



**CITY OF PACIFIC GROVE**  
300 Forest Avenue, Pacific Grove, California 93950

**AGENDA REPORT**

**TO:** Planning Commission  
**FROM:** Mark Brodeur, Community and Economic Development Director  
**MEETING DATE:** March 19, 2015  
**SUBJECT:** Local Coastal Program Update – Water and Marine Resources and Public Shoreline Access including Railroad Right of Way  
**CEQA STATUS** Not a Project under CEQA (CEQA Guideline Section 15378(B)(5))

**RECOMMENDATION**

Receive a report and provide general policy guidance regarding water and marine resources and public shoreline access including railroad right of way.

**DISCUSSION**

Sections 30230 and 20231 of the Coastal Act require protection of marine resources including water quality. Section 30500 of the Coastal Act states that Local Coastal Programs shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided.

The City's current [Land Use Plan](#) identifies marine resource and water quality policies in S. 2.2: Policies could be updated to remove completed projects, and refer to the [City's National Pollution Discharge Elimination Permit](#) (NPDES) which requires water quality protection through various means including erosion control plans for construction projects, post-construction water quality treatment and retention facilities, as well as additional requirements for properties located in the City's [Area of Special and Biological Significance](#). Reference to the City's ongoing participation in the [Monterey Regional Stormwater Management Program](#) and commitment to water quality at both a local and regional level could be incorporated.

The City is also making strides towards rehabilitating the City's decommissioned water treatment plant located at Point Pinos, in the coastal zone. The project is referred to as the City's [Local Water Project](#). The project proposes to divert sanitary sewer discharges to the City's plant and use the treated water to irrigate the Municipal Golf Course. Ultimately, the project could also be crafted to treat stormwater before either being used for irrigation, or discharged to the ocean in an effort.

Policies in Section 5 address public shoreline access including lateral accessway, vertical accessway and the railroad right of way. Again the policies could be updated to reflect completed projects, such as the Coastal Parks Plan that was adopted and certified in 1998, and to reassert the railroad right of way should continue to be designated as Open Space. Asilomar State Beach and Conference Grounds also completed a [General Plan](#) and associated Environmental Impact Report that provides goals and guidelines that protect the parks future development while preserving its environmental integrity.

Parking in pullouts remains in a haphazard condition as mentioned in S. 5.1 AREA IV-B which can contribute to erosion. Consideration could be given to either formalizing the pullout areas with another type of material that is not as prone to erosion, eliminating some of the pullouts and using the area as pedestrian trail, or replacing parking pullout areas with parking on the landward side of Ocean View Blvd or Sunset Avenue and relandscaping the parking areas with native plants.

**ATTACHMENT**

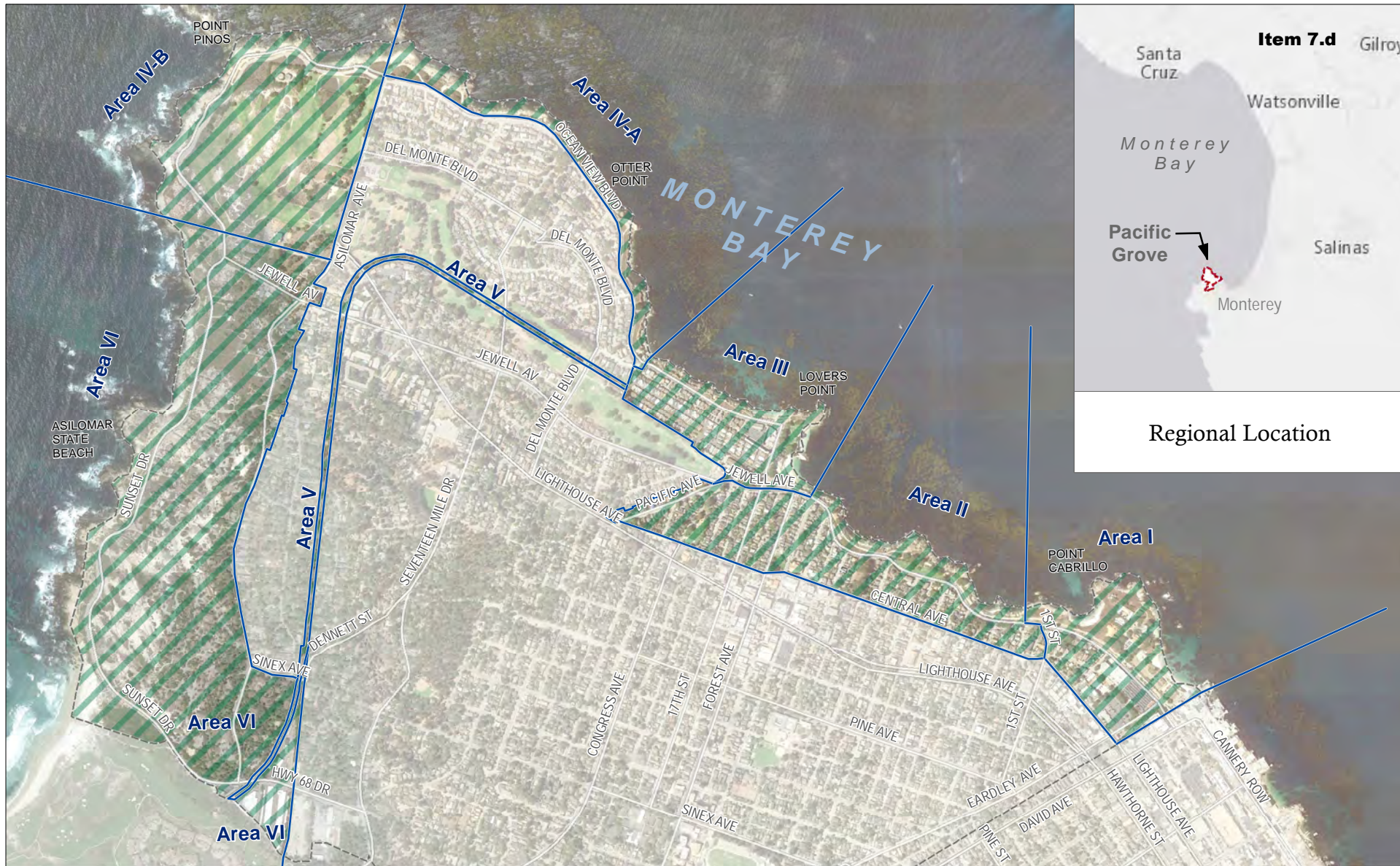
1. Coastal Zone Map
2. Land Use Plan policies

RESPECTFULLY SUBMITTED:

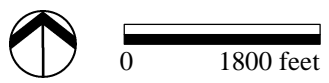
A handwritten signature in black ink, appearing to read "Mark Brodeur". The signature is written in a cursive, flowing style.

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Mark Brodeur  
Community and Economic Development Director



Source: City of Pacific Grove, Google Earth 2013



- Legend**
- Planning Area Boundaries
  - City of Pacific Grove
  - Major Roads
  - Coastal Zone



Figure 1  
**Pacific Grove Coastal Zone**  
 Pacific Grove Vulnerability Assessment

## 2.2

ENVIRONMENTALLY SENSITIVE HABITATS: WATER AND MARINE RESOURCES2.2.1 Background

The rich and diverse marine habitat along the Pacific Grove coastline is protected and controlled by local and state regulations. The Pacific Grove Marine Gardens Refuge and the Hopkins Marine Life Refuge, both established by the State Legislature, as well as an Area of Special Biological Significance (ASBS) designated by the State Water Resources Control Board, encompass the waters offshore of Pacific Grove.

In Addition, the tidelands grant to the City from the State of California prohibits use of those tidelands for "commercial, industrial or revenue producing uses or purposes" although use of the tidelands for "boat and yacht harbors, boating and yachting, swimming tanks, and other like and kindred purposes" is permitted.

A study in May 1980 of the California Department of Fish and Game Marine Gardens/ASBS made several recommendations for improved management of these areas. These included more consistent enforcement of regulations, and long-term monitoring studies to detect possible effects of water pollution, or other sources of habitat degradation. Refer to the Pacific Grove LCP Working Paper #1 on Access and Natural Resources (October 1980), and the "Historical Background" section (pp. A-22-2 to A-22-9) of the Proposed Local Coastal Plan (August 1984) prepared by the City's Citizens' Committee for a more detailed discussion of marine resources.

Crespi Pond, a small but valuable wetland, is located on Ocean View Boulevard between Pt. Pinos and the western end of Asilomar Avenue. Crespi Pond provides a stopping place for migrating birds including terns, gulls, many species of ducks, and Canadian geese. In total, more than 200 different birds have been sighted. It is a site for ornithological studies, and is of interest to the scientific community. In recent years, the pond has experienced excess plant growth, and accelerated eutrophication of the pond has become a concern. Management will be necessary to retain the open pond characteristic of Crespi Pond. This may include vegetation control and dredging.

2.2.2 Relevant Coastal Act Policies

Coastal Act policies relating to marine resources require that these resources be maintained, enhanced and, where feasible, restored; that areas of special biological significance be given special protection; and that uses protect the biological productivity of coastal waters and maintenance of healthy populations of all species (Section 30230). Control over specific types of adverse impacts on coastal waters, such as polluted runoff, wastewater discharges, etc., and spillage of hazardous substances is also required (Section 30231 and Section 30323).

Additional policies require protection of sensitive habitat areas against disruption and in appropriate use, both within and adjacent to the habitat (Section 30240); and require protection of coastal water, wetlands, estuaries and lakes from inappropriate diking, filling and dredging, with specified exceptions (Section 30233).

### 2.2.3 Existing Policies and Regulations

The policies and regulations establishing the Marine Gardens/ASBS designations provide for the protection of those resources from disturbance and degradation.

The policies that follow provide for:

- Coordinated State/local enforcement of existing regulations, and enhanced management of the Marine Gardens.
- Control over runoff and erosion affecting offshore waters.
- Cooperation in long-term ecological monitoring studies.

### 2.2.4 Policies General

1. The City will continue to work with the State Department of Fish and Game and other agencies in developing and maintaining a coordinated approach for enforcing both State and local regulations protecting the Pacific Grove Marine Gardens.

2. The City shall assist, where possible, the appropriate institutions or agencies to undertake long-term ecological studies monitoring the marine resources and water quality of the Pacific Grove Marine Gardens and ASBS.

3. In addition to the City's tidelands, Crespi Pond and the Majella Slough riparian area shall be considered as environmentally sensitive habitat areas.

4. No diking, filling, dredging, or other uses inconsistent with the terms of the grant from the State of California shall be allowed in the City's tidelands. No significant alteration of freshwater wetlands -- Crespi Pond and Majella Slough -- shall be allowed, except for maintenance dredging and similar activities essential for restoration of natural habitats.

#### 2.2.5 Specific Policies

1. The City shall work with the State Water Resources Control Board and Resource Conservation District to determine whether a comprehensive erosion control ordinance is needed to protect the Marine Gardens from siltation and erosion originating within the boundaries of Pacific Grove, including the area outside the Coastal Zone.

2. To reduce the potential for degradation of the ASBS/Marine Gardens, the City shall require, where necessary, drainage plans and erosion, sediment and pollution control measures, as conditions of approval of every application for new development.

3. The City shall investigate specific measures for reduction of pollution potential in storm water runoff, including regulations to control the disposal of chemicals and hazardous materials, and maintenance of the existing storm water capture program at the Golf Course, Greenwood Park, and Chase Park.

#### 2.2.6 Recommended Actions

1. The City will form a technical advisory committee to review and determine what measures are needed to slow the eutrophication of Crespi Pond and to ensure the pond's continued existence.

2. An information and interpretation program to increase public awareness of the valuable marine resources and habitat in the ASBS/Marine Gardens should be maintained and expanded by the City, with its base in the Pacific Grove Museum of Natural History, the Monterey Bay Aquarium or other appropriate location. This should include appropriate signing consistent with the City's policy of protecting the visual qualities of highly scenic areas.

3. As part of the planning process for the Pacific Grove Coastal Parks Plan, the City should consider alternative

approached to coordinated enforcement of State and local regulations protecting the Pacific Grove Marine Gardens Fish Refuge/ASBS.

## 2.3 ENVIRONMENTALLY SENSITIVE HABITATS: COASTAL LAND RESOURCES

### 2.3.1 Background

The coastal zone of Pacific Grove contains several land habitats that are considered environmentally sensitive. These are the shoreline pine forest/sand dune association and the pine/eucalyptus overwintering habitat of the Monarch butterfly. The principal Monarch butterfly clustering sites in Pacific Grove are located very near, but not within, the coastal zone, in the vicinity of the Butterfly Grove Inn and in George Washington Park. However, the butterfly populations use areas within the coastal zone for feeding and transit to the groves.

The land habitat of greatest sensitivity is the sand dune complex from the Lighthouse Reservation to Asilomar Conference Grounds. Not only are native dune plants fragile, and dune formations easily destabilized, but also the dunes are habitat for two endangered plant species - Menzies' wallflower and Tidestrom's lupine. Human disturbance and competition from exotic vegetation continue to threaten the survival of these rare plants. Remaining plants are found in limited areas on private land in the Asilomar area and on public property in the northern portion of the Asilomar State Conference Grounds.

A special report entitled "Habitat Sensitivity and Identification", was prepared for the LUP and provides the basis for policies in this section. The report is available for review at the Pacific Grove Community Development Department and Coastal Commission offices in Santa Cruz. The Pacific Grove LCP Working Paper #1 on Access and Natural Resources (October 1980) and the Pacific Grove LCP Citizens Committee Proposed Local Coastal Plan (August 1984) can be referred to for a detailed discussion of coastal land habitats.

### 2.3.2 Relevant Coastal Policies

Section 30240 of the Coastal Act requires protection of environmentally sensitive areas. These areas must be protected against "any significant disruption", including impacts from development in adjacent areas. Only resourcedependent uses are allowed in sensitive areas, and adjacent uses must be compatible with continuance of sensitive habitat areas.

## 5. PUBLIC SHORELINE ACCESS

### 5.1 BACKGROUND

Public access is one of the major goals of the coastal Act. Section 30500 states that "each local coastal program...shall contain a specific public access component to assure that maximum public access to the coast and public recreation is provided." This chapter focuses on opportunities to preserve, provide, and enhance public access to the unique and diverse features of the City's shoreline.

Several terms are used throughout this chapter and are defined below:

1. Shoreline Access is the provision of pedestrian access from a public thoroughfare to and along the shoreline.
2. Lateral Accessway is an area of land providing public access along the water's edge. Lateral accessways should be used for public pass and repass, passive recreational use, or as otherwise found appropriate in a certified LUP. Lateral accessways can be on a beach, where contact with the water's edge is possible, or at the rear (water side) of buildings adjacent to the water's edge.
3. Vertical Accessway is an area of land providing a connection between the first public road, trail, or use area nearest the sea and the publicly-owned tidelands or established lateral accessway. A vertical accessway should be used for public pass and repass, passive recreational use or as otherwise found appropriate in a certified LUP.

The following discussion describes the major lateral and vertical access areas, and areas providing visual access to coastal waters. Key features described are shown on Figure 5.

#### AREA I: POINT CABRILLO

While the City owns the immediate shoreline within this area, fencing of the Stanford University property (Hopkins Marine Station) to keep the public separated from shoreline research activities has eliminated public access to this area's three beaches. Vertical access to the shoreline at the west end of the Stanford property is provided by an easement required by the City in connection with resubdivision of a portion of the Stanford property. It is connected to Ocean View Boulevard via



a 10 ft. wide strip which has been deeded to the City from Southern Pacific.

Pedestrian use of the recently acquired and improved Southern Pacific Railroad right-of-way, north of Ocean View Boulevard, is continuous and constitutes a major lateral access facility. Negotiations are continuing to acquire the remaining section of right-of-way with all of the right-of-way through the golf course and cemetery acquired for use by the course and cemetery operations. The balance of the right-of-way from Lighthouse to Sunset would be acquired for open space and an informal trail.

Signs directing visitors to the shoreline are located at the 1st Street/Central Avenue intersection, and the Ocean View Boulevard/Eardley Avenue intersection. A "bike route" sign is located on the north side of Ocean View, at the foot of Eardley; this is one of two bike route signs within the Pacific Grove coastal zone.

A parking lot between Sloat and Central Avenues, connected by a pedestrian bridge to the American Tin Cannery, provides parking for that development. Ten striped parallel spaces on the south side of Ocean View Boulevard provide additional parking. Street parking is available throughout the area. Unobstructed bay views are available at the inland coastal zone boundary along Central Avenue at 1st Street and Eardley Avenue.

#### AREA II: PACIFIC GROVE RETREAT

There are no formal or designated accessways in this area, but a path network over the blufftop Shoreline Park provides continuous pedestrian access between Area I and Area III. Vertical access to a pocket beaches is available by descending steep paths or by climbing over riprap. Access on the blufftop and headlands and to the beaches is unmanaged. Concerns for user safety deserve attention.

The pedestrian path on the old railroad right-of-way is used along its entire stretch through this area. Access to the path is available through Berwick Park and, near 13<sup>th</sup> Street. Parking along either side of Ocean View Boulevard is available throughout Area II.

From Central Avenue there are clear bay views along many of the local streets. The view down Grand Avenue of the rocks at Lover's Point is especially impressive.

Along Ocean View Boulevard, continuous views of the bay are available. The undeveloped bluffs and headlands afford fine views of Lovers' Point and Monterey.

#### AREA III: LOVER'S POINT

The Lover's Point area contains three beaches - one on either side of the pier, and one just west of the point itself. Stairways have been developed to serve all three beaches, and are connected by walkways and sidewalks on the blufftop. The beaches are utilized by sunbathers, picnickers, and skin divers. Handicapped access is available to the pier and to the beach south of the pier.

A path system commences at Lover's Point and continues westward to Perkins Park. Benches are located along the paths at several locations west of 17<sup>th</sup> Street. Small steps at the Ocean View Boulevard curb line provide direct access to the paths. Maintenance of the trails and vegetation has resulted in little danger to the blufftop habitat; however, erosion potential could be reduced by directing pedestrians to beach stairways.

Access to the pedestrian path on the old railroad right-of-way is available from the parking lot at the foot of Forest Avenue and 16<sup>th</sup> Street.

The Lover's Point area contains approximately 100 two-hour spaces located along Ocean View between Forest Avenue and Marine. Parking is unrestricted along the other portions of Ocean View in Area III. Twelve striped spaces (with no time limits) are located in front of the vacant property at the intersection of Briggs and 19<sup>th</sup> Streets.

Views of the bay are generally continuous along Ocean View Boulevard. Lover's Point Park and Perkins Park provide numerous prime bay vantage points for the pedestrian. Bay views are also available to guests of multi-level motels along Ocean View Boulevard.

#### AREA IV-A: OCEAN VIEW AREA

A continuous path network runs the length of this portion of Perkins Park, from Sea Palm to Asilomar Avenues, providing a blufftop pedestrian link between Areas III and IV B.

Numerous benches are located along the paths. The maintained status of most trails and vegetation results in little danger to

the blufftop habitat. Again, erosion potential could be reduced by directing pedestrians to stay on designated paths.

At four points (near the foot of Coral Street, Beach Street, Shell Avenue, and Palm Avenue) stairways provide vertical access to small beaches. Access to a small beach near the foot of Acropolis Street is possible by descending the rocky bluff.

Parking is unrestricted in this area. Four pullouts on the bay side of Ocean View (at Sea Palm Avenue; between Beach Street and Shell Avenue - at Otter Point; between Acropolis and Coral Streets; and between Asilomar Avenue and Acropolis Street) provide additional parking. The combined capacity for these pullouts is estimated to be about 70 cars. Picnic facilities are located at the Asilomar/Acropolis pullout.

There is a Class III (shared right-of-way) bicycle route in for this area. Striping and signs have not been provided.

Unrestricted bay views are available from Ocean View Boulevard, and from the paths and auto pullout areas in Perkins Park. Otter Point affords a popular vantage point for viewing the bay.

#### AREA IV-B: POINT PINOS

In this area, owned by the U.S. Government (with the exception of the City-owned sewer treatment plant), an informal path continues from the west end of Perkins Park, westward along the headlands and then southward to the last Ocean View Boulevard pullout, near the third hole of the municipal golf course. Pedestrian access to the beaches is readily available. Unmanaged pedestrian access in the headlands area has resulted in considerable trampling of vegetation.

Parking in the pullouts in this area is haphazard, with some vehicles parked at the very edge of the headlands. Impacts of parking to the bluff vegetation, and resulting erosion is evident in several areas. Combined capacity of the three pullout areas is estimated to be 70 cars.

Vehicle parking also occurs on the shoulder of Ocean View Boulevard, adjacent to the dunes. Inland of Ocean View, parking is available (dirt parking lot, with an estimated capacity of 50 cars) on the Lighthouse grounds, and also on Asilomar Avenue at the entrance to the Lighthouse grounds (21 striped spaces). There are no parking restrictions in Area IV B.

Signs stating "Marine Refuge" are located at the Ocean View Boulevard pullout at the foot of Asilomar Avenue, and on Ocean

View at the foot of Lighthouse Avenue. Signs prohibiting water contact activities and climbing on the Pt. Pinos rocky headlands are located on the beach opposite the Coast Guard fog horn. Visitor-directional signs are located at the Asilomar/Lighthouse Avenues intersection, and directly in front of the lighthouse entrance on Asilomar Avenue.

Unrestricted bay/ocean views are available from Ocean View Boulevard, as well as from the Asilomar/Lighthouse Avenues intersection at the southeast corner of Area IV B.

#### AREA V: SOUTHERN PACIFIC RAILROAD

In 1982, a joint powers agency consisting of the cities of Pacific Grove and Monterey, together with the Monterey Peninsula Regional Park District acquired the portion of the abandoned South Pacific right-of-way between Custom House Plaza (Monterey) and Lover's Point. In 1984, the portion of the right-of-way between the Monterey Bay Aquarium and Lover's Point was developed as a recreational trail for pedestrians and cyclists. Although to the west of Lover's Point the trail would not provide access along the immediate shoreline, the trail in this area would provide access to and along the coast by linking the Lover's Point/Cannery Row area to the Asilomar/Spanish Bay area. The City has continued to work with the City of Monterey and the Monterey Regional Park District to develop the portion of the right-of-way between the Monterey Bay Aquarium and Customs House Plaza in Monterey.

The route of the right-of-way from the mobile home park at Lover's Point passes through the City golf course and then through areas developed with single- and multi-family homes and motels. No ocean views are available from the right-of-way. Access to the right-of-way is provided at the various road intersections with the tracks, from Del Monte Boulevard to Pico Avenue

#### AREA VI: ASILOMAR

##### Asilomar Conference Grounds

Dunes within the Asilomar Conference Grounds are continually subject to moderate or heavy recreational use, depending on location. Interpretive signs have been used with limited success to guide people away from sensitive areas. A striped pedestrian way crosses Sunset Drive.

Development of the proposed recreational trail along the railroad right-of-way would provide an additional access opportunity. The only public parking facilities in the area are those at the Asilomar Conference Grounds. There are no restrictions on streetside parking in Area VI. Visitor-directional signs are located at the Asilomar Avenue intersections with Sinex Avenue and with Sunset Drive. Within the area there is no designated bicycle route.

Any new development within this area will be on the inland side of Sunset Drive. Consequently, there is no possibility for development to interfere with ocean views from that road. The Conference Grounds' dune areas adjacent to Sunset Drive possess considerable visual interest, and should be protected.

Asilomar Addition:

Asilomar State Beach makes up the majority of this planning area's shoreline lands. Seven contiguous privately-owned lots, one of which contains a single-family residence, are situated between the northern boundary of the State Beach and southern boundary of Pt. Pinos' open shorefront lands. Access is not available through these parcels. A continuous informal, trail network - providing both lateral and vertical access opportunities - extends the length of the State Beach property.

There are no designated public parking facilities within Area VI. Vehicle parking occurs on the shoulders of Sunset Drive, with the heaviest concentrations occurring south of Pico Avenue. There are no restrictions on parking, other than overnight parking. For a considerable distance, large rocks have been placed along the east side of Sunset Drive to prevent automobile intrusion onto State park property.

Signs identifying the State Beach, warning of rip current hazards, and prohibiting camping and unleashed dogs, are located at frequent intervals along Sunset Drive. No designated bike route exists in Area VI.

Continuous unobstructed ocean views are available from Sunset Drive, except at the single residence opposite Jewell Avenue.

Remaining vacant lands in the Asilomar dunes area, on the inland side of Sunset Drive, serve to lessen the contrast between existing development and the undisturbed open space of Asilomar State Beach and Asilomar Conference Grounds. Maximum retention of open areas within the Asilomar dunes will help protect the visual qualities of this area.

5.2 RELEVANT COASTAL ACT POLICIES

In addition to the requirements of Coastal Act Section 30500(a), that each LCP contain a public access component, several other Coastal Act policies address public access. Sections 30210 through 30212 require that any development occurring within the coastal zone shall not interfere with the public's right of access to the ocean. In addition, new development must provide access from the nearest public road to the shoreline so long as it is not inconsistent with public safety, military security needs, or protection of fragile coastal resources.

Sections 30212.5, 30252 and 30254 of the Coastal Act require that new development maintain and enhance public access to the coast by minimizing the use of coastal access routes; public facilities shall be distributed throughout an area in order to mitigate against impacts of overcrowding or overuse of any single area. In addition, new public works facilities must accommodate needs generated by development consistent with the provisions of the Coastal Act.

### 5.3 EXISTING POLICIES AND REGULATIONS

The City's General Plan and Open Space and Conservation Plan contain numerous policies and recommendations regarding preservation of open space lands for the purpose of providing outdoor recreation. However, these documents contain no specific policies or recommendations regarding the provision of public access to the shoreline except for citing two possibilities for non-vehicular access through portions of what is now the coastal zone: development of the railroad right-of-way as a recreational trail, and provision of a bicycle trail to run parallel to Ocean View Boulevard and Sunset Drive.

The only beaches lacking public access in the City's coastal zone are the three beaches on the shoreline adjacent to Stanford's Hopkins Marine Lab property. The restrictions to this small segment of Pacific Grove's shoreline balances the need for public access with the protection of a sensitive environmental area. At the east end of the Stanford Property shoreline access has been required by the City as a condition of subdivision approvals.

### 5.4 GENERAL POLICIES

1. The city shall provide safe and adequate pedestrian access to and along the shoreline.

2. The City shall coordinate shoreline access planning with the City of Monterey, County of Monterey, State Department of Parks and Recreation, U.S. Coast Guard, and Monterey Peninsula Regional Park District.

3. The City shall develop, as funding is available, a Coastal Parks Plan for the Pacific Grove coastal parklands, including the Lighthouse Reservation. The Purpose of this plan as it relates to shoreline access, is to:

- a. Provide improved accessways where desirable, and control unrestricted parking by appropriate barriers or other means, consistent with the visual resource protection policies of this plan.
- b. Improve the existing sign program to include interpretive information pertaining to public safety, public access, protection of sensitive habitats, and special natural or man-made features.
- c. Prevent overuse and damage to plant and animal habitats and archaeological sites by developing regulations concerning maximum public usage.
- d. Provide standards for maintenance, management, and development of the City's coastal parklands in a manner consistent with the Resource Management policies of this Plan.

4. The City shall enhance access to its shoreline, while maintaining the coastal zone's unique character, by reducing the impact of automobiles. This shall be accomplished, in part, by encouraging use of public transit within the coastal zone, and by providing non-vehicular coastal zone access opportunities.

#### 5.5 SPECIFIC POLICIES

1. The City will maintain a continuous pedestrian coastal trail, the length of the City's coastal zone, seaward of Ocean View Boulevard/Sunset Drive.

2. As part of the planning process for the Pacific Grove Coastal Parks Plan the City will consider the following opportunities:

- a. In Planning Area II, (from 3<sup>rd</sup> Street to Fountain Avenue), provide well-defined trails along the bluffs

with stairways to provide access to the water. Direct recreation to Berwick Park;

- b. In Planning Areas III and IV (from Fountain Avenue to 17 Mile Drive), maintain existing trails and vegetation. Reduce erosion by directing pedestrians to beach stairways;
- c. In Planning Area IV, clearly define parking areas from 17 Mile Drive west, to protect bluff vegetation and reduce erosion. To reduce conflicts between automobile and pedestrians/cyclists, provide ingress-egress directional arrows at parking areas.
- d. In Planning Area VI, on State-owned lands west of Sunset Drive, encourage the delineation of parking areas so as to reduce habitat damage by vehicles and to reduce conflicts with pedestrians/cyclists.
- e. For all existing and new shoreline accessways in Planning Areas I, II, III, IV and VI, develop an accessways maintenance program.
- f. Delineate specific tour bus pullout areas where designated trails and public restrooms are available.
- g. Encourage Hopkins Marine Station to replace existing chain link fence.

3. Excessive signs shall be avoided.

4. Public access from Sunset Drive/Ocean View Boulevard to the shoreline and along the coast shall be provided in any new development project except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or (2) adequate access exists nearby. Public vertical access easements to the shoreline shall have minimum widths of ten feet if walkways and five feet if stairways. Public lateral access easements shall be at least ten feet in width and generally no more than 25 feet inland from the mean high tide line. Trail width may be reduced to four feet where the habitat is considered fragile and where damage to dune vegetation and in particular rare and endangered flora is likely to result with wider trails. These requirements may be satisfied as follows: Planning Area I (Cabrillo Pt.), dedication and construction of vertical accessways at locations shown on Shoreline Access map (Fig.5); Planning Area VI (Asilomar Dunes), dedication of blufftop lateral access easement to an appropriate public agency or private conservation



foundation, where private residential use could otherwise impair such access; and in Planning Area VI (Sunset Drive commercial area), installation of sidewalks and bike lanes where parcels designated Commercial and Visitor Accommodation front on Sunset Drive.

5. The City shall coordinate with the County of Monterey, California Department of Parks and Recreation, California Coastal Conservancy, the California Coastal Commission, and the Spanish Bay Resort project permittee to provide parking, bike lane, and segregated pedestrian trail on seaward shoulder of Sunset Drive where adjacent to the Spanish Bay Resort property.

6. The abandoned Southern Pacific railroad right-of-way from Lover's Point southwards to the point where it enters the Spanish Bay Resort property shall be designated for public recreational use. No development shall be allowed within the corridor which would compromise its utility for recreational access. Any additional private development within the mobile home park, or elsewhere within the abandoned right-of-way which could impair the use of the corridor as a potential accessway shall be conditioned to require dedication of a through recreational access easement to an appropriate public agency prior to issuance of permits; or deposit of in-lieu fees sufficient to establish alternate route. If an alternate route is established, it must result in through public access between the Lover's Point area and the existing Spanish Bay trail system, utilizing the abandoned railroad right-of-way wherever feasible.

As a secondary or conditional use, those portions of the right-of-way which are not purchased for public recreational use may be aggregated with adjoining existing parcels, provided that each segment of the former right-of-way is subject to the following easements:

- a) an open space easement, encompassing the entire segment; and,
- b) a public access easement, at least 20 feet in width, for the purpose of establishing a recreational trail route.

#### 5.6 RECOMMENDED ACTIONS

1. The City encourages the State to adopt a Resource Management Plan for Asilomar State Beach, to include provisions for designated accessways which are both safe and non-disruptive of sensitive habitats.