



Project Scope of Work Description and Details

Santa Cruz County Regional Transportation Commission, Park Avenue Bluff Fencing Project

Project Description: Install 1,300 linear feet of split rail fencing, from near Grove Lane in the west to approximately opposite from just eastward of the mid-point of the 850 and 870 Park Avenue condominium properties in the east, and “No Trespassing” and “Unstable Bluff” signs along the Santa Cruz Branch Rail Line right-of-way corridor. Remove unpermitted wooden bench that are located on railroad property.

Property Description: The property identified as APN 03620102 is located on the southern (coastal) side of Park Avenue in Capitola, California. This property is approximately 10.4 acres in size and is known as railroad right-of-way. It has been used for railroad purposes for many decades, and the tracks for the Santa Cruz Branch Rail Line are situated on this property. On its southern side, the property includes the approximately 80-foot tall natural bluffs that abut the Pacific Ocean and are referred to herein as the Park Avenue Bluffs. As railroad property, the property is neither a public space nor open to the public. No public crossings exist across the railroad tracks on the property, except for the driveway undercrossing for the entrance to New Brighton State Beach. However, trespassers enter the railroad property and cross the railroad tracks to walk along the walking trails on the coastal side of the railroad tracks, including a trail along the top of the aforementioned bluffs.

Project Purpose: While the railroad property is neither a public space nor open to the public, trespassers have utilized the subject property for walking despite the fact that numerous No Trespassing and Unstable Bluff signs have been installed at several prominent locations. Several informal walking paths exist on the property, including one along the top of the bluffs. A wooden bench has also been constructed on the railroad property without the permission of the railroad. Natural processes and wave action have caused erosion of the bluffs, and in 2023 large sections of the top of bluff collapsed, resulting in the top of bluff encroaching into the walking trail. Photographs of some of these locations are attached as reference. The RTC engaged professional consultants to assess the natural bluff retreat processes as this location as part of the development of the Coastal Rail Trail, and the study is included for reference. Due to safety concerns for trespassers posed by the bluffs, the Park Avenue Bluff Fencing Project will install a fence to exclude access by trespassers to this area.

Project Details: The Park Avenue Bluff Fencing Project proposes to install either wooden split rail or wood style prefabricated concrete system fencing on the railroad property from the southern edge of the property near Grove Lane, along the coastal side of the walking path near the center of the property eastward to a point opposite the 850 Park Avenue property, thence



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Project Description (continued):

along the existing railroad tracks to its terminus at a point opposite the 870 Park Avenue property. “No Trespassing” and “Unstable Bluff” signs will be installed at four locations on new sign posts installed on the coastal side of the new fence, with a new sign post installed near each end of the fence, and two sign posts installed along the fence alignment.

The proposed fencing will include fence posts that are approximately 4-feet high, with fence rails approximately 8 to 10 feet in length. Fence rails will be approximately 4 to 6 inches high, depending on the fencing system to be installed, with a vertical clear space of approximately 9 to 10 inches between the edges of the rails. The top edge of the top fence rail will be placed approximately 3 to 7 inches below the top of the fence post top. Fence detail sheets and example photographs of what the fencing might look like are attached for reference (note, these example images were sourced from potential material suppliers and do not represent the proposed look of the site at the Park Avenue Bluffs and are just for reference. The RTC does not propose to install wire or cables, as shown in some of the photos.) Other than the fence posts, fence rails, and signage, no other elements will be placed on the property as part of this project.

Since the proposed fence will include fence rails that are no taller than approximately 4 feet high above the ground surface, and since the ground surface at the fence alignment is approximately 10 to 16 feet lower than the surface of Park Avenue for most of the project area, coastal views will not be obstructed.

Installation of the proposed fence is intended to not affect existing trees along the railroad property, with fence posts to be installed away from any individual tree and such that fence rails go around any tree trunks. Minor clearing and grubbing as well as minor grading may be required in certain areas to remove vegetation such as shrubs, grasses, and poison oak from areas where the fence is to be installed as well as to smooth the ground surface where the fence is to be installed. The fence alignment is largely dictated by the natural topography of the area, with the fence proposed to be installed at the top of the small rise that is located between the rail line and the Pacific Ocean. Minor adjustments in the fence alignment as shown on the enclosed Site Plan may be required to fit the fence alignment to the natural topography.

As part of the project, the unpermitted wooden bench situated along the top of bluff on the coastal side of the proposed fence alignment will also be removed.



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Project Description (Photos):



Photo of bluff failure, winter 2023



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Project Description (Example Photos of What Fencing Could Look Like):



Concrete Wood-Style Fencing



Cedar Split Rail Style Fencing (cables not proposed as part of this project)



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Project Description (Example Photos of What Fencing Could Look Like):



Treated Lap Rail Style Fencing (wire not proposed as part of this project)