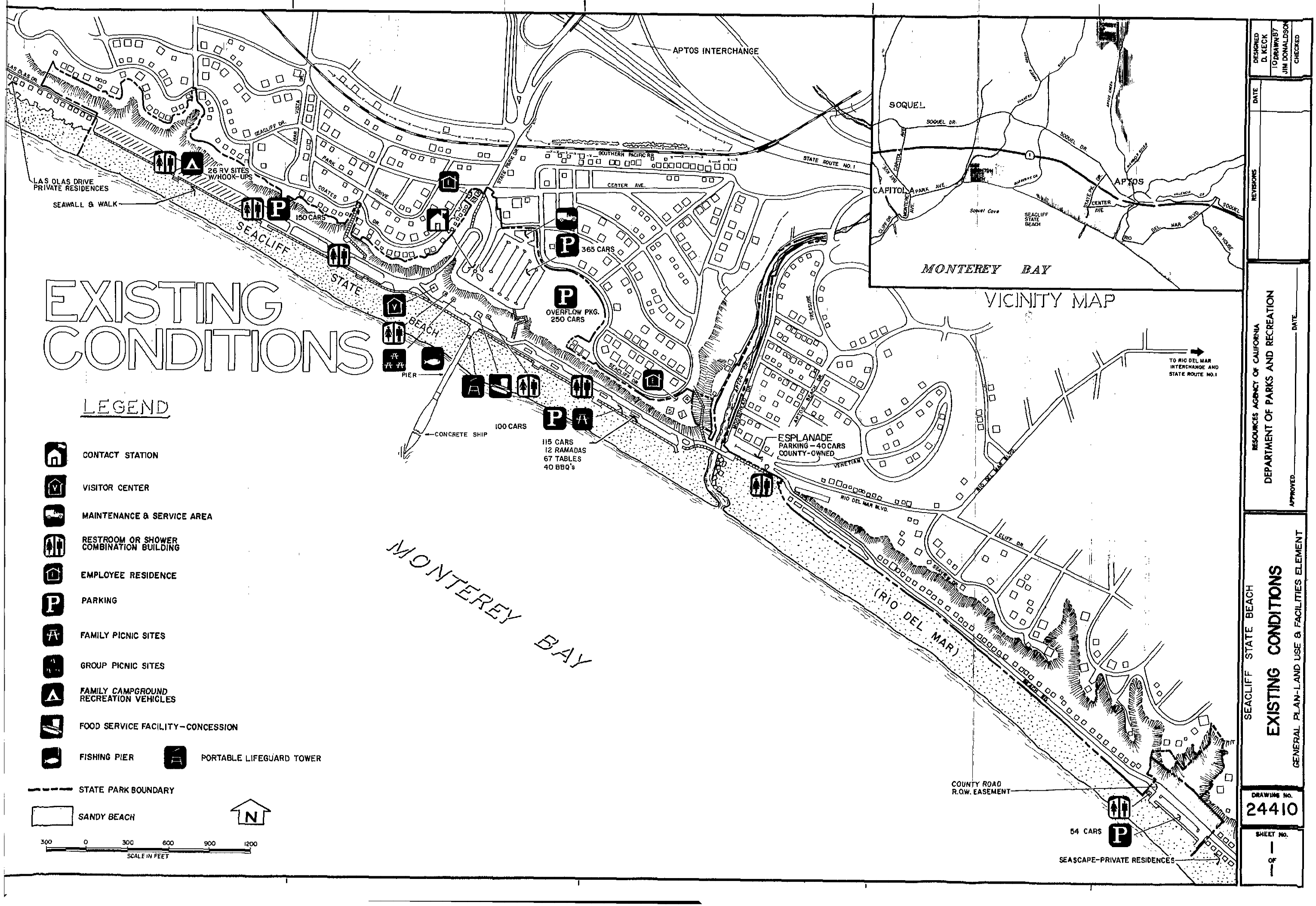
| DATE | REVISIONS |
|---|---|
| | |

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED _____ DATE _____

SEACLIFF STATE BEACH
# ALLOWABLE USE INTENSITY MAP
GENERAL PLAN-RESOURCE ELEMENT

DRAWING NO. 24957

SHEET NO. — OF —



EXISTING CONDITIONS
LEGEND
CONTACT STATION
VISITOR CENTER
MAINTENANCE & SERVICE AREA
RESTROOM OR SHOWER COMBINATION BUILDING
EMPLOYEE RESIDENCE
PARKING
FAMILY PICNIC SITES
GROUP PICNIC SITES
FAMILY CAMPGROUND RECREATION VEHICLES
FOOD SERVICE FACILITY-CONCESSION
FISHING PIER
PORTABLE LIFEGUARD TOWER
STATE PARK BOUNDARY
SANDY BEACH
N
300 0 300 600 900 1200
SCALE IN FEET
APTOS INTERCHANGE
LAS OLAS DR.
LAS OLAS DRIVE PRIVATE RESIDENCES
SEAWALL & WALK
26 RV SITES W/HOOK-UPS
150 CARS
SEACLIFF STATE BEACH
PIER
CONCRETE SHIP
100 CARS
115 CARS
12 RAMADAS
67 TABLES
40 BBQ's
365 CARS
OVERFLOW PKG. 250 CARS
SOUTHERN PACIFIC RR
STATE ROUTE NO. 1
CENTER AVE.
STATE PARK DR.
SEACLIFF DR.
ESPLANADE PARKING - 40 CARS COUNTY-OWNED
VENETIAN
RIO DEL MAR BLVD.
CLIFF DR.
SEAVIEW DR.
(RIO DEL MAR)
MONTEREY BAY
COUNTY ROAD R.O.W. EASEMENT
54 CARS
SEASCAPE-PRIVATE RESIDENCES
TO RIO DEL MAR INTERCHANGE AND STATE ROUTE NO. 1
SOQUEL
SOQUEL DR.
CAPITOLA
APTOS
PARK AVE.
CENTER AVE.
Soquel Cove
SEACLIFF STATE BEACH
RIO DEL MAR BLVD.
CLUB HOUSE
MONTEREY BAY
VICINITY MAP
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DEPARTMENT OF PARKS AND RECREATION
APPROVED
DATE
SEACLIFF STATE BEACH
EXISTING CONDITIONS
GENERAL PLAN-LAND USE & FACILITIES ELEMENT
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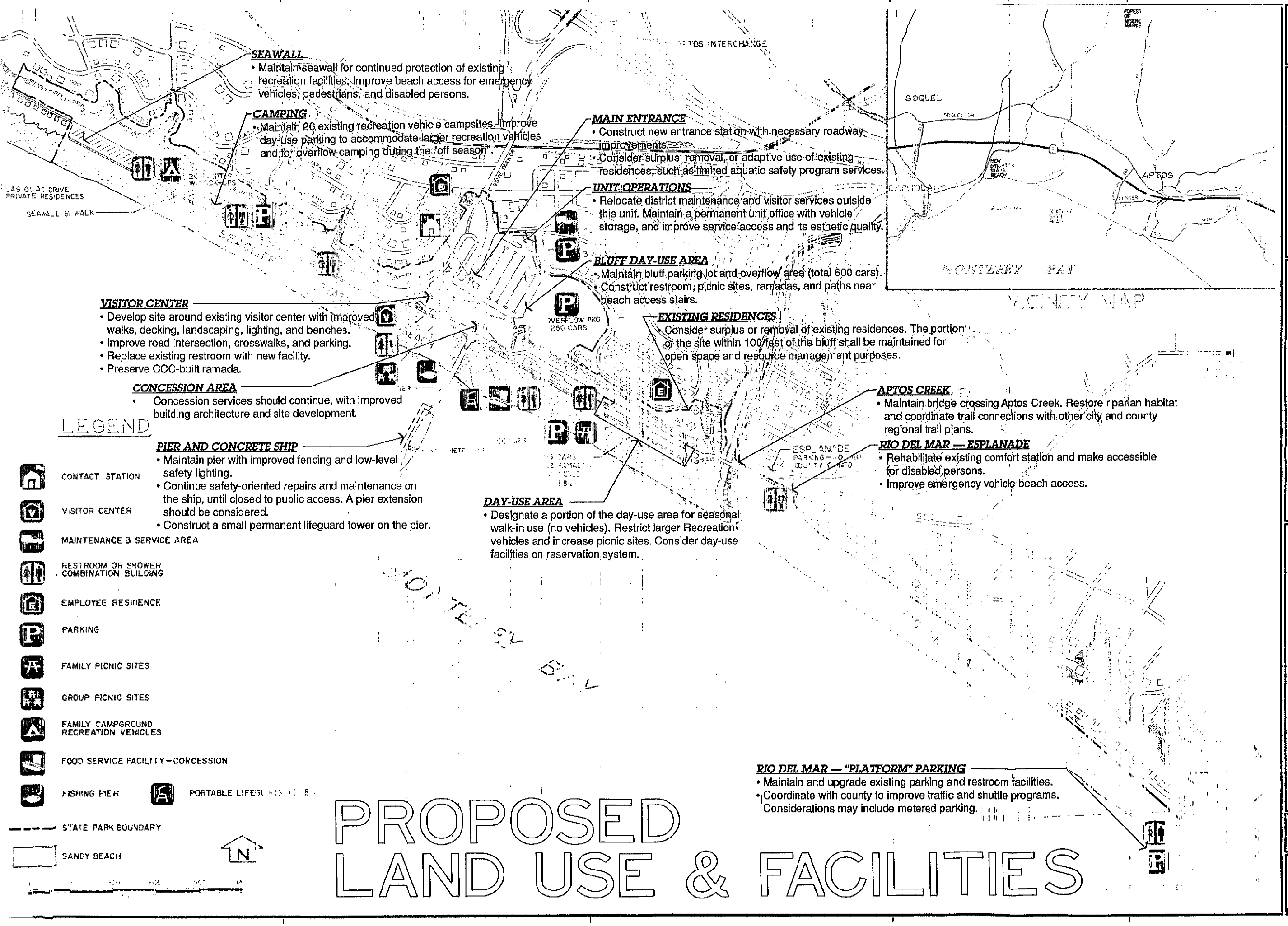


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SEACLIFF STATE BEACH
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LAND USE AND FACILITIES
GENERAL PLAN-LAND USE & FACILITIES ELEMENT
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SHEET No. 1 OF 1

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