

Includes changes per CAP-MAJ-1-07
Includes changes per CAP-MAJ-2-04

II. PUBLIC ACCESS COMPONENT

BACKGROUND

The California Coastal Act of 1976 includes strong policies to assure public access to and along the shoreline. Section 30500(a) of the Act requires that each Local Coastal Program contain a specific public access component to assure that maximum public access to and along the coast and public recreational opportunities are provided.

RELEVANT COASTAL ACT POLICIES

There are numerous references throughout the Coastal Act to the provision and protection of public access. Section 30001.5 provides the legislative intent on access protection. Section 30001.5 states:

The legislature further finds and declares that the basic goals of the state for the coastal zone are to:

- a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- d) Assure priority for coastal-dependent and coastal-related development over other development on the coast. (Amended by Cal. Stats. 1979, CH. 1090.)
- e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The following are the major Coastal Act policies dealing with public access.

SEC. 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people, consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

SEC. 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

SEC. 30212

- a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects, except where (1) it is inconsistent with public safety, military security, or the protection of fragile coastal resources; (2) adequate access exists nearby; or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
- b) For purposes of this section, "new development" does not include:
 - 1) Replacement of any structure pursuant to the provisions of subdivision (g) of section 30610.
 - 2) The demolition and reconstruction of a single-family residence; provided that the reconstructed residence shall not exceed either the floor area, height, or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.
 - 3) Improvements to any structure which do not change the intensity of its use, which do not increase either to floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.
 - 4) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the regional commission or the commission determines that such activity will have an adverse effect on lateral public access along the beach.

As used in this subdivision, “bulk” means total interior cubic volume as measured from the exterior surface of the structure.

- c) Nothing in this division shall restrict public access, nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution. (Amended by Cal. Stats. 1979, Ch. 919.)

SECTION 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public or any single area.

SECTION 30213

Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

SECTION 30214

- a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access, depending on the facts and circumstances in each case; including, but not limited to, the following:
 - 1) Topographic and geologic site characteristics.
 - 2) The capacity of the site to sustain use and the level of intensity of use.
 - 3) The appropriateness of limiting public access to the right to pass and repass, depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - 4) The need to provide for the management of access areas, so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers that equities and that balances the

rights of the individual property owner with the public's constitutional rights of access, pursuant to Section 4 of Article X of the California Constitution. Nothing in this section, or any amendment thereto, shall be considered as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

- c) In carrying out the public access policies of this article, the commission, regional commissioners and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs. (Added by Stats. 1979, Ch. 919.)

DEFINITIONS

Shoreline Access is the provision of the pedestrian access from a public thoroughfare to and along the shoreline.

Lateral Accessway is an area of land providing public access along the water's edge. Lateral accessways should be used for public pass and repass, passive recreational use, or as otherwise found appropriate in a certified LUP. Lateral accessways can be on a beach, where contact with the water's edge is possible, or a bluff where only visual access is possible, or at the rear (water side) of buildings adjacent to the water's edge (i.e. the Esplanade).

Vertical Accessway is an area of land providing a connection between the first public road, trail, or use area nearest the sea and the publicly owned tidelands or established lateral accessway. A vertical accessway should be used for public pass and repass, passive recreational use or as otherwise found appropriate in a certified LUP.

Scenic Overlook is an area of land providing public access along a shorefront bluff or along the coast inland from the shoreline.

Upland Trail is an area of land providing public access along a shorefront bluff or along the coast inland from the shoreline. An upland trail can also provide access from the first public road nearest the sea to a scenic trail or another upland trail paralleling the shoreline. An upland trail should be used for public pass and repass, or as otherwise found appropriate in a certified LUP.

EXISTING ACCESS AND FUTURE DEMAND IN CAPITOLA

Working Paper Number One for the Capitola LUP entitled Access (issued in June, 1979) includes a description of existing vertical and lateral accessways and scenic vista points in the Capitola Coastal Zone. The Working Paper also includes a detailed survey of the parking situation in Capitola Village as a constraint to access. Additional work on parking and vehicular concerns was done by a transportation consultant and the data from those studies is also available for review.

The land adjacent to Capitola's shoreline is densely developed with residential development along the ~~Cliff Drive and~~ Grand Avenue bluffs, as well as a mixture of residential and commercial uses in Capitola Village adjacent to Capitola Beach. Vertical access to the sea from Cliff Drive and Grand Avenue is ~~virtually impossible~~ difficult due to the height of the cliff and ~~substantial~~ continuing erosion; however, there are public access stairways from both Cliff Avenue and Cliff Drive, which connect to the Village and Hooper Beach, respectively. The wooden staircase is often impacted during storm events causing temporary closures to the Cliff Drive access to Hooper Beach. That said, most users of the Capitola shoreline typically gain access from the Esplanade, the wharf area, or from New Brighton beach.

Following is a general description of the major lateral and vertical access areas and scenic overlooks.

CLIFF DRIVE (all descriptions below as of 2025)

~~Two well-used viewpoints are located along Cliff Drive between the western city limit line and the wharf. Both pullouts are unpaved, have garbage cans and are lined with safety railings approximately five feet inland because the cliff was receding and undermining the posts. The western viewpoint is owned by the City and has room for approximately 11 cars. There are no benches, but people sometimes sit on the railing. Through a Coastal Conservancy Grant, the City has recently provided a stairway access to the beach. The city is developing a vista point along Cliff Drive in the turnout above the Hooper Beach stairway.~~

~~On the inland side of Cliff Drive, an unpaved area along the Southern Pacific right-of-way is used for public parking (approximately 50 spaces). The City has a formal agreement with Southern Pacific concerning use of this area. People going to Capitola Beach often park here and walk down to the beach. There are no sidewalks or bike paths in the City's narrow road right-of-way; this causes dangerous conflicts between pedestrians and vehicles. The City of Capitola has been given a grant by the Coastal Conservancy (for funding) to develop a paved parking lot on the Southern Pacific Railroad property.~~

Cliff Drive is a key route linking Capitola Village to the greater Santa Cruz County community. The corridor provides visitors with parking and access to the wharf, beach and village, as well as two popular vista points in the area between the western city limit line and the wharf. On the inland side of Cliff Drive, the City manages a parking area within the former Southern Pacific right-of-way, by formal agreement with the Santa Cruz County Regional Transportation Commission (SCCRTC), which purchased the rail right-of-way in 2012.

A City stairway provides access to Hooper Beach at the downcoast viewpoint. The Cliff Drive corridor does not include contiguous sidewalks or a separated bike path. In the upper Cliff Drive corridor, pedestrians and bicyclists share an approximately six foot-

wide portion of the right-of-way, which may result in dangerous conflicts between pedestrians, vehicles, and cyclists. The wooden staircase is often impacted during storm events causing temporary closures to the Cliff Drive access to Hooper Beach.

Regional improvements in multi-modal access in the RTC right-of-way are planned as part of a Monterey Bay Sanctuary Scenic Trail , but they are not currently (2025) in place.

The Cliff Drive corridor has historically been protected from erosion by a shoreline armoring system consisting of a rock revetment at the base of the bluff and a retaining wall at the top of the bluff. The base of the bluff has been undermined over time, and the retaining wall at the top of the bluff is being undercut as the bluff recedes. Adapting the corridor to respond to ongoing erosion and increasing impacts due to sea level rise is necessary to preserve the Cliff Drive corridor and improve conditions for all users. Protecting the bluff with an updated armoring system is likely a necessary component; however, a full analysis as part of a project evaluation that identifies a suite of alternatives is essential to determine a preferred and feasible course of action. The cost of addressing these threats is high, and if funds are not available to address the entire bluff all at once, a phased approach should be employed.

HOOPER BEACH

This small City-owned and maintained beach is located west of the wharf. Access at the end of Wharf Road is down a roadway that is occasionally used as a boat ramp. Access is also provided via a vertical stairway along the midpoint of Cliff Drive, and, as noted above, is often impacted during storm events causing temporary closures. There are 11 public parking spaces at the end of Wharf Road; 9 in close proximity to the front of the Venetian Court and approximately 26 private spaces reserved for guests of the two motels. Pedestrian access is also obtained along the beach from the main beach to the east.

~~Underlying title to Hooper Beach is owned by Esther H. Hooper. There are no signs indicating that this beach is private and there are no barriers to keep the public out. On the beach itself are located two garbage cans and a City sign; “No dogs on beach—Capitola City Ordinance.” These improvements were placed there by the City.~~

~~In recent years, the City’s maintenance of this beach has included lifeguard service (summer only), raking, litter pick-up and rat abatement in the rocks (principally in the new rip-rap placed below the Cliff Drive houses).~~

~~Public beach use is clearly evident. Also, small sailboats are stored on the beach during the summer.~~

CAPITOLA WHARF

The Wharf is located on tidelands and submerged public trust lands. In 1935, the State gave the lands in trust to the County of Santa Cruz. In December of 1979, Santa Cruz County conveyed those portions of the tidelands and submerged lands within City limits to the City of Capitola.

Before storms weakened the structure in early 1978, and made it unsafe for public use, the wharf was used for pier fishing, a bait and tackle shop, boat rental and boat launching.

The City of Capitola owns the wharf and received a grant from the Wildlife Conservation Board to partially fund the rehabilitation of the wharf. The wharf restoration project was financed with 75% federal and state funds, plus 25% local funds. Repair work on the wharf structure was completed in 1981.

New buildings on the wharf now house a small restaurant, bait and tackle shop, boat rental concession and wharf maintenance.

The reopening of the wharf has provided free public fishing access. A condition of the financial participation of the Wildlife Conservation Board is that free public access to the facility be maximized.

Following completion in 1981, the City built two structures on the end of the wharf including a small restaurant and a bait and tackle shop with boat rental concessions. The wharf continued to provide free public fishing access. A condition of the financial participation of the Wildlife Conservation Board was that free public access to the facility be maximized.

In 2021, the City completed Phase 1 of a Wharf Resiliency and Public Access Improvement Project. The project repaired the steel piles at the head of the wharf and the structure underneath the wharf buildings. In the winter of 2022 and 2023 the Wharf sustained severe storm damage which resulted in the demolition of the two structures housing the restaurant and the bait and tackle shop.

Phase 2 of the Wharf Resiliency and Public Access Improvements incorporated storm damage repair into the design. The project involved new decking, new railing, repairs and replacement to 148 piles, utility repairs and replacement, and the installation of permanent public restrooms with three stalls. Additionally, amenities including a new gated archway with mosaic panels, a bronze fish pathway leading to 4 scenic viewing stations each with binoculars and picnic tables, a water filling station, 40 benches, 4 picnic benches, 10 bike racks, and public art donor wall were installed through a partnership with a local community group which created the Capitola Wharf Enhancement Project. The Capitola Wharf reopened in the summer of 2024.

In 2024, the City began work on a Wharf Master Plan, to guide the future use of the Wharf. This effort was still in the initial public outreach and planning phase in the summer of 2025.

VENETIAN COURT

This condominium style subdivision (apparently one of the first in the state) was created in 1924. The units, fronting on Capitola beach, include a paved walkway with a contiguous two foot seawall, following the perimeter boundary of the subdivision at the edge of the beach. Access to the units (which are used as permanent homes, weekend homes, vacation rentals and motel units) and to the beach is gained in three locations:

- at the west side of the complex, a paved walkway comes down from the end of the Wharf Road to the perimeter walkway;
- a paved walkway starting at the sidewalk along Wharf Road and passing down through the middle of the complex with a sign at the beginning of the walkway which reads:
“Private Property
Right to Pass Revocable At Any Time”
- four steps come down from the sidewalk at the west end of the Stockton Avenue bridge and join the perimeter walkway.

THE ESPLANADE

There are several commercial buildings in the ocean side of the Esplanade. Between the buildings are separate accessways from the Esplanade to the beach:

- between 221 and 215 Esplanade is a breezeway that dead ends at Soquel Creek Lagoon, without steps down to the waterline;
- between 207 and 203 the Esplanade is a breezeway that terminates on Capitola Beach;
- running behind 203 the Esplanade is a narrow deck that was declared open to public use by the courts (Hansen V. Korzyna).

Curb Parking is provided along the Esplanade.

CAPITOLA BEACH

The City beach receives extensive public use. An aerial survey taken by the County on four afternoons in August of 1976 showed an average of 429 people on the beach in mid-afternoon and a maximum of 520. With an estimated area of 4.4 acres, the average density of beach use was 97.4 people per acre, with a maximum of 118.2. Trash cans and a public restroom at the beach are maintained by the City.

Public parking is located along both sides of the Esplanade and on nearby city streets. A groin marks the eastern end of the beach.

The recently completed Esplanade Park project, a joint project between the Coastal Conservancy, the County of Santa Cruz Sanitation District and the City of Capitola, has

provided a landscaped pedestrian area used for viewing and other passive open space activities. The project has consolidated the restrooms and sewage pump station into an architecturally-designed building. Other benefits of the project include:

- providing facilities adjacent to the beach and the sea for persons who find use of the beach itself difficult (i.e. the elderly and handicapped, etc.)
- significantly expanding area of land near the beach available for open space recreational use for residents and visitors.
- providing opportunities for enhancement of a visually degraded area.

FROM CAPITOLA BEACH TO NEW BRIGHTON BEACH

During low tide, people sometimes pass between Capitola and New Brighton beaches by walking along a narrow sand and rock beach that lies at the base of 90 foot high bluffs. Steep topography restricts access options from above the beach; due to the dangerous situation caused by the eroding cliffs, access is discouraged by the City along the cliff base as well.

EL SALTO/ESCALONA GULCH

At the turn of the century, access along the top of the cliff was a tree-lined public path known as Lovers' Lane, on the ocean side of Grand Avenue. Lovers' Lane was lost in the 1930s because of cliff erosion.

Escalona Drive (called Railroad Avenue on the 1884 Camp Capitola subdivision map) is paved to the point approximately 500 feet east of Sacramento Avenue. At that point, a chain blocks vehicular access and what is apparently a private dirt road curving south out toward the ocean. The original subdivision map shows Escalona Drive in this area curving around to meet Grand Avenue at the edge of the cliff. The current parcel map shows Grand Avenue ending at Sacramento Avenue – it has been closed between Hollister and Sacramento Avenues because of cliff erosion. These parcel maps show Escalona Drive with an undeveloped right-of-way curving over 400 feet beyond the chain.

A footpath runs from near the chain on Escalona Drive down through Escalona Gulch and up to Grove Lane on the east side of the gulch. The course of the gulch becomes steep near the ocean and there is no access to the water below. A five foot wide pedestrian easement is recorded on the east bank of the gulch, but it does not run as far as the railroad.

A condition of coastal permit No. P-80-11 for a land division on part of the El Salto Resort property, was that an offer of dedication for two easements be made. These easements are to provide a public trail from El Salto Drive (also known as Prospect Street) to the bluff edge for observation of the shoreline. So far, the property owner has

chosen not to exercise the permit for the land division and has not recorded the easement offers. If and when these offers are recorded, the city should accept it in order to help realize the goal of a bluff-top trail.

RAILROAD

The ~~Southern Pacific~~ Regional Transportation Commission Railroad right-of-way next to Park Avenue has been used by pedestrians traveling parallel to the coastline. The wide part of the right-of-way is used by many people to view the ocean. The entrance to this potential vista point would be from Grove Lane as it crosses the railroad tracks. Two undeveloped pedestrian paths cross the right-of-way on the way down to New Brighton beach; the western path goes from the parklike area in the wide portion of the right-of-way down steeply to the emergency access road leading to New Brighton beach. The other path goes from Park Avenue opposite Coronado Street down to the New Brighton parking lot. Both paths are heavily used by the local residents, though neither one is recognized as an official access point by State Park representatives. The authorized entrance to the park is almost one-third of a mile to the northeast. During early public workshops on the Capitola LCP, citizens and City officials suggested that these paths should remain open. Later sections of this document include information on possibilities for future uses of the railroad right-of-way and for New Brighton State beach.

SOQUEL CREEK

The Local Coastal Program Working Paper Number 1 – Access – described the issues and possibilities concerning public access along Soquel Creek. The Capitola General Plan Circulation Element has a policy that Soquel Creek have a pedestrian path from Highway One to the Village Center. In fact, the Soquel Creek corridor has a long history of public trail use. As development has taken place in the corridor, access has been altered, and in some cases, diminished.

Because of the sensitive nature of the riparian corridor and the habitat it provides for various species of resident and migratory birds (including the black crown night herons, which are on the Audobon Society “blue list”) an extension of the path, and especially the use of bridges, should not be required.

The dedications offered by Timmons, Rafaelo and Golino, for access easements should not be accepted by the City. However, the City shall accept and require scenic conservation easements to ensure that the banks of the creek are maintained in their natural conditions.

The City should continue to maintain the existing paths and provide for public access at the city-owned parks along the northerly reaches of the creek. In addition, the city should enhance the public’s abilities to reach upper Soquel Creek from the lagoon, by way of Riverview Drive and Wharf Road.

NEW BRIGHTON STATE BEACH

New Brighton beach, as part of the state park, has become a large day-use parking area. Facilities for camping accommodate recreational vehicles and tents. Campers arriving by bicycle can stay overnight for a nominal fee. In addition to the previously-mentioned emergency access road, there is a walkway down from the camping area to the beach. People can also enter New Brighton beach on foot from the southeast along the beach from Seacliff and Rio Del Mar. The county's aerial beach survey in 1976 counted an average of 175 people on this 13.4 acre beach, for an average density of 13.1 people per acre. The maximum counted in four August afternoons was 223, representing a density of 16.6 people per acre. The City would encourage greater usage and access by the public of New Brighton beach.

EXISTING POLICIES AND REGULATIONS

The Capitola General Plan (January 1975) includes some policies for the provision and protection of public access within Capitola. These include goals for the creation of a cycling and pedestrian path system and the protection and enhancement of scenic overlooks. Some of the general plan goals are beginning to be realized through the completion of the East Cliffs bikeway by Santa Cruz County, and by the requirement of access easements by the City and Coastal Commission. The City is also taking positive steps toward improving coastal access by restoration of the Capitola Wharf, obtaining a Coastal Conservancy Grant for a stairway from the wharf to the beach, and through operation of the shuttle bus system.

There is no reference or requirement in Capitola's zoning ordinance regarding the provision of access with new or expanded developments. The City has required access easements along Soquel Creek and the shoreline in development permits on a case-by-case basis. While this is a positive step, a certifiable LUP must include a more comprehensive long-term program for providing and protecting coastal access. The following policies set the framework for the access program. The implementation portion of the LCP will include specific regulations requiring access and the City's program for improving trails and overlooks.

The LCP represents the commitment of the City of Capitola to provide continuing protection and enhancement of its coastal resources. It is recommended that certain resource areas in this jurisdiction may require further public attention to ensure their protection and enhancement. Included in this concern are:

- degraded, or less than pristine, wetlands of any size, such as the lagoon at the mouth of Soquel Creek;
- some form of deterioration or development pressures;
- areas which are appropriate for well-adjusted visitor, commercial, and recreational facilities such as the beach area.

POLICIES AND IMPLEMENTATION FOR
PUBLIC ACCESS COMPONENT – CAPITOLA LCP

GENERAL POLICIES

- Policy II-1 It shall be the policy of the City of Capitola to provide safe and adequate pedestrian access to and along the shoreline as designated in the Shoreline Access Plan (see Maps II-1,2, and 3).

Implementation:

- a) Develop ordinance to require dedications to implement the shoreline access plan.

Use available coastal access and open space grant programs for acquisition and development (i.e. Coastal Conservancy and State Parks and Recreation).

- Policy II-2 It shall be the policy of the City of Capitola to maintain the existing shuttle bus system so that it serves as an alternative to automobile use and parking within the Village. Furthermore, the City shall continue to seek out and implement other parking alternatives that may become available in the future. The intensity of development within Capitola Village shall be limited to the availability of parking. The City may designate two Village metered parking spaces, or similar space, to allow for the operation of a Valet Parking Program. These two parking spaces shall be available for use by the general public when the Valet Parking Program is not in operation. The Valet Parking Program shall not otherwise reduce the general public parking supply.

Implementation:

- a) The City shall continue to provide a free summer beach shuttle program on summer weekends and summer holidays from a remote lot or lots, such as on Bay Avenue.
- b) Continue the financing mechanism for the free summer beach shuttle program.
- c) Periodically review parking innovations [and multi-modal enhancements](#) in other coastal communities for possible use in Capitola.
- d) The City or a private entity approved by the City may operate a valet parking program by leasing private parking spaces and/or lots during

weekends and/or evenings, and where the spaces/lots are located within a reasonable distance from the Village. The program operator can charge a reasonable fee, approved by the City, to users of the valet parking program. For a fee, automobile drivers may leave their cars with a valet, when then has the choice to park in the leased private parking spaces/lots when the businesses or services that typically use these spaces/lots are not open. The owners of these spaces/lots are compensated for the use of the spaces/lots, and issues such as liability will be addressed by the private company operating the valet service.

- Policy II-3 It shall be the policy of the City of Capitola to design and implement a sign program for visitor information to specifically facilitate the use of beach access points.

Implementation:

Develop a beach access signage program and a signage program to direct visitors to the Shuttlebus lot, keeping traffic from circling in the Village area when possible.

SPECIFIC POLICIES

- Policy II-4 ~~Provide for a safe pedestrian and bicycle path and/or sidewalk on or along Cliff Drive, and provide improvements including landscaping, benches, etc., and parking turn-out areas to facilitate both pedestrian and auto use.~~

The City shall evaluate ways to maximize Cliff Drive's public access and multimodal transportation utility, and shall pursue funding and projects to transform Cliff Drive into a complete street to provide safe access for pedestrians, bicyclists, and motorists. Development along Cliff Drive shall be designed to enhance and maximize public access and multimodal transportation opportunities while simultaneously minimizing and mitigating for any unavoidable adverse coastal resource impacts to the maximum extent feasible. Any critical infrastructure/public works development along Cliff Drive shall incorporate user amenities such as benches, waste, and recycling facilities, and vehicular and bicycle parking for those visiting the coastline.

Implementation:

- a) Develop a ~~bicycle~~ multi-modal improvement plan for the Cliff Drive/Village/Park Avenue area and seek ~~Regional Transportation Commission~~ funds for development.

b) Develop a beautification and access improvement plan for the Cliff Drive Wharf area.

~~Policy II-5 Obtain agreement from Southern Pacific and improve parking area on inland side of Cliff Drive within Southern Pacific and Cliff Drive rights of way. This is intended to add to Wharf user parking.~~

~~Continue collaboration with SCCRTC through design and construction phases of the Coastal Rail Trail project to provide safe access for pedestrians and bicyclists travelling along Cliff Drive. Integrate parking along Cliff Drive to support users visiting the coast, wharf, and coastal trail.~~

~~Implementation:~~

~~Acquire necessary easements for long term usage of Southern Pacific right of way for parking and utilize Coastal Conservancy funding for development.~~

HOOPER BEACH AREA

~~Policy II-6 Overnight storage of catamarans and other small craft will not be allowed to conflict with the use of beach area by the general public.~~

~~Implementation:~~

~~Establish an ordinance to prohibit overnight storage of catamarans and other small craft on the beach, under the wharf, or in any other area used by the public.~~

Policy II-75 Maintain, at minimum, the existing rights of the public to use the sandy beach.

Implementation:

None.

WHARF AREA

Policy II-86 Complete restoration of the wharf as a free access public fishing pier and develop small, low intensity facilities that provide complementing public services (i.e. food service facilities, fishing/boating accessory shop, maintenance and repair operations, water taxi service, public restrooms, etc.)

Implementation

Develop concessionaire agreements that specify and limit types of uses on the wharf, consistent with Policy II-68.

- Policy II-97 Provide adequate parking nearby to support the wharf uses (specifically boat launching activities) and establish operational guidelines that minimize conflicts between pedestrians and Wharf traffic.

Implementation:

~~a) Acquire necessary easements for long-term usage of Southern Pacific right-of-way for parking and utilize Coastal Conservancy funding for development.~~

- a) Develop concessionaire agreements that specify and limit types of uses of wharf consistent with Policy II-68.

- Policy II-108 Improve the design of Wharf Road/Cliff Drive intersection to improve multi-modal transportation and traffic circulation (see Exhibit II-1).

Implementation:

Place improvements for intersection within the City's Capital Improvements Program (1981-82).

VENETIAN COURT AREA:

- Policy II-119 Clarify and maintain public access over and along the Venetian Court perimeter walkway adjacent to the public beach.

Implementation:

Maintain the existing public access through and along the Venetian Court.

THE VILLAGE AREA:

- Policy II-1210 Develop a scheme for safe multi-modal bicycle connection between Cliff Drive and Park Avenue and improve multi-modal parking facilities.

Implementation:

Develop overall bicycle a multi-modal improvement plan for Cliff Drive-Village-Park Avenue transition utilizing directional signing and seek Regional Transportation Commission funds for development.

CAPITOLA BEACH AREA:

Policy II-~~14~~¹¹ Maintain a commitment to all existing access walkways and paths to Capitola Beach.

Implementation:

Develop an inventory of all existing, as well as desired public accessways.

RESTROOM/PUMP STATION PARKING AREA:

Policy II-~~15~~¹² Maintain the Esplanade public facilities/park area improvements.

BETWEEN CAPITOLA AND NEW BRIGHTON BEACH:

Policy II-~~16~~¹³ Access along beach should not be formalized, and due to safety factors, should be signed to warn of potential hazards from tidal action and cliff erosion.

Implementation:

Provide warning signing at either end of the beach.

Policy II-~~17~~¹⁴ ~~Designate Park Avenue and the Southern Pacific Railroad right-of-way along the bluff top as the lateral coastal accessway~~ Preserve coastal access between Capitola Village and New Brighton and develop vista points and connecting pathways in cooperation with ~~Southern Pacific Railroad~~ RTC and State Parks. Evaluate the potential for continuation of the Grand Avenue bluff-top path from Hollister Avenue to Escalona Avenue concurrent with any development proposals for parcels adjacent to this area.

Implementation:

Seek funding for multimodal improvements and vista points which are not hazardous.

Policy II-~~18~~¹⁵ Because of environmental sensitivity of the natural ecosystem along the creek, the City will maintain existing pathways and park sites for public use but will prevent further disruption that might occur because of expansion of path systems along Soquel Creek.

Implementation:

Develop an ordinance that requires scenic conservation easements or land dedications to preserve the open space/habitat qualities of Soquel Creek.