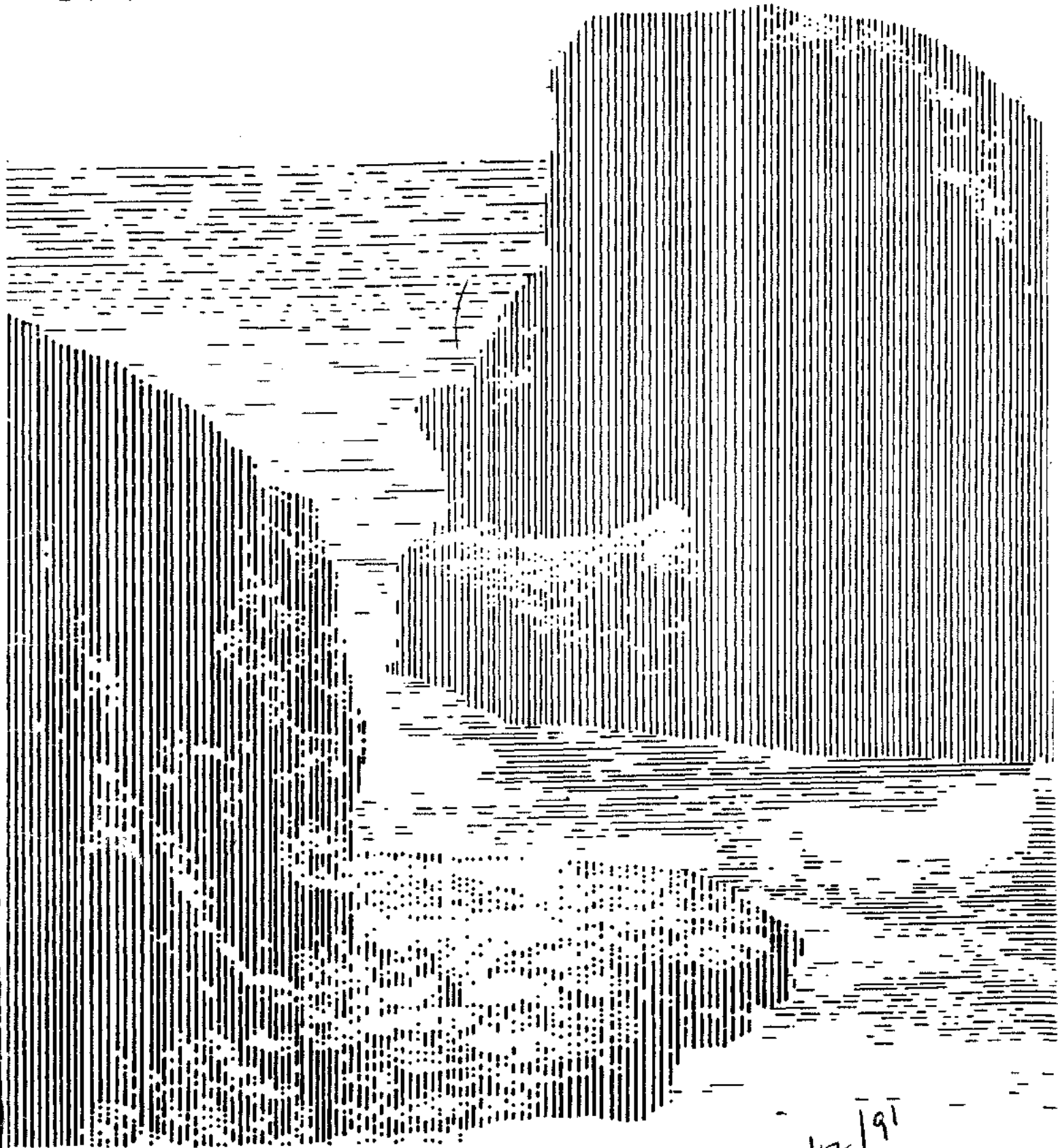


# NORTH COAST BEACHES UNIFIED PLAN



COUNTY OF SANTA CRUZ

3/12/91  
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# **Unified Plan for the North Coast Beaches**

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**County of Santa Cruz**

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## INTRODUCTION

This unified plan is a summation of five previous reports, plus public testimony at three Board of Supervisors' hearings and various public workshops dealing with the North Coast Beaches of Santa Cruz County. The five previous reports are:

- o The 1983 Santa Cruz County Transportation Commission Report
- o The 1985 North Coast Today and Tomorrow Report
- o The 1987 General Plan for the North Coast Beaches
- o The 1989 Davenport Beach and Bluffs Addendum
- o The 1989 Draft and Final Environmental Impact Report

This plan was developed as part of the implementation of the Local Coastal Plan (LCP) by Santa Cruz County. It is stated in the LCP that in order to solve the North Coast problems via policies of the LCP, there must be a comprehensive plan, involving as many of the beaches as possible, and a coordinated approach for development and management. One of the major purposes of this plan is to develop such a comprehensive plan for the following beaches:

- o Greyhound Rock
- o Davenport Landing
- o Panther
- o Yellowbank
- o Scotts Creek
- o Davenport Beach & Bluffs
- o Bonny Doon
- o Laguna Creek

This unified plan emphasizes public access to the North Coast Beaches, coupled with preservation of the coastline's fragile environment. Therefore, this plan was prepared to guide the County to the best possible compromise between total protection of the natural resources and recreational uses. Also, resource management recommendations for restoring and protecting native coastal plant communities are presented, along with recommendations for enhancing and preserving important wildlife habitat and preventing further degradation of the coastline's other natural, cultural, aesthetic and recreation resources, while ensuring public access to the beaches. Furthermore, it proposes to minimize private property damage to private landowners, reduce public hazards, clarify liability responsibilities and provide a management presence to the area.

Without a plan for the North Coast Beaches, the existing conditions described in the report entitled The North Coast Today and Tomorrow would persist. These problems include litter and sanitation, parking and transportation, pedestrians access and safety and inadequate law enforcement. Furthermore, natural resources, such as sand dunes where vegetation has been trampled by uncontrolled access and wetlands that are important to wildlife, would continue to suffer. Public access to these beaches may also be curtailed without this plan.

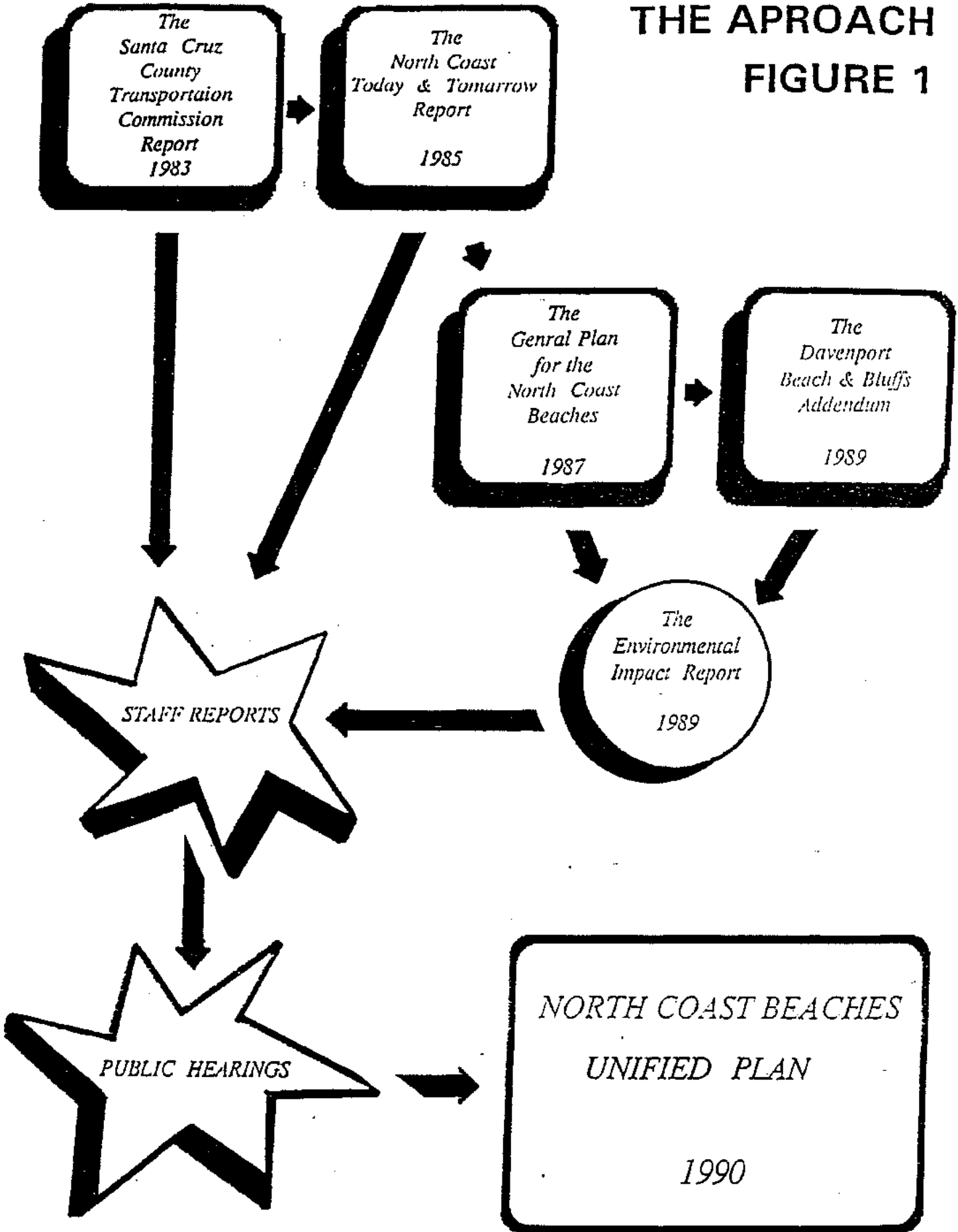
### PURPOSE OF THE UNIFIED PLAN

This plan for public use assumes that people desire to coexist with the existing elements of both nature and man located within the area of the North Coast Beaches; that people do not have to be fenced out, and the flora and fauna do not have to be sacrificed.

This plan for the North Coast beaches is an overdue response to an absence of management and lack of fundamental facilities for beach visitors. The

# THE APPROACH

## FIGURE 1



northern Santa Cruz County coastline is the last stretch of coastline between the cities of San Francisco and Santa Cruz where beach access is free, but where the recreation experience is also spoiled by hazardous, inadequate and unsightly conditions.

Criminal behavior and other activities keep many potential visitors entirely away from the beaches. Law enforcement is "reactive" in that officials are present only in response to reported emergencies, crimes, loud parties and social conflicts. During holidays, additional officers from the California Highway Patrol and County Sheriff's Office patrol this area, but not in proportion with the thousands of additional visitors. Therefore, this plan assumes that behavior of people using the North Coast Beaches can be controlled by the daily presence of County staff, visitor education and law enforcement.

Natural resources have also suffered greatly from uncontrolled access and lack of on-site management. This is particularly true of the sand dunes where vegetation has been trampled by foot traffic and off-highway vehicles. Coastal bluff plant communities vegetation containing rare plants have declined as well. There are two wetland areas with important wildlife, waterfowl and shorebird habitat value that are sensitive to human and dog intrusion. Endangered or important bird species which nest in the coastal cliffs and on the beach at Laguna Creek are being adversely affected by visitors. Again, this plan assumes the degradation now occurring can be mitigated by the County taking an active role in managing these beaches.

Trespassing is a major concern at six of the beaches that are privately owned, the two exceptions are Greyhound Rock and Scotts Creek. This trespassing, is due to beach goers crossing privately owned lands which are leased to tenant farmers. The farmers of the North Coast are becoming concerned about the trespassing problems that result in crop losses, vandalism to farm and irrigation equipment, litter, human waste and general degradation of the land. Trespassing problems can reduce revenues and/or increase operating cost for the farmers. Furthermore, the farmers are concerned with the liability issues associated with this public trespassing. To ensure public access to these six beaches the plan assumes that the County will obtain easements or title through prescriptive rights for both beach access and recreational uses.

As concern has grown regarding the increasing resource degradation of one of the more scenic stretches of coastline in California, implementation of the policies of the Local Coastal Program (LCP) has become a top priority of the County of Santa Cruz, as well as other agencies. The LCP, adopted on November 16, 1982 by the Santa Cruz County Board of Supervisors, identifies all the beaches addressed herein, with the exception of Panther Beach, as primary public access points.

In Section 4.0, Shoreline Access, two objectives are stated:

- 4.0.1 **Objective:** To provide a system of shoreline access to the coast with adequate improvements to serve the general public and the coastal neighborhoods which is consistent with public safety needs, protects natural resource areas from over use, protects public rights and the rights of private property owners, minimizes conflicts with adjacent land uses, and does not adversely affect agriculture.
- 4.0.2 **Objective:** To maintain or provide access, including visual access, to every beach to which access exists or where there is a



presumption of access by prescriptive rights, to ensure one access to every pocket beach and convenient, well distributed access to long sandy beaches.

The first policy under this section calls for the development of primary public access points, but only when automobile parking or an acceptable alternative can be provided, and all environmental impacts and use conflicts can be satisfactorily mitigated. The subsequent policies address vertical and lateral access, signing, conflicts with natural resources, conflicts with other land uses, garbage collection, law enforcement, hazards, transportation, parking, bicycle use and trails. This plan represents a significant attempt to implement a major portion of the LCP policies and ensure resource preservation and management, coupled with public access to the North Coast Beaches.

#### OBJECTIVES OF THE PLAN

The Unified Plan attempts to meet the following broad objectives:

1. Identify the land base that needs to be secured and the facilities needed to help meet current and future recreation demands along the northern Santa Cruz County coastline, without exceeding the existing low intensity use levels. This includes the provisions of designated and safe access routes to the beaches for the general public and disabled persons.
2. Maintain the existing rural scenic character and perpetuate the environmental quality of the natural and cultural resources, particularly wildlife habitat and coastal vegetation, on both private and public property.
3. Provide appropriate interpretive facilities for educational and recreational purposes.
4. Promote a clean, enjoyable and well-managed recreational environment by providing sanitary/garbage collection services and facilities.
5. Promote public safety by: minimizing traffic, railroad, trail, beach, water and health hazard and reducing undesirable/criminal behavior.

## THE PLANNING PROCESS

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A parking study issued in June 1983 by the Santa Cruz County Transportation Commission (SCCTC) was the first report of its kind to acknowledge the traffic problems along Highway 1 between the city limits of Santa Cruz and the San Mateo County line. The report also cited "rowdiness, vandalism, and excessive littering" at the beaches and parking areas.

Although none of the report's recommendations were executed, it helped bring about the formation of the North Coast Beaches Advisory Committee by resolution of the County of Santa Cruz Board of Supervisors. Comprised of 15 local citizens with a broad range of backgrounds and interests in the project, the Committee's charge was to develop specific improvement and management plans for each of the beach areas. This group met at least monthly for over a year, collecting and analyzing information about conditions at these beaches. In June 1985, they issued a report titled The North Coast Today and Tomorrow that describes existing conditions and problems and makes recommendations regarding natural resources, litter and sanitation, parking and transportation, access, law enforcement, preparation of a management plan and interim management. Much of their documentation is represented in the General Plan for the North Coast Beaches (the General Plan) prepared by EDAW, Inc., a Landscape/Planning Consulting Firm and Harvey and Stanley Associates, Inc., an Ecological Consulting Firm. The committee provided preliminary development plans based on their limited understanding of resource constraints, engineering and cost feasibility, management options, etc. Perhaps the greatest asset of the report is that it represents a philosophical compromise reached among a variety of landowner and beach user interests.

With technical expertise and additional agency input, the proposals contained in the committee's report have been further developed and refined as reflected in the General Plan for Laguna, Yellow Bank, Bonny Doon, Panther, Davenport Landing and Scotts Creek Beaches. The General Plan assembled more specific and scientific resources information from existing data sources and through field observations. This information was analyzed to establish general policies for enhancing and protecting sensitive resources within the area of the plan. Alternative facility types, locations and management options were evaluated based on site opportunities and constraints. Development and operational costs were estimated to assist the County in deciding how to realize the objectives of this plan.

Both Greyhound Rock and Davenport Beach and Bluff area were excluded from the General Plan. Greyhound Rock is an existing facility owned by the State of California and managed by the County of Santa Cruz. No major improvements were proposed for this facility except for the initiation of parking and camping fees. Davenport Beach and Bluff area was excluded because of its proximity to the community of Davenport. It was anticipated that planning efforts for this area would be incorporated in a comprehensive plan for the community of Davenport. However, this effort was delayed and therefore the Davenport Beach and Bluffs Addendum to the General Plan (addendum) was prepared by EDAW, Inc. and Harvey and Stanley Associates, Inc. with much input from the community of Davenport. All the recommendations contained in the addendum are related to and consistent with those in the General Plan.

Based on the information presented in the General Plan, the County of Santa Cruz prepared an initial study for each Beach location. In reviewing the

findings of the initial studies, it was determined that the proposed plan may have a significant effect on the environment and therefore a Draft and Final Program EIR was prepared by the firm of Nichols and Berman, an Environmental Planning Consultant under contract with the County Planning Department. According to Section 5168 of the California Environmental Quality Act of 1969 (CEQA) Guidelines, a Program EIR is an EIR prepared on a series of actions which constitute one large project and are related geographically as a logical part in the chain of contemplated actions; in connection with the issuance of rules, regulations, plans, or other criteria; or as individual activities carried out under the same authorizing statutory or regulatory authority. Furthermore, the program EIR was prepared to assess the probable impacts associated with the adoption of the General Plan and serve as the environmental documentation for subsequent plan implementation. The program EIR proposed the following mitigation measures to minimize environmental impacts that would occur through project implementation:

- o Elimination of the 30-vehicle parking lot at the north end of Scotts Creek Beach.
- o The establishment of parking only on the inland side of Davenport Landing Road rather than along the coastal side as proposed north of the beach access.
- o Construction of a third stairway in the parking lot at Bonny Doon Beach, approximately midway between the other two proposed stairways.
- o Elimination of the structural staircase to Laguna Creek Beach.
- o Elimination of the 110-vehicle parking lot at the southern end of Scotts Creek Beach.
- o Elimination of the proposed parking expansion area at Bonny Doon Beach.
- o Modification of the General Plan's policies to remove flashboard dams and to eliminate any existing water diversion from Scotts Creek or Laguna Creek.
- o Incorporation of plans to encourage transit use along the North Coast.
- o The improvement of the Davenport Landing Road/Highway 1 intersection.
- o Consideration of an overpass or underpass for pedestrians crossing Highway 1 from the parking lot at Laguna Creek Beach.

All of these mitigation measures have been incorporated into this final plan, except for the consideration of an pedestrians overpass or underpass crossing at Laguna Beach.

During the summer and fall months of 1990, the Santa Cruz County Board of Supervisors held three public hearings on the North Coast Beaches before directing POSCS staff to develop this unified document for their approval. On \_\_\_\_\_ the County Board of Supervisors approved this plan for the North Coast Beaches.

## AREA SETTINGS

The following are general descriptions for the North Coast area of Santa Cruz County. Further information on each site is discussed in the next section. (Beach profiles)

### TOPOGRAPHY AND GEOLOGY

The North Coast of Santa Cruz County is characterized by even-terrained terraces that have been uplifted 40 to 100 feet above sea level and separated from the Pacific Ocean by steep bluffs, while bound on the east by redwood covered ridges of the Santa Cruz Mountain Range. The beaches occur where the uplifted terrace is dissected by creek drainage. At Scotts Creek, Davenport, Laguna Creek, the valley is broad and low resulting in a wide beach, while Panther, Bonny Doon, Yellowbank and Greyhound Rock are pocket beaches.

The North Coast beaches are located on the southwestern flank of the Santa Cruz Mountains, in the Coast Range Geomorphic Province. The area is part of a large structure block, bounded on the west by the San Gregorio fault and on the east by the San Andreas fault, both of which are considered seismically active. Referred to as the Salinian Block, it is composed of Metamorphosed Paleozoic (greater than 225 million years old) sediments and Cretaceous (approximately 80-90 million years old) granitic igneous rocks. The overlying Santa Cruz Mudstone, exposed along the cliffs, was derived from Ben Lomond Mountain and deposited in shallow marine sequences. The dunes at Scotts Creek and Bonny doon Beaches were formed in relatively recent geologic time from sand deposited at the beaches and blown to their present sites. Sand drift is a continual problems across Highway 1 at Scott Creek Beach. Bluff erosion and sediment from downcutting by local streams are the major sources of the sand. Wave erosion accounts for as much as 5-1/2 inches of sea cliff retreat per year. (Wilder Ranch State Park General Plan, 1980). Generally, winter storms carry large quantities of the sand out to sea, which is then replaced by milder wave action during the summer.

### CLIMATE

The climate along the North Coast beaches is mild throughout the year. The mean temperature for July is 70 degrees fahrenheit, while the January mean temperature is 38 degrees fahrenheit. Summer weather is generally cool and breezy with early morning and evening fog. The annual precipitation is about 30 inches with most of it occurring between November and March. Prevailing winds come from the west and northwest and make the North Coast beaches an ideal place to wind-surf. The best conditions occur in Spring and Fall between low pressure systems. When these conditions are present, visitation increases dramatically.

### HYDROLOGY

All of the beaches have creeks draining into them, several of which are significant in size. Major drainage at Scotts Creek Beach and Laguna Creek Beach have resulted in the creation of back water areas behind foredunes and beaches that support lagoon, marshes and other wetland communities. See the General Plan for the North Coast Beaches (Technical appendix) for a complete description of Hydrology activities at the beaches.

## VEGETATION

The diverse topographic character of the North Coast combined with the harsh environmental conditions has resulted in seven distinct plant communities, coastal scrub, coastal bluff scrub, coastal dunes, coastal cliffs, brackish marsh/lagoon, riparian and ruderal besides the agricultural fields. Large areas of coastal bench lands are planted in brussels sprouts and artichokes. Several plant communities are common to all of the sites and some are unique to only a few beaches. (see table 1) Further information on the location and description of each plant community is contained in the General Plan for the North Coast Beaches (see technical appendix) along with a listing of plant species of special concern. However, there are three species documented during field surveys for the General Plan that show up on either the Federal, State and/or California Native Plant Society list of plant species of special concern (see table 2) The plants are Blasdal's Bent Grass (*Agrostis Blasoglei*), Michael's Piperial (*Piperia Michaelii*) both located in the coastal bluff scrub community and Monterey Indian Pathbrush (*Castilleja Latifolia*) located in the coastal scrub community.

TABLE 1

### PLANT COMMUNITIES

<u>Type</u>	<u>Location</u>
Coastal Scrub	All Sites
Coastal Bluff Scrub	Laguna, Yellowbank, Bonny Doon, Davenport, Scotts Creek
Coastal Dunes	Scotts Creek, Davenport, Bonny Doon
Coastal Cliffs	All Sites
Brackish Marsh/Lagoon	Scotts Creek, Laguna
Riparian	Scotts Creek, Laguna, Davenport
Ruderal	Scotts Creek, Davenport, Davenport Landing

## WILDLIFE

The North Coast of Santa Cruz County is an important habitat area for a diversity of wildlife, especially shorebirds, waterfowl and fish. There are several rare and endangered species and many more that are of statewide special concerns (see table 2). The General Plan for the North Coast Beaches (see technical appendix) provides information on various wildlife species observed in each of the seven plant communities.

## CULTURAL RESOURCES

An archaeological survey was not completed as part of this planning effort. However, because prehistoric and historic sites are common all along the coast, important cultural resources are likely to be found at the North Coast units.

The Costanoan Indians, a Penutian-speaking people related both linguistically and culturally to the Coast Miwok of Marin County, once occupied this area (Wilder Ranch State Park General Plan, 1980). They settled at beaches where streams furnished fresh water and supplemented their food supply of shellfish, particularly clams, and other fish. Shellfish and chert processing stations have been identified farther north at the Ano Nuevo State Reserve.

TABLE 2

FLORA AND FAUNA SPECIES OF SPECIAL CONCERN

PLANT SPECIES OF SPECIAL CONCERN

Federal (USFWS) and California Native Plant Society

<u>Species</u>	<u>Sites</u>
Blasdale's Bent Grass*	Laguna Creek
California Native Plant Society	
Monterey Indian Paintbrush**	Scotts Creek, Laguna Creek, Bonny Doon
Michael's (Purple-Flowered) Piperia***	Scotts Creek, Laguna Creek, Yellowbank

ANIMAL SPECIES OF SPECIAL CONCERN

Federal (USF&WS) Listed - Rare

<u>Species</u>	<u>Site</u>
San Francisco Tree Moth	Laguna Creek

Federal (USF&WS) and State (DF&G) Listed - Endangered

Peregrin Falcon	Predicted at all units but observed only at Scotts Creek and Panther
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State Listed - Species of Special Concern

Snowy Plover****	Laguna Creek
Black Swift	All Sites
Rhinoceros Auklet	Scotts Creek
Marbled Murrelet	All Sites
Tidewater Goby	Scotts Creek, Laguna Creek
Steelhead Trout	Scotts Creek, Laguna Creek, Bonny Doon

No Listing - Species of Interest

Pelagic Cormorant	All Sites
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\* CAT.2 (Under review by USFWS-insufficient information)/List 1B

\*\* List 4

\*\*\* List 4

\*\*\*\* Also a Federal Candidate for endangered status. Species documented during field surveys as part of the General Plan.

The Euroamerican era began in the mid-1800's. The upland terraces were grazed by cattle and planted with a variety of row crops.

#### RECREATIONAL RESOURCES

The North Coast beaches provide recreation opportunities unique to the interface of land and sea. Almost all recreation activities occur during the day, but a limited amount of camping and partying does take place at night. The peak season generally begins with spring (Easter) break and ends in October.

The greatest number of visitors to state beaches in Santa Cruz and San Mateo Counties originate in the San Francisco Bay area, followed by the Central Valley and Northern California, Santa Cruz and San Mateo Counties, Southern California and out-of-state (Wilder Ranch General Plan, 1980 and communication with Department personnel in the San Mateo District/per the General Plan). The most popular activities include sight-seeing, beach-combing, wading, picnicking, taking pictures and sunbathing. Local residents particularly enjoy fishing, surfing, windsurfing, jogging, camping, partying, playing volleyball, exercising dogs and sunbathing in the nude. Some visitors swim, fly kites, dig for mussels, observe wildlife and paint. Illegal off-highway vehicle use occurs periodically at beaches that are accessible. Very little scuba diving occurs along this stretch of coastline, as it is suspected of being a shark nursery and the water is generally rough and lacks clarity.

Although there is no existing data documenting specific use patterns at the North Coast Beaches, a consistent increase in visitors has been observed over the years. Between 1981 and 1986, visitor days at Santa Cruz County beaches went from an estimated 2.1 million to 3.3 million. The number of visitors at the less developed San Mateo County State Beaches declined dramatically when a fee payment system based on voluntary cooperation was initiated in the early 1980's. Paid visitor attendance records indicate that use increased annually until 1985 when manned kiosks were installed to maximize the effectiveness of the fee collection system. It appears that attendance at these particular beaches has now stabilized (General Plan for the North Coast Beaches).

During summer weekends and holidays when the weather is good, parking lots at all the beaches in both counties cannot meet the overwhelming demand. However, on typical summer days, existing parking lots are more than adequate. As the growth of northern California counties, particularly Santa Clara County, continues to climb as predicted (State of California Department of Finance, 1983), additional demand by recreationists for use of the North Coast Beaches will occur.

#### SURROUNDING LAND USE AND OWNERSHIP

Except for a small amount of residential use, the Lone Star Cement Plant and the commercial development associated with the small town of Davenport, the predominant land use surrounding the beaches are privately-owned agricultural fields used for the production of brussels sprouts and artichokes. Some aquaculture still exists on the higher uplands of the coastal terraces. There is an existing fishery (Silverking Ocean Farms) at Davenport Landing for raising salmon and a proposed abalone operation (Pacific Mariculture) south of Laguna Creek beach.

The California Department of Transportation maintains a right-of-way of variable width through each site except Davenport Landing. The existing parking areas are located either partially or wholly within this right-of-

way. The California Department of Transportation therefore has jurisdiction over any improvements made at these parking areas and has the right to require encroachment permits for proposed ingress and egress to the parking lots connecting with the highway.

Southern Pacific Railroad has a narrow right-of-way along the railroad tracks at Davenport Beach and Bluff, Panther, Bonny Doon, Yellowbank and Laguna Creek. Trains pass through the area several times a week hauling sand and coal to the Lone Star Cement Company, and hauling cement out.

The wetland at Scotts Creek is owned by Albert Smith, who farms land adjacent to the creek. The other private landowner at Scott Creek is Coast Dairies and Land Company, a Swiss-based firm that owns most of the farm land at all the other sites, including the wetland area at Laguna Creek. At Davenport Landing there are also several other private landowners. However, improvements are planned only on the property of Lone Star Cement Company.





## BEACH PROFILES

The following profiles describe existing conditions at each of the beach locations covered in this plan.

TABLE 3  
OVERVIEW OF BEACH PROFILES

Name of Beach	Size of Beach in Square Ft.	Carrying Capacity	Average Demand	Available Space	Targeted Supply	Land Owner
Greyhound Rock	350,000	350	40	130	119+5*	State
Scotts Creek	609,000	609	90	10	18	County
Davenport Landing	92,000	92	35	206	50	Private
Dav. Bluffs & Beach	65,000	79	40	60	26	Private
Panther	13,320	13	15	55	0**	Private
Bonny Doon	238,514	239	100	50	60	Private
Yellowbank	122,826	123	80	80	80	Private
Laguna Creek	303,000	303	50	30	0**	Private
		(a)	(b)	(c)	(d)	(e)

- a Optimum number of parties per 1,000 square feet of beach as measured between high and low tides
- b Number of vehicles based on observations made during summer weekends in 1987
- c Off-highway parking areas only
- d Number of paid parking spaces represented in this plan - total of 353
- e Access trail, surrounding areas and sandy beach areas not covered by the State Land Commission, under the Coastal Act of 1972.
- \* Five Recreational Vehicle spaces allowed under County Code.
- \*\* No change to existing parking conditions.

# GREYHOUND ROCK

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## Physical Description

This beach lies at the base of 100-foot high near-vertical, unstable bluffs. The beach has low dunes and varies in width from summer to winter (maximum 200' wide in summer). There are many picturesque rocks offshore, including Greyhound Rock and, further south, Pelican Rock. Approximately 1/2 mile south of the access path from the parking lot the beach ends at a rocky headland. During the summer the beach is passable all the way to Waddell Creek. The beach is exposed to the summer afternoon winds, and sunbathing is confined to the areas at the base of the bluffs and behind the dunes below the parking lot.

## Beach Use

Tourists traveling along the Coast Highway often use this area, because of its improved appearance. Summer beach use involves a wide variety of people, including families, couples, groups of young adults, and travelers, but perhaps fewer large beach parties than at other beaches. Surfers, scuba divers, and fishermen also use the beach. The steepness of the access trail will always limit the number of people using the beach, however.

## Natural Resources

Partially disturbed chaparral and coastal strand vegetation grow on bluffs and terraces, along with a few low pines. Snowy plovers are reported to nest on Greyhound Rock Beach.

The upper parts of the bluff are highly susceptible to gullyng. Aside from the access trail, there are no signs of other development on the beach. The inland dunes are relatively well vegetated, in comparison with other North Coast Beaches, lending a sense of wildness to the place. There are active dunes to the north. The inland sand dunes and their coastal strand vegetation are fragile and increasingly rare resource.

Stellar sea lions haul-out on offshore semi-submerged rocks between Greyhound Rock and Waddell Creek. Elephant seals also haul-out on the beach.

## Access

A paved trail serves as the main access route from the parking lot to the beach. This trail is very steep. Perhaps as a result of the poor condition of the main trail before repairs in 1988 a series of informal trails have been created below the south lot. These informal trails are causing erosion and extensive gullyng.

## Parking

There are two paved parking areas surrounded by pines, easily accessible from the Highway 1. There are generally excess parking spaces in the 121 car south lot, although it may fill on prime beach days. The north parking area is designed for 5-10 recreational vehicle units.

Litter and Sanitation

There is trash on the bluffs and sand, but generally less than on other beaches. Trash cans are provided and serviced by the County, along with maintenance of the restroom building.

Management

Greyhound Rock Beach is owned by the State of California and leased to the County for management.



## SCOTTS CREEK

### Physical Description

This beach is about ten miles north of Santa Cruz, immediately adjacent to Highway 1. The main beach is about one-half mile long. It can be seen from the highway, both as one crosses the bridge at Scott Creek and from vistas as one descends to the creek from the north or south. Both the north and south ends of the beach are bounded by high bluffs that form the backdrop for highly scenic views from the highway.

Scotts Creek flows across the beach most of the year, creating a lagoon and a large stream. In some years this stream limits access from north to south along the beach. Molino Creek also crosses the south end of the beach.

This is an open beach and receives the brunt of the spring and summer northwest winds. At such times the only shelter is in the northeast corner of the beach.

East of Highway 1 is a large wetland area with about twelve acres of marsh and five acres of sheltered water, bounded on the north and south by agricultural lands.

### Beach Use

On sunny days with little or no wind, the beach is used to the extent that parking allows. Beach activities range from sunbathing and reading to picnicking, surf-fishing, kite flying, hang-gliding, and occasional large beach parties. Off-road vehicle (ORV) use of the beach does occur on occasions, even though this activity is not permitted. At the north end of the beach, a submerged reef creates one of the best surfing waves on the north coast. This area is also used by windsurfers during windy conditions.

### Natural Resources

There are migratory fish runs up Scotts and Molino Creeks. Cliff-nesting birds use the bluff north of the beach. The north bluff also has fairly well-preserved coastal scrub vegetation. Monterey Indian Paintbush and Michael's (purple-flowered) Piperia plant species have both been documented during field surveys for the preparation of the General Plan. The north bluff has erosion problems caused by informal trails to the beach.

Off-road vehicles (ORVs) have destroyed virtually all vegetation on the beach. The sand is no longer stabilized, and blows across the highway. Sand is being blown into the wetland across Highway 1, filling in parts of the marsh. ORVs in the past have also created erosion problems on the bluffs north and south of the beach.

The Scotts Creek wetland was identified as a wildlife habitat area of critical importance by the California Department of Fish and Game. This area has been proposed for acquisition by the State in the past.

### Access

North of the creek, visitors must park on the narrow shoulders of the Highway 1 and climb down a sand slope or over rip/rap. This access is difficult when Scott Creek flows along the north end of the beach.

South of the creek, visitors park on both shoulders of the highway and walk directly onto the beach. Still farther south, the beach can be reached by parking in a small turnout on the west side of the highway and walking down a ravine.

Since Scotts Creek periodically changes direction, blocking access to portions of the beach, it is occasionally necessary to cross the highway bridge to reach the beach. The bridge is very narrow and no pedestrian walkways is provided.

#### Parking

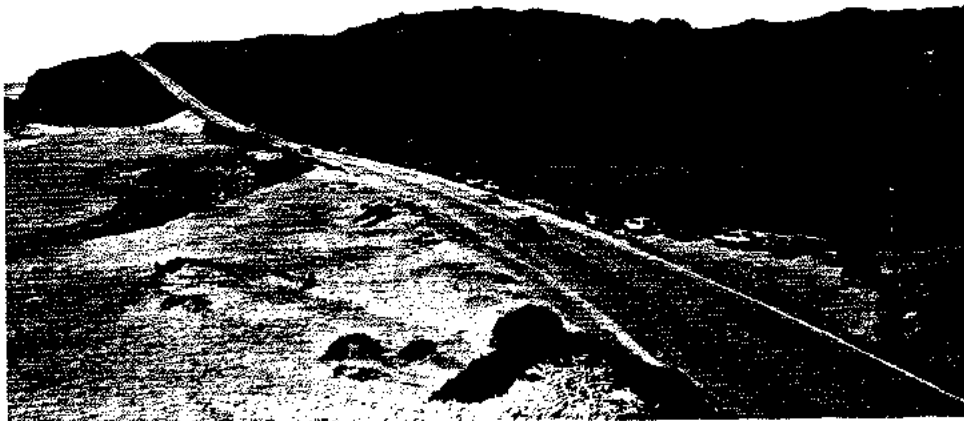
There are no parking lots at Scott Creek Beach. Parking occurs mainly along the shoulders of Highway 1, as well as in two small turnouts at the south end of the beach. These parking areas can hold an estimated 60-100 cars, but are filled only during peak-use periods.

#### Litter and Sanitation

Portions of the beach are heavily littered. Broken glass is common, particularly along the south bluff. There is also a large cement pad on the sand dune. There are four trash cans along the Highway and no restroom facilities.

#### Management

Both the beach and portions of the north and south bluff areas are owned and maintained by the County of Santa Cruz.



## DAVENPORT LANDING

### Physical Description

Davenport Landing Beach is located about one mile northwest of Davenport. The beach is reached by turning off Highway 1 onto Davenport Landing Road.

The beach is about 200 yards long and 50 yards wide. The sandy area is bounded on both ends by low rocky terraces backed by vertical cliffs 30 to 40 feet high. The water directly offshore of the center of the beach is deep and free of surf, with submerged reefs on either side. The north end of the beach is sheltered from the prevailing north-west winds and is preferred by sunbathers and picnickers.

There are three private residences directly behind the beach, and two other homes on the inland side of Davenport Landing Road. There is a small aquaculture facility next to the residences, and a large, open cement channel from this facility crosses the south end of the beach. Brussels sprouts are grown on the terraces bordering the beach.

### Beach Use

Davenport Landing Beach is used year-round and has one of the most consistent use patterns of any of the beaches. It is easily accessible from the road, which encourages its use by families with children, older persons, and handicapped persons. Because it is near the road many visitors feel safer here than on the more isolated beaches. Fisherman, wind surfers and surfers also use this beach. During the fall and winter months, surfers are often the largest single user group. Other beach uses include limited informal camping and occasional parties.

### Natural Resources

A small stream crosses the north end of the beach during wet months. Along its bed are cattails, ferns, and other riparian plants. There is little native vegetation on the beach itself or in the immediate vicinity. On the inland side of Davenport Landing Road is a low-lying marshy area of about an acre. Willows and other wetland plants grow here.

Shorebirds use the main beach, and there are nesting sites in the cliffs south of the main beach. There are small tidepools on the ocean shelf beneath the north and south bluffs.

While the natural setting of this beach is beautiful, the nearby road and buildings give the area a more developed appearance than the other North Coast Beaches.

### Access

The beach is about fifty yards from the road. Several informal trails lead from the parking area across a low intervening terrace to the beach. The terrace is mostly level, but ends in a four foot drop-off. An earth berm and several large boulders have been placed between the shoulder of the road and the terrace to keep vehicles off the beach and the terrace area.

### Parking

Parking is available on both sides of the County road in front of the beach. There is room for about 200 vehicles on the road shoulders, which is unpaved, rutted, and deteriorating in places. Access from Highway 1 onto Davenport Landing Road, a loop road, is reasonably safe at both intersections. However, the north intersection could have better site distance.

### Litter and Sanitation

There are no trash or sanitary facilities at this location.

### Management

Access to the beach is privately owned and therefore the County has no management responsibilities, except for maintaining Davenport Landing Road.



# DAVENPORT BLUFFS AND BEACH

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## Physical Description

The site extends for approximately one-half mile south of Highway 1 across from the town of Davenport and the RMC Lonestar Cement Plant. The site averages 100 yards in width and is bisected lengthwise by the Southern Pacific Railroad. The railroad cuts through the coastal plateau in the larger, northwestern portion of the site. In this area, getting from the main parking areas to the 80-to-100 foot high bluffs involves descending and ascending embankments on either side of the railroad tracks.

At the southeast end, the railroad crosses a small valley on a raised railroad bed, hiding Davenport Beach from Highway 1 and the town. The beach is broad and approximately 300 yards in length.

San Vincent Creek tributaries flow across Davenport Beach at both ends. At the east end, a bluff remnant separates the smaller creek from the beach. At the west end, the greater flow comes underneath the highway and railroad through a tall, arched tunnel in the bedrock. These creeks usually flow year-round.

## Beach Use

The beach is generally used for camping, picnicking, sunbathing, and sight-seeing, not for swimming or surfing. There is some surf-fishing from the sand beach and good rock-fishing from the exposed shelf at the southern end. This rocky area is safe to fish only during low tides with calm seas.

The bluff provides an excellent site from which to view the annual grey whale migration and the extensive marine bird and mammal life of the area.

The cypress grove is a popular day use area and is also used for overnight camping.

## Natural Resources

The cove at the north end of the beach provides shelter for sea birds, harbor seals and California sea lions. San Vicente Creek is a major steelhead stream. Cliff-nesting birds inhabit the bluffs. North of the site, but easily viewed from the bluffs, is a crumbling pier that is the only known nesting site in the County for Brandt's cormorants, and is also home for double-crested cormorants.

## Access

The beach can be reached from both the north and south. The trail is poor and steep, winding up and over the railroad tracks and then down to the beach. The north access originates at the main parking area, goes along the tracks and enters the beach just above San Vicente Creek. The bluffs and cypress grove are easily accessible.

## Parking

The main parking area holds approximately sixty cars. It is level and unpaved. There is a small parking area along Highway 1 at the south end of the beach that holds about ten vehicles.



Litter and Sanitation

Tremendous amounts of trash have accumulated along the south beach access trail, besides a lot of litter in the Cypress grove, along bluff trails, and near parking areas. There are no trash or sanitary facilities at this location.

Management

The bluffs, main parking area and access trails to the beach are on private property, therefore the County has no responsibility to maintain this area.



# PANTHER

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## Physical Description

This is the smallest of the beaches and its size can vary from year to year. It is surrounded by 40-foot high cliffs. In the center of the cove beach is a large pinnacle rock. Isolated from the shoreline, even at low tide.

The beach is surrounded by agricultural field on top of the cliffs and is relatively close to Highway 1.

## Beach Use

Young and middle-aged adult sunbathers use the beach. Water use (swimming, surfing, fishing) is rare or non-existent, but some people do use the beach for camping. The cliffs above the beach are used for whale watching.

## Natural Resources

The steep slopes adjacent to the beach are well vegetated, although the area nearest the path has been eroded. An agricultural drainage "stream" flows onto the beach through a tunnel in the cliffs.

## Access

The only way to get to this beach is by walking around a metal gate, walking down a slight incline to the railroad tracks and climbing down a steep and dangerous path. The path is badly eroded and some side trails end in impassable drops.

## Parking

Just north of the beach is one of the largest dirt pull-off areas currently in use on the North Coast. This area is estimated to hold 55 parked cars.

## Litter and Sanitation

The beach is heavily littered, both with trash and with large pieces of concrete. There are no trash or sanitation facilities at this location.

## Management

The access trail to this beach is on private property, while the parking area is within the CalTrans' right-a-way.

# BONNY DOON

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## Physical Description

Bonny Doon Beach is located approximately seven miles north of Santa Cruz at the intersection of Highway 1 and Bonny Doon Road. The beach is about 250 yards long, with a wind-protected cove at the north end. The sandy cove, which is reclaimed by the sea during winter months, is the most popular portion of the beach. The north and central portions of the beach are surrounded by high cliffs. Liddell Creek crosses the southern end of the beach during winter and spring, emerging from a culvert beneath Highway 1 and the railroad tracks. At the south end of the beach a dune rises about 60 feet above the sand. The south end of the beach is encompassed by steep slopes of sand and earth, negotiable only by the nimble-footed. The land above is used for agriculture.

## Beach Use

Bonny Doon Beach is used mainly by nude sunbathers. There is little family use. Most beach users are young to middle-aged adults. Sunbathing, socializing, drinking, and sports such as volleyball and frisbee are popular activities. Scuba, surfing, fishing and other water sports are uncommon because of hazardous conditions, however, hang gliders use the dune area at this beach.

## Natural Resources

The dune system at the southern end of the beach is badly deteriorated as a result of indiscriminate foot traffic. Stabilizing vegetation has been virtually eradicated. Erosion has occurred on the steep slopes leading to the beach, again because of unchannelled foot traffic. Monterey Indian Paintbrush plant specie has been observed at this location.

## Access

Visitors must climb a steep berm supporting the railroad tracks, cross the tracks at grade, then descend the berm on the other side to reach paths leading to the beach. Several trails are in use. All but the northern-most trail are badly eroded.

## Parking

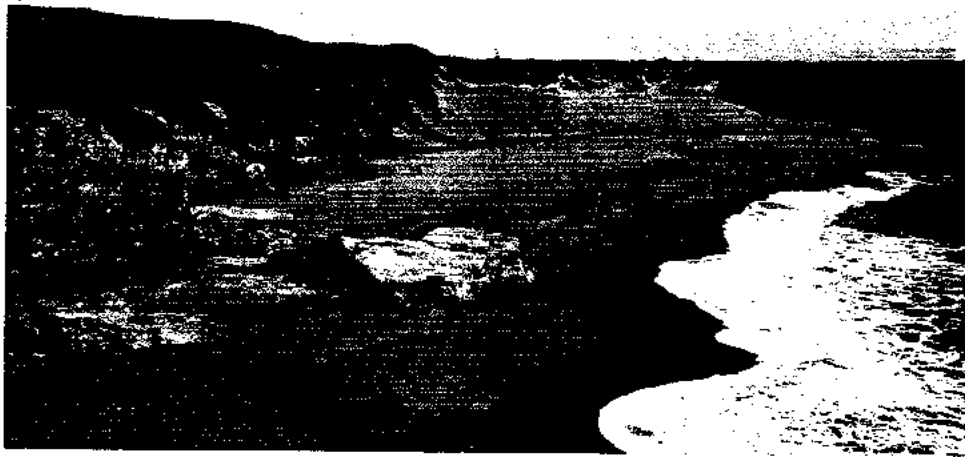
There are three main parking areas at present: A graded lot below the railroad embankment; the shoulders of Highway 1; and the shoulders of Bonny Doon Road. The graded parking area can hold about fifty cars. Drivers are able to enter and exit the lot anywhere along its length.

## Litter and Sanitation

Bonny Doon Beach is often littered with garbage and broken glass. The southern end of the beach, which is not washed by the sea during winter months, is particularly bad. It has become unsafe to walk barefoot in parts of this area because of broken glass. There are no toilet or trash facilities.

Management

The access to the beach is privately owned and therefore the County has no management responsibilities. The current parking areas are located within the CalTrans' or County's right-of-ways.



# YELLOWBANK

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## Physical Description

Yellowbank Beach lies about six miles north of Santa Cruz. There are two sections to the beach, separated by a narrow rock archway that is only passable at low or medium tides. The north (main) beach is bounded by the embankment of the railroad/highway fill that separates the yellowbank Creek canyon from the beach. The main beach is approximately one hundred yards long and up to seventy yards wide. Yellowbank Creek crosses the main beach, after passing through a tunnel under the railroad and highway. The stream is small and flows across the sand only during the wet season.

The south beach is bounded by vertical cliffs and end in a rock shelf and point. South of this, low rock shelves continue for several hundred yards. The south beach is about two hundred yards long and twenty five to fifty yards wide in the summer.

Both beaches are bounded at either end by thirty to forty foot cliffs. The north end of the main beach and several recessed areas on the south beach provide shelter from prevailing breezes.

## Beach Use

Sunbathing is the principal activity at this beach, but fishing and camping are also common. The main beach receives the use because it is closest to the parking area and because access to the south section is only safe at low tide.

## Natural Resources

Yellowbank Beach is still relatively unspoiled. The main beach suffers from heavy use while the south section remains nearly pristine.

Many shorebirds use the north and south beaches, and nest on the cliffs bordering the south beach. The rock shelves at the south beach contain small tidepools. There is no noteworthy vegetation on either beach. Low brush covers portions of the slopes behind the beaches.

## Access

One principal trail serves the main beach. It begins at the north end for the parking lot, crosses the railroad tracks and drops directly to the beach. The trail is steep, braided, eroded and contains loose rocks and dirt. There is no trail access to the south beach.

Several little-used trails descend to the beach on either side of the main trail. Informal trails follow the top of the bluffs, and a well-used trail extends to the tip of the promontory separating the two beaches. These trails afford excellent overlooks of the beaches and the coast to the north and south.

## Parking

The parking area lies along a ridge between Highway 1 and the S.P.R.R. tracks. It is a long, narrow dirt strip with space for 80 to 100 cars. It is in poor condition, with an uneven surface and large ruts besides containing four power poles.

# LAGUNA CREEK

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## Physical Description

Laguna Creek Beach, about five miles north of the Santa Cruz City limits. This beach is one of the least disturbed sites described in this report. The main beach is about one-sixth of a mile long, widening at the south end. A large lagoon lies inland, and Brussels sprout fields cover the terraces north and south of the lagoon. North of the main beach is a narrow cove that is sheltered from the prevailing summer breezes.

## Beach Use

Laguna Creek Beach is used by a wide variety of people, including sunbathers, families, fishermen, musselers (in winter), overnight campers and surfers. There is less evidence of large parties at this beach than at most others and ORV use is relatively infrequent. The north end of the beach is most heavily used, because it provides shelter from summer winds. The surrounding areas around the wetland are also heavily used.

## Natural Resources

Laguna Creek Beach is still relatively pristine. The large lagoon is its most significant natural feature. The lagoon is a wintering area for many avian species, and is potentially a valuable nesting site. Snowy plovers, a locally unique species, nest on the beach. All three plant species listed in Table 3 are located at this site.

## Access

There are two main access routes to the beach. The main route follows a bedrock-surfaced farm road. This road leads to several small and eroding footpaths down the low bluffs at the north end of the beach. The second route is an eroded trail that runs close to the north end of the lagoon and emerges at the middle of the main beach.

## Parking

There is a dirt parking area on the inland side of Highway 1, adjacent to a little-used side road. This side road provides overflow parking space when the dirt lot is full. The lot is estimated to hold about 30 cars.

## Litter and Sanitation

Laguna Creek Beach does not have the serious litter and sanitation problems that some beaches have, but there is enough existing garbage to warrant attention. There are no trash or sanitary facilities at the beach.

## Management

The access to the beach, the wetlands and surrounding lands are privately owned and therefore, the County has no responsibilities to maintain this area. The parking area is located within the CalTrans' right-a-way.

## LAND USE AND FACILITY RECOMMENDATIONS

This plan does not propose any changes in land use; rather, it attempts to recognize and accommodate existing and anticipated recreation use. It responds to: (1) the need of the visitors by providing organized parking, safe access, basic visitor facilities, restored natural resources and maintenance services; (2) the need of important and sensitive wildlife and plant species through the establishment of protective measures and long-term management, and setting aside special habitat areas as natural preserves and (3) the concerns of individuals that are being adversely affected either directly or indirectly by current unmanaged use of the North Coast Beaches. The plan represents a thoughtful analysis of all these considerations.

With exception of certain proposed improvements on County-owned or maintained property at Scott Creek Beach and Greyhound Rock, no improvements proposed in this plan can be made until necessary approvals and easements or fee titles to property on which the development/use will occur have been secured.

Following are the improvements proposed for each of the Beaches. Refer to Map 2 through 11 for tentative location of improvements proposed in this plan. Since this plan is intended to give general guidance, the specific locations of proposed improvements are assumed to have a flexibility of 100 feet from where they are shown. The only major exception to this is the location of restroom facilities. The plan currently assumes the use of the Southern Pacific Railroad's right-a-way as a maintenance access route to service the beaches between Yellowbank and Davenport. Furthermore, the number of parking spaces indicate in the plan are also assumed to be flexible depending on the physical constrains of each site. Actual sizes of the lots will be determined when construction drawings are prepared.

### GREYHOUND ROCK

- o Institute paid fees for the existing parking lot via an iron ranger or other mechanized collection system.
- o Within County Planning Regulations, permit overnight use of this facility by self-contained recreational vehicles. Institute fees for such an activity.
- o Provide a bus stop at this location.
- o Provide interpretive, informational and/or regulatory signage.
- o Provide emergency telephone at trailhead to beach.
- o Provide recycle containers at various locations for trash collection.

### SCOTTS BEACH

- o Expand the existing roadside shoulder at the north end of the beach to accommodate parking for 18 vehicles and a bus stop. Institute fees for the parking at this area via an iron ranger or other mechanized collection system. (This action will require additional environmental review.)
- o Provide a bus stop at proposed parking area at the north end of the beach.

- o Provide a semi-portable bridge to allow beach access across Scotts Creek from northern parking area. This semi-portable bridge would prevent beach goers from the north parking area from artificially breaching the lagoon.
- o Provide restroom facilities at the north trailhead adjacent to the shoulder parking area. (This action will require additional environmental review)
- o Restoration of the existing dune areas with consideration for use by hang-gliders.
- o Cooperate with other agencies an/or the property owner in the protection and enhancement of the wetland preserve, with the understanding that additional habitat studies should be conducted before implementing any modifications to the marsh area on the inland side of Highway 1.
- o Provide interpretive, informational, warning an/or regulatory signage.
- o Provide emergency telephone at restroom.
- o Provide recycle containers at various locations for trash collection.

#### DAVENPORT LANDING

- o Provide an 8-foot wide paved tail from road to beach with a slope that does not exceed eight percent with "landing" as required by Title 24 for barrier-free-access.
- o Restructure Davenport Landing roadway for paid parking on northbound (in-land) side only, along the bluff area, from residences to Highway 1 at Swanton Road. Limit traffic to one-way (north bound) within parking area and install no parking signs on coastal side of road by bluff area. Install an iron ranger or other mechanized equipment for collection of parking fees. Install a railing along creek outfall and downhill side of trail.
- o Restructure hillside at the north end of Davenport Road and Highway 1 to insure adequate sight distance for cars exiting the parking area. Provide "No-Turning" signs in both directions of travel on Highway 1.
- o Consider permit parking in front of existing residences.
- o Provide restroom facilities along trail and screen from nearby residences.
- o Provide interpretive, informational, warning, and/or regulatory signage.
- o Provide emergency telephone at restroom location.
- o Provide recycle containers at various locations for trash collection.

#### DAVENPORT BLUFFS AND BEACH

- o Develop a paved 26-vehicle paid parking lot with a combined entrance/exit located near the center of the site and just west of Davenport's commercial area. Install an iron ranger or other mechanized equipment for collection of parking fees. Separate parking lot from the



highway with a guard rail. Plant low growing native shrubbery around the proposed lot and allow a location for the Davenport Whaling sign.

- o Develop a paved 14 vehicle non-paid parking lot, with at separate entrance and exit, west along Highway 1 by the railroad crossings. Limit parking in this lot to two hours. Plant low growing native shrubbery around the proposed lot.
- o Extend the existing 12-foot wide center turning lane that runs along Highway 1 through Davenport to provide a center turning lane for northbound traffic into the 25-vehicle parking lot. Provide 8-foot wide deceleration and acceleration lanes for southbound traffic to both lots.
- o Provide stairs with handrails where the proposed trail drops down to the main beach area and on the railroad embankments between the 14-vehicle parking lot and the cypress covered bluffs.
- o Provide restroom facilities on the ocean side of the railroad tracks adjacent to the cypress bluffs and screen the building with native plants.
- o Erect fencing along the top of the bluffs and at all unimproved trailheads leading down to the small beach area between the two main bluff areas and at the creek outfall area. Furthermore, provide necessary fencing to preserve the Rhinoceros Auklets, Pigeon Guillemonts and Black Swifts nesting areas along the bluffs.
- o Control access across the railroad tracks with necessary warning signs, devices and/or fencing as required by the Southern Pacific Railroad Company.
- o If part, or all of Davenport Pier should collapse, consideration to repair or replace the pier should be contemplated by either State or Federal Government agencies involved in the protection of wildlife habitat. Furthermore, to enhance the pier's value as a breeding area for cormorants, consideration should also be given to expand the level surface area of pier when any reconstruction activity takes place to protect his habitat area.
- o Provide a bus stop at this location.
- o Provide interpretive, informational, warnings and/or regulatory signage.
- o Provide emergency telephone at top of staircase leading to main beach/and at the restroom.
- o Provide recycle containers at various locations for trash collection.
- o Consider permit parking for the town of Davenport.

#### PANTHER BEACH

- o Provide a stairway with handrail down to the beach.
- o Provide necessary warning signs and devices at the railroad tracks.
- o Provide recycle containers at various locations for trash collection.
- o Provide grating over existing drainage cave.

#### BONNY DOON BEACH

- o Develop a paved 60-vehicle paid parking lot with a separate entrance and exit. Install an iron ranger or other mechanized equipment to collect parking fees. Separate parking area from Highway 1 with a guard rail.
- o Provide 12-foot wide center turning lanes for traffic turning into parking or on to Bonny Doon Road. Provide 8-foot wide deceleration and acceleration lanes for southbound traffic to enter and exit the parking lot.
- o Provide a bus stop at south end of the parking lot.
- o Provide three stairways with handrails along the existing parking area to help people traverse the railroad embankment; and additional stairway and trail improvements on ocean side of bluff.
- o Control access across the railroad tracks with fencing and provide necessary warning signs, devices, and/or fencing as required by the Southern Pacific Railroad Company.
- o Provide restroom facilities at top of embankment/bluff on ocean side of railroad tracks or at the parking area.
- o Restoration of existing dune area with consideration for use of path area to beach by hang-gliders.
- o Provide grating over existing drainage cave.
- o Provide interpretive, information, warning and/or regulatory signage.
- o Provide emergency telephone at restroom.
- o Provide recycle containers at various locations for trash collection.

#### YELLOWBANK

- o Develop an 80-vehicle paid parking lot with a combined entrance/exit road. Install an iron ranger or other mechanized equipment to collect parking fees. Install a perimeter guard rail around the parking lot.
- o Provide a 12-foot wide center turning lane for northbound traffic turning into the parking lot and 8-foot wide deceleration and acceleration lanes for southbound traffic.
- o Control access across the railroad tracks with necessary warning signs, devices and/or fencing as required by the Southern Pacific Railroad Company.
- o Provide restroom facilities on the ocean side of railroad tracks or at the end of the parking area.
- o Provide interpretive, information, warning and/or regulatory signage.
- o Provide emergency telephone at restroom.
- o Provide recycle containers at various locations for trash collection.

### LAGUNA CREEK BEACH

- o Future beach development of this area would be submitted to the County development process as a separate project, if future demands warrant such action.
- o Cooperate with other agencies and/or the property owner in the protection and enhancement of the wetland preserve and nesting areas of the Snowy Plover. Additional habitat studies should be conducted before implementing any modifications to the marsh area on the ocean side of Highway 1.

All the highway improvements suggested above are subject to the discretion of the California Department of Transportation which will ultimately determine what highway improvements are needed and how they will be designed. Since there are no written policies regarding when turning lanes, widened shoulders and deceleration lanes are required, each situation will be appraised independently. The four most important criteria used in determining the need for improvements include: (1) sight distance; (2) volume of traffic; (3) the expected number of turns per hour and (4) the speed of the roadway. This plan assumes the worst case; that all the above proposals will be required.



## PLAN POLICIES

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The Unified Plan for the North Coast Beaches attempts to implement the following policies:

### 1.00 PRESERVATION MEASURES FOR THE NORTH COAST BEACHES

- 1.01 Maintain the existing rural scenic character on the North Coast between Laguna Creek to Greyhound Rock beaches.
- 1.02 Preserve the environmental quality of the natural and cultural resources between Laguna Creek to Greyhound Rock beaches.
- 1.03 The County shall cooperate with other agencies and/or the property owner(s) in the establishment, protection and enhancement of the wetlands preserves at Scotts Creek and Laguna Creek beaches.
- 1.04 The County shall cooperate with other agencies and/or the property owner(s) in protecting the habitat areas of all state and federally listed rare and endangered wildlife species by posting signs restricting access and if necessary, the erection of fencing to reinforce the closure(s). This shall include all of the bluffs tops to protect various bird species of special concerns and beach areas used for nesting by the Snowy Plover. Use should also be discouraged below the steep northernmost cliffs at Scott Creek Beach to protect the nesting area of the Rhinoceros Auklet.
- 1.05 The County shall cooperate with other agencies and/or the property owner(s) in the protection of plant species listed as rare with the California Plant Society and observed, or predicted to occur within the project areas.
- 1.06 For the enhancement of native plant habitat, the County shall cooperate with other agencies and/or the property owner(s) in the reduction and/or removal of invasive exotic plant species. Of particular concerns is the control of hottentot fig/ice plant (*Carpobrotus* sp.), as well as acacia (*Acacia* sp). broom (*Cytisus* sp.) pampus grass (*Cortaderia selloana*) and german ivy (*Senecia mikanoides*). An on-going maintenance program should be established to control the spread of these exotic plants.
- 1.07 The coastal scrub vegetation within disturbed areas at Bonny Doon Beach should be re-established. Access through these areas should be restricted or otherwise discouraged.
- 1.08 Coastal dune vegetation should be re-established where it has been disturbed at Bonny Doon and Scott Creek Beaches. The benefits of such restoration are improved plant and animal habitat; reduced highway maintenance due to stabilization of the sand; enhancement of a scenic resource and reduced coastal erosion. This effort should include the full or partial removal of the concrete slab at Scott Creek Beach, and rehabilitation of the gullies and old access road near the slab.
- 1.09 Coastal access to the beaches from the parking areas shall be directed and controlled to minimize vegetation and soil erosion degradation. Structural means that are harmonious and appropriate to the natural and rural environment shall be installed to prevent further erosion of the coastal bluffs.

- 1.10 Geologic hazards should be posted. Measures should be taken to discourage people from walking near the edges of the bluffs, and particularly over the arch at Yellowbank Beach.
- 1.11 To avoid disturbing important cultural resources, an on-site investigation should be made prior to the excavation or filling of any existing material for the construction or installation of facilities or other site improvements. Should any cultural resources be discovered, the find should be promptly reported to appropriate County personnel who will determine the validity and significance of the discovery and recommend appropriate protection or stabilization action.

## 2.00 RECREATIONAL USES OF THE NORTH COAST BEACHES

- 2.01 The County shall be the lead agency in obtaining agreements with all potentially affected landowners to lease or acquire land for the implementation of proposed improvements, providing access to the beaches and providing recreational opportunities at these sites.
- 2.02 The level of use and recreational opportunities shall be consistent with existing use, unless that use is in conflict with natural resource and habitat protection policies. Carrying capacities for each beach should reflect a standard of 1000 square feet of beach per single user.
- 2.03 The County shall be the lead agency in promoting a clean, enjoyable and well-managed recreational environment between Laguna Creek Beach to Greyhound Rock.
- 2.04 Provide appropriate interpretive information on the beach sites to expand the recreational experience.
- 2.05 Coastal access trails shall be made as safe as possible. Structural stairs and railings that are of appropriated materials and construction shall be installed where needed.
- 2.06 Parking areas should be established off Highway 1 where feasible.
- 2.07 Alternative transportation methods besides the automobile should be encouraged.

## 3.00 MANAGEMENT OF THE NORTH COAST BEACHES

- 3.01 The County of Santa Cruz shall be the lead agency in managing the beaches between Laguna Creek to Greyhound after obtaining the necessary easements, leases and/or titles to the land.
- 3.02 After obtaining the rights to the beaches and installation of the improvements, the County shall provide, or contract for the removal of trash, cleaning of sanitary facilities, repairing of improvements, collecting parking fees, supervising public safety and interfacing with landowners and tenants affected by the project.

## IMPLEMENTATION

### OPERATIONAL ELEMENT

Currently there is no management presence at six of the North Coast beaches. The two exceptions are Greyhound Rock and Scotts Creek. There is no one to collect garbage, provide general information, warn visitors of hazards, help save lives or assist the injured, enforce laws or maintain order at the six non-County Beaches. Natural resource degradation continues to worsen at all of the sites.

These conditions will be changed with adequate County staff assigned to the management of these beaches. Services performed by personnel will include collecting parking fees, picking up refuse, maintaining facilities, repairing facilities and equipment, providing office field support, supervising public safety and interfacing with various landowners and tenants. Natural resource management will also be an on-going function of the staff.

Funding for the operation of the North Coast Beaches will come from parking fees collected at the beaches and/or monies appropriated by the County Board of Supervisors. In either case, the County Board of Supervisors will set the staffing requirements and associated fees during their annual budget hearing.

The Board of Supervisors will also set policies regulating the uses of the North Coast Beaches contained in this plan after the appropriate easements and/or land titles have been obtained.

### RISK ANALYSIS

With the extensive presence and severity of hazardous conditions, the North Coast Beaches are ripe for liability suits. Yet it would be difficult to ascertain where ultimate responsibility lies in the event of litigation brought about by an injury or death in the water, on a beach, along the shore or trail, or at a parking area. Presently, private property owners at these sites are somewhat exposed to potential litigation. Any effort to reduce or eliminate these hazards through development and/or management implies some level of responsibility. Therefore, by implementing this plan, the County of Santa Cruz is accepting such responsibility.

### FUNDING OF IMPROVEMENTS

The following probable cost estimates for developing the North Coast Beaches based on 1990 dollars and reflecting in-place costs at union wages, is approximately \$1,925,000, including contingency costs of approximately 15 percent and design and engineering costs of about 10 percent. With easement/in fee costs, which are unknown at this time, the overall development cost will likely be just over two million dollars.

This estimate represents a worse case scenario in that it assumes that all highway improvements will be required by the California Department of Transportation and that no free or cheap labor would be available. Considerable cost savings would be achieved with the elimination or reduction in length of any of the highway improvements proposed in plan.

Well over \$100,000 could be saved if organizations like the California Conservation Corps, California Youth Authority and the Santa Cruz County Community Action Board were involved in construction of access structures and natural resource restoration.

Furthermore, the estimate includes the relocation of existing electrical poles at Yellowbank Beach parking lot. Pacific, Gas and Electric company is currently evaluating this proposal and determining whether or not they will assume the costs of moving them. The project costs can be reduced another \$40,000 if they do.

Several different avenues for funding the improvements at the North Coast Beaches have been explored. The two most likely sources are Bond Act funds administered by the California Department of Parks and Recreation and the California Coastal Conservancy. These funds are approved by California voters during a state election. Of these two agencies, funding can be sought more readily from the California State Coastal Conservancy. Small amounts currently exist under the Coastal Access program, Enhancement Program and the improvements in this plan. In order to obtain any of these funds, the County must own or have easements to the land upon which improvements will occur.

Other possible funding sources are the State Wildlife Conservation Board and the California Department of Fish and Game. Both agencies are interested in the preservation of the two wetland areas besides rare habitat area. The wetland at Scott Creek is designated as a high acquisition priority of the Wildlife Conservation Board, but acquisition has not been successfully negotiated with the landowner. However, this land may become property of the California Polytechnic State University, another State agency through a land donation process from the landowner to the University.

The Laguna Creek wetland will be evaluated by the Department of Fish and Game for management and acquisition priority rating. Acquisition by the Wildlife Conservation Board is improbable, because it is already currently protected by zoning restrictions and remains undevelopable due to existing flood potential.

The County could use its own, but limited, funds for this project.

TABLE 4

GREYHOUND ROCK DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
Bus Stop	1	L.S.	\$5,000.	\$5,000.
<b>Parking</b>				
None				
<b>Access</b>				
Emergency Telephone	1	Each	5,000.	5,000.
<b>Sanitation</b>				
Trash Cans (Chained to posts set in concrete)	5	Set	250.	1,250.
<b>Signs</b>				
Highway	1	Each	500.	500.
Off Highway	6	Each	300.	<u>1,800.</u>
<b>Subtotal</b>				\$13,550.
15% Contingency and 10% for Design Engineering				<u>N/A</u>
<b>TOTAL</b>				\$13,550.



TABLE 5

## SCOTT CREEK BEACH DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
Bus Stop	1	L.S.	\$5,000.	\$5,000.
<b>Parking North End</b>				
Imported Fill, Fine Grading, Compacting		L.S.		25,000.
Revegetation w/Jute Mesh		L.S.		7,500.
12' Wide Paved Shoulder Parking	500	L.F.	60.	30,000.
Dispensing and Repository Boxes	1	Each	300.	300.
Guard Rail	500	L.S.	20.	10,000.
<b>Access</b>				
Concrete Stairs with Handrail				20,000.
Semi-Portable Log Bridge	Allowance	L.S.		5,000.
<b>Sanitation</b>				
Trash Cans (Chained to posts set in conc.)	2	Set	250.	500.
Vault Toilet (2-Unit) With Deck on Top	1	Each	60,000.	60,000.
Emergency Telephone	1	Each	5,000.	5,000.
<b>Signs</b>				
Highway	1	Each	500.	500.
Off Highway	13	Each	300.	3,900.
<b>Dune Restoration/Preservation</b>				
Removal of Concrete Slabs		L.S.		15,000.
Erosion control & Seeding (Pad Area and Gullies)		L.S.		10,000.
Site Preparation, Seed Collection and Application	3	Acre	1,400.	4,600.
Nylon Fencing	1,700	L.F.	2.	3,400.
Wood Bollards (800 L.F., 5'O.C.)	160	Each	12.	1,920.
Exotic Plant Removal (Annually for 5 Years)		L.S.		8,750.
Monitoring every 6 Months (photo stations)		L.S.		2,100.
Wetland Preserve-cut Channel & Levee	Allowance			<u>1,000.</u>
<b>Subtotal</b>				219,470.
15% Contingency and 10% for Design and Engineering				<u>54,868.</u>
<b>TOTAL</b>				\$274,338.

TABLE 6

## DAVENPORT LANDING BEACH DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
Bus Stop	1	L.S.	10,000.	10,000.
<b>Parking</b>				
Grading of Shoulder (Including Fill)	1	L.S.		10,000.
Paving 1/10 Overlay	250	Tons	40.	10,000.
Guard Rail	150	L.F.	20.	3,000.
Dispensing and Repository Boxes	1	Set	300.	300.
<b>Access</b>				
8' Wide, 200' Long Paved Trail (Including Fill)		L.S.		2,500.
Guard Rail	200	L.F.	20.	4,000.
<b>Sanitation</b>				
Trash Cans (Chained to Posts Set in Concrete)	2	Set	250.	500.
Vault Toilet (2-Unit)	1	Each	30,000.	30,000.
Emergency Telephone	1	Each	5,000.	5,000.
<b>Signs</b>				
Highway-(Name Sign)	1	Each	500.	500.
Off Highway	5	Each	300.	1,500.
Native Vegetative Screen	Allowance		5,000.	<u>5,000.</u>
<b>Subtotal</b>				82,300.
15% Contingency and 10% for Design & Engineering				<u>20,575.</u>
<b>TOTAL</b>				102,875.

Table 7

## DAVENPORT BLUFFS AND BEACH AREA DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
12' Wide Turning Lane, 300 L.F.	1	L.S.	\$50,000.	\$50,000.
8' Wide Shoulder, 400 L.F. (Inc. grading, striping & Traffic Control)	2	L.S.	40,000.	80,000.
Guard Rail	1,600	L.S.	20.	32,000.
Bus Stop	1	L.S.	5,000.	5,000.
<b>Parking</b>				
Dispensing & Repository Boxes	1	Set	300.	300.
Paved Parking Lot-South	1	L.S.	30,000.	30,000.
Paved Parking Lot-North	1	L.S.	15,000.	15,000.
On-site Cut and Fill	3,500	C.Y.	3.	10,500.
Landscaping (5 gal.shrubs)	50	Each	35.	1,750.
<b>Access</b>				
Concrete Stairs with Handrails	3	L.S.	8,000.	24,000.
Emergency Telephone	2	Each	5,000.	10,000.
<b>Sanitation</b>				
Trash Containers (Chained to Post in Concrete)	6	Pair	250.	1,500.
Vault Toilet (2-Unit)	1	Each	30,000.	30,000.
Beach Clean-up	Allowance			7,500.
<b>Signs</b>				
Highway	2	Each	500.	1,000.
Off-Highway	5	Each	300.	1,500.
Streets of Davenport	50	Each	50.	(see *)
<b>Vegetation Restoration and Wildlife Protection</b>				
Exotic Plant Removal	Allowance			1,500.
Site Preparation, Seed Collection and Application	Allowance			5,000.
<b>Safety</b>				
Concrete Rail Fencing (2 rail, 3' high)	3,250	L.F.	20.	<u>65,000.**</u>
<b>Subtotal</b>				371,550.
15% Contingency and 10% for Design and Engineering				<u>92,888.</u>
<b>TOTAL</b>				<b>\$464,438.</b>

\* The number and cost of these signs requires additional study.

TABLE 8

PANTHER BEACH DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
None				
<b>Parking</b>				
None				
<b>Access</b>				
Concrete 5' Wide Stairs W/Handrail		L.S.		\$50,000.
<b>Sanitation</b>				
Trash Cans	1	Set	250.	250.
<b>Signs</b>				
Highway	1	Each	500.	500.
Off Highway	6	Each	300.	<u>1,800.</u>
<b>Subtotal</b>				\$52,550.
15% Contingency and 10% for Design and Engineering				<u>13,125.</u>
<b>TOTAL</b>				\$65,225.

TABLE 9

## BONNY DOON BEACH DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements*</b>				
12' Wide Turning Lane, 600 L.F.	1	L.S.	\$100,000.	\$100,000.
8' Wide Shoulder, 400 L.F.	1	L.S.	40,000.	40,000.
Guard Rail	800	L.F.	20.	16,000.
Culvert Extension	20	L.F.	80.	1,600.
Off-site Fill and Shaping	5,000	C.Y.	6.	30,000.
On-Site Cut-and-Fill	3,000	C.Y.	3.	9,000.
Bus Stop	1	L.S.	5,000.	5,000.
<b>Parking</b>				
On-Site Cut-and-Fill	1,000	C.Y.	3.	3,000.
Paved Parking Area	800	L.F.	120.	96,000.
Dispensing & Repository Boxes	1	Set	300.	300.
<b>Access</b>				
Concrete Stairs w/Handrail (Parking Lot)	3	L.S.		30,000.
P.T. Wood Stairs w/Handrail on Concrete Piers (Beach)	3	L.S.		50,000.
<b>Sanitation</b>				
Trash Cans (Chained to Posts Set in Concrete)	4	Set	250.	1,000.
Vault Toilets (2-Unit)	1	Each	30,000.	30,000.
Emergency Phone	1	Each	5,000.	5,000.
Beach Clean-up	Allowance		15,000.	15,000.
<b>Signs</b>				
Highway	1	Each	500.	500.
Of-Highway	9	Each	300.	2,700.
<b>Dune and Coastal Scrub Restoration/Preservation</b>				
Site Preparation, Seed Collection & Jute Mesh	2	Acre	6,000.	12,000.
Check Dams, Back-Fill and seeding	Allowance			24,000.
Nylon Fencing	1,400.	L.F.	2.	<u>2,800.</u>
<b>Subtotal</b>				473,900.
15% contingency and 10% for Design and Engineering				<u>118,475.</u>
<b>TOTAL</b>				592,375.

\* This estimate assumes that CalTrans will absorb the cost of the turning lane onto Bonny Doon Road for southbound traffic.

TABLE 10

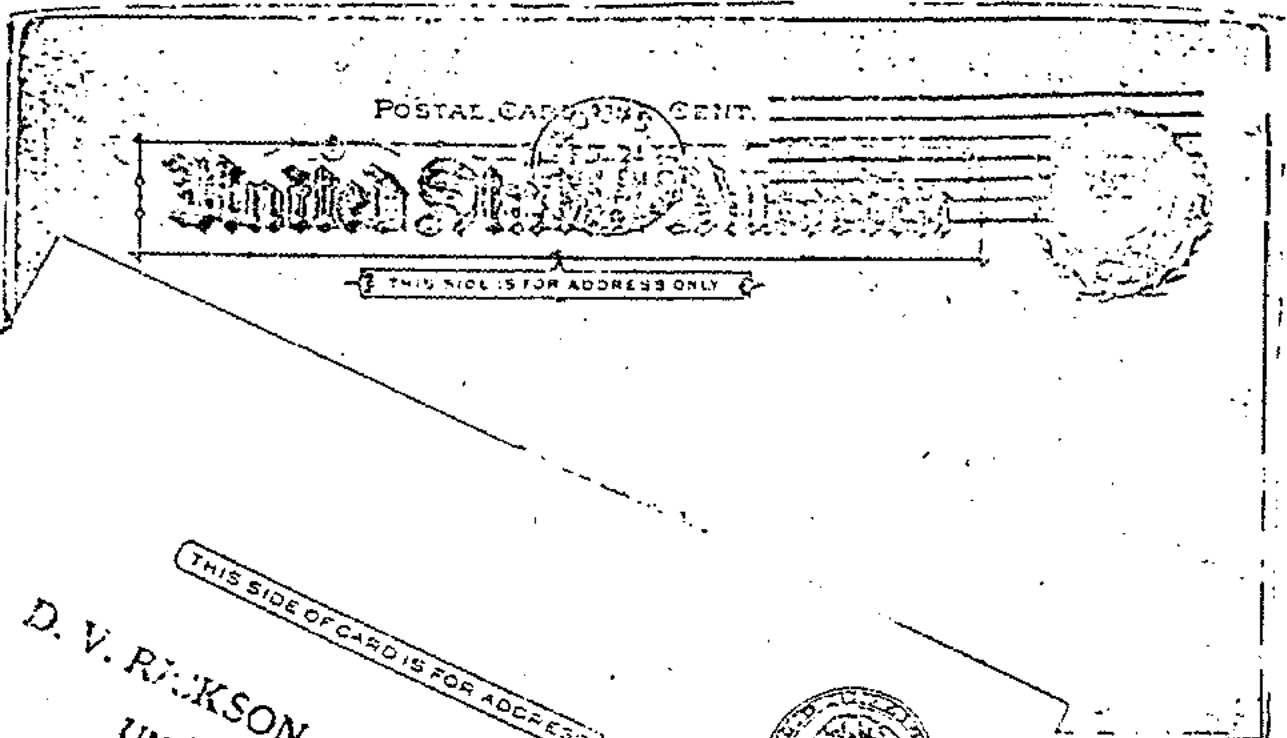
## YELLOWBANK BEACH DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
12' wide turning lane, 600 L.F.	1	L.S.	100,000.	\$100,000.
8' wide shoulder, 400 L.F. (Including grading striping and traffic control)	1	L.S.	40,000.	40,000.
Bus Stop Facilities	1	L.S.	5,000.	5,000.
<b>Parking</b>				
Grading	46,200	S.F.	.25	11,550.
Gravel	46,200	S.F.	.50	23,100.
V-Ditch	700	L.F.	15.	10,500.
Guard Rail	800	L.F.	20.	16,000.
Dispensing and Repository Boxes	1	Set	300.	300.
Reloc. of 4 Elect. Poles	Allowance			40,000.
<b>Access</b>				
Concrete Stairs with Handrail		L.S.		20,000.
<b>Sanitation</b>				
Trash Cans (chained to posts set in concrete)	2	Set	250.	500.
Vault Toilet (2-Unit)	1	Each	30,000.	30,000.
Beach Clean-up	Allowance			12,500.
Emergency Telephone	1	Each	5,000.	5,000.
<b>Signs</b>				
Highway	1	Each	500.	500.
Off-Highway	3	Each	300.	900.
Coastal Scrub Revegetation	Allowance		1,500.	<u>1,500.</u>
Subtotal				\$317,300.
15% Contingency and 10% for Design and Engineering				<u>79,325.</u>
<b>TOTAL</b>				\$396,625.

TABLE 11

LAGUNA CREEK BEACH DEVELOPMENT COSTS

Item Description	Quantity	Unit	Unit Price	Total
<b>Highway 1 Improvements</b>				
None				
<b>Parking</b>				
None				
<b>Access</b>				
None				
<b>Sanitation</b>				
Beach Clean-up	Allowance			\$10,000.
<b>Signs</b>				
None				
<b>Marsh/Snowy Plover Preservation</b>				
Temporary Restriction Signs (Per Year)	15	Each	100.	1,500.
Nylon Fencing	1,000	L.F.	2.	2,000.
Monitoring of Nesting Activity		L.S.		<u>2,300.</u>
<b>Subtotal</b>				\$15,800.
15% Contingency and 10% For Design and Engineering				<u>N/A</u>
<b>TOTAL</b>				\$15,800.



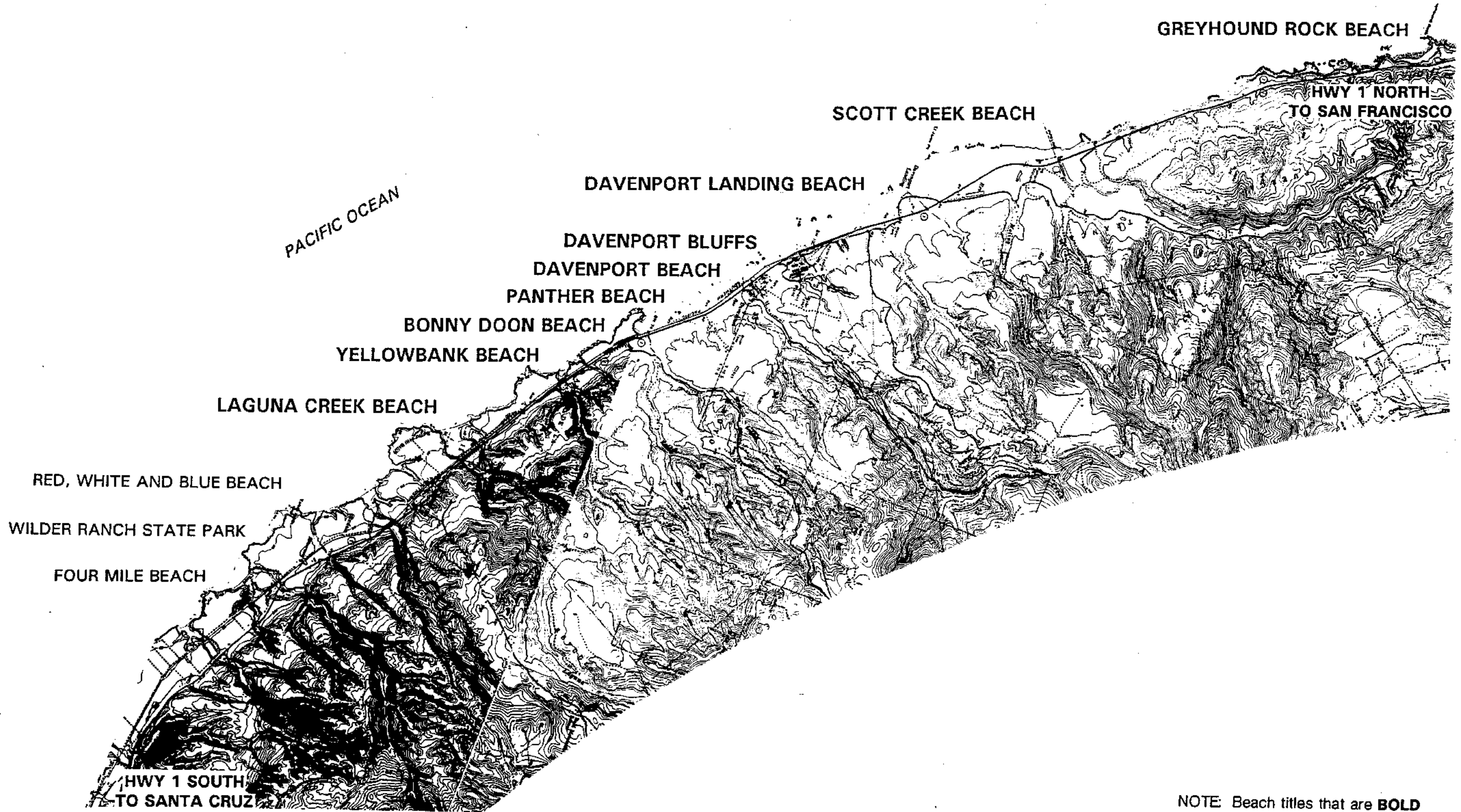
THIS SIDE OF CARD IS FOR ADDRESS

D. V. JACKSON, General Agent  
UNION PACIFIC RAILROAD COMPANY  
210 Baronne St.



MAPS, SECTIONS & FIGURES



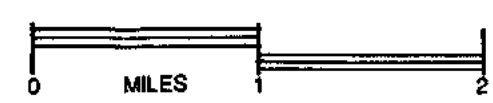


NOTE: Beach titles that are **BOLD** indicate sites addressed in this study.

# North Coast ENHANCEMENT PLAN

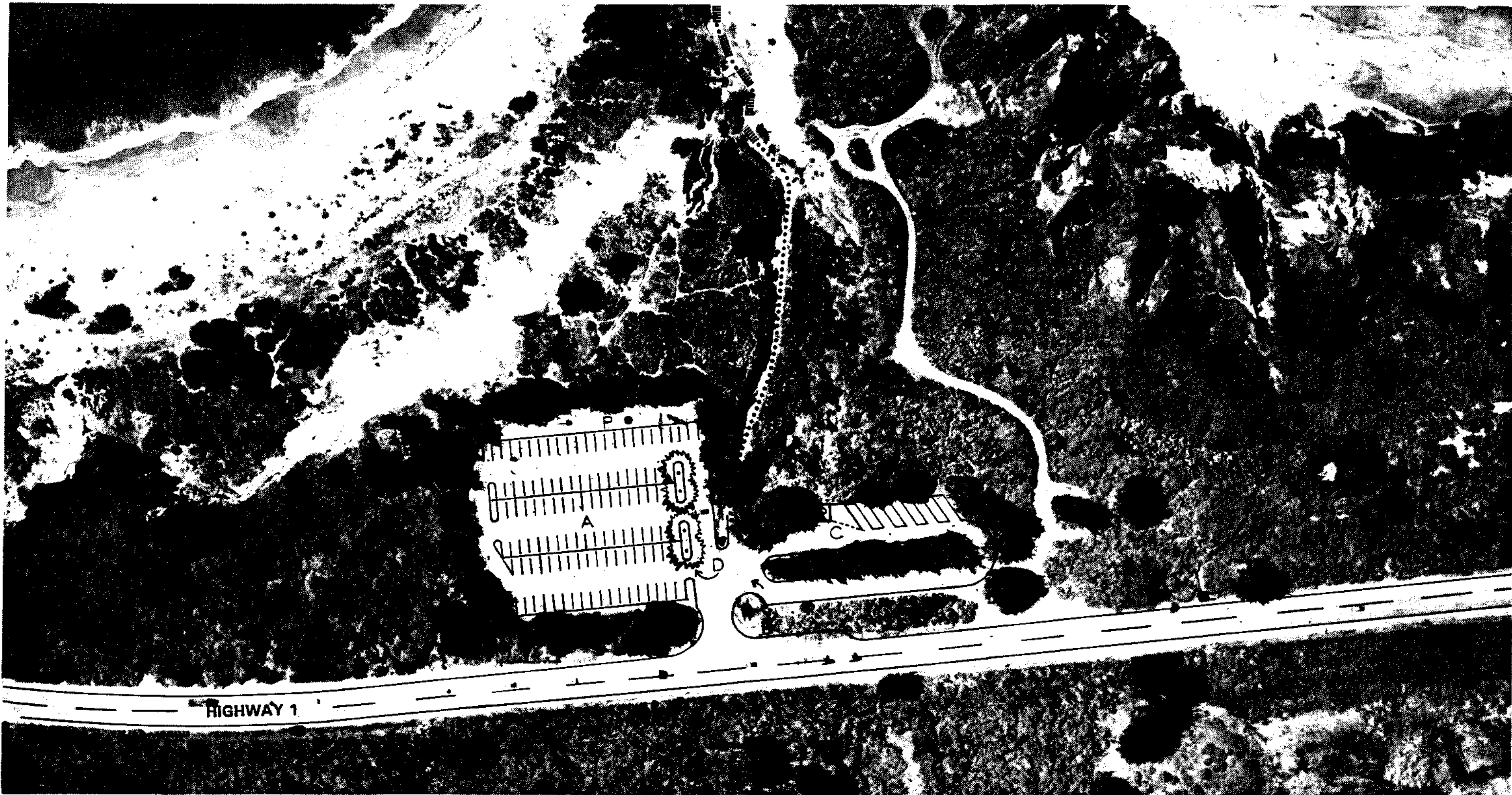
PREPARED BY  
COUNTY OF SANTA CRUZ  
PARKS, OPEN SPACES AND CULTURAL SERVICES

## VICINITY MAP MAP 1



DATE: NOVEMBER 1990





## LEGEND

A	PAID PARKING (119 SP.) (EX)	T	EMERG. TELEPHONE
B	BUS STOP	■	INFORMATIONAL SIGNAGE (EX)
C	R.V. CAMPING (5 UNITS)	▲	IRON RANGER (EX)
D	LANDCAPING	.....	PEDESTRIAN ACCESS TRAIL (EX)
●	TRASH CONTAINERS (EX)		STAIRWAY (EX)
Ⓜ	RESTROOM (EX)	P	PICNIC AREA (EX)

# North Coast ENHANCEMENT PLAN

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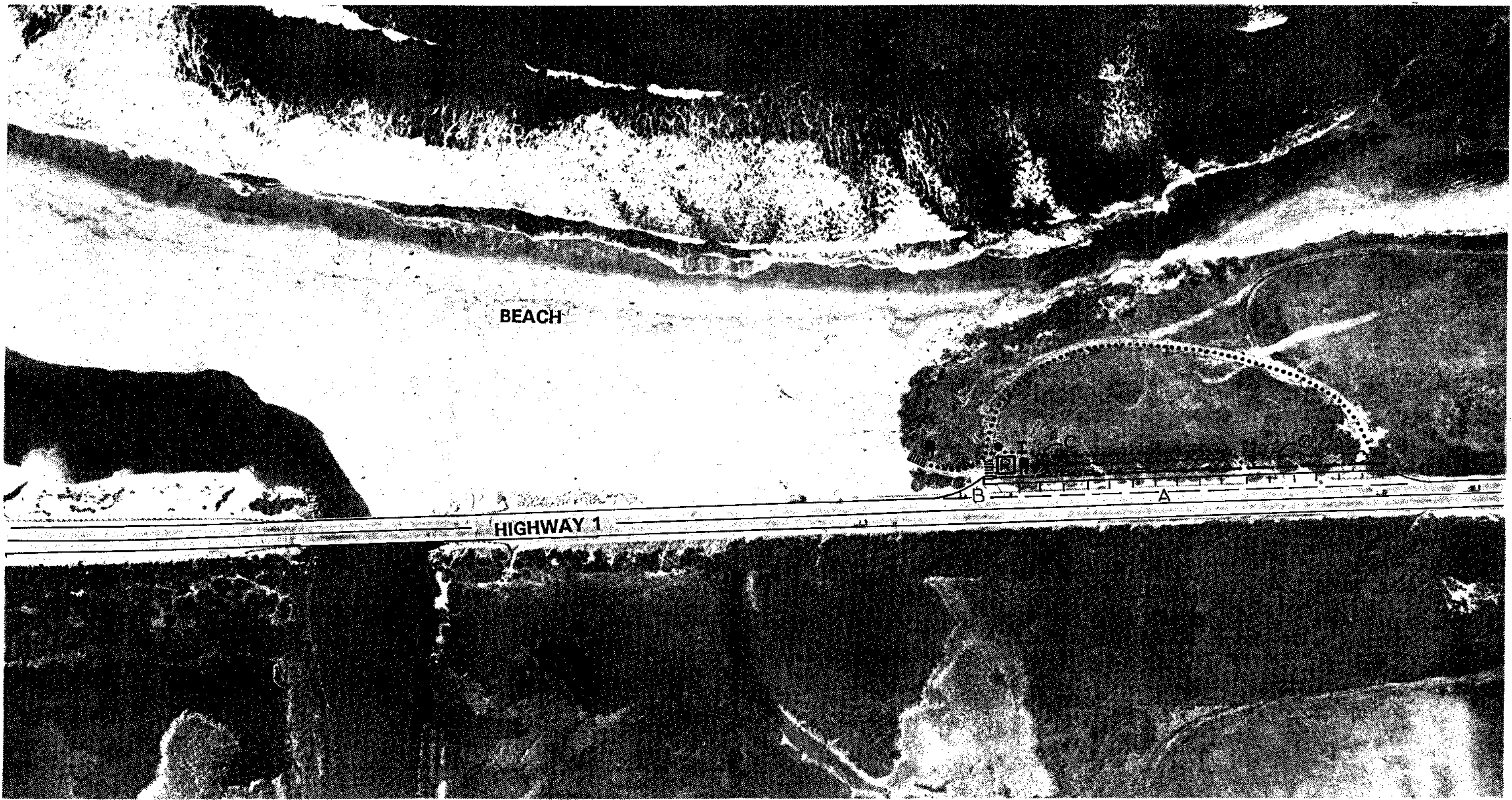
## GREYHOUND ROCK BEACH

### MAP 2

SCALE: 1" = 100'

DATE: NOVEMBER 1990





BEACH

HIGHWAY 1

**LEGEND**

- |   |                          |      |                         |
|---|--------------------------|------|-------------------------|
| A | PAID PARKING (18 SP.)    | ---  | GUARD RAIL              |
| B | BUS STOP                 | ■    | INFORMATIONAL SIGNAGE   |
| C | LANDSCAPING              | ▼    | IRON RANGER             |
| ● | TRASH CONTAINERS         | .... | PEDESTRIAN ACCESS TRAIL |
| Ⓜ | RESTROOMS / VIEWING DECK |      | STAIRWAY                |
|   |                          | T    | EMERG. TELEPHONE        |

**North Coast  
ENHANCEMENT PLAN**

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**SCOTTS CREEK BEACH**

**MAP 3A**

SCALE: 1" = 100'

DATE: NOVEMBER 1990





PROPOSED WETLAND RESERVE

### LEGEND

-  INFORMATIONAL SIGNAGE
-  DUNE RESTORATION BOUNDRY

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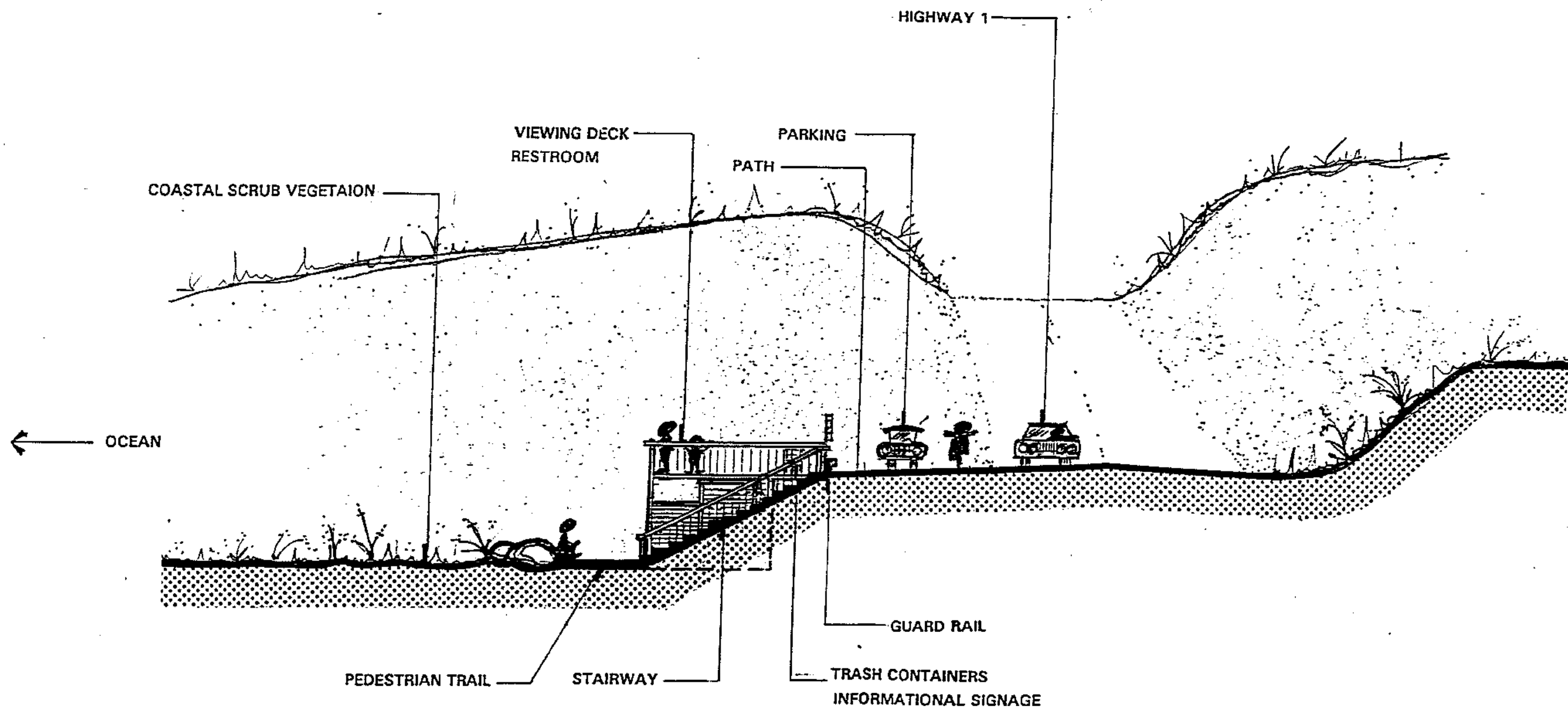
### SCOTTS CREEK BEACH

### MAP 3B

SCALE: 1" = 100'

DATE: NOVEMBER 1990



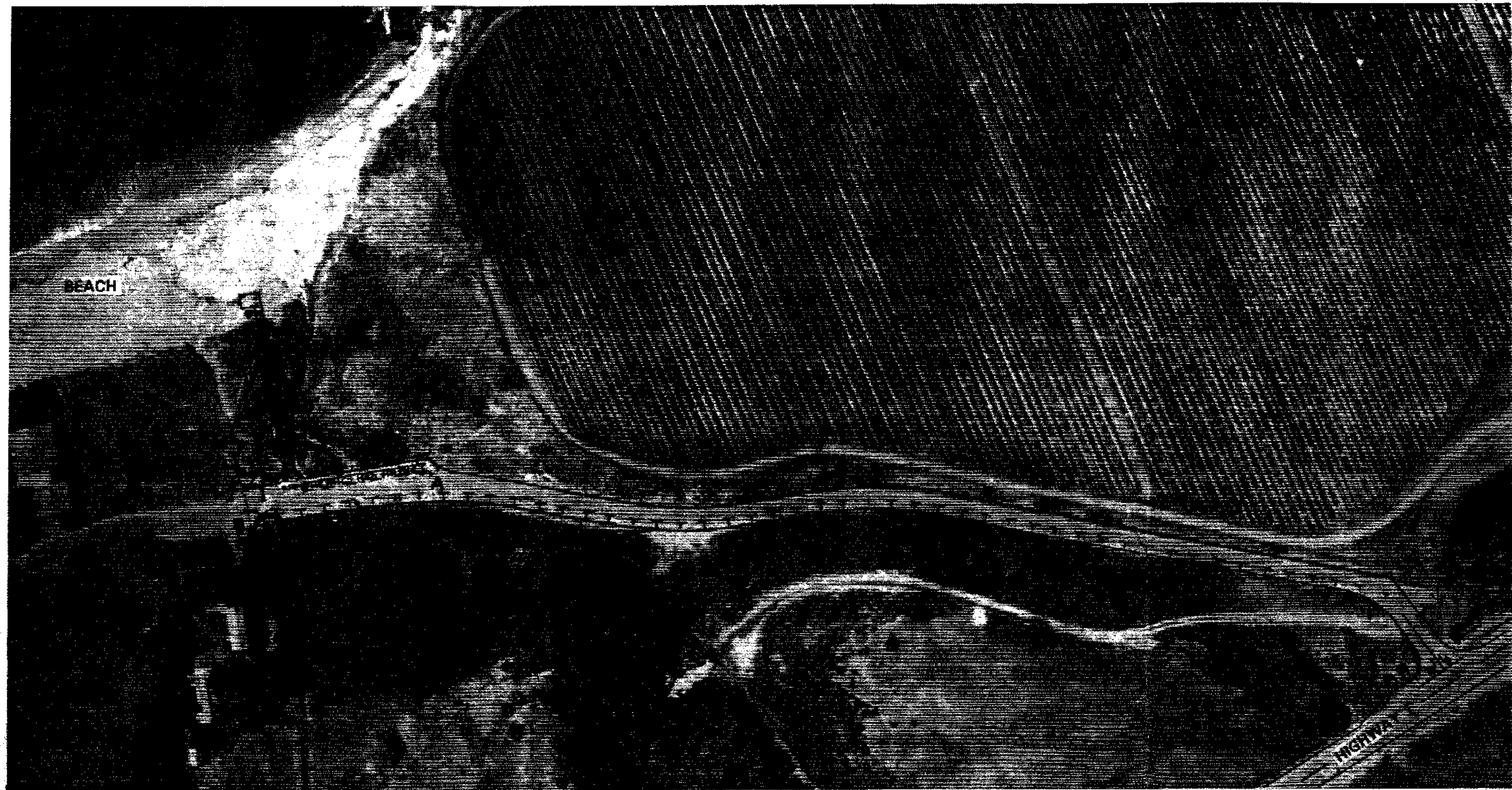


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## SCOTTS CREEK BEACH SECTION AA

DATE: DECEMBER, 1990



## LEGEND

- |   |                       |   |                         |
|---|-----------------------|---|-------------------------|
| <b>A</b>  | PAID PARKING (50 SP.) |  | INFORMATIONAL SIGNAGE   |
| <b>B</b>  | BUS STOP              |  | IRON RANGER             |
| <b>C</b>  | LANDSCAPING           |  | HANDICAPED ACCESS TRAIL |
|  | TRASH CONTAINERS      |  | GUARD RAIL              |
|  | RESTROOM              | <b>T</b>  | EMERG. TELEPHONE        |

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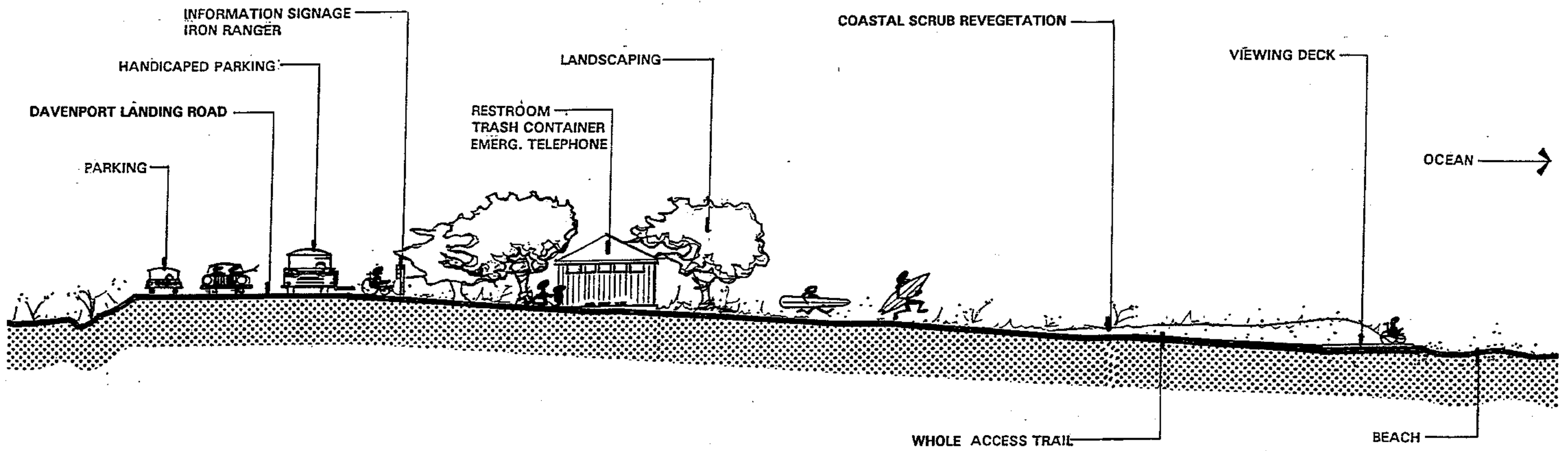
## DAVENPORT LANDING

MAP 4

SCALE: 1" = 100'

DATE: NOVEMBER 1990





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## DAVENPORT LANDING SECTION BB

DATE: DECEMBER, 1990



**LEGEND**

- |    |                        |       |                         |
|----|------------------------|-------|-------------------------|
| A1 | PAID PARKING (26 SP.)  | ■     | INFORMATIONAL SIGNAGE   |
| A2 | FREE PARKING (14 SP.)  | ▶     | IRON RANGER             |
| B  | BUS STOP               | ....  | PEDESTRIAN ACCESS TRAIL |
| C  | VEGETATIVE RESTORATION | - - - | GUARD RAIL              |
| T  | EMERG. TELEPHONE       | —     | RAIL FENCING            |
| ●  | TRASH CONTAINERS       | ▬     | STAIRWAY                |
| Ⓜ  | RESTROOMS              |       |                         |

**North Coast  
ENHANCEMENT PLAN**

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**DAVENPORT BLUFFS**

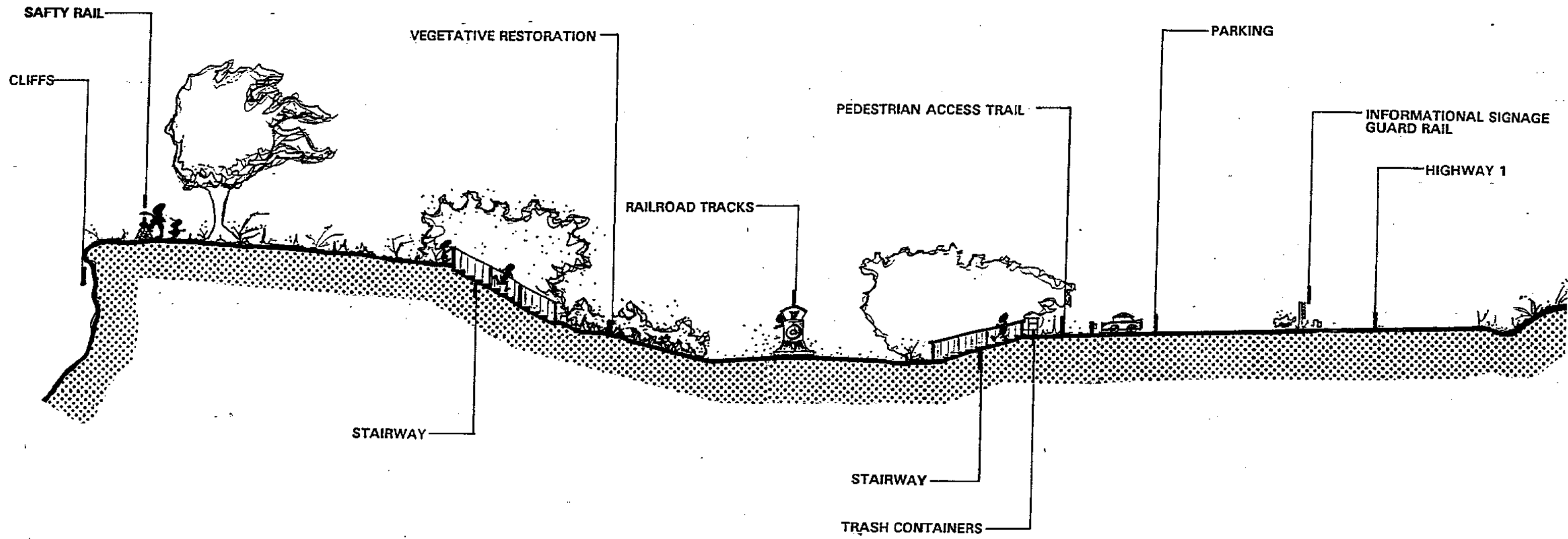
**MAP 5**

SCALE: 1" = 100'

DATE: NOVEMBER 1990





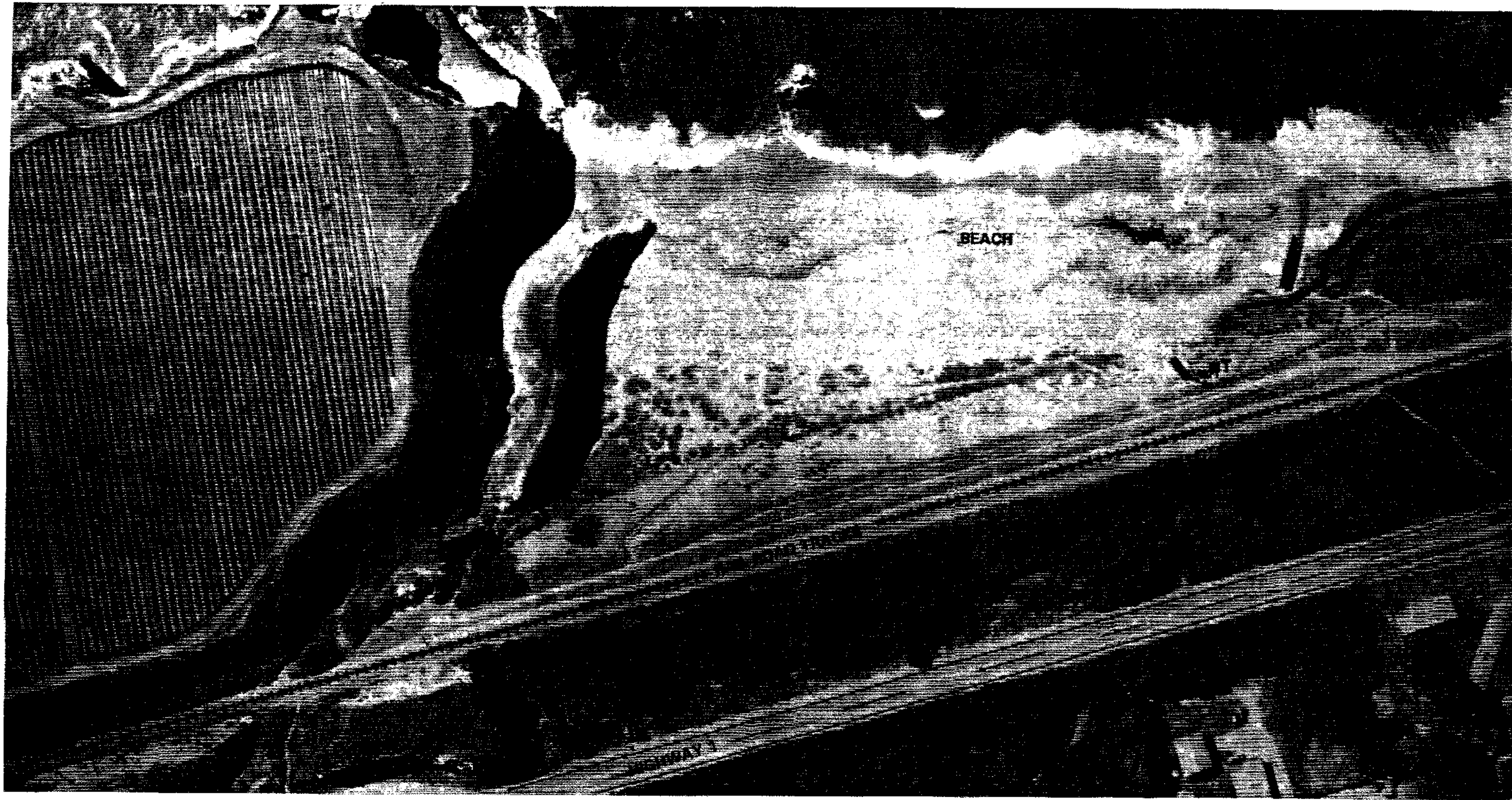


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## DAVENPORT BLUFFS SECTION CC

DATE: DECEMBER, 1990



**LEGEND**

- |   |                       |       |                         |
|---|-----------------------|-------|-------------------------|
| T | EMERG. TELEPHONE      | ..... | PEDESTRIAN ACCESS TRAIL |
| ● | TRASH CONTAINERS      | ▬▬▬▬  | STRUCTURAL STAIRWAY     |
| ■ | INFORMATIONAL SIGNAGE | ▬▬▬▬  | RAIL FENCING            |

**North Coast  
ENHANCEMENT PLAN**

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PARKS, OPEN SPACES AND CULTRAL SERVICES

**DAVENPORT BEACH**

**MAP 6**

SCALE: 1" = 100'

DATE: NOVEMBER 1990





## LEGEND

- TRASH CONTAINERS
- INFORMATIONAL SIGNAGE
- PEDESTRIAN ACCESS TRAIL
- ▬ STRUCTURAL STAIRWAY
- GATE

## North Coast ENHANCEMENT PLAN

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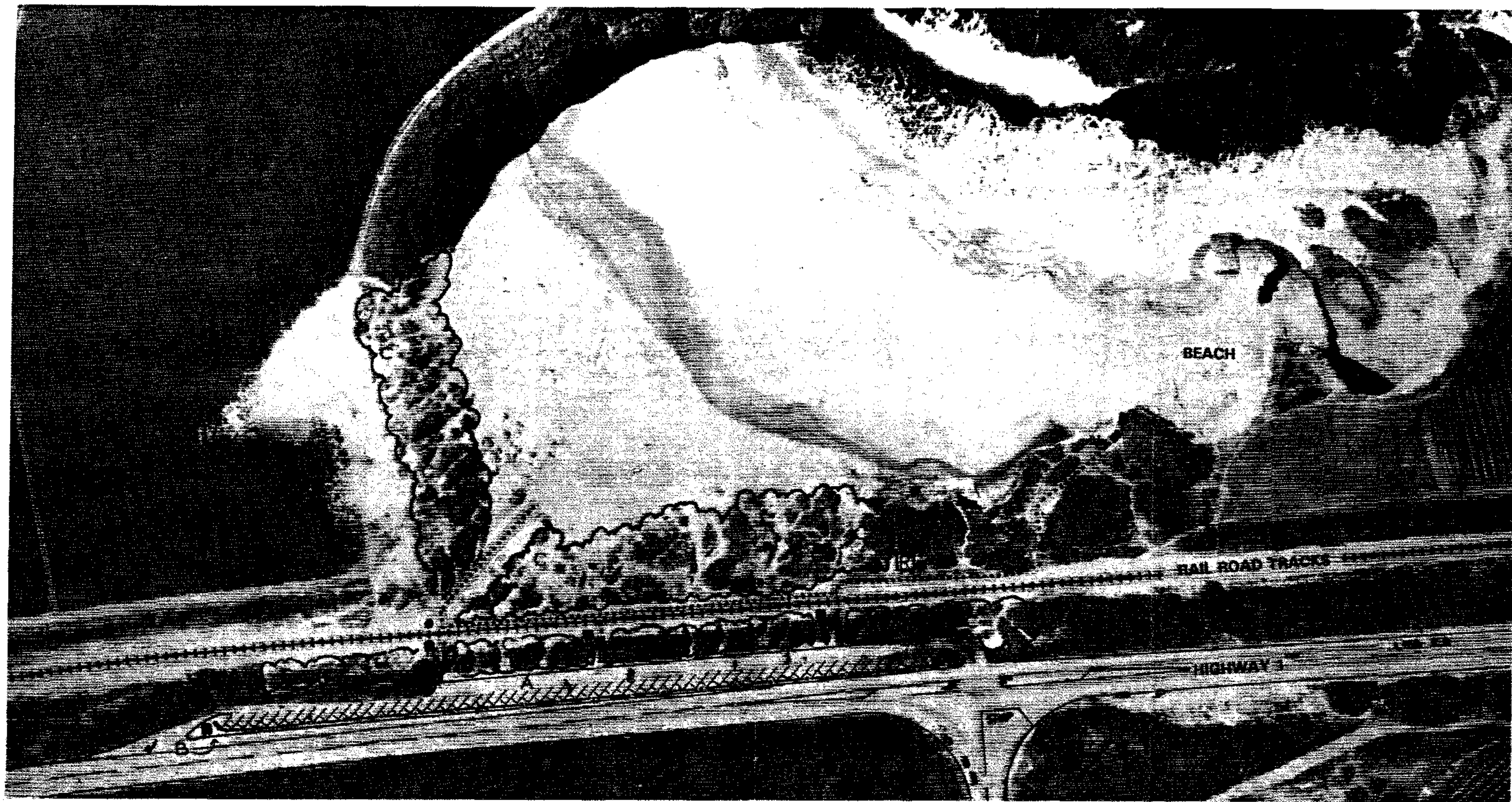
## PANTHER BEACH

MAP 7

SCALE: 1" = 100'

DATE: NOVEMBER 1990





## LEGEND

- |   |                        |       |                         |
|---|------------------------|-------|-------------------------|
| A | PAID PARKING (60 SP.)  | ☐     | INFORMATIONAL SIGNAGE   |
| B | BUS STOP               | ▶     | IRON RANGER             |
| C | VEGETATIVE RESTORATION | ..... | PEDESTRIAN ACCESS TRAIL |
| T | EMERG. TELEPHONE       | ---   | GUARD RAIL              |
| ● | TRASH CONTAINERS       | ▨     | STRUCTURAL STAIRWAY     |
| ☐ | RESTROOMS              |       |                         |

# North Coast ENHANCEMENT PLAN

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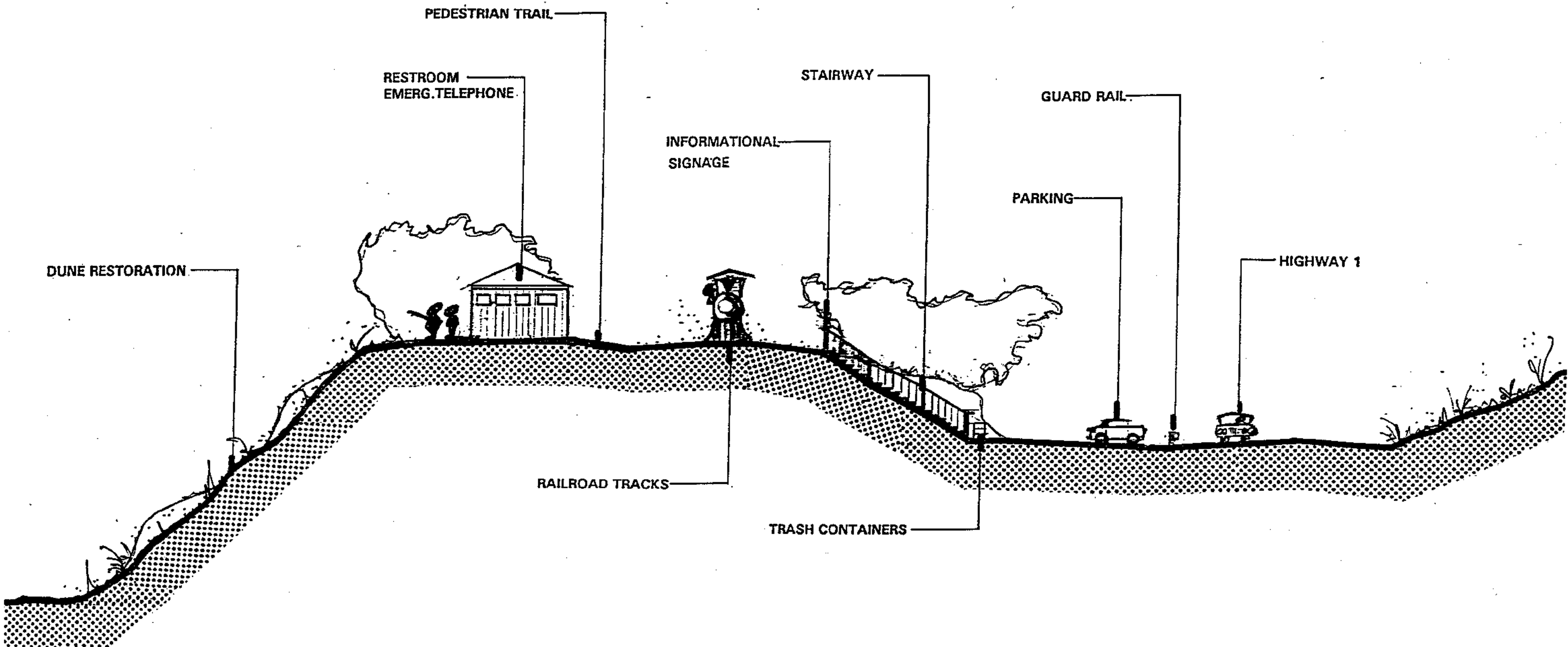
## BONNY DOON BEACH

MAP 8

SCALE: 1" = 100'

DATE: NOVEMBER 1990



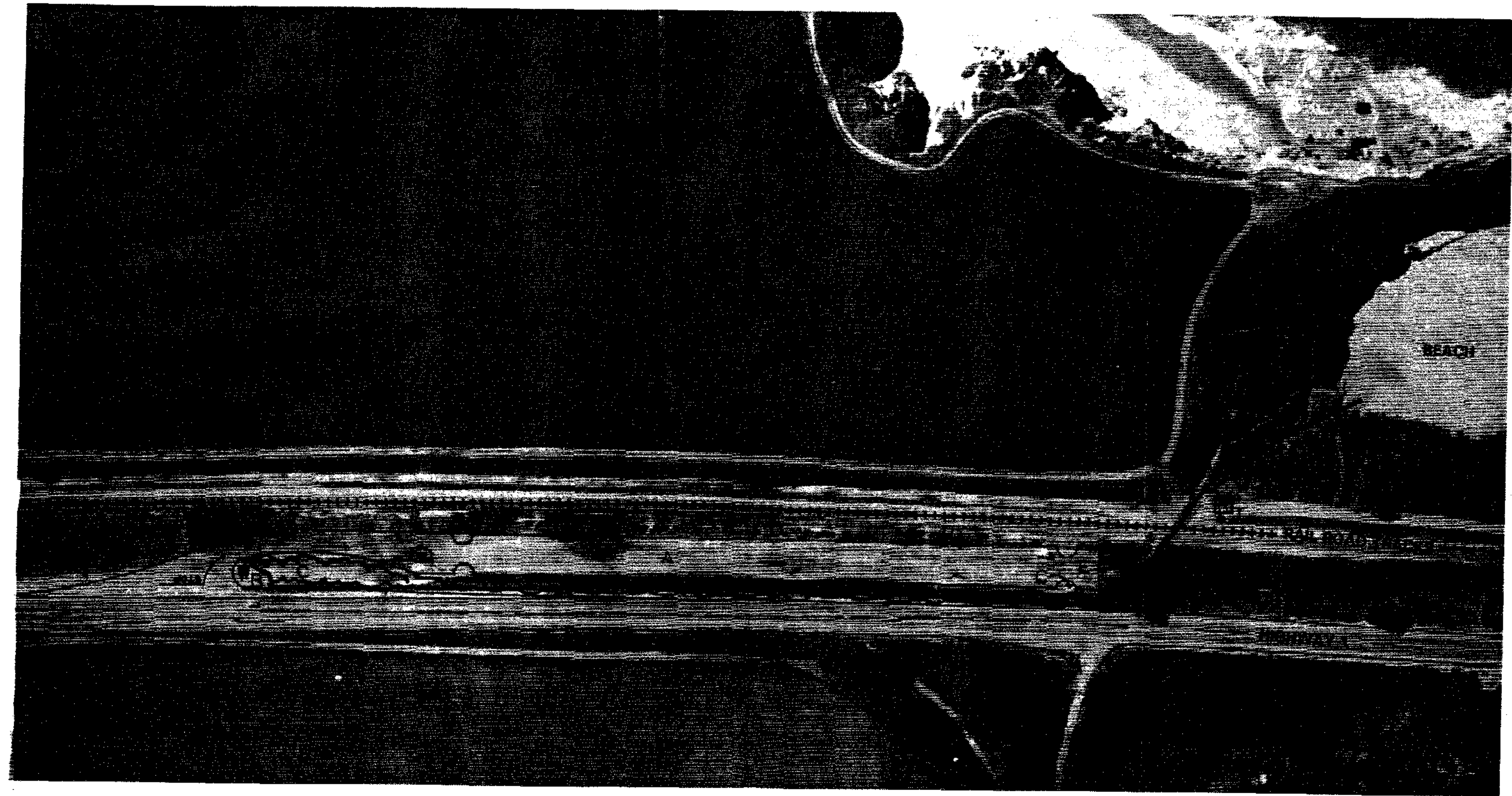


# North Coast ENHANCEMENT PLAN

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COUNTY OF SANTA CRUZ  
PARKS, OPEN SPACES AND CULTURAL SERVICES

# BONNY DOON BEACH SECTION DD

DATE: DECEMBER, 1990



**LEGEND**

- |   |                        |       |                       |
|---|------------------------|-------|-----------------------|
| A | PAID PARKING ( 80 SP.) | ●     | TRASH CONTAINERS      |
| B | BUS STOP               | Ⓜ     | RESTROOMS             |
| C | VEGETATIVE RESTORATION | Ⓜ     | INFORMATIONAL SIGNAGE |
| D | MOVE UTILITY POLES     | ▶     | IRON RANGER           |
| E | TURN AROUND ZONE       | —     | BEACH ACCESS TRAIL    |
| T | EMERG. TELEPHONE       | - - - | GUARD RAIL            |

**North Coast  
ENHANCEMENT PLAN**

PARPARED BY  
COUNTY OF SANTA CRUZ  
PARKS, OPEN SPACES AND CULTRAL SERVICES

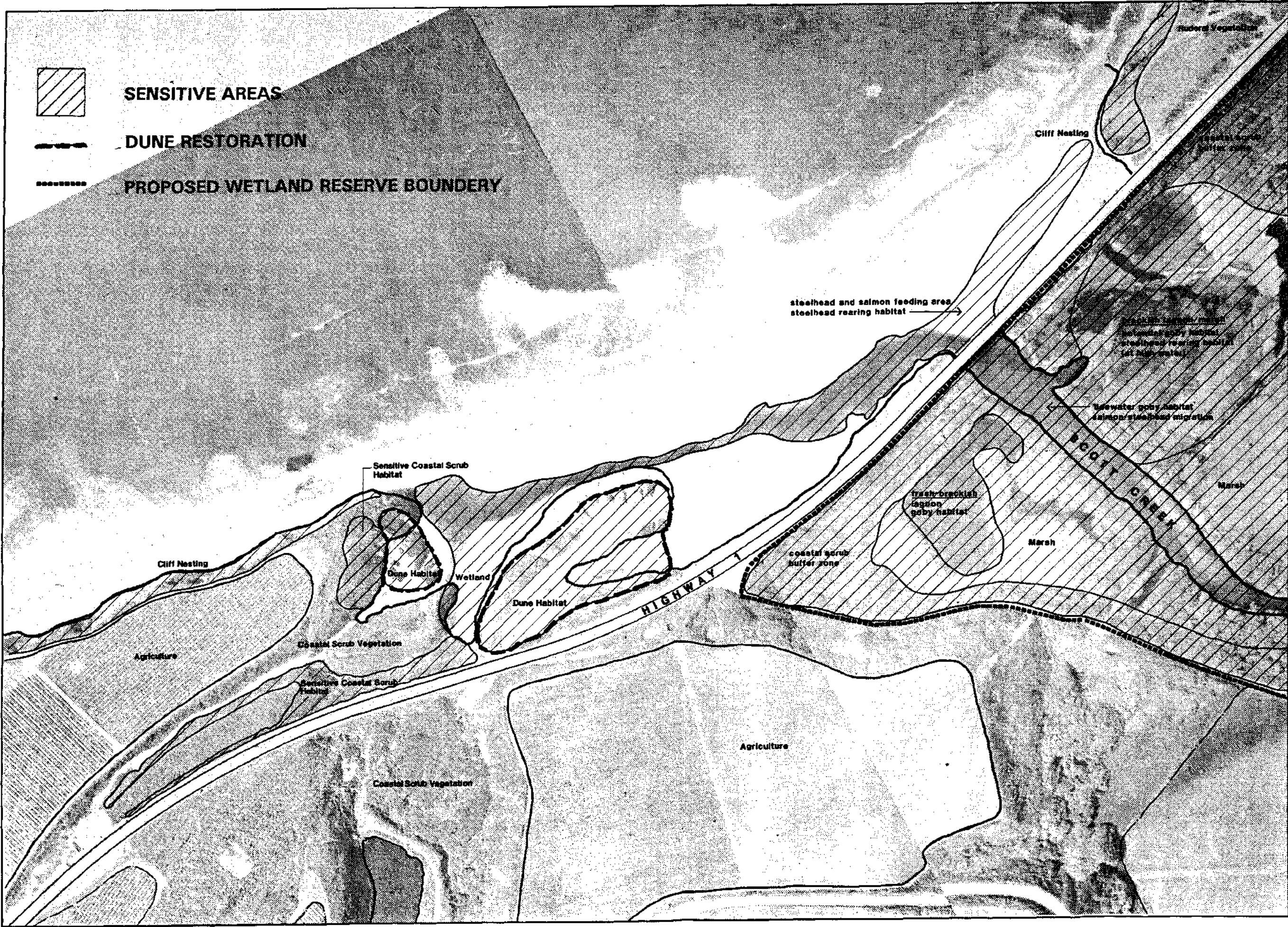
**YELLOW BANKS BEACH**

**MAP 9**



SCALE: 1" = 100'

DATE: NOVEMBER 1990



**NORTH COAST BEACHES**  
**DEVELOPMENT PLAN**  
COUNTY OF SANTA CRUZ

**MAP A SCOTT CREEK BEACH**  
**VEGETATION AND**  
**WILDLIFE**

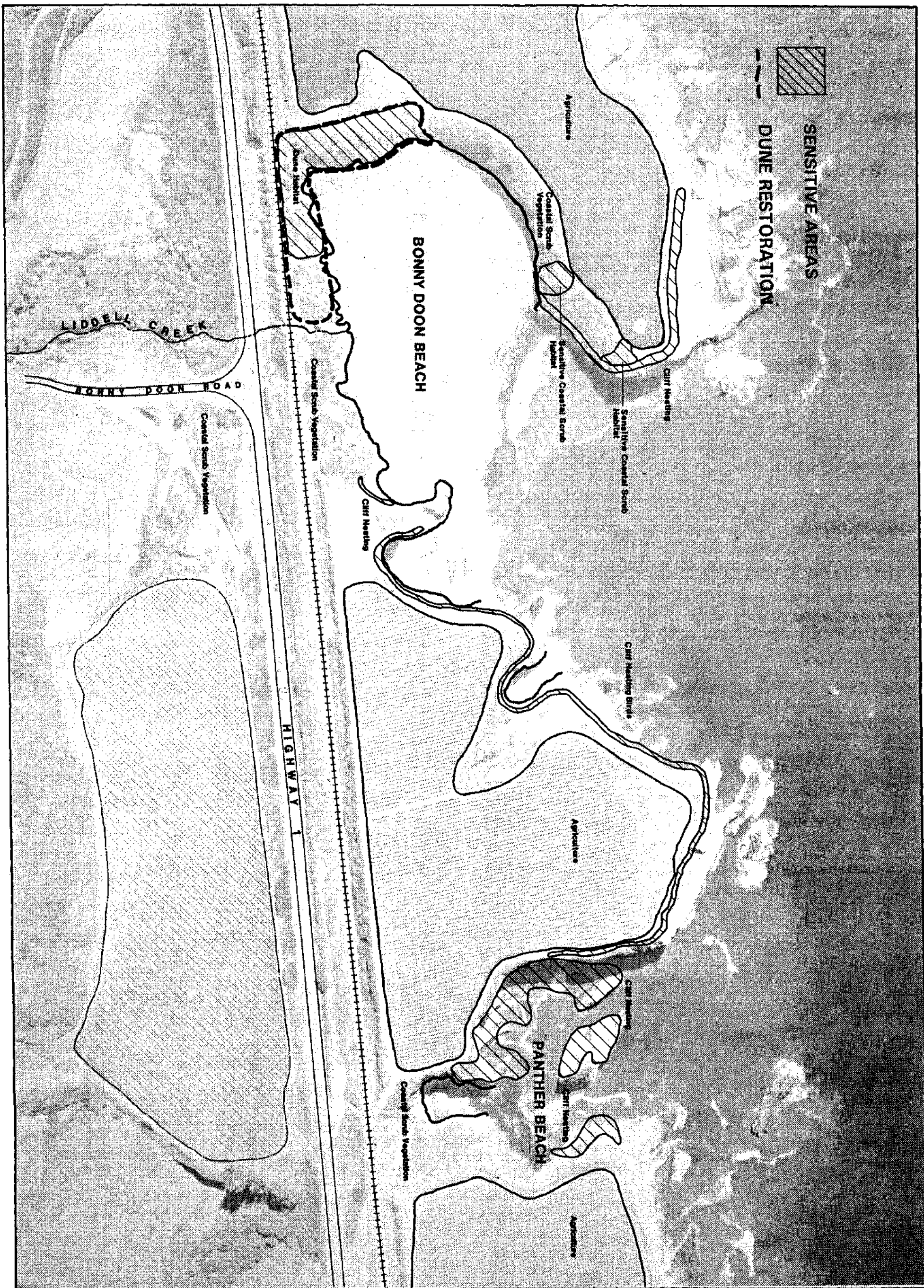
JULY, 1987

PREPARED BY EDAW INC.

NORTH

Scale: 0' 100' 250' 500' 1/2 ACRE 1 ACRE

Sensitive Habitat



JULY, 1987



NORTH

# NORTH COAST BEACHES DEVELOPMENT PLAN

COUNTY OF SANTA CRUZ

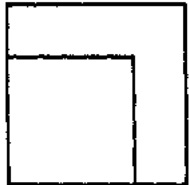
PREPARED BY ED AW INC.

## MAP B. BONNY DOON BEACH AND PANTHER BEACH VEGETATION AND WILDLIFE

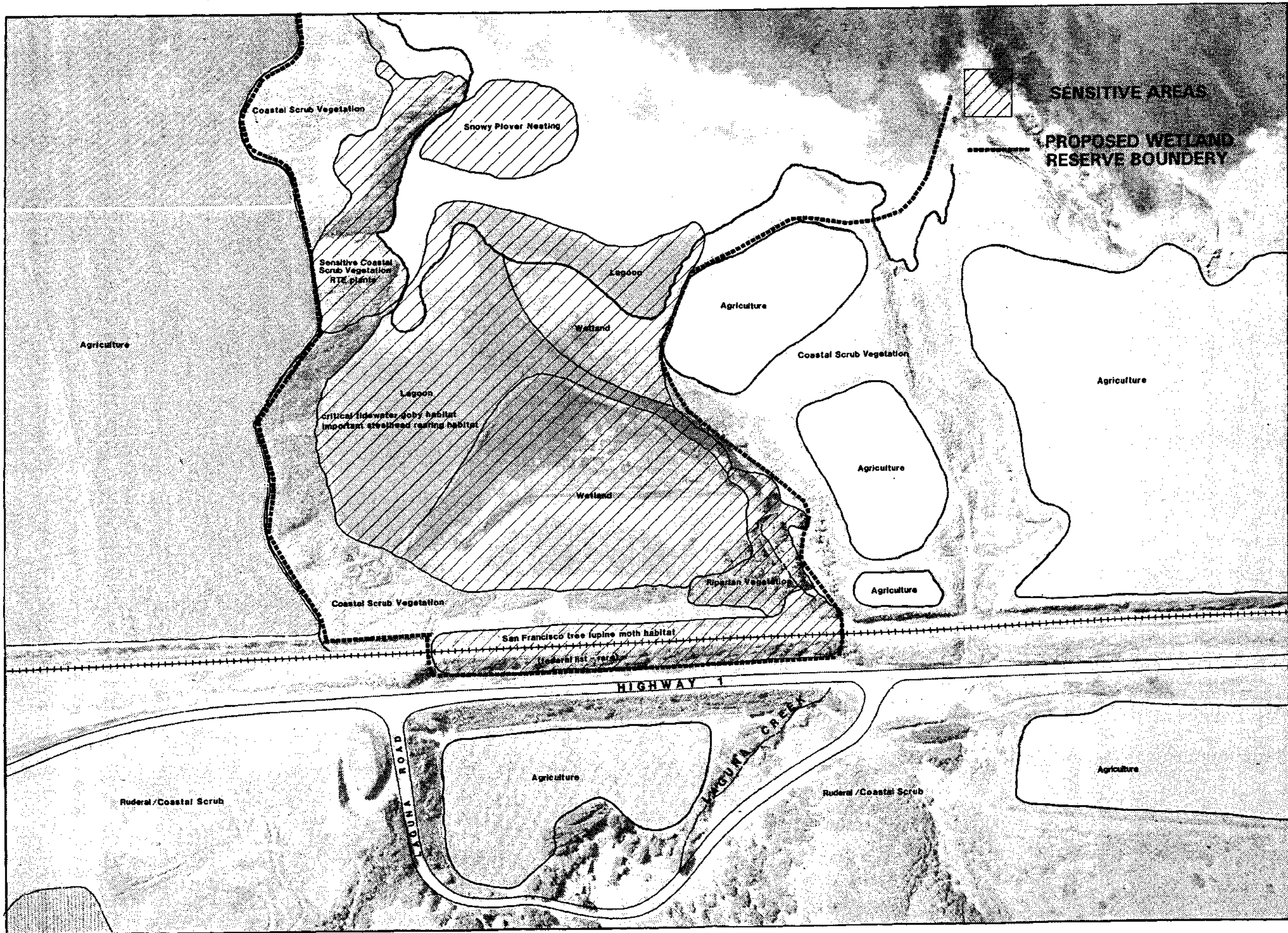
Sensitive Habitat



1/2 ACRE 1 ACRE







**JULY, 1987**

**NORTH COAST BEACHES**

**MAP C LAGUNA CREEK BEACH VEGETATION AND WILDLIFE**

**DEVELOPMENT PLAN**

**COUNTY OF SANTA CRUZ**

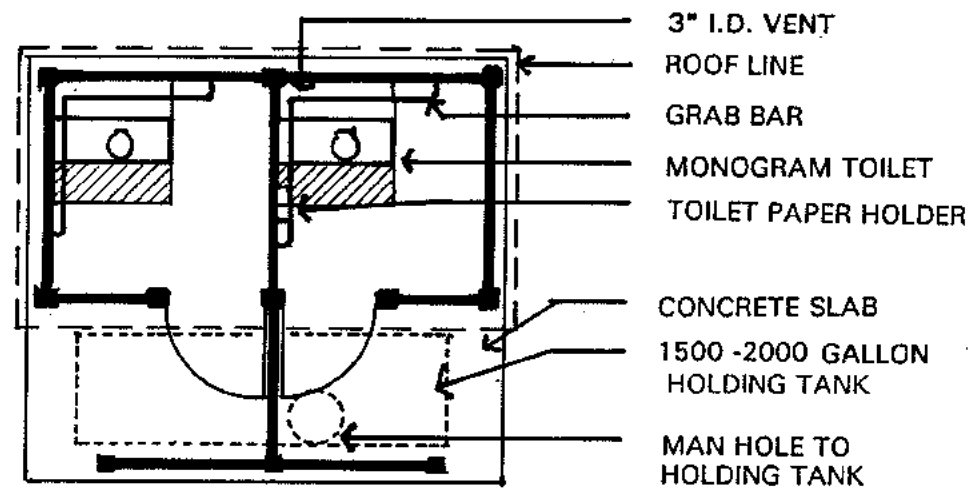
**PREPARED BY EDRAW INC.**

**NORTH**

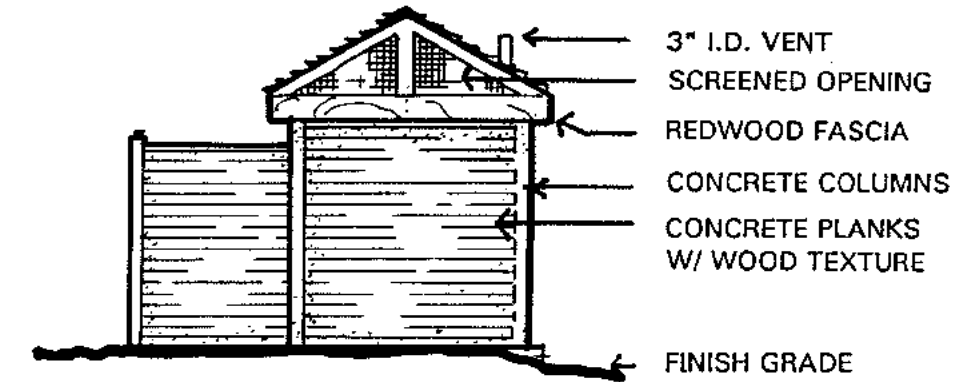
**SENSITIVE HABITAT**

**0 100 250 500**

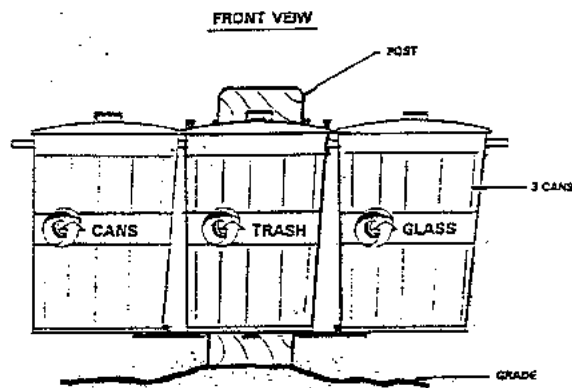
**1/2 ACRE 1 ACRE**



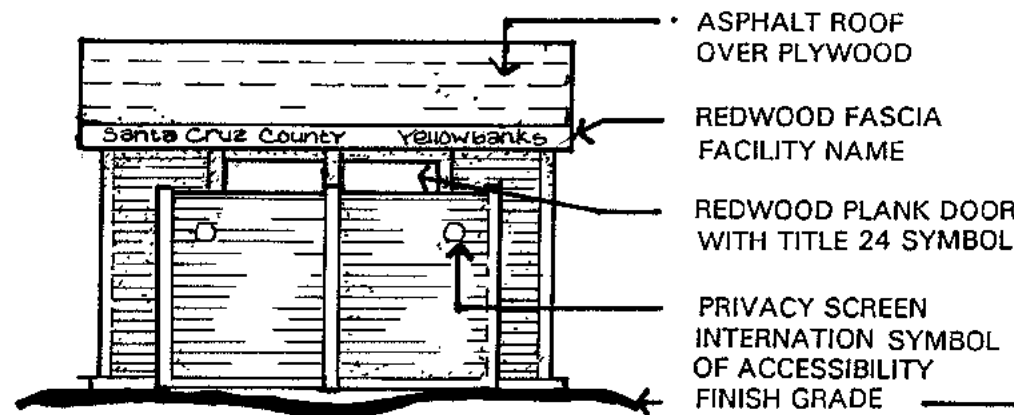
**FLOOR PLAN**



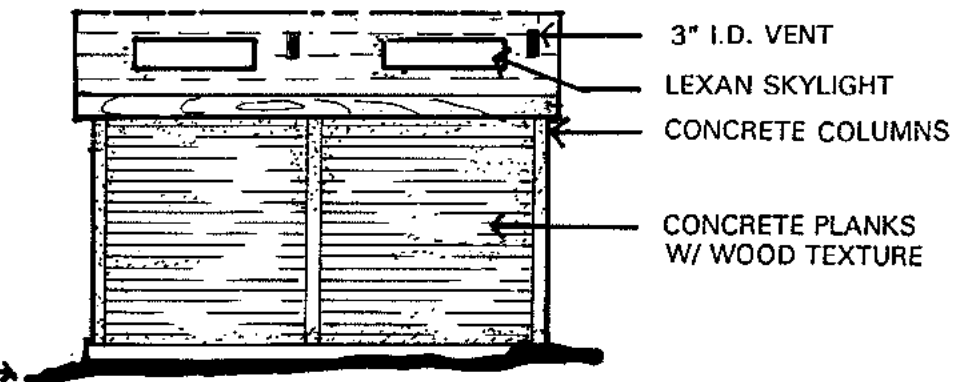
**SIDE ELEVATION**



**TRASH CONTAINER DESIGNS**



**FRONT ELEVATION**



**REAR ELEVATION**

**NOTES**

PROPOSED RESTROOM DESIGN FOR YELLOW BANK , BONNY DOON , DAVENPORT BLUFFS, AND DAVENPORT LANDING. SCOTTS CREEK FACILITY WILL BE BUILT INTO THE HILLSIDE WITH A DECK ON TOP OF IT SIMILAR TO THE PLEASURE POINT UNIT IN THE LIVE OAK AREA. GREYHOUND ROCK HAS AN EXISTING UNIT WITH A FLAT ROOF DESIGN.

**North Coast  
ENHANCEMENT PLAN**

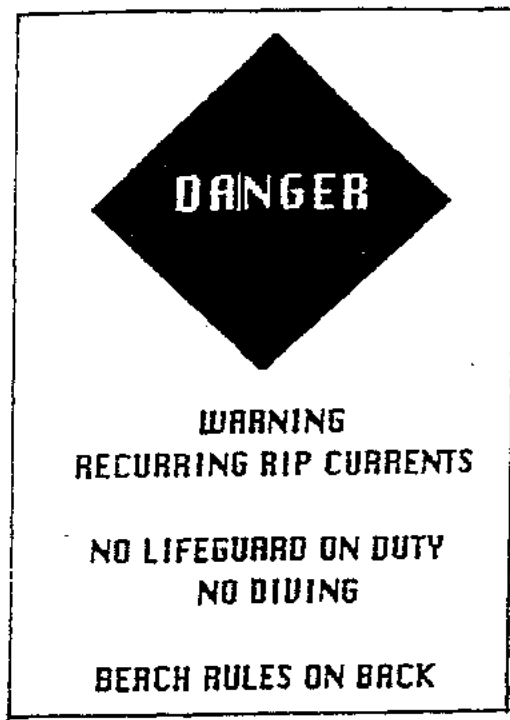
PREPARED BY  
SANTA CRUZ COUNTY  
PARKS, OPEN SPACES AND CULTURAL SERVICES

**PROPOSED RESTROOM  
DESIGN**

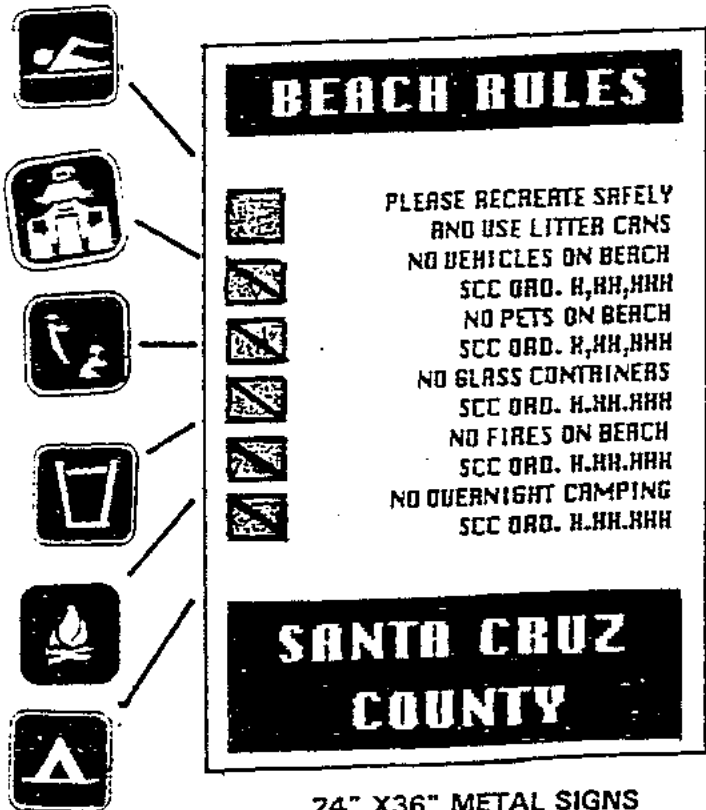
SCALE: N.T.S.

DATE: NOVEMBER 1990

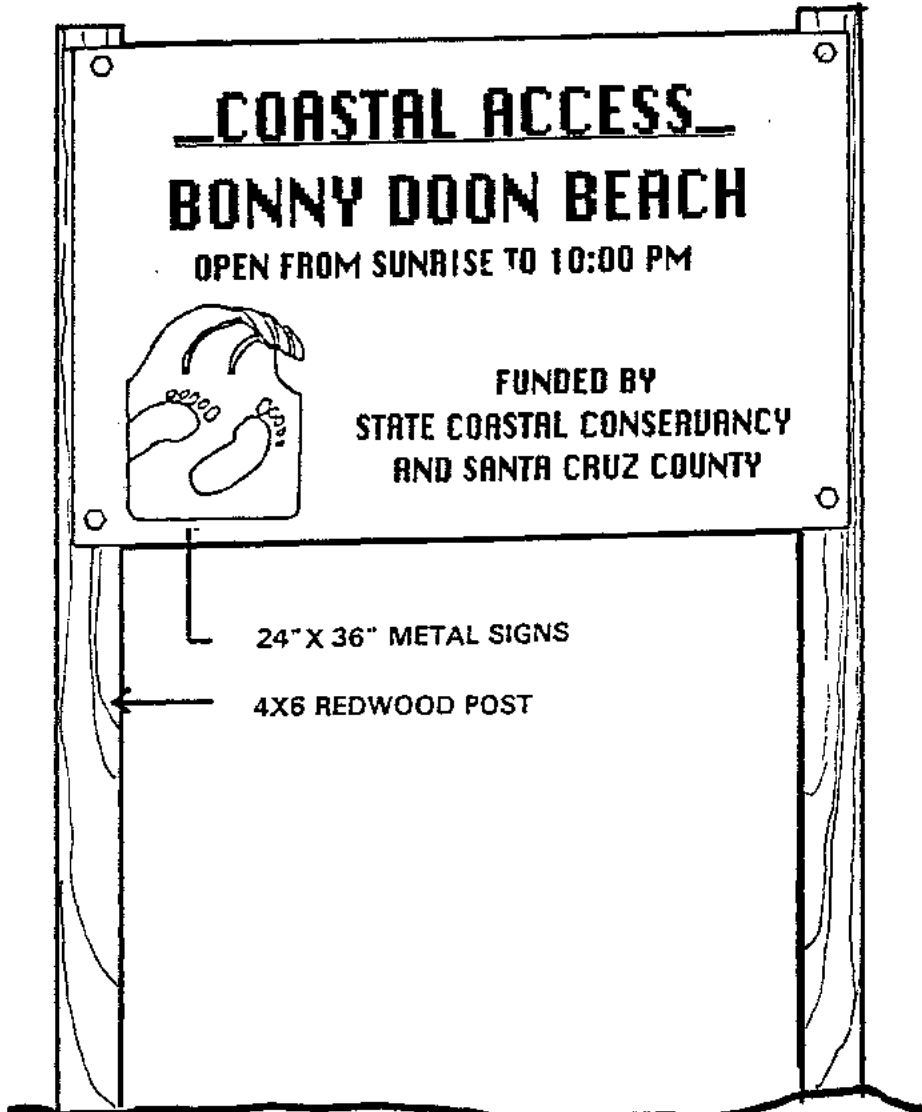
**FIGURE 2**



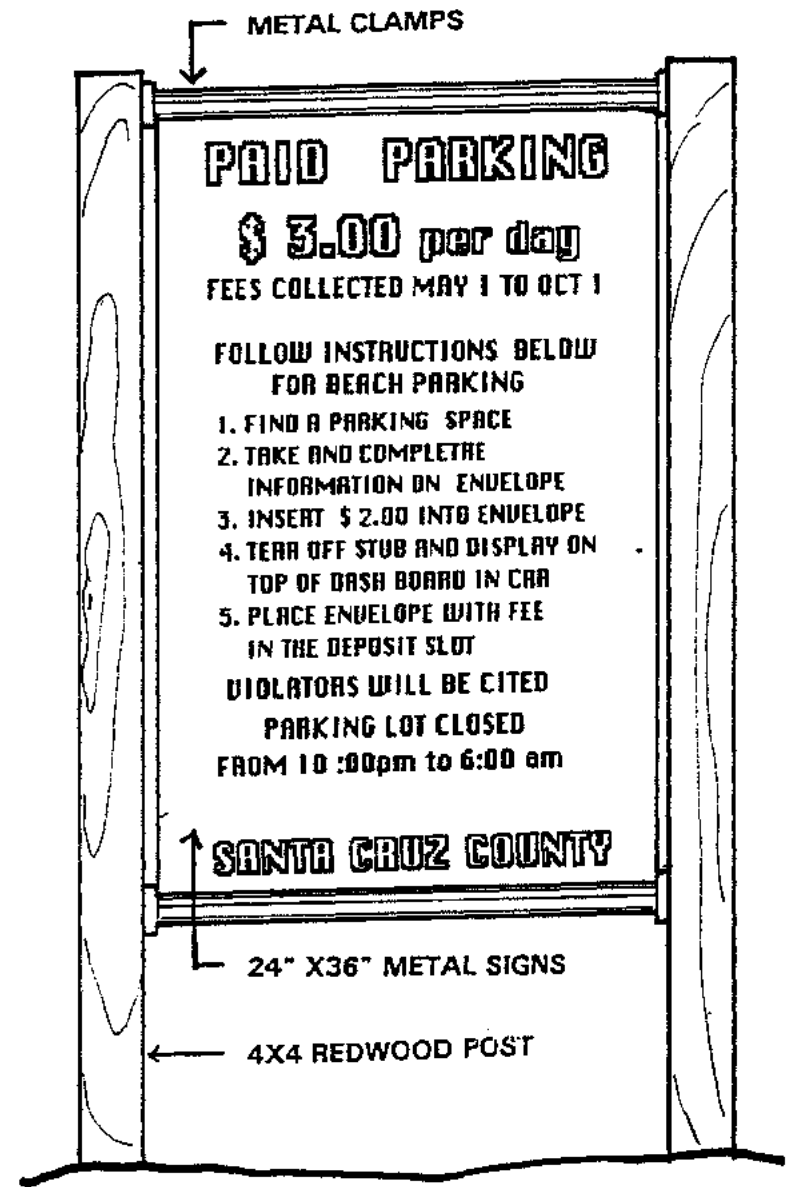
24" X36" METAL SIGNS  
FRONT OF SIGN



24" X36" METAL SIGNS  
BACK OF SIGN



24" X 36" METAL SIGNS  
4X6 REDWOOD POST



24" X36" METAL SIGNS  
4X4 REDWOOD POST

# North Coast ENHANCEMENT PLAN

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## SIGNAGE DESIGN

SCALE: N.T.S.

DATE: NOVEMBER 1990

FIGURE 3