

CALIFORNIA COASTAL COMMISSION

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February 18, 1998

TO: COMMISSIONERS AND INTERESTED PARTIES

FROM: TAMI GROVE, DEPUTY DIRECTOR
CHARLES LESTER, DISTRICT MANAGER
JOY CHASE, STAFF ANALYST

SUBJECT: CITY OF PACIFIC GROVE MAJOR AMENDMENT #1-97 TO THE LOCAL COASTAL PROGRAM LAND USE PLAN for public hearing and Commission action at its meeting of March 10-13, 1998, Hyatt Regency - Monterey, One Old Golf Course Road, Monterey, CA 93940

SYNOPSIS

The City of Pacific Grove is requesting that its Land Use Plan be amended to incorporate the Coastal Parks Plan. The City has organized and submitted the amendment request in accordance with the standards for amendments to certified LCP's (Coastal Act Section 30514, California Code of Regulations 13551 through 13553). The City Council held noticed public hearings and approved the document on March 5, 1997. In addition noticed public hearings at the Planning Commission level were held. This amendment request was filed on May 20, 1997 pursuant to Section 30510(b) of the Coastal Act and Sections 13553 of the California Code of Regulations.

The amendment was scheduled for a July 1997 hearing but was postponed to allow discussion between the Commission staff, the Monterey Peninsula Regional Park District and the City of Pacific Grove regarding classification and future design of a segment of the regional bikeway as a Class III bikeway (shares road with vehicles). The City, the Park District and Commission staff met in August to tour Ocean View Boulevard and discuss the issue of the City's proposed bikeway designation. No consensus was reached. The Park District strongly recommends a minimum Class II bikeway (striped lanes adjacent to vehicle lanes). The City of Pacific Grove maintains that they have carefully studied the issue of bikeway classification and after full public participation concluded that a Class III bikeway is the only option. The City does not agree to modifications to the Coastal Parks Plan.

On August 13, 1997 the Commission approved a request by the City to extend the 90-day time limit. On December 5, 1997 the City requested that the Amendment #1-97 be scheduled for the March 1998 hearing in Northern California to facilitate public participation.

SUMMARY OF PROPOSED MAJOR AMENDMENTS AND STAFF RECOMMENDATIONS

The focus of the proposed Coastal Parks Plan is public access and recreation and the resource elements that affect its quality. With limited exceptions Pacific Grove's oceanfront lands are already in public ownership. Land Use Plan policy 5.4.3 provides for the development of a Coastal Parks Plan for the coastal parklands which improves accessways, signing, prevents overuse and provides standards for management of access. The goals of the certified Land

Use Plan for the Coastal Parks Plan are fully consistent with the Access and Recreation Policies of the Coastal Act discussed above. Chapter 3 through 7 of the Coastal Parks Plan comprise the main body of the plan, each chapter providing first a concept and then the guidelines for future improvements. Chapters 3 through 7 address trails, bikeways, parking and circulation; coastal resources; and visual quality and appearance. Chapter 8 establishes an access guide; and Chapter 9 provides for a seawall program.

The Amendments were designated by Commission staff as **Amendment 1**, Chapter 3, Trails; **Amendment 2**, Chapter 4, Bikeways; **Amendment 3**, Chapter 5, Parking and Circulation; **Amendment 4**, Chapter 8, Access Guide; **Amendment 5**, Chapter 6, Coastal Resources; **Amendment 6**, Chapter 7 Visual Resources; and **Amendment 7**, Chapter 9, Seawall Program.

The following paragraphs summarize the issues where the Plan is inconsistent with Coastal Act policies and the staff-recommended modifications to achieve consistency.

(1) In Amendment 3, Chapter 5, Parking and Circulation, the City proposes parking reorganizations. To provide for Commission oversight of preferential parking programs which can displace public parking, staff has recommended a modification to Amendment 3, Guideline 12 of Chapter 5, Parking and Circulation, that requires Commission review of parking reorganizations and exclusionary parking programs. See Modification 1. As modified, to protect existing access, Chapter 5, Parking and Circulation is consistent with the Coastal Act and the certified LUP.

(2) In Amendment 2, Chapter 4, Bikeways, the City proposes to designate the bikeway along Ocean View Boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue as a Class III Bikeway. A Class III Bikeway indicates that the bicycles share the road with vehicles. This proposed Class III section would connect the Class I Monterey Bay Coastal Trail and the Class II Ocean View Boulevard Bikeway. The bikeway is a segment of the regional Monterey Bay Coastal Trail. The Monterey Peninsula Regional Park District strongly recommends that the minimal bikeway designation on the Monterey Bay Coastal Trail be Class II. A Class II bikeway provides a separate, striped bike lane adjacent to each vehicle lane. Staff agrees with the Park District and recommends Guideline 2 and 3 of Chapter 4, Bikeways, be modified to provide that a Class III bikeway is an interim measure and that Guideline 4 be modified to require that in the long term a Class I or Class II bikeway be established between the end of the existing Monterey Bay Coastal Trail Class I bikeway at 17th Street along Ocean View Boulevard to Asilomar Avenue. The modification provides for the City to determine the best alternative and to implement the improvements when feasible. See Modifications 2 and 3. As modified Chapter 4, considers access in its regional context and provides for greater safety and continuity for bicyclists consistent with Coastal Act Access policies.

(3) For Amendment 4, Chapter 8, Access Guide, to provide for consistency with proposed Modifications 2 and 3, Commission staff has recommended modifications to Chapter 8, Access Guide, Map 4 Esplanade/Otter Point, Recommended Actions, Bikeways (p. 66) and Map 5, Lovers Point, Recommended Actions, Bikeways (p. 70) to add an Action to require that a Class I or Class II bikeway shall be established between the end of the existing Monterey Bay Coastal Trail Class I bikeway at 17th Street to Asilomar Avenue on Ocean View Boulevard. See Modification 4.

In all other respects the Coastal Parks Plan expands on and is consistent with the Land Use Plan policies and the Coastal Act.

The Staff recommends approval of LUP amendment #1-97, amendments 1, 5-7, as submitted and approval as modified for amendments 2, 3, and 4..

Exhibit A, City Resolution No. 7-013, Resolution of Submittal

Exhibit B1, City Letter Requesting processing as Land Use Plan amendment.

Exhibit B2, City Letter Requesting March 1998 Commission hearing.

Exhibit C, Letter Monterey Peninsula Regional Park District, July 8, 1997 with January 29, 1997 Letter Attachment.

Exhibit D, Letter Monterey Peninsula Regional Park District, February 9, 1998.

Exhibit E, Correspondence Supporting the Pacific Grove Class III Bicycle Classification along Ocean View Boulevard. (Approximately 35 letters.)

Enclosure, Pacific Grove Coastal Parks Plan, An Element of the Pacific Grove Local Coastal Program, March 1997

STAFF RECOMMENDATION

MOTIONS AND RESOLUTIONS

Staff recommends adoption of the following resolution:

I. APPROVAL OF LAND USE PLAN AMENDMENT 1-97, AMENDMENTS #1 AND 5 through 7 AS SUBMITTED.

MOTION I

I move that the Commission certify Major Amendment 1-97, Amendments 1 and 5 through 7 to the City of Pacific Grove Land Use Plan as submitted.

Staff recommends a **YES** vote. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION I

The Commission hereby certifies amendments 1 and 5 through 7 of Major Amendment #1-97 to the Land Use Plan of the City of Pacific Grove as submitted for the specific reasons discussed in the recommended findings on the grounds that, as submitted, the amendment and the LUP as thereby amended meet the requirements of the Coastal Act. The amendment is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) and approval will not have significant adverse environmental effects for which feasible mitigation measures have not been employed consistent with the California Environmental Quality Act.

II. DENIAL OF LAND USE PLAN AMENDMENT 1-97, AMENDMENTS 2, 3, AND 4 AS SUBMITTED.

MOTION II

I move that the Commission certify Major Amendment 1-97, Land Use Plan Amendments 2, 3 and 4 to the City of Pacific Grove Land use Plan as submitted.

Staff recommends a **NO** vote. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION II:

The Commission hereby rejects amendments 2, 3 and 4 to Land Use Plan Amendment #1-97 of the City of Pacific Grove Local Coastal Program for the specific reasons discussed in the following findings on the grounds that it does not meet the requirements of Chapter 3 of the Coastal Act. There are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects which the approval of this amendment would have on the environment.

III. APPROVAL OF LAND USE PLAN AMENDMENT 1-97, AMENDMENTS 2, 3, AND 4 IF MODIFIED AS SUGGESTED.

MOTION III

I move that the Commission certify Major Amendment 1-97, Amendments 2, 3 and 4 to the City of Pacific Grove Land Use Plan if it is modified as suggested.

Staff recommends a **YES** vote. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION III

The Commission hereby certifies Amendments 2, 3 and 4 to Land Use Plan amendment #1-97 of the City of Pacific Grove Local Coastal Program according to Modifications 1 through 4 for the specific reasons discussed in the following findings on the grounds that, as modified, these amendments and the LUP as thereby amended meets the requirements of Chapter 3 of the Coastal Act. These amendments, as modified, are consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) and approval will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with the California Environmental Quality Act.

SUGGESTED MODIFICATIONS

Key: additions are underlined.

AMENDMENT 3

MODIFICATION 1. Amendment 3, Chapter 5, Parking and Circulation, shall be modified to add a Guideline 12 as follows:

12. Prior to certification of the Local Coastal Program, Traffic Commission recommendations for the reorganization of existing parking areas as authorized by the City Council and any exclusionary parking programs shall be submitted to the Coastal Commission for coastal permit review. Following certification of the Local Coastal Program, any exclusionary parking programs shall require a Local Coastal Program Amendment.

AMENDMENT 2

MODIFICATION 2. Amendment 2, Chapter 4, Bikeways, Guideline 2 and 3, shall be modified as follows:

2. As an interim measure designate 17th Street, between the terminus of the Monterey Bay Coastal Trail on the south and Ocean View Boulevard on the north, as a Class III Bikeway and retain parking on both sides of the street.
3. As an interim measure due to the existing narrow street width, the proximity of residences, and the intensity of varied recreational uses (including walking, cycling, diving, and other coastal recreational uses), designate Ocean View Boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue as a Class III Bikeway.

MODIFICATION 3: Amendment 2, Chapter 4, Bikeways, Guideline 4, shall be modified as follows:

4. Using stencils painted on the road surface, direct bicyclists from the Monterey Bay Coastal Trail Class I Bikeway to the continuation of the bicycle route along 17th and Ocean View Boulevard.

In the long term establish a Class I or Class II bikeway between the end of the existing Monterey Bay Coastal Trail Class I Bikeway at 17th Street to Asilomar Avenue. The bikeway shall, to the extent feasible, use existing paved surfaces of Ocean View Boulevard. This alignment may require conversion of the street to one-way traffic and/or reduction of street parking along the seaward side of the the boulevard. Such Class I or Class II bikeway shall be established as soon as feasible; and, if not previously undertaken, should be incorporated in any major development project(s) in this oceanfront corridor (such as rebuilding of Ocean View Boulevard or replacement of the regional sanitary sewer line).

AMENDMENT 4

MODIFICATION 4. Amendment 4, Chapter 8, Access Guide, shall be amended to provide for internal consistency as follows: Map 4 Esplanade/Otter Point, Recommended Actions, Bikeways (p. 66) and Map 5, Lovers Point, Recommended Actions, Bikeways (p. 70) shall be modified to add an Action to require that a Class I or Class II bikeway shall be established between the end of the existing Monterey Bay Coastal Trail Class I bikeway at 17th Street to Asilomar Avenue on Ocean View Boulevard.

RECOMMENDED FINDINGS

1. Background

Area Description and Location: The City of Pacific Grove was incorporated in 1889 and has a 1990 census population of 16,117. It is located 120 miles south of San Francisco. Pacific Grove encompasses almost three square miles of land that wraps around Point Pinos, the southernmost point of Monterey Bay and lies between the City of Monterey upcoast and Pebble Beach in Monterey County to the South. The proposed Coastal Parks Plan planning area encompasses approximately 248 acres of public lands in the Pacific Grove coastal zone including Point Pinos Lighthouse Reservation and the municipal golf course; the Asilomar State Beach and Conference Grounds; the Southern Pacific right-of-way; and all the city lands seaward of Oceanview Boulevard and Sunset Drive and the public roads paralleling the sea. These are largely undeveloped lands designated Open Space/Recreational or Open Space/Institutional in the City's certified Land Use Plan.

Procedural Background: The Pacific Grove Land Use Plan was certified by the Commission on December 15, 1988. The Land Use Plan contains four major sections: Resource Management, Land Use and Development, Public Facilities, and Public Shoreline Access.

Chapter 2, Resource Management, of the Land Use Plan, General Policy 2.3.4, policy 3, states:

As funding is available the City will develop a Coastal Parks Plan for the management and restoration of the Pacific Grove coastal parklands, including the Lighthouse Reservation. The purpose of the Plan, in part, is to:

- a) Rehabilitate areas damaged by pedestrian/auto/ground squirrel overuse;
- b) Revegetate with native bluff and dune plants where feasible;
- c) Protect habitats of rare and endangered species;
- d) Provide defined pathways or boardwalks, where desirable, and control unrestricted parking by appropriate barriers or other means; and
- e) Expand existing signs to include interpretive information for visitors.
- f) Implement LCP policies on coastal access, visual resources, and seawall construction.
- g) Preserve any Monarch butterfly overwintering sites which may be identified, and enhance vegetation used for nectaring and feeding by the Monarchs.

The Coastal Parks Plan (Parks Plan) historically was considered to be part of the Local Coastal Program Implementation. However, a review by the Commission legal staff and the City of Pacific Grove revealed that in fact the Coastal Parks Plan was a policy document and was more appropriately amended into the Land Use Plan. The Parks Plan has provisions to guide design, management, restoration and enhancement of the coastal parks planning area. The Implementing Ordinances currently being developed by the City will provide the detailed regulations to effectively implement the policies found in the certified Land Use Plan as amended to incorporate the Coastal Parks Plan.

The City's public notices identified the Coastal Parks Plan as one component of the Implementation Plan, the other being the forthcoming zoning regulations. Nevertheless, the public notices allowed for full public participation in the process consistent with the Commission's Administrative Regulations. The City's resolution of submittal to the Coastal Commission approves and submits the Parks Plan as a component of the Local Coastal Program. Attached as Exhibit B1 is a letter from the Pacific Grove Community Development Director asking the Commission to process the submittal as a Land Use Plan amendment. Attached as Exhibit B2 is a letter from the City Manager requesting a March 1998 Commission hearing.

The standard of review for a Land Use Plan amendment is Chapter 3 of the Coastal Act (California Code of Regulations Section 13528). As an amendment to the Land Use Plan the Coastal Parks Plan must also be consistent with the certified Land Use Plan as well as the Coastal Act.

2. Public Access and Recreation

Section 30001.5(c) of the Coastal Act states:

The Legislature further finds and declares that the basic goals of the state for the coastal zone are:...(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

Section 30210 of the Coastal Act states:.

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

Section 30211 of the Act protects the public's right of access to the sea where acquired through use or legislative authorization and Section 30212 provides for new public access from the nearest public roadway to the shoreline and along the coast. Section 30212.5 of the Coastal Act provides for the distribution of public facilities, including parking, to mitigate against overcrowding and overuse by the public of any single area.

Section 30213 of the Coastal Act states in part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The recreational policies of the Coastal Act Sections 30220 through 30244 give priority to recreational and coastal dependent uses in coastal areas and on oceanfront lands. Section 30223 provides that upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

The focus of the proposed Coastal Parks Plan is public access and recreation and the resource elements that affect its quality. With limited exceptions Pacific Grove's oceanfront lands are already in public ownership. The certified Pacific Grove Land Use Plan states that the only beaches lacking public access in the City are those adjacent to Stanford's Hopkins Marine Lab where sensitive resources exist. Land Use Plan policy 5.4.3 provides for the development of a Coastal Parks Plan for the coastal parklands which improves accessways, signing, prevents overuse and provides standards for management of access. The goals of the Land Use Plan for the Coastal Parks Plan are fully consistent with the Access and Recreation Policies of the Coastal Act discussed above.

Chapters 1 and 2 provide an Introduction and a discussion of the Goals and Objectives of the Coastal Parks Plan. Chapters 3 through 7 of the Coastal Parks Plan comprise the main body of the plan, each chapter providing first a concept and then the guidelines for future improvements. Chapters 3 through 7 address trails, bikeways, parking and circulation; coastal resources; and visual quality and appearance.

Chapter 8 establishes an access guide; and Chapter 9 provides for a seawall program.

Amendment 1: Chapter 3, Trails: The Pacific Grove Coastal Parks Plan seeks to establish a continuous, barrier free and safe trail system along the shoreline while protecting significant coastal resources. The Plan has 23 guidelines to improve trail access in general and in specific areas. Guidelines promote improvements to make the trails wheelchair accessible including guidelines on width, slopes and trail materials. The guidelines recommend consolidation of trails and the use of landscaping and other erosion control measures to minimize impacts on vegetation and improve habitat and the visual context. They also provide for construction of trail sections to join discontinuous segments of the trail. The Southern Pacific right-of-way is proposed for acquisition as a recreational trail/open space corridor. The Plan also requires retention of existing public restrooms, identifies a specific additional site, and recommends consideration of additional sites.

Figure 3, Trails, of the enclosed Coastal Parks Plan visually describes the existing and proposed trail system.

Chapter 3, Trails, of the Coastal Parks Plan maintains existing access and provides for improvements which will maximize future public access and is consistent with the Access and Recreation policies of the Coastal Act.

Amendment 2: Chapter 4, Bikeways. Pacific Grove has many miles of bikeways. The Coastal Parks Plan will provide for Phase III of the City's Bikeway Plan which will connect existing Phases I and II to provide a continuous coastal bikeway system through the City and also connect to the Monterey City bikeway and the Del Monte Forest access routes. This bikeway through the City is designated as a segment of the Monterey Bay Coastal Trail.

Phase I is a Class I Bikeway (a trail separate from vehicles) from the Monterey Bay Aquarium to Lover's Point; Phase II is a Class II Bikeway (a separate bike lane adjacent to each vehicle lane) from the City limits at Del Monte Forest along the coastal roads around Lighthouse Reservation. In Phase III the City proposes to connect the two existing bikeway segments with a Class III bikeway along Ocean View Boulevard between 17th Street at Lovers Point to its intersection with Asilomar Boulevard.

A Class III Bikeway is established by signing the road to indicate that the vehicular lanes are shared with bicyclists. Bicycle use is a secondary use.

The Monterey Peninsula Regional Park District has expressed serious concerns regarding the safety of bicyclists on a Class III bikeway.

Bikeway Classifications and Design Criteria

The Caltrans California Highway Design Manual, July 1993 provides Bikeway Classifications and Design Criteria restated below.

- Class I Bikeways (bike paths) are facilities with exclusive rights of way, with cross flows by motorists minimized.... Class I bikeways [are described] as serving "the exclusive use of bicycles and pedestrians". However, experience has shown that if significant pedestrian use is anticipated, separate facilities for pedestrians are necessary to minimize conflicts. Class I Bikeways are bike paths entirely separate from roadways. The minimum paved width for a two-way bike path is eight feet with a two foot wide graded area on either side. The minimum paved width for a one-way bike path is five feet.
- Class II Bikeways (bike lanes) for preferential use by bicycles are established within the paved areas of highways. Bikelane stripes are intended to promote an orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles. Bike lanes shall be one-way facilities. When bike lanes are located between the parking area and the traffic lanes, the bike lane minimum width is five feet. Where parking is prohibited and the bike lane is located contiguous to the curb, the minimum width of the bike lane is four feet.
- Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways. Minimum widths for Class III bikeways are not presented.

The Coastal Parks Plan illustrates the three Types of Bikeways in Figure 5, page 30, as they would apply in Pacific Grove.

Coastal Parks Plan Policies at Issue:

The policies of the Coastal Parks Plan at issue are described in Chapter 4 (pages 25-30), Bikeways. Guidelines 2 and 3 state:

2. Designate 17th Street, between the terminus of the Monterey Bay Coastal Trail on the south and Ocean View Boulevard on the north, as a Class III Bikeway and retain parking on both sides of the street.
3. Due to the existing narrow street width, the proximity of residences, and the intensity of varied recreational uses (including walking, cycling, diving, and other coastal recreational uses), designate Ocean View Boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue as a Class III Bikeway.

The Assessor's Parcel Maps show that 17th Street between the terminus of the Monterey Bay Coastal Trail and Ocean View Boulevard to the north along Lovers Point is a two-block segment with a 40 foot right-of-way. It has two travel lanes, one in each direction, and parking on both sides of the street. The adjacent Lovers Point Park is a popular headland with a wide grassy area, public restrooms, trails, and a small beach. The Class I Monterey Bay Coastal Trail from the north ends at Lovers Point Park.

Ocean View Boulevard between 17th Street and Asilomar Avenue is approximately one mile in length. The boulevard on the seaside abutts Pacific Grove's shoreline park, a narrow, linear park running the length of Ocean View Boulevard. The park is colorfully landscaped with native and exotic plants and has a narrow dirt or decomposed granite pedestrian path or paths for most of its length. The Ocean View Boulevard right-of-way is 60 feet wide between Sea Palm and Asilomar Avenues. Traffic travels in both directions and there is parking on both sides of the street. The actual developed road width is typically about 40 feet though there is not a uniform width. It is not clear if the other 20 feet of right-of-way has become a portion of Shoreline Park or, on the inland side of the Boulevard, has been landscaped by the property owners. Surveys of the encroachments are not available.

The Ocean View Boulevard right of way is 40 feet between 17th and Sea Palm Avenues. Traffic travels in both directions and there is parking on both sides of the street.

Monterey Bay Regional Park District Comments of Concern (Letters attached as Exhibits B, C, and D)

In letters (January 29 and July 8, 1997), to the City of Pacific Grove, the Monterey Peninsula Regional Park District (MPRPD) described its area and mission as follows,

The Monterey Peninsula Regional Park District is a special district whose boundaries include the City of Pacific Grove. The District represents over 150,000 residents of the

greater Monterey Peninsula. The District's mission is to acquire and protect undeveloped open space for public use and habitat protection wherever and whenever possible. To support this mission, the District has been a primary force in the creation of the Monterey Bay Coastal Trail and an outspoken advocate of coastal public access and protection.

In commenting on Chapter 4, Bikeways, of the Coastal Parks Plan, the MPRPD said:

The District is very strong on the minimum designation of the Monterey Bay Coastal trail as a Class II trail. The proposal to designate sections of the trail as Class III is inconsistent with the plan's (and the City's) stated guideline "to achieve a safe and continuous coastal bikeway system..." (page 27). The Plan also states that, "Due to the existing narrow street width... and the intensity of varied recreational uses...[the trail along] Ocean View boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue...[is to be designated] as a Class III Bikeway" (page 27). We believe that *because* of the narrowness of the street and the variety of uses that a Class II designation and striping is a necessity for safety. The integrity and safety of this linear accessway should have priority over the convenience of parking cars.

The MPRPD further comments on Map 5, Recommended Actions, Bikeways, (page 70)

Map 5; Recommended Actions, Bikeways: We recommend that the City include a third action item that, "Provide a continuous Class II bikeway along Ocean View Boulevard and 17th Street from the terminal end of the existing Class I trail." We suggest eliminating seaward side parking which will also have the benefit of truly establishing "...continuous unobstructed views along Ocean View..." and optimizing bicycle safety.

The MPRPD also wrote:

The District realizes the tough choice that needs to be made with regard to the on-street seaward parking issue, but is also quite cognizant of the spectacularly unique opportunity the City has to truly protect and enhance its precious coastal viewshed while facilitating non-motorized experiences and vastly improving bicycle safety.

And finally, the MPRPD wrote on February 9, 1998 that the Board of Directors by a unanimous vote approved the following motion:

The Board reaffirms its position as written in the letters of January 29 and July 8, 1997. Ideally, we would like to see the creation of a Class II bikeway between Lovers Point and Asilomar Boulevard as a continuation of the Monterey Bay Coastal Trail. We understand the physical, safety, environmental and emotional constraints the City faces at this time, but we encourage the City to create a Class II bikeway whenever it may become feasible to do so, and as the opportunity arises for road repairs, sewer replacement and/or changes in the coastal vegetation.

Discussion

Section 30501(b) of the Coastal Act states that recommended uses that are of more than local importance should be considered in the preparation of local coastal programs. Such uses may be listed generally or the commission may, from time to time, recommend specific uses for consideration by any local government.

The California Code of Regulations, Section 13513. Uses of More Than Local Importance, states in part:

(a) General categories of uses of more than local importance that shall be considered in preparation of LCPs and LRDPs include but are not limited to: (1) state and federal parks and recreation areas and other recreatoinal facilities of regional or statewide significance...(6) uses of larger-than-local importance, such as coastal agriculture, fisheries, wildlife habitats, or uses that maximize public access to the coast, such as accessways, visitor-serving developments, as generally referenced in the findings, declarations, and policies of the California Coastal Act of 1976.

Section 30001.5(c) of the Coastal Act states that one of the basic goals of the state for the coastal zone is to maximize public access and public recreational opportunities consistent with sound resource conservation principles and constitutionally protected rights of private property owners. Section 30210 provides in part that maximum access and recreational opportunities shall be provided for all the people consistent with public safety needs, the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Section 30212.5 provides for the distribution of public facilities, including parking, to mitigate against overcrowding and overuse by the public of any single area. Section 30213 protects lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

There are many facets to public access and recreation. The City's greatest recreational asset is probably its visual setting. It is well known for its beautiful coastline. Ocean View Boulevard and its continuation Sunset Drive do not act as thoroughfares but as a safe and convenient scenic drive. The parallel shoreline park is carpeted with colorful iceplants and other exotic and native plants. Narrow pedestrian trails meander along the coast in an almost continuous path. Automobiles can be parked on either side of the street for convenient access to the park and rocky coast. Scuba diving is popular in certain areas along the shore. All of these recreational uses are supported by the Coastal Act and can be identified as of regional importance. Managing these recreational uses to protect coastal resources while maximizing physical access and maintaining a quality recreational experience was a primary goal of the Coastal Parks Plan.

Recreationalists of all categories hike and bike the Monterey Bay Coastal Trail in large numbers. The City's Class I Monterey Bay Coastal Trail ends at Lovers Point. The Point is a park with restrooms and benches. Restaurants are immediately adjacent. However, the long term goal of the Monterey Peninsula Regional Park District is to provide a trail designed for recreational and bicyclist commuter use region wide. Under the proposed policies of the Coastal Parks Plan the Class I trail would shift to Class III at Lovers Point and bicycles would

intermingle with automobiles. Though Ocean View Boulevard traffic is basically sightseers and slower than thoroughfare traffic, nevertheless only more confident bicyclists are comfortable sharing the road with automobiles. A shared roadway tends to exclude less skilled bicyclists and families with children.

A goal of the Coastal Parks Plan is to "ensure the opportunities for people of all ages, needs and capacities to enjoy safe bicycling." The Plan says Phase III "will establish a continuous coastal bikeway and promote safe bicycle travel for local and regional users along the entire city shoreline". It is questionable whether a Class III bikeway can fulfill this goal.

The Commission staff met with the City of Pacific Grove elected officials, City Manager and planning and public works staff, and with the Director of the Monterey Peninsula Regional Park District. The group toured the bikeway alignment and discussed several options to provide a safer continuous regional bike trail.

Options discussed in more or less detail included (1) elimination of parking on the oceanside of Ocean View Boulevard; (2) converting Ocean View Boulevard to one way traffic which would provide for Class II bike lanes on each side of the street or could allow for the landward alignment of the roadbed freeing the ocean side of the right of way to develop a Class I bike path paralleling the existing pedestrian trail; (3) where Ocean View Boulevard is not wide enough to accommodate parking, two-way vehicular traffic and a bike path, establishing a Class I bike path with the landward edge of Shoreline Park and Lovers Point Park (would convert several segments of existing informal pedestrian path to a full-width paved shared use facility); (4) widening Ocean View Boulevard at its narrowest points to provide for Class II bike lanes in addition to 2-way traffic and parking on both sides of street (could involve encroachment into the edge of Shoreline Park).

These alternatives raise several issues. If parking is removed from one side of the street to provide bike lanes, displaced parkers may move into the neighborhoods. The residents are opposed to the increased parking congestion. If the Shoreline Park trail is widened to include a bike lane, park landscaping could be impacted. Though the Ocean View right-of-way between Asilomar and Sea Palm is 60 feet and the developed road area varies but is approximately 40 feet, a large part of the right of way is not being used for bicycle or vehicular access. However, the source of encroachments is not documented by survey. A survey would need to be undertaken to determine the source of the encroachments. If there is residential encroachment, it could be in the form of landscaping, patios or buildings. Though removal of landscaping, on either side of the right of way may be possible, removal of buildings probably could not be considered feasible in the foreseeable future.

The potential for one-way traffic, freeing a lane for conversion to bike use, was not considered by the City during the planning process. However, a successful example of such a conversion (to allow for blufftop pedestrian trail and park) is found nearby: Scenic Road in Carmel.

The City of Pacific Grove extensively reviewed most of the other alternatives during the planning process and did not find them acceptable.

Nevertheless, the Monterey Bay Coastal Trail is of regional significance and can function as both a recreational and a commuter route. The greater the continuity and safety of the route the better it will serve the public. The alternatives available to the City are diverse and allow choices that can minimize impacts to parking and landscaping. Within the broader context the establishment of a successful regional bikeway on balance will more closely achieve the goals of the Coastal Act than preservation of two way traffic or on street parking. The MPRPD has indicated their willingness to assist the City both in planning and in funding to achieve a safe continuous Trail. The Commission staff has also indicated its support to assist the City in solving this issue.

Staff recommends Chapter 4, Bikeways, Guidelines 2 and 3 be modified to provide that a Class III bikeway is an interim measure and that Guideline 4 be modified to require that in the long term a Class I or Class II bikeway be established between the end of the existing Monterey Bay Coastal Trail Class I bikeway at 17th Street and along Ocean View Boulevard to Asilomar Avenue. To the extent possible the existing paved surfaces should be used. The conversion should be completed as soon as feasible. Please see Modifications 2 and 3.

Therefore, as modified Chapter 4, Bikeways, of the Coastal Parks Plan will improve and maximize future public access and is consistent with the Access and Recreation policies of the Coastal Act.

Amendment 3: Chapter 5, Parking and Circulation. The Land Use Plan states that no major road improvements in the coastal zone area are proposed. General Policy 4.2.4.2 of the LUP provides that access shall be enhanced by reducing the impact of the automobile by in part encouraging the use of the bus system and by providing pedestrian/bicycle trails. Specific policy 4.2.5. states that preparation of the Coastal Parks Plan shall include an investigation of means to maximize safety of pedestrians and bicyclists. (Pedestrian and bicycle use is also addressed under Trails and Bikeways.)

The City's principle traffic circulation system within the coastal zone includes Ocean View Boulevard and Sunset Drive as a continuous two lane scenic drive. According to the Parks Plan, the coastal parking and circulation system is not always adequate for the current level of demand and the Plan proposes to optimize parking opportunities by organizing and delineating spaces in some existing parking areas both to manage parking and to enhance safety conditions for vehicles, bicyclist and pedestrians. The City does not propose to increase or expand parking areas because it is considered incompatible with preservation of shoreline assets. Coastal Parks Plan Circulation Policy 4 recommends limiting the number of parked cars along Sunset Drive and Ocean View Boulevard west of Asilomar Avenue to smaller parking pockets to maximize and enhance coastal views, control public access, and protect habitat.

Coastal Act access policies seek to enhance and maximize access but also recognize that parking areas and other public facilities need to be distributed to mitigate against overuse of any single area (PRC 30213). The City has indicated that the current level of parking is the maximum acceptable consistent with maintaining a quality coastal experience. The Coastal Parks Plan recommends that reorganization of shoreline parking will be undertaken after a Traffic Commission study and recommendation and City Council authorization. An issue of

growing concern to the Coastal Commission is the use of exclusionary parking as a management tool, e.g. residential preferential parking programs. Some programs have been found consistent with Coastal Act access policies; others have not. Preferential parking programs are subject to coastal development permit requirements. Though no such program is currently proposed, to ensure that the City and the Commission work closely to solve parking management issues consistent with Chapter 3 of the Coastal Act, a policy should be added to the Coastal Parks Plan that clarifies this subject. The policies need to clarify that prior to certification of the Local Coastal Program the Commission has coastal permit review jurisdiction of both the Traffic Commission Study and any exclusionary parking programs that may be proposed, both of which will be important in achieving an appropriate balance. Because each proposed exclusionary parking program raises different and often important access issues, the Commission finds that a blanket acceptance of such programs under the Local Coastal Program is inappropriate and that following certification of the Local Coastal Program, exclusionary parking programs shall require a Local Coastal Program Amendment.

Staff recommends that a Guideline 12 shall be added to Amendment 3, Chapter 5, Parking and Circulation, to provide that prior to certification of the Local Coastal Program Traffic Commission recommendations for the reorganization of existing parking areas as authorized by the City Council and any exclusionary parking programs shall be submitted to the Coastal Commission for coastal permit review. Following certification of the Local Coastal Program, any exclusionary parking programs shall require a Local Coastal Program Amendment.

Please see Modification 1. As modified Amendment 3, Chapter 5, Parking and Circulation, is consistent with the Access Policies of the Coastal Act.

Amendment 4: Chapter 8, Access Guide. The Coastal Parks Plan provides an Access Guide with recommendations to maximize public access to and along the Pacific Grove coast, including trails, bikeways, and parking. The planning area is divided into six areas: Asilomar South, Asilomar North, Point Pinos, Esplanade/Otter Point, Lovers Point and Berkwick Park/Monterey Bay Aquarium. Each planning section describes existing conditions including ownership; land use, trail access, bike access, road access, parking, transit access, existing public safety issues and then recommends actions consistent with the guidelines of the proceeding chapters. Maps and sections are provided for each area.

To provide for internal consistency in the Coastal Parks Plan regarding the requirement for a Class I or Class II bikeway along 17th/Ocean View in recommended Modification 3 to Amendment 2 Bikeways, Chapter 8, Access Guide, Map 4 Esplanade/Otter Point, Recommended Actions, Bikeways (p. 66) and Map 5, Lovers Point, Recommended Actions, Bikeways (p. 70) should be modified to require that a Class I or Class II bikeway shall be established. See Modification 4.

With the proposed modifications, the Chapter 8 Access promotes good management, maintenance and rehabilitation of existing public access opportunities and provisions for additional improvements to public access. As discussed above with proposed modifications the concepts and guidelines are consistent with the Coastal Act and are consistent with the certified Land Use Plan.

3. Natural Resources

Amendment 5: Chapter 6, Coastal Resources. Chapter 6 of the Coastal Parks Plan addresses four specific resources: Land Resources, Water and Marine Resources, Scenic Resources, and Archaeologic Resources. The policies of the Parks Plan build on those of the existing Land Use Plan.

Section 30240 of the Coastal Act requires protection of environmentally sensitive areas and limits development to resource dependent uses. In Land Resources, the Plan requires a detailed study by a qualified botanist/biologist prior to any development of any trails or other development and requires boardwalks and fencing as mitigation if needed. The Plan also recommends bluff and dune restoration between Asilomar State Beach and Asilomar Avenue. Other guidelines include removal of exotics and restoration with native species, a formal agreement with State Parks for management of the seaward area of Lighthouse Reservation, protection of Monarch butterfly nectar sources, and a deer management program. These guidelines are consistent with protection of sensitive habitat and Section 30240 of the Coastal Act.

The Marine Environment Article, Sections 30230 through 30233, of the Coastal Act provides for protection, maintenance, and enhancement, where feasible, of marine resources. The biological productivity and quality of coastal waters must be protected to maintain optimum populations of marine organisms and diking, filling and dredging is limited to coastal dependent uses such as ports and maintenance dredging.

The Plan's Water and Marine Resources guidelines promote strict enforcement of state and local regulations for the Pacific Grove Marine Gardens and Areas of Special Biological Significance. Visitor management through signing, fencing and educational efforts is promoted. Crespi Pond and Majella Slough, the area's two wetlands, are limited to maintenance dredging and restoration activities to prevent eutrophication and sedimentation. The Coastal Plan identifies the appropriate diver access points where parking and stairways exist. The guideline directions are consistent with the more detailed certified Land Use Plan policies and with the Marine Resource policies of the Coastal Act.

Scenic Resources. The guidelines repeat the Coastal Act policies for protecting visual resources and emphasize the use of local, native and drought tolerant species and avoidance of plants that would block coastal views. See discussion Chapter 7, Visual Quality and Appearance below.

Archaeological Resources: Section 30244 of the Coastal Act provides that where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

In addition to the policies of the certified LUP the Coastal Parks Plan in its Archaeological Resources guidelines provides for consultation with a qualified archaeologist to review the sites for all proposed improvements in the planning area and to provide adequate mitigation if significant resources are found. This reaffirms the policies of the Land Use Plan and is consistent with the Coastal Act Section 30244.

4. Visual Resources

Amendment 6: Chapter 7, Visual Quality and Appearance. Section 30251 of the Coastal Act states in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas...

According to the proposed Coastal Parks Plan the concept for the visual quality and appearance of the Pacific Grove shoreline is to preserve and enhance three distinct and identifiable characters along the coast: the urban park, the garden park and the rugged coast. Along Ocean View Boulevard from the City of Monterey to Lovers Point the oceanside is public beach frontage and the inland side is residential and commercial. The public lands feature the highly used Monterey Bay Coastal Trail and many urban amenities: tables, restrooms, telephones, trash cans. The "garden park" area begins where the Coastal Trail ends and is replaced by narrow, dirt footpaths that meander through a carpet of ice plant. Although this iceplant is not a native species, the magenta flowers characteristic of the plant form a "magic carpet" which has come to be identified with Pacific Grove and which is proposed to be protected by the Park Plan. The "rugged coast" begins as the road nears the end of Pt. Pinos and swings south toward Asilomar and the City limits. This stretch is generally undeveloped with large granite outcroppings and open rolling dunes.

The guidelines promote protection of these three characters. Restoration will be with native plant species except in the "garden area" where certain non-natives have become a defining visual asset. Where coastal protection is required in the non-urban areas the use of golden granite riprap is recommended; seawalls are recommended for the urban areas. Signing and benches must be compatible with the natural qualities of the area. New tree plantings are restricted to areas where they will not block views. These and the other guidelines are consistent with the Coastal Act scenic resource policy and with the certified Land Use Plan.

5. Natural Hazards

Section 30253 of the Coastal Act states in part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Section 30235 of the Coastal Act states:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Amendment 7: Chapter 9, Seawall Program. The Pacific Grove LUP General Policy 2.1.4 provides that the City will minimize the need for new seawall construction through development of an overall Coastal Parks Plan addressing management and, where necessary, restoration of the Pacific Grove coastal park lands, including control of pedestrian use, parking and ground squirrel activities. Any necessary seawall construction and maintenance will be integrated into a Coastal Parks Plan. LUP Policy 2.1.4.3 limits new seawall construction to protection of existing coastal dependent recreational uses and support facilities in critical danger from erosion.

Chapter 9 of the Coastal Parks Plan identifies the repair requirements and urgency for the five major seawalls along the shoreline: Sea Palm Parking Lot and Lovers Point West wall require immediate attention; Hayes Perkins/Otter Point and the Coral Street Beach walls are near-term projects and Lovers Point East is considered a long term priority. Two other areas are identified as possibly requiring shoreline protection: the Crespi Pond inlet and a segment near Point Pinos. These areas are eroding. The Seawall Program recommends that structural protection measures are allowed only when all non engineering solutions have been exhausted; that structures cannot, among other provisions, significantly reduce or restrict beach access, affect shoreline processes, or increase erosion. The Plan recommends the use of seawalls or riprap as consistent with the character of the coastal area and provides directions for preventing erosion, e.g., removing ground squirrels, diverting water runoff.

These provisions are consistent with Coastal Act policies 30253 and 30235 and with policies of the certified Land Use Plan.

6. California Environmental Quality Act

The Coastal Commission's Local Coastal Program development and certification process has been designated by the Secretary of Resources as the functional equivalent of the California Environmental Quality Act (CEQA). No significant impacts are associated with the proposed amendments. The City of Pacific Grove found the amendments exempt from CEQA. Therefore, the Commission finds that Major Amendment #1-97 is consistent with the provisions of the California Environmental Quality Act.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PACIFIC GROVE (1) APPROVING A COASTAL PARKS PLAN, AND (2) SUBMITTING THE PLAN TO THE CALIFORNIA COASTAL COMMISSION

WHEREAS, as provided and called for in General Policy 2.3.4.3 of the Land Use Plan of city's Local Coastal Program, this council and the planning commission have reviewed and considered a draft Coastal Parks Plan for the management and restoration of Pacific Grove parklands; and

WHEREAS, the planning commission and council have held hearings on the draft as required by law, all notice and hearing requirements have been duly complied with, and the planning commission has made its recommendations to the council regarding the draft plan; and

WHEREAS, the council has received, reviewed and considered the recommended draft, and has considered all comments and written materials received at and prior to the public hearings;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF PACIFIC GROVE DOES RESOLVE AS FOLLOWS:

SECTION 1. As finally amended at the regular council meeting of March 5, 1997, this council hereby approves the recommended planning commission draft of the Coastal Parks Plan of the city's Local Coastal Program.

SECTION 2. The plan hereby adopted shall be kept and maintained in the office of the community development director.

SECTION 3. The plan hereby adopted is hereby submitted for approval to the California Coastal Commission pursuant to the California Coastal Act.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE this 5th day of March, 1997, by the following vote:

AYES: Costello, Davis, Fisher, Huit

NOES: None

ABSENT: Honegger

ABSTAIN: Kaffman, Martinez

CLERK'S CERTIFICATION

I, Peter Woodruff, City Clerk of the City of Pacific Grove, California, do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. 7-013 passed and adopted by the Council of the City of Pacific Grove on March 5, 1997.

PETER WOODRUFF
Clerk of the City of Pacific Grove

By: [Signature] Pacific Grove LCP Amend # 1-97
Carol J. Sims, Deputy

Dated: May 2, 1997

CALIFORNIA COASTAL COMMISSION

EXHIBIT A

ANTHONY W. LOBAY
COMMUNITY DEVELOPMENT DIRECTOR
(408) 648-3190



CITY OF PACIFIC GROVE
COMMUNITY DEVELOPMENT DEPARTMENT

300 16TH STREET
PACIFIC GROVE, CALIFORNIA 93950
TELEPHONE (408) 648-3190
FAX (408) 648-3184

ARCHITECTURAL REVIEW
(408) 648-3182
BUILDING INSPECTION
(408) 648-3183
HOUSING PROGRAMS
(408) 648-3180
PLANNING/ZONING
(408) 648-3180

June 17, 1997

Lee Otter
District Chief Planner
California Coastal Commission
Central Coast District
725 Front Street, Suite 300
Santa Cruz, CA 95060

Subject: Pacific Grove Coastal Parks Plan LCP Submittal

Dear Lee:

Though our Coastal Parks Plan has historically been considered a component of the Local Coastal Program Implementation, after further review we do agree that the Plan is a policy document and can be more appropriately amended into the Land Use Plan. The City's resolution of submittal to the Coastal Commission approves and submits the Parks Plan as a component of the Local Coastal Program and does not specify it is an element of the Implementation Plan. Therefore, we do not feel an additional resolution is necessary. The public has fully participated in the formulation of the document consistent with City and Commission regulations:

Thank you for working with us on this project. If you have any questions, please call.

Sincerely,

Judith J. MacClelland

for

Anthony W. Lobay
Community Development Director

cc: Mayor and City Council
City Manager
City Attorney
Chief Planner

Pacific Grove LCP Amend. #1-97

CALIFORNIA COASTAL COMMISSION

EXHIBIT B1

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CITY CLERK AND TREASURER
GEORGE C. THACHER
CITY ATTORNEY

CITY OF PACIFIC GROVE

300 FOREST AVENUE
PACIFIC GROVE, CALIFORNIA 93950
TELEPHONE (408) 648-3100
FAX (408) 375-9863

December 5, 1997

Ms. Tami Grove, District Director
Central Coast District
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, California 95060

Dear Ms. Grove:

The City of Pacific Grove respectfully requests that the item appearing on the Coastal Commission Agenda for Thursday, December 11, 1997, titled **City of Pacific Grove Land Use Plan Amendment 1-97 (Coastal Parks Plan)** be continued to March, 1998, when the Commission is scheduled to meet in Monterey. There is considerable interest in this item and the continuance, and subsequent meeting in Monterey, will facilitate and encourage public participation.

We are seeking the continuance after being informed by Mr. Lee Otter that the Coastal Commission has one year from the date of the first continuance to act on a LUP amendment. In regard to this item, the Commission granted an initial continuance on August 13, 1997. Thus, continuing the item to March, 1998 will not violate the one-year time limit.

Thank you for your assistance in this matter and, unless informed otherwise, the City will presume the item relating to **City of Pacific Grove Land Use Plan Amendment 1-97 (Coastal Parks Plan)** is continued to March, 1998.

Sincerely,

Michael W. Huse
City Manager

cc: Mayor and City Council
Supervisor Dave Potter
Community Development Director Tony Lobay

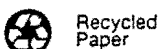
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CALIFORNIA COASTAL COMMISSION

EXHIBIT B2

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CENTRAL COAST AREA





July 8, 1997

monterey peninsula regional park district

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CALIFORNIA
COASTAL COMMISSION
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Tami Grove, Director
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, California 95060

Re: City of Pacific Grove Land Use Plan Amendment 1-97
Coastal Parks Plan

Dear Ms. Groves:

Attached is a copy of my letter to the city of Pacific Grove, dated January 29, 1997, concerning the City's Coastal Park Plan.

On page two of my letter, I stated, "The District is very strong on the minimum designation of the Monterey Bay Coastal Trail as a Class II trail." The District's position remains the same. We request that Coastal staff recommend some language to encourage the establishment of a Class II bicycle trail, as a minimum, along the City's shoreline.

Please call me if you would like to discuss this issue.

Sincerely,

Gary A. Tate
District Manager

GAT:rb

Enc.

cc: Board of Directors

BOARD OF DIRECTORS
Mary Dainton - Ward 4
Pacific Grove, New Monterey,
northern Pebble Beach
Zad Leavy - Ward 5
Carmel, Carmel Valley, Bi
Sur, southern Pebble Bea
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Monterey, Del Rey Oaks,
southern Ft. Ord
Ira J. Lively - Ward 2
Seaside, Sand City
David Salazar - Ward 1
Marina, northern Ft. Ord
DISTRICT MANAGER
Gary A. Tate

CALIFORNIA COASTAL COMMISSION

EXHIBIT C

1 of 7



monterey peninsula regional park district

POST OFFICE BOX 935 • CARMEL VALLEY, CALIFORNIA • 93924-0935

January 29, 1997

BOARD OF DIRECTORS

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Seaside, Sand City

David Salazar - Ward 1
Marina, northern Pt. Ord

DISTRICT MANAGER

Gary A. Tate

Sandra Koffman, Mayor
Pacific Grove City Hall
300 Forest Avenue
Pacific Grove, CA 93950

RE: Coastal Parks Plan

Dear Mayor Koffman and Council:

The Monterey Peninsula Regional Park District (District) is a special district whose boundaries include the City of Pacific Grove. The District represents over 150,000 residents of the greater Monterey Peninsula. The District's mission is to acquire and protect undeveloped open space for public use and habitat protection wherever and whenever possible. To support this mission, the District has been a primary force in the creation of the Monterey Bay Coastal Trail and an outspoken advocate of coastal public access and protection.

The District was an original member of the Monterey Peninsula Recreational Trail Joint Powers Agency and has been a long standing cooperating partner with the acquisition, protection, and development of several public benefit projects. These include Lynn "Rip" Van Winkle pine forest preserve (1978), Monterey Peninsula Recreational Trail (1980), Elmarie Dyke Open Space (1988), and Rocky Shores (1991-1995). The Board and staff of the District are proud of the cooperative efforts that have resulted in these quality community projects within the City. We also look forward to continued cooperation.

We have reviewed the City's Coastal Parks Plan Revised Public Review Draft (Plan) with the following comments.

General:

(1) We find the Plan to be very consistent, with a few exceptions, in its treatment of public trust values associated with open space. Those exceptions are addressed below. The District commends the City Council for placing a priority on completion of the City's Local Coastal Program. If fully implemented and funded, we believe that the

CALIFORNIA COASTAL COMMISSION

EXHIBIT C

2 of 7

Sandra Koffman, Mayor
January 29, 1997
Page 2 of 6

community of Pacific Grove will be able to maintain its unique character in the midst of rapidly escalating urban change taking place outside the city.

(2) However, there is much language in the plan that is noncommittal and lacking the weight of formal endorsement or performance. We believe that coastal plans are statements of action and intent. Language that commits provides the community and others with a clear sense of direction. We believe this to be of extremely high value and strongly urge that the language of "should, could be, and may consider" be replaced with more active verbs, such as "shall" or "will". Examples of this are: "*Consider* reorganizing existing parking ..."; "unimproved parking ... *could be* redesigned ..."; "... dunes and coastal bluffs *should be* restored ...". This will bring the entire plan into internal consistency when measured against its own concepts and guidelines and other policy statements such as, "... the City *will* establish a master plan ...". For long-range planning purposes, an action oriented plan is much more effective than a moving target.

Chapter 3 - Trails: Enclosed is a suggested resolution for your consideration in the renaming of the Monterey Peninsula Recreational Trail to the *Monterey Bay Coastal Trail*. This new name reflects the regional nature of its scope and also the link it provides with Monterey Bay National Marine Sanctuary, Monterey Bay State Seashore, and Monterey Bay area communities. We also request that the City acknowledge this name and the participants who made it happen by placing signs at both ends of the trail in Pacific Grove. Sample signage is included, of which the District is willing to fund and construct. The name Monterey Peninsula Recreational Trail appears on pages 21, 22, 27 (thrice), 47 (twice), 69 (thrice), 70 (twice), 72 (thrice), A-9, A-10 (four times), A-16, and A-17.

Chapter 4 - Bikeways:

(1) Refer to the trail name change in the paragraph above.

(2) The District is very strong on the minimum designation of the Monterey Bay Coastal Trail as a Class II trail. The proposal to designate sections of the trail as Class III is inconsistent with the plan's (and the City's) stated guideline "to achieve a *safe* and continuous coastal bikeway system ..." (page 27). The Plan also states that, "Due to the existing narrow street width ... and the intensity of varied recreational uses ... [the trail along] Ocean View Boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue ... [is to be designated] as a Class III Bikeway" (page 27). We believe that *because* of the narrowness of the street and the variety of uses that a Class II designation and striping is a necessity for safety. The integrity and safety of this linear accessway should have priority over the convenience of parking cars.

Chapter 5 - Parking and Circulation: The Plan is very good at addressing the public trust value of open space viewshed by proactively stating that it is the intent of the City

Sandra Koffman, Mayor
January 29, 1997
Page 3 of 6

"...to enhance the scenic experience of the coast..." "..." to protect and preserve coastal views..." and to not "...increase or expand parking areas." These statements seem to reflect full support for the goals of viewshed protection. However, the specifics of the Guidelines are vague and do not appear to fully produce the outcome of "enhancing the scenic experience of the coast." For example, in Guideline #10, the City proposes to "consider reorganizing parking areas to manage parking and enhance safety conditions for vehicles and pedestrians." But there is no language pertaining to the original goal of "protect[ing] and preserve[ing] coastal views..." We have several suggestions: (1) Eliminate the word "*consider*" and be more committal and dedicated to the proposition. (2) In addition to reorganizing for management and safety, include, "...and to improve scenic coastal views by relocating parking to non-seaward locations as available." (3) And after "It is not the intention...to increase or expand parking areas" insert the language, "*but to consolidate and relocate the existing amount of seaward parking space so as to increase the amount of unobstructed coastal viewshed.*"

Chapter 6 - Coastal Resources:

(1) We find it difficult to substantiate the statement that the City's coast provides "...continuous unobstructed views along Ocean View Boulevard and Sunset Drive" when that same stretch of roadway is overly encumbered with parked automobiles.

(2) Guideline #4: If the area identified is indeed "...of extreme sensitivity..." then we suggest eliminating the non-committal passive verb of "consider." We suggest that to be consistent with the intent of this guideline, reword it as follows: "In areas of extreme sensitivity within ... area, *the City shall:*

- consider use of minimal fencing ...
- consider defining appropriate limits ...
- consider restricting permanent ...

(3) Guideline #5: This is the only place in the entire plan that a guideline directly addresses the issue of enhancing "...the scenic experience of the coast..." and "...protect[ing] and preserve[ing] coastal views..." We very strongly urge the City to maintain consistency with the policy statement to "...control unrestricted parking" and to strengthen it by adding at the end of the statement, "*and to consolidate and relocate the existing amount of seaward parking space so as to increase the amount of unobstructed coastal viewshed.*"

(4) Guideline #7: We suggest "*Pursue*" in lieu of "Consider."

(5) Guideline #14: We suggest that the first sentence be changed as follows, "~~Consider providing~~ *Provide appropriate* ..." [refer to the attached article].

The subsection on Scenic Resources is completely devoid of any language regarding the fundamental and inherent scenic resource issue of viewshed. Guidelines 18, 19, and 20 all address new development and completely skirt the issue of auto parking as a substantial blight on the scenic resources of the city's coastal public trust values. We suggest that this issue be addressed and reinforced in this section to give it legitimate weight of concern. We recommend language similar in content to that already mentioned above.

Chapter 7 - Visual Quality: Our comments for this section follow those of the paragraph immediately above. We suggest that the issue of unrestricted and obtrusive auto parking on the seaward sides of Ocean View and Sunset be addressed and reinforced in this section to give it legitimate weight of concern. We suggest language similar in content to that already mentioned above.

Chapter 8 - Access Guide: Our suggested comments reflect our very strong belief and professional opinion that (1) a Class II Monterey Bay Coastal Trail should be designated and implemented for its entire length in the Phase 3 section and (2) unrestricted parking be controlled, consolidated, and relocated to the maximum potential (even if this results in reduced auto parking) in order to free the coastline of this obtrusive and incongruous intrusion into the viewshed.

Map 1; Recommended Actions, Trails: The District is very keen on wanting appropriate signage at the City boundary along the trail identifying and recognizing the District for its role in the creation of the Monterey Bay Coastal Trail and its partnership with the City. The District will fund and construct this signage.

Map 2; Recommended Actions, Parking: We recommend that the City begin creating seaward no parking "windows" toward the northern portion of this planning area around Rocky Shores. This will begin a phase-in that increases as one travels east.

Signage: The District is very keen on wanting an appropriate sign established in the Rocky Shores area that acknowledges the efforts and actions taken by the District in cooperation with the City and others. The District is willing to fund and construct this sign.

Map 3; Recommended Actions, Parking (#7): We recommend that the City take a more proactive stance as follows: ~~"If parking demands increase in the future, consider~~ Reorganizing existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists and pedestrians." We sincerely hope that "manage parking" refers to "...enhance the scenic experience of the coast..." and "...protect and preserve coastal views..."

Sandra Koffman, Mayor
January 29, 1997
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We also suggest an additional recommendation that "Viewshed no-parking "windows" between the unimproved but designated parking areas will be created to "... enhance the scenic experience of the coast..." and "...protect and preserve coastal views...". This will bring internal consistency between a stated plan purpose of coastal viewshed protection and recommended action.

Map 4; Recommended Actions, Bikeways: We recommend that the City include a second action item that, "Provide a continuous Class II bikeway east of Asilomar Avenue." We suggest eliminating seaward side parking which will also have the benefit of truly establishing "...continuous unobstructed views along Ocean View Boulevard and Sunset Drive" and optimizing bicycle safety.

Parking (#7): We recommend that the City take a more proactive stance as follows: ~~"If parking demands increase in the future, consider Reorganizing~~ existing parking areas to manage parking and enhance safety conditions for vehicles, *bicyclists* and pedestrians." We sincerely hope that "manage parking" refers to "... enhance the scenic experience of the coast..." and "...protect and preserve coastal views..."

Map 5; Recommended Actions, Bikeways: We recommend that the City include a third action item that, "Provide a continuous Class II bikeway along Ocean View Boulevard and 17th Street from the terminal end of the existing Class I trail." We suggest eliminating seaward side parking which will also have the benefit of truly establishing "...continuous unobstructed views along Ocean View..." and optimizing bicycle safety.

Parking: We recommend that the City take a more proactive stance by modifying action #10 as follows: ~~"If parking demands increase in the future, consider Reorganizing~~ existing parking areas to manage parking and enhance safety conditions for vehicles, *bicyclists* and pedestrians." We sincerely hope that "manage parking" refers to "... enhance the scenic experience of the coast..." and "...protect and preserve coastal views..."

Map 6; Recommended Actions, Trails (#1): The District is very keen on wanting appropriate signage at the City boundary along the trail identifying and recognizing the District for its role in the creation of the Monterey Bay Coastal Trail and its partnership with the City. The District will fund and construct this signage.

The District realizes the tough choice that needs to be made with regard to the on-street seaward parking issue, but is also quite cognizant of the spectacularly unique opportunity the City has to truly protect and enhance its precious coastal viewshed while

Sandra Koffman, Mayor
January 29, 1997
Page 6 of 6

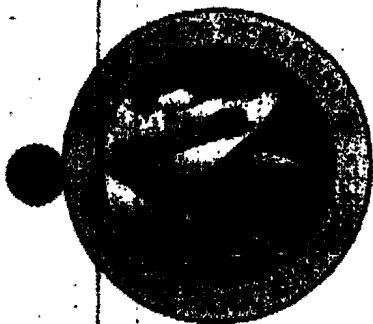
facilitating non-motorized experiences and vastly improving bicycle safety. The District is willing to assist the City to meet this challenge.

Respectfully,

Gary A. Tate

Gary Tate
District Manager

cc: Board of Directors



monterey peninsula regional park district

POST OFFICE BOX 935 • CARMEL VALLEY, CALIFORNIA • 93924-0935

BOARD OF DIRECTORS

Mary Dalton - Ward 4
Pacific Grove, New Monterey,
northern Pebble Beach

Zad Leavy - Ward 5
Carmel, Carmel Valley, Big
Sur, southern Pebble Beach

Judi Lehman - Ward 3
Monterey, Del Rey Oaks,
southern Ft. Ord

Ira J. Lively - Ward 2
Seaside, Sand City

David Salazar - Ward 1
Marina, northern Ft. Ord

DISTRICT MANAGER
Gary A. Tate

February 9, 1998

Tami Grove, District Director
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, California 95060

Re: City of Pacific Grove Land Use Plan Amendment 1-97
Coastal Parks Plan

Dear Ms. Grove:

Please be advised that the Board of Directors of the Monterey Peninsula Regional Park District reviewed the above item at their regular meeting of February 2, 1998, and by unanimous vote approved the following motion:

The Board reaffirms its position as written in the letters of January 29 and July 8, 1997. Ideally, we would like to see the creation of a Class II bikeway between Lovers Point and Asilomar Boulevard as a continuation of the Monterey Bay Coastal Trail. We understand the physical, safety, environmental and emotional constraints the City faces at this time, but we encourage the City to create a Class II bikeway whenever it may become feasible to do so, and as the opportunity arises for road repairs, sewer replacement and/or changes in the coastal vegetation.

A representative of the Regional Park District will attend the Coastal Commission hearing in March to present this statement.

Sincerely,

Gary A. Tate

Gary A. Tate
District Manager

cc: Board of Directors

Post-It® Fax Note	7671	Date	5/9	# of pages	1
To	Joy Chase	From	Gary Tate		
Co./Dept.		Co.	MPRPD		
Phone #		Phone #			
Fax #	By Fax and U.S. Mail	Fax #			

Admin. Office (408) 659-4488 • Ranger Station (408) 659-6063 • Naturalist (408) 659-6062 • Fax (408) 659-5902

E-mail mtryregpks@aol.com

Pacific Grove LCP Amend. #1-97
CALIFORNIA COASTAL COMMISSION

EXHIBIT D



PACIFIC GROVE RESIDENTS ASSOCIATION

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DEC 05 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

December 4, 1997

Joy Chase
California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

Subject: Opposition to Class I or II Bikeway on Ocean View
Boulevard in Pacific Grove

The Pacific Grove Residents Association Board of Directors wishes to go on record as opposing putting a Class I or Class II Bikeway on Ocean View Boulevard in the City of Pacific Grove. We support the City of Pacific Grove and the years of work that have gone into the development of the local Coastal Parks Plan which designates a Class III bikeway (which currently exists). This designation was derived after careful consideration of the environmental and public safety considerations of our local area. We are opposed to a dedicated bikeway which would have significant environmental impacts on the coastal vegetation and scenic open space which now exists. We are also concerned about the creation of public safety problems that are greater than exist now if existing roadways and parking are modified to accommodate a bikeway.

We urge you not to support the Monterey Peninsula Regional Park District's recommendation. Support the City of Pacific Grove plan.

Very truly yours,

Kris Lindstrom
Director

cc: Sandy Koffman, Mayor, City of Pacific Grove
Bob Davis, Councilperson, City of Pacific Grove
Mike Huse, City Manager, City of Pacific Grove
David Potter, Monterey County Board of Supervisors

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CALIFORNIA COASTAL COMMISSION
EXHIBIT

Pacific Grove
LCP Amend #1-97

Pacific Grove Residents Association - P.O. Box 52146, Pacific Grove, CA 93950

*"Dedicated to preserving and enhancing Pacific Grove's unique quality life for all residents,
to supporting local businesses, and to enriching and protecting the special environment in which we live."*

Mr. & Mrs. J. B. Kaltenbach
833 Oceanview Blvd.
Pacific Grove CA 93950

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DEC 09 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Joy Chase
CA. Coastal Commission, Central Coast Area Office
725 Front St., Suite 300
Santa Cruz, CA 95060

Dear Ca. Coastal Commission,

How many times do the people on Oceanview Blvd. & Seapalm Ave. in Pacific Grove, CA. have to say "NO"??? We DO NOT WANT A BIKE TRAIL ON OCEANVIEW BLVD. from Lovers Point to Assilomar! It is not safe for the bikers — there are too many parking problems along this stretch of the street as it is! We do not want the Perkins Park garden of the Pinks destroyed any more than what the damage the hiking trail is already doing! Enough is Enough!

We were all in mass at the first meeting, in Pacific Grove, on this subject. We presented our objections and the reason for the objections at that time. What more do these people want? We sent a letter of objection on this subject to the last notice we received. (We were on our way out of town and could not get to the meeting.) Currently, we have an emergency with a family member being critically ill and we have AARP classes to teach. We don't need this aggravation.

Please STOP THIS NONSENSE!

Sincerely,

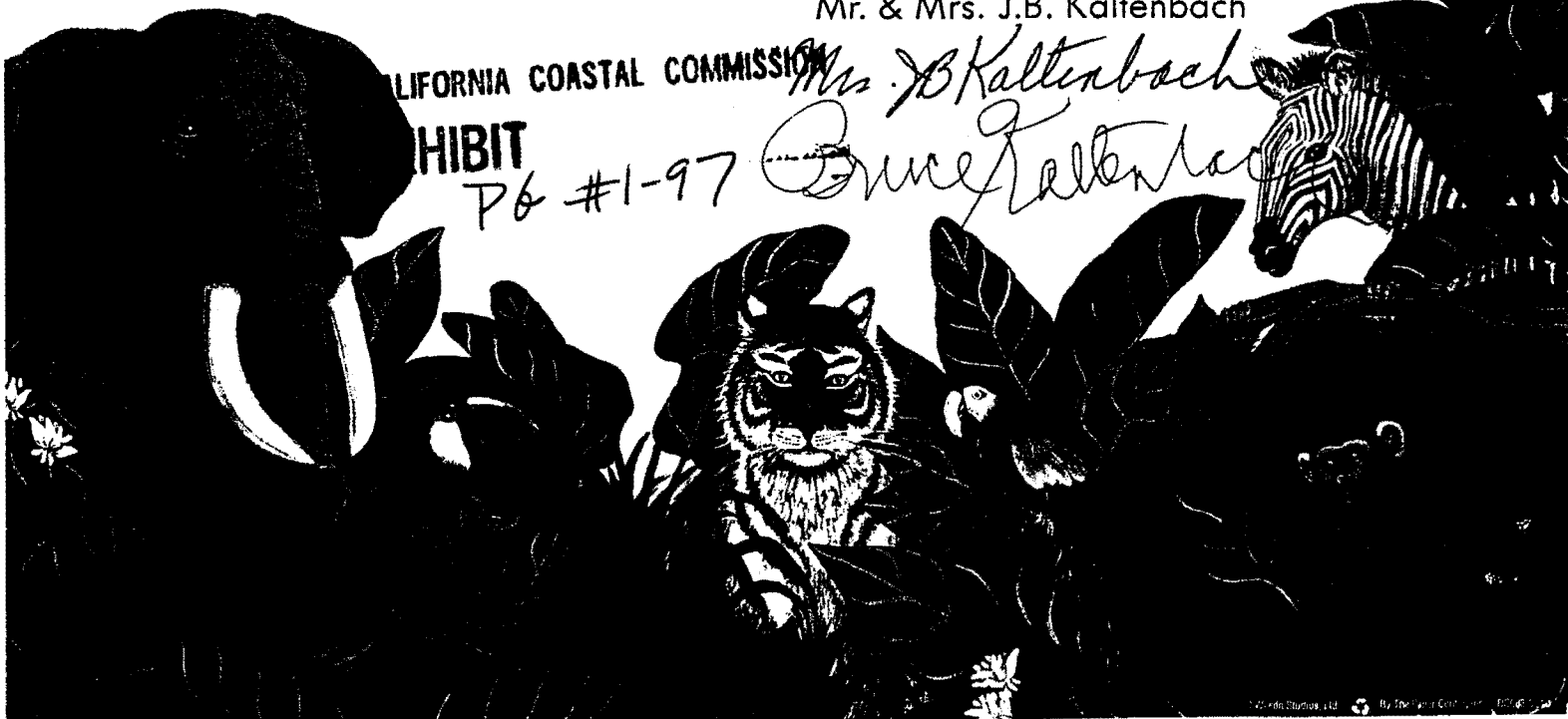
Mr. & Mrs. J.B. Kaltenbach

CALIFORNIA COASTAL COMMISSION

EXHIBIT

P6 #1-97

Mr. & Mrs. J.B. Kaltenbach
Bruce Kaltenbach



Public Hearing of the California Coastal Commission

December 11, 1997 at 9:00 a.m.

Marin County Civic Center

Board of Supervisor's Chambers, Room 322

San Rafael, CA

(415) 499-3070

At the December 11th hearing, the California Coastal Commission will act upon the City of Pacific Grove Land Use Plan Amendment 1-97 (Coastal Parks Plan). Bikeway classification along Ocean View Boulevard between Asilomar Blvd. and Lover's Point has been a hotly contested issue of the Coastal Parks Plan. The City of Pacific Grove has carefully studied the issue of bikeway classification and after full public participation concluded that a **Class III** bikeway (what currently exists—no striped bike lanes) is the only option. Ocean View Blvd. is simply not wide enough to accommodate anything but a Class III bikeway. However, the California Coastal Commission and the Monterey Peninsula Regional Park District disagree.

The California Coastal Commission supports the Monterey Peninsula Regional Park District's recommendation to put a Class I or a Class II Bikeway on Ocean View Boulevard

A Class I Bikeway would mean a 7-foot wide paved trail separate from vehicles (similar to the one from Lovers Point to the Aquarium). The only place to put it would be the existing foot trails.

A Class II Bikeway would mean striped bike lanes (similar to the one from Asilomar Blvd. to the Lighthouse) and either no parking on the seaward side of Ocean View or one-way traffic on Ocean View

The full text of the amendments to the Coastal Parks Plan is available at the library and the Planning Department. Now is the time for all concerned neighbors to be heard. Attend the December 11th hearing or write to the California Coastal Commission at the following address.

Joy Chase
California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060
(408) 427-4863

If you have questions or need additional information contact Olga San Miguel at 372-1921.

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CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97

December 3, 1997

Cathleen Rosen
829 Ocean View Blvd.
Pacific Grove, Ca. 03050

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DEC 05 1997

Joy Chase
California Coastal Commission
Central Coast Area Office
725 Front St., Suite 300
Santa Cruz, Ca. 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Ms. Chase:

I would like to voice my concern about the proposal of either a Class Bike I or Bike II path along Ocean View Blvd. My concerns spring from observations as a resident for thirteen years on the corner of Ocean View Blvd. and Sea Palm. At this point, the residents comfortably share this gorgeous edge of the ocean with a variety of visitors. These visitors are able to walk along the scenic path that includes vegetation that is part of the Pacific Grove it character. They also frequently stop along this stretch to view a colony of acrobatic harbor seals as they steady themselves on the rocks. On the weekends, divers, joggers, hungry visitors and wedding parties keep the street full of cars. Additionally, special events along the ocean front often creates stress on the parking situation.

Fortunately, the residents who live across the street are usually able to park in front of their homes. I do have off street parking, however, many of the homes along the stretch between the Tinnery and Sea Palm are built on very small lots that do not have off street parking. By eliminating parking along the ocean the visitors will be forced to park in front of the resident's homes. These homes, as well as the vegetation across the street add to the charm of this part of Ocean View. To change either would be a disservice to both residents and visitors.

If parking were eliminated on the ocean side, it will promote a traffic problem which I also am concerned about. More people will be forced to turn around at Sea Palm in order to secure parking if they want to walk across the street to look out at the ocean, and the marine life there. After a few close calls when making these turns, and I live her and am aware of the situation, I do not think this is a traffic pattern that should be encouraged. The MST bus and cars often come down the hill at the top of the street (Sea Palm), and the curve of the street makes it difficult to see. Mermaid, a one-way street also flow out into this intersection. So a person turning has to make sure the person behind them isn't turning and going straight though, (rear view mirror), check the Mermaid St. Exit (left hand view) and inch out into a turn to check for cars coming down Sea Palm (front hand view).

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97

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I am supportive of bikepaths and recreation trails, however, they should not be forced onto areas where there is not enough room to accommodate them without severely affecting the people who live in an area, and, or the character of the place itself. This stretch along Ocean View is significantly different than the area that runs between the Tinnery and the American Tin Cannery. This street is practically on our doorstep. The walkway and granite rocks are our front yard, and we watch over it lovingly. A Class I or Class II bikepath would be intrusive and change the personality of the street. We welcome visitors to this lovely stretch of the coast, but feel that one group of recreational users should not have the right to change what is also our home, which also makes this a very unique place and a lovely place to visit no matter what the mode of transportation.

Sincerely,

A handwritten signature in cursive script, appearing to read 'C. Rosen', with a long horizontal flourish extending to the right.

Cathy Rosen

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97

E

Dorothy D. Stevens
859 Ocean View Blvd.
Pacific Grove, CA 93950

December 3, 1997

Joy Chase
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Ms. Chase,

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DEC 05 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Since 1991 we have attended meetings called by the City of Pacific Grove and the California Coastal Commission. We have given our reasons (and with research from 17th along Ocean View Blvd.) for Ocean View Blvd. to remain a Class III Bikeway as it now exists. These reasons are: the area mentioned does not have the width to allow any other treatment to comply with the State requirements for any other plan. This is a factual statement. At the meetings with the Coastal Commission in 1991, 1996, and 1997 the position upheld and voted by the City of Pacific Grove was that the bike path remain a Class III classification.

I have noticed thru all these years as a resident and property owner along Ocean View Blvd. that residential parking and bikers have all co-mingled without any traffic problems or accidents. The local residents respect the bikers and families who bike together. We are tolerant of the many times the road is closed to all traffic due to special city events, runs, festivals, which as residents we all respect and support.

Parking along Ocean View Blvd. on the ocean side is mandatory for all people to enjoy for many reasons.

1. It affords access to the Perkins Park and to the walking paths, without the danger of crossing thru auto traffic or opening doors onto on-going traffic. This traffic gets heavier every year.
2. Fisherman and many families have this access to the rocks and beaches from their parked auto.
3. Sports of scuba diving, kayak boating, swimmers and surfers need the parking as well as family groups enjoying the beaches and tide pools, etc.
4. Artists are continually sketching and painting along this area as well as photographers.
5. The Bay Watch Volunteers need this parking area with telescopes, etc. to assist with their jobs of education for the public of the Bay, Sea Life and boats, ships as they enter and enjoy our waters.

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97
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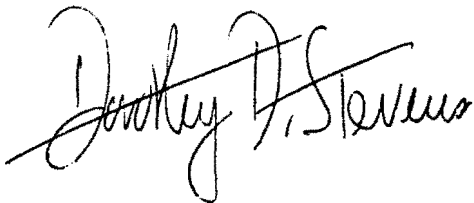
6. Many individuals drive here and park to enjoy the vistas. They can read, have lunch in their cars or get out safely to use the many benches the residents have placed along the walking path for everyone's enjoyment. This is the custom of many Senior Citizens. Families are also welcome here. Safely, they can park along the area they are enjoying. Crossing the full width of the street can be very dangerous, waiting for traffic, auto, bicycles, etc. Many carry equipment, picnic supplies, children etc. Parking must remain on the bay side of Ocean View Blvd. Resident and property owners must have parking along in front of their property.

People who do not live here along Ocean View Blvd. cannot fully understand or be knowledgeable of the every day activity and multiuse of Ocean View Blvd. On December 1, 1997 (Monday) I counted 7 cars along a one block area (in front of my house) where fisherman and walkers had parked their cars. This was from 8:30 AM and they were there at 4:00 PM.

My family have lived along Ocean View Blvd. owning their homes since 1921. We love the area and we respect the area and beauty.

The City of Pacific Grove and Council Members are doing an exceptionally fine job of protecting our area and environment for the citizens of many varied interests. They should be the only agency to form policy for the use of this area in the City of Pacific Grove.

Respectfully submitted,



Dorothy D. Stevens

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

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December 3, 1997

RECEIVED

DEC 05 1997

California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Commissioners:

Since 1991, my neighbors and I have attended countless meetings, workshops, public hearings, and city council meetings regarding the Pacific Grove Coastal Parks Plan. Now it appears that the California Coastal Commission will make a final decision to approve our city's plan on December 11, 1997. However, the decision the commission makes may not be the one Pacific Grove's elected officials, my neighbors, or I would support.

In 1991, Sedway Cooke Associates was hired by Pacific Grove to work with the Pacific Grove Trails Committee to develop a Coastal Parks Plan. The plan deals with issues such as trails, bikeways, parking and circulation, coastal resources, visual quality and appearance, access, and sea walls. Gary Tate, director of the Monterey Regional Parks District, was a member of the Pacific Grove Trails Committee. The issue of bikeway classification along Ocean View Boulevard (OVB) between 17th Street and Asilomar Boulevard was the subject of many debates at Trails Committee meetings. To settle the issue, the Trails Committee measured OVB between 17th Street and Asilomar Boulevard and discovered that the roadway was not wide enough to accommodate a class II bikeway (striped lanes—shares road with vehicles). A class I bikeway (separate trail from roadway) was considered infeasible requiring the building of new sea walls or bridges, and a 10-foot-wide paved trail along our coastal park land. A majority of the Trails Committee members voted to recommend a class III bikeway (no striped lanes—shares road with vehicles) in the Coastal Parks Plan. Gary Tate's recommendation for a class I or II bikeway did not prevail. Over the next few years, there were numerous committee meetings, workshops, and P. G. City Council meetings which confirmed the class III bikeway recommendation. Naively, my neighbors and I considered this issue settled.

The Pacific Grove Coastal Parks Plan was submitted to the Coastal Commission earlier this year. Despite city and public sentiment to the contrary, Gary Tate wrote to and met with members of the commission and campaigned for a class I or II bikeway between 17th Street and Asilomar Boulevard. My impression is that the Coastal Commission's December 11th vote on amendments 2 and 4 of the P. G. Coastal Parks Plan (implement either a class I or II bikeway) is entirely due to Gary Tate's "last minute" effort.

There are many reasons why a class I or II bikeway is neither safe nor feasible for this segment of OVB.

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97
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Class I Bikeway Issues:

Currently, bicycles are banned from the separate hiking trail. A class I bikeway with an adjacent hiking trail would increase the bicycle collision hazard for other users.

The class I bikeway would use up almost all of the available ocean side off-street parking lots which are very popular with residents and visitors. This will increase the on-street parking.

A 10-foot-wide paved bikeway with adjacent walking trail would virtually obliterate the available park/garden along some portions of the coast. This subverts the Coastal Commission goal to preserve and enhance the coast.

Expensive sea walls or bridges would have to be built to accommodate the bikeway in areas where there are obstacles or where the park is not wide enough, i.e., Coral Street beach area, Esplanade Street area, the sewer pump station, and the Bath House Restaurant.

Goal 1 of our Coastal Parks Plan is to retain and enhance the existing character of the coast—urban park, garden park and rugged coast. Goal 1 would not be attained with the designation of a class I bikeway. This section of the coast is considered "garden park." The word "garden" does not come to mind when viewing the class I bikeway between Lovers Point and the Aquarium. The words "overused" and "trampled" do. Hardly any vegetation remains.

Wouldn't substantial guardrails have to be installed to keep cyclists from riding over the sea walls in the narrower portions of a class I bikeway? This would create visual barriers.

Class II Bikeway Issues:

Because the width of OVB ranges from 44 feet to 36.6 feet, a class II bikeway (which requires 47 or 48 feet) would require either banning parking on the ocean side of the street, or making the street one way, or both.

A one-way street (traffic heading out towards Pt. Pinos) with parking limited to the inland side would cause the following to occur.

Parked cars, vans and RVs have to let passengers out on the traffic side of the street. Vehicles equipped with lifts for wheelchairs (e.g., WAVE buses) would be required to disembark handicapped passengers on the traffic side of the street.

After parking, people would have to cross the street to get to the shore.

How would cyclists return? They have to obey the traffic laws too.

Traffic would increase on the inland streets such as Lighthouse Avenue, Shell Avenue, and Del Monte Avenue, because of return traffic as well as side streets exiting OVB.

The driveway enter/exit hazard for 43 homes with driveways on OVB would increase.

Parked cars on the inland side of the street may obstruct mail delivery. Related to this issue, postal delivery vehicles are designed with the driver on the right to facilitate the delivery of mail.

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

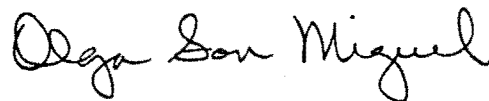
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A class II bikeway gives cyclists a false sense of security and preference over many other recreational users of the street. Currently, with a class III designation, everyone is cautious and aware of all the other users of the roadway.

In addition to the safety hazards a class I or II bikeway would pose, there is still the issue of cost—tax dollars. Where are the millions of dollars required for a project of this size and scale going to come from? The City of Pacific Grove should not be forced into paying for something that it cannot afford and does not want.

I urge the California Coastal Commission to reject a class I or II bikeway. The intrusion of a class I or II bikeway would permanently alter the tranquil garden character of the coast, which is enjoyed by a variety of recreational users—in *addition to cyclists*.

Sincerely,



Olga San Miguel
939 Ocean View Boulevard
Pacific Grove, CA 93950
(408) 372-1921 phone/fax

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG-#1-97

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RECEIVED

DEC 08 1997

December 4, 1997

Dear Sirs,

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

I sincerely hope the California Coastal Commission does not succeed in putting either a Class I or Class II Bikeway on Ocean View Boulevard in Pacific Grove.

The Class I plan with its requirement of a 7-foot paved trail would enlarge the existing sandy trail and destroy a lot of the attractive iceplant. The pink flowers that bloom in the spring are identified with Pacific Grove. They add to the beauty of the curving path. Pictures of the path in bloom are shown in Tourist Books and Postcards of the area.

The Class II Plan if adopted will really down-grade the lives of people who live in the area on Ocean View Blvd. and Mermaid Ave. Mermaid Avenue is a one-way street directly behind Ocean View. It runs from Lovers Point Park to Sea Palm Avenue. There are rental apartments and houses there. The lots are small with narrow parking slots in front. Some houses have garages. Noone has extra parking spaces.

My apartment on Ocean View allots me one parking space in the rear on Mermaid. I can park in front of my building if there is a space available. Like me, the people who live on Mermaid have to have their guests park on the seaward side of Ocean View when necessary. If the seaward side was eliminated for parking, guests would have to park on residential side streets. This happens now on race days. We have Bike Races, Marathons and a Triathlon. They start at Lovers Point and run to Asilomar and are held frequently. The area from Sea Palm to Asilomar consists of expensive single family residences. People living in the area from Lovers Point to Sea Palm will be penalized more than the Sea Palm to Asilomar area simple because there are more people in rental apartments and duplexes who will be deprived of parking.

I don't think you would want to make Ocean View a one-way street since Mermaid is already a one-way street. You would funnel a lot of people through the residential neighborhood trying to get back to Monterey.

Why are Bikers to be considered above the citizens who live here. Is it right to detract from the quality of our lives?

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG#1-97

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Sincerely Yours,
Elizabeth Johnson
Mrs. Elizabeth Johnson
813 Ocean View Apt. 1
Pacific Grove, CA 93950

December 4, 1997

Dear Ms. Chase:

I just spoke to you this morning and as you suggested I will try to put my opinions and questions to the commission.

I have lived on the Monterey Peninsula all of my life, appreciate and love the beauty of the area and also understand the need to accommodate visitors to this area for recreation. I might add that we have beaches, parks, walking and bicycle paths that during the summer and holidays are utilized by the tourists so much so that the residents here can barely use these facilities.


The parking on Ocean View Blvd. is almost impossible in the summer, weekends, holidays and because of special events held here. I happen to live on Ocean View Blvd. and because I live a block and a half from the Lovers Point beach parking becomes a big problem. Mermaid Ave is a narrow one way street that runs parallel with Ocean View the residents that have more than one vehicle have to park on Ocean View because Mermaid cannot accommodate them. We also have weekend rentals on this block who sometimes hold receptions, again the parking problem. Lover's Point beach holds many weddings during the year with receptions held at the Tinnery Restaurant again the parking comes all the way down Ocean View into the eight hundred blocks.

What I would like to know is why the parks and coastal commission can't bend for the residents of long time standing, in an area where their lives are disrupted on a daily basis because of traffic, tour buses, parking, special events, etc.?

I live on this street, I see the number of bicyclists and I certainly cannot see the need to eliminate parking or making this street one way traffic to accommodate a few bicycles. I hope you send a committee over here during peak tourist times and in the winter to see what I'm talking about. I can also foresee Ocean View Blvd. becoming a race track if it becomes a one way street.

I am opposed to the Class 1 and Class 2 proposals.

Thank you


Jo Anne Ask
707 Ocean View
Pacific Grove Ca 93950

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DEC 08 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

E

William "Tip" Tyler
861 Ocean View Boulevard
Pacific Grove, California 93950
(408) 373-7342 Fax (408) 373-6604

RECEIVED

December 4, 1997

DEC 08 1997

Re: Pacific Grove Coastal Parks Plan

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners,

I was a member of the Pacific Grove Trails Committee in 1991, along with Mr. Gary Tate, when this Coastal Parks Plan was developed. We worked long and hard to develop a plan that would address the needs of all coastal visitors in an equitable way. The decision to maintain the Class III bikeway was determined to be the best solution for all users.

I also had the opportunity to work on a reconciliation committee as the representative of the Americans with Disabilities Act Compliance Advisory Committee. The other representatives to this committee were from the Bicycle Committee, the Natural Resources Committee, the Shoreline Preservation Committee, and Community Development Senior Planner Judy MacClelland. During the course of our meetings we tried to accommodate the needs of each group into the overall plan and not impinge on other uses. The members of this group came to a consensus agreement which is essentially the Coastal Parks Plan presented to you.

When this document was put in its final form, public hearings were held before the Planning Commission, of which I was a member, and the City Council. During these hearings much public comment was received and addressed in finalizing the wording of the Plan. The Regional Park District made no appearances at these public hearings, even though Mr. Tate is a Pacific Grove resident.

As you can see, I was involved in the development of this Coastal Parks Plan at several different levels. All who worked on this plan made a great effort to make it the best plan for the majority of users.

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

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The proposed changes to the Shoreline Park and/or the parking and traffic flow would create hardship and safety hazards to both residents of and visitors to the area. Elimination of seaward parking would cause safety problems with people crossing Ocean View Boulevard to gain access to the shoreline. It would also cause visitor parking to impact the adjacent residential neighborhoods. The proposal to make the traffic flow one way would make it difficult for many residents to access their driveways and property.

In conclusion, I believe that the Class III bikeway is the only solution that works for all parties concerned. The Class I and Class II bikeways as proposed would favor a small group of users, the cyclists (of which I am one). These proposals would handicap the access of other users, visitors and residents alike.

Sincerely,

Tip Tyler

William. "Tip" Tyler

CALIFORNIA COASTAL COMMISSION

EXHIBIT

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PG #1-97

December 3, 1997

RECEIVED

DEC 08 1997

Joy Chase, Staff Analyst
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

**Subject: City of Pacific Grove Major Amendment #1-97 to the Local Coastal Program
Land Use Plan**

Dear Ms. Chase:

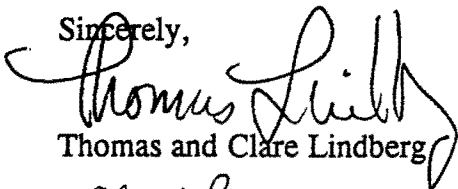

As residents of Ocean View Boulevard in Pacific Grove, we are vehemently opposed to the proposed major amendments to the Local Coastal Program Land Use Plan. Ocean View Boulevard is not wide enough to accommodate a Class II bikeway, as has been recommended. This fact has been established and acknowledged by the City of Pacific Grove. Our primary concerns are public safety, inconvenience and fiscal responsibility.

Our home is located on a nearly blind bend in the road. Often drivers coming down the road here are looking at the ocean rather than the road. To force all vehicles to park on "our" side would exacerbate what for us is already a dangerous situation. Residents will be forced to share parking with visitors, including divers, fishermen, sightseers, recreational vehicles and tour buses. Furthermore, divers, fishermen and others will have to cross a busy road with their gear in order to achieve coastal access, thereby creating hazard for themselves and motorists. In a related matter, we have already experienced late delivery of mail due to visitors blocking our mailbox.

The idea of building bridges across bad sections and cantilevered trails on top of seawalls demands much further study before approval, both from an engineering and an environmental perspective. What entity is going to pay for these studies and the implementation of the Monterey Peninsula Regional Park District's "vision"? The proposed changes would have significant affect on all residents of Ocean View Boulevard, as well as neighboring streets such as 17th Street and Del Monte Avenue. All residents should have been notified in writting well in advance of any proposed traffic circulation changes.

Lastly, please note that the situation today does not need fixing. Bicycles travel in both directions sharing the road with cars with very few altercations. The most serious group of bikers can be seen any Saturday morning riding in a bunch of 20 or 30 individuals at relatively high speed. These folks will not be using a narrow bike lane, nor will the serious roller bladers. If they did, they would take up the entire lane. The proposed major amendment does not make sense. Please respect to the City of Pacific Grove and do not approve these expensive changes.

Sincerely,


Thomas and Clare Lindberg


857 Ocean View Blvd.
Pacific Grove, CA 93950

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97
E

James J. & Helen Martin
7 El Paraiso Court
Moraga, CA 94556

December 3, 1997

California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

ATTN: Ms. Joy Chase

Ref: City of Pacific Grove Land Use Plan Amendment 1-97
Public Hearing, December 11, 1997, San Rafael, CA

As property owners in Pacific Grove, California (1039 & 1045 Ocean View Blvd.) where we intend to relocate and establish our permanent residence after the major remodeling of 1039 OVB is completed next month, I am writing to express our disapproval of the position which has been taken by the California Coastal Commission and the Monterey Peninsula Regional Park District regarding the recommendation to establish a Class I or a Class II Bikeway on Ocean View Boulevard between Lover's Point and Asilomar Avenue. The suggested Bikeways would have a severe negative impact upon the homeowners along Ocean View Boulevard and indeed virtually all residents of Pacific Grove while benefiting only a very small minority of the local population.

The California Coastal Commission as I understand it was established to protect the coast area and to ensure that private or special interest use was either eliminated or severely restricted for the good of all of the residents of California. The Class III Bikeway which now effectively exists accomplishes this benefit. Establishing either a Class I or a Class II Bikeway would dedicate a major portion of the coast line for special interest use only and would be a violation of the original charter of the Commission. In addition such action would cause severe environmental, financial, safety and access problems for the area, all for the benefit of a very limited group of people who for the most part are not even citizens of Pacific Grove.

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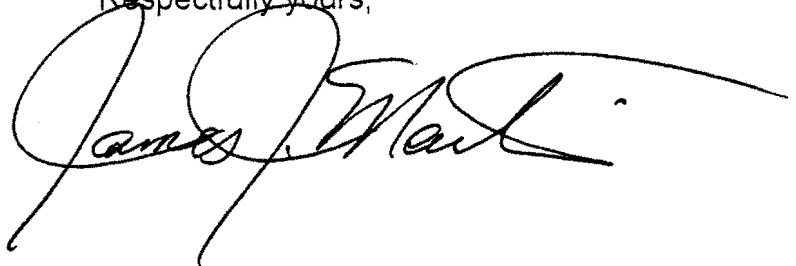
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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

A Class I Bikeway would necessitate eliminating the existing foot trail and destroying the beauty of the Pacific Grove shoreline which is renown the world over. This option does not even deserve consideration! A Class II Bikeway would necessitate a major traffic disruption and result in all parking being along the inland side of Ocean View Boulevard. In addition to the expense and traffic disruption along other streets, this would create a major safety problem for the homeowners by blocking the view of on coming traffic and making it extremely difficult to back out of their driveways onto Ocean View Boulevard. The present approach which is close to a Class III Bikeway seems to best serve all of the people in a fair and equitable manner giving everyone equal access to the coast line and protecting the beauty of the area for all California residents and visitors alike. It would seem that the old adage "If it ain't broke, don't fix it!" should be the guiding light for this issue. It also seems odd that such an important hearing for the residents of Pacific Grove would be held in a remote location making attendance by local interested parties virtually impossible.

If it is decided that for some reason bikers should be given special treatment and allowed a dedicated use trail, I suggest that they look to some route other than the public coast line for their private benefit.

Respectfully yours,

A handwritten signature in black ink, appearing to read "James J. Hall". The signature is fluid and cursive, with a long horizontal line extending from the end.

cc: The Honorable Sandy Kaufman
Mayor of Pacific Grove, California

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97
E

December 3, 1997

California Coastal Commissioner
California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Commissioner;

Subject: City of Pacific Grove Land Use Plan Amendment 1-97 (Coastal Parks Plan).

Summary: Please do nothing to create a Class I or Class II Bikeway. There just is not enough space between the houses and the road and the ocean to put in either class of bikeway. To improve the situation Pacific Grove should prohibit the large busses and truck-trailer rigs on Ocean View Blvd. Such large vehicles are a real hazard to bicyclists, walkers, joggers and rollerbladers. Furthermore they breakdown the road surface, which cause pot holes that are a hazard to bicyclists and joggers. Without bike lanes everyone is careful. With a bike lane, bicyclists would take that space as their private domain.

A Class I Bikeway, 7-foot wide paved trail, would not be used by the swarm of bike racers (15 to 20) that go along Ocean View Blvd. each weekend. Construction of a Class I Bikeway would require an environmental impact study and would destroy the natural beautiful of the coast line and the habitat of many birds and animals. It would put the novice bike rider in the close proximity of the walkers and runners and people would get hurt. Maybe not killed, but many more injuries. No statistics have been provided to justify a Class I or Class II Bikeway.

A Class II Bikeway, striped bike lanes, would increase the risk of bikers being hit by motorists opening their car door as a bike passes. Limiting the parking on the seaward side of Ocean View and/or one-way traffic on Ocean View, would help with opening up space for bicyclists. But bicyclists are not the only ones using Ocean View Blvd. Walkers, joggers, rollerbladers do also. They would use the striped bike lanes. If a biker hits a person walking in the bike lane (because there is no sidewalk) is the person at fault for being in the bike lane. By striping bike lanes I think bikers will think they have the bike lane exclusively for their use. This puts walkers, joggers and rollerbladers at risk and they should have their own space and not have to use the road. There is not enough space for a lane for each and every use. Photographers would stand in the bike lane to get special shots.

CALIFORNIA COASTAL COMMISSION

EXHIBIT P 6-1-97

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Solution: Prohibit the very large tour buses and trucks over a certain length from using Ocean View Blvd. This would protect bicyclists, walkers, joggers, rollerbladers and others, that use the roadway. Prohibit parking on the seaward side of Ocean View.

I walk in the bike lanes West of Asilomar Blvd. and have almost been hit by bicyclists not paying attention to what is in the bike lane. Bike lanes along Sunset west of Asilomar Blvd. should be eliminated for that reason. Many other people use bike lanes along Asilomar Blvd. other than bicyclists.

Sincerely,



Peter G. Aline
1273 Ocean View Blvd.
Pacific Grove, CA 93950-2029
(408) 227-6603 or (408) 229-1113

CC: Mr. Gary Tate
Monterey Peninsula Regional Park District
P.O. Box 935
Carmel Valley, CA 93924

CC: Mr. Michael W. Huse
Pacific Grove City Manager
300 Forest Ave.
Pacific Grove, CA 93950

CC: Mr. Anthony W. Lobay
Planning Director Pacific Grove
300 Forest Ave.
Pacific Grove, CA 93950

CALIFORNIA COASTAL COMMISSION

EXHIBIT P 6-#1-97
E

Mary Dean Tyler
857 Ocean View Blvd.
Pacific Grove, CA 93950

December 3, 1997

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DEC 05 1997

Joy Chase
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Ms. Chase,

I want to register my reasons for keeping Ocean View Blvd. the way it is, with a Class III Bicycle Path rather than changing it to a Class II or Class I.

My parents owned my property since 1946 and therefore were acquainted with the problems and pleasures of the boulevard.

I. Width of road:

Ocean View Blvd. is extremely narrow in some places, particularly from Lover's Point to Asilomar Boulevard – a bicycle lane could not be part of the roadway itself nor could it be built continuously along the cliff, as the cliff itself cuts right up to the roadway in several places. To construct a separate bike path along the cliff would be extremely costly, necessitating bridges and retaining walls, which would probably have to be replaced after the winter storms we have experienced in the past.

II. Suggestion:

- A. Eliminate parking on residents side of road. The lots are small and some families have several cars. They need parking of course for guests, service people such as meter readers, delivery vans, gardeners and other helpers.
 - B. Eliminate parking along cliff side of Blvd. Parking along cliff side is well used by fishermen, sports enthusiasts as divers, kayakers, swimmers, surfers, and artists who sit in the park (near their cars) and paint the most beautiful scenery in the world. There are also local residents and visitors from everywhere who park and walk along, or picnic, along the walking path. Our Perkins Park is a popular place summer and winter.
- III. It has been suggested that Ocean View Blvd. be a one way street, the lanes going one direction.

Since the road space is only wide enough for two lanes, it seems to ^{be} ~~be~~ that there would be little difference whether the 2 lanes were going in the same or opposite direction.

CALIFORNIA COASTAL COMMISSION

EXHIBIT P 6 #1-97

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Pacific Grove residents, and particularly those of us who live on Ocean View Blvd., have had no problem with intermingling vehicle traffic with bicycles. The flow of traffic is generally slow rather than fast.

The City of Pacific Grove and Council Members are doing an exceptionally fine job of protecting our area and environment for its citizens. Our city government should be the only agency to form policy for our city.

Respectfully submitted,

Mary Dean Tyler

Mary Dean Tyler

CALIFORNIA COASTAL COMMISSION
EXHIBIT PG #1-97
E

December 2, 1997

Ms. Joy Chase
California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, Calif. 95060

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DEC 03 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Re: City of Pacific Grove Land Use Plan Amendment 1-97 (Coastal Parks Plan).

Dear Ms. Chase,

This letter is written in response to the notice sent us by your office regarding the Pacific Grove Coastal Parks Plan Bikeway, as described above.

For many years this stretch of Ocean View Blvd., 17th St. to Asilomar Blvd., was discussed as to its suitability, its feasibility, as a link in a continuing bike path. The decision was made by the City of Pacific Grove, after determining the street to be too narrow in many places (actually using a tape measure), careful research, endless walks through, observation of ever increasing traffic patterns, talks with residents who witnessed daily traffic dangers, to designate the area to be and to remain a Class III bikeway. The safety issue for all users of the area was always paramount.

Mentioned below are but a few of the problems which continue to be of utmost importance to citizens living along the Ocean View corridor. The conformation, the structure of the street has not changed over the years, the use of this street has greatly intensified.

- a. Heavy traffic caused by increasing number of tourists and visitors to area
- b. Lack of attention of drivers as they are entranced by the view, sea animals, the "pinks" of Springtime
- c. Pedestrians dodging motor traffic as they move between both parked and moving automobiles

We thought this issue was resolved correctly with strict attention to the limits of the street and parkway. Now, some, but not all residents and owners of property along this stretch of Ocean View have received notices of this appeal. But not all residents and owners received notice. For an issue of this magnitude it was imperative that notices should have been sent out to all concerned; they were not.

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

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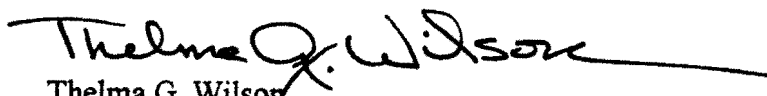
Receiving this notice just before a long holiday, Thanksgiving weekend, gave those of us deeply concerned little time to advise neighbors who were uninformed, and to seek help from city officials, community leaders, and other residents. This is simply not fair.

Ocean View Blvd. from 17th St. to Asilomar Blvd. is already impacted by tourists, buses, cars, R.V's, pedestrians, child strollers, line skaters, and bikes. Allowing a change from a Class III bikeway to a Class I or a Class II bikeway is just NOT safely possible and or feasible ever.

The continued threat of this dire safety hazard to this residential area can be ended by a clear decision to have the area designated a Class III bikeway. We hope the Coastal Commission will take into consideration these concerns and will reject the proposed amendment .

Sincerely,


Wallace B. Wilson



Thelma G. Wilson
855 Ocean View Blvd.
Pacific Grove, Calif. 93950

cc: Mayor Sandra Koffman

CALIFORNIA COASTAL COMMISSION

EXHIBIT

PG #1-97

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Joseph G. San Miguel, Ph.D., CPA
Post Office Box 51699
Pacific Grove, California 93950
Phone (408) 656-2187
e-mail: joeqsan@aol.com

December 2, 1997

California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

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DEC 08 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

RE: Public Hearing of the Coastal Commission in San Rafael (Pacific Grove)

Dear Commissioners:

We moved to Pacific Grove over fifteen years ago and for the past eleven years we have owned a home at 939 Ocean View Boulevard. During this time I have regularly walked or bicycled along Ocean View Boulevard and Sunset Road. Therefore, I have many years of experience with the use of these roadways. My primary concerns with creating a Class I or Class II bikeway along Ocean View Boulevard are safety and preservation.

I know the many regular users of these roadways (walkers, race walkers, runners, cyclists, skaters, parents with baby strollers, wheelchairs) personally, I see no dissatisfaction with our peaceful surroundings. However, all are concerned with safety on the roadways. Setting aside any part of the right-of-way for one user group will bring about dangerous consequences for the other users. Currently all roadway users respect each others' rights and freedom to enjoy the roadways for recreation and health purposes. Daily everyone manages to do their thing alongside the auto and bus traffic and courteous to other users. Even the recent onset of in-line skaters has been absorbed by the community.

As I understand the definitions being used, we currently have what might be considered a Class III bikeway along Ocean View Boulevard. However, I call it a "World Class Concourse." It is unlike any place that I have visited or read about. Friends in foreign countries who have visited marvel at our shoreline. The flora, otters, seals, deer, butterflies, roar of the ocean, and sight of the migrating whales contribute to this peaceful coexistence. The familiar fishermen, surfers, artists, and divers add to the ambience of the area.

I often hear statements that imply that Sunset Road and the Recreation Trail in Pacific Grove and the City of Monterey Recreation Trail are "bikeways." As any avid cyclist knows, this is misleading. You have to share the bike lanes or trail with all sorts of users including the four-wheel surreys. It is impossible to cycle unimpeded on the recreation trail except early in the morning (5 a.m.) or late in the evening. For this reason, many cyclists use the streets through Monterey and Pacific Grove.

CALIFORNIA COASTAL COMMISSION

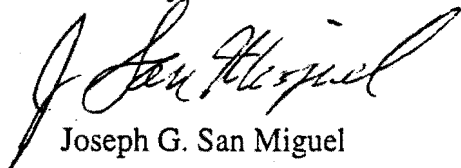
EXHIBIT PG #1-97

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Destroying any part of our vegetation or tampering with the rugged shoreline to accommodate expanded bikeways contradicts the whole purpose for creating the Coastal Commission in the first place.

I strongly urge you to vote to preserve our coastline for future generations by rejecting a Class I or Class II bikeway.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. San Miguel".

Joseph G. San Miguel

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

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RECEIVED

DEC 03 1997

Dec. 2 1997
815 Oceanview
Pacific Grove Ca

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To Calif. Coastal Commission:

as property owners for many years we believe that a class III bikeway such as we have now is the only sensible solution to the proposition that a bikeway must be created.

a Class I Bikeway would prove to be as dangerous to walkers as the one that exists near Lovers Point now. we don't need our pedestrians endangered by speeding bikes

a class II Bikeway is simply not needed - as it is now, there is room for bikes, cars, people. why must a zone be separated for bicycles only? live in peace follow the traffic rules & everyone wins.

Please! leave it alone!

Dorothy F Johnson
Suee Harold R Johnson
E

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG#1-97



PAT HERRGOTT
211 Crocker Ave, Pacific Grove, CA 93950

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DEC 04 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

December 1, 1997

To: The California Coastal Commission
725 Front Street- Suite 300
Santa Cruz, California, 95060

Subject: City of Pacific Grove Major Amendment #1-97 to the
Local Coastal Program Land Use Plan

As a member of Pacific Grove's Trails Committee in 1989 and 1990, I attended and participated in almost every meeting on our Coastal Parks Plan. I believe the City Staff did an excellent job bringing out every important issue for discussion. We carefully examined every aspect of public access and recreation and resource management.

At the time, we thought we were creating an implementation plan for Pacific Grove's Local Coastal Program. It was not until I read the Coastal Commission staff report that I read a letter from our Community Director Lobay agreeing to change the Coastal Parks Plan into an amendment to the Land Use Plan. This letter did not appear at any meeting I attended.

Does this change alter how we implement the Parks Plan? I believe the LUP takes precedence over our General Plan. If this change represents additions and deletions to our LUP and General Plan, the people of Pacific Grove should have the opportunity to discuss these changes with our City staff.

As a resident of Pacific Grove and a member of the Trails Committee and the ADA Citizen Advisory Committee, we reviewed and re-wrote the Coastal Parks Plan over more than 5 years. At these meetings, everyone's concerns were discussed and the Plan was fine-tuned many times.

We discussed the Monterey Peninsula Regional Park District's strong concerns for a continuous coastal bikeway and our decision for a Class III Bikeway from Lover's Point to Asilomar was based on the foreseeable future for Ocean View Blvd.

Page 13 of the Staff report indicates the potential for a one-way traffic lane with a lane converted to a bikeway "was not considered by the City during the planning process". We did consider and discuss a one-way street change and decided it was not an option in the foreseeable future.

I can support Amendments 2 & 3 on the addition of a Bikeway (Page 5 of the staff report), but I strongly object to the time-line staff has added (page 13). One year is an unrealistic timeframe to even plan for a major change as this.

I believe the bikeway should be improved as part of a City-wide Bikeway Plan. To say this Coastal Bikeway is a "commuter route" as it runs around Asilomar Beach is an optimistic leap of imagination. The improvement of the bikeway system is part of our Coastal Parks Plan, however, there are many regional interests to be served. We have to plan our coastline with public safety, access for the disabled, respect for property owners' rights, the conservation of what little on-street parking we have for local residents and visitors. Balance is needed and it will not be achieved by rushing to turn over our coastline to one group of users.

I am a disabled person who regularly parks by the ocean-side and walks on the trails. I want to participate in planning to improve biking safety and trails that are accessible to all of us. I want to maximize safety and access.

Please consider my requests to--

1. Return the Plan to the City for a discussion of the change to an amendment to our Land Use Plan
2. Return the Plan to the City if there are any changes to words or meanings as we, the writers, understood our Coastal Parks Plan
3. I urge you to delete any time-line as suggested by staff

I'm a person who struggled with disabilities to participate for years in the crafting of a Coastal Parks Plan for Pacific Grove. Everyone who worked on creating the Coastal Parks Plan worked with our City staff and we feel we have a Plan that will serve all interests.

Patricia Henry

408-375-3573-

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG#1-97
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PROJECT TEAM

CITY OF PACIFIC GROVE
Community Development Department
Anthony W. Lobay, Director
Judith MacClelland, Principal Planner

Trails Committee

Councilmember Robert E. Davis, Chair
Hector Chavez
Donald C. Griffin
Sirrah Harris
Pat Hensley
Pat Herrgott
Edwin C. Larson
Thomas K. Moss
Councilmember Robert H. Nunn
Jo Stallard
Richard Stillwell
Gary Tate
James A. Watts
William "Tip" Tyler

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planning and Design
Thomas Cooke, Principal
Robyn E. Anderson, Project Manager
D. Paul Tuttle, Senior Associate
Gregory Sarjeant, Landscape Designer
Mary Rose Kent, Word Processor

JO CROSBY & ASSOCIATES
Geotechnical Consultants
Jo Crosby, Principal

CALIFORNIA COASTAL COMMISSION

EXHIBIT

PG-#1-97

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Agenda Item No.

33

January 10, 1992

To: The City Council of Pacific Grove
 From: Pat Harrgott
 211 Crocker Ave.
 Pacific Grove

Subject: The Coastal Parks Plan

I urge you to consider only the Class III bikeway from Lover's Point to Asilomar Blvd.. We must preserve the diversity of Coastal access and use we now enjoy there. We have bikers, walkers, joggers, skaters, parkers, dog walkers and baby wheelers all using the street and paths. A Class II bike lane would restrict not enhance access and there is room for everyone now.

Bluff top trails along the perimeter of the parking pull-outs would only hasten erosion and be a continual maintenance problem.

I believe we need a city map available at bike shops and tourist attractions with alternative bike routes thru the city. Many streets are wide and attractive and would take the intensity of use off Oceanview and Sunset.

Paths should be only wide enough to allow wheelchairs to pass. Any wider and many areas including Perkins Park will disappear. Once you put up the handicapped access signs, the city will have to maintain that access in a timely manner. We should make every area accessible where possible but that doesn't mean every square foot. Many paths are dangerously close to the edge. There are no continuous walking paths at Asilomar beach and no plan for them in the future.

Take a look at the unsightly weedy patch in front of 1501 Sunset. That eyesore was created by a conservation easement. If this mess was planted along our entire coastline it would grow up and block the views as it has done here and at Asilomar State Beach. You must keep in mind the Water Conservation in Landscaping Act. of 1990. You have until January 1993 to adopt a model ordinance.

Carmel has not ripped up all their plantings and don't have a continuous walking/biking trail. What's the story there?

Please consider the future in allowing diagrams of parking lot expansions in the Coastal Plan. If its in the plan, someone will come along and declare it a mandate.

When this plan is in place, the city will need a volunteers crew or more city workers to clean and maintain the coastline. You can't continue to ban groups. If the dog walkers go, next it has to be the bikers. They break the law, speed, threaten slower riders and ride in restricted areas

We must have a Coastal Parks Plan people can live with and the city can maintain.

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG-#1-97

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Thank you.

Pat Harrgott

December 3, 1997

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DEC 04 1997

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Ms. Joy Chase
California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

Subject: City of Pacific Grove Land Use Plan Amendment 1-97 (Coastal Parks Plan).

Dear Ms. Chase;

Please pass the enclosed letter to the Coastal Commission dealing with the bike, car, pedestrian, rollerbladers and joggers along Ocean View Blvd. in Pacific Grove. The funnel zone where everything tries to squeeze through on the narrow road, between the houses and the ocean.

Sincerely,



Peter G. Aline
1273 Ocean View Blvd.
Pacific Grove, CA 93950-2029
(408) 227-6603 or (408) 229-1113

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #197

E

Ken Swofford
849 Ocean View
Pacific Grove, CA 93950
(408) 373-6079

To California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

5 December, 1997

Dear Commissioners:

After years of meetings, studies, hearings, and on-site inspections it was (we thought) finally decided that the class III bikeway—which currently exists—was the only logical and workable plan along Ocean View Blvd. between 17th St. and Asilomar Blvd. Reason had prevailed. But it's never over. Now, the personal agenda of Gary Tate threatens to wreck all the hard work and reasonable conclusions of every group that tackled this problem.

Many of us who own property on Ocean View did not even receive a notice of Tate's appeal - even though a Class I or II Bikeway would drastically affect all the homes, vacation rentals, motels and restaurants in the area and permanently change the Coast. Obliterating the Coast cannot possibly be the goal of the Coastal Commission whose mission is supposed to be preservation and enhancement.

Please take a long, hard look at the bald and ugly bikeway between the Aquarium and Lover's Point. Is this enhancement? Then take time to soak in the serene landscape between Lover's Point and Asilomar. It's not only a daily source of beauty, tranquility and inspiration for all of us lucky residents, but it is a destination for picture-takers and sightseers— a great natural vista that helps provide an huge tourist income for the whole Monterey Peninsula.

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CALIFORNIA COASTAL COMMISSION

EXHIBIT

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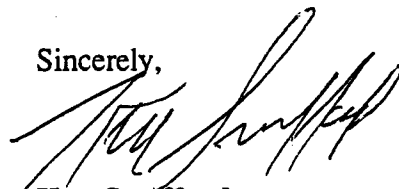
**CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA**

When the Trails Committee actually measured this area they came to the logical conclusion that this roadway is not even wide enough for a Class II bikeway. A Class I bikeway would require new sea walls and bridges — guardrails would have to be built to keep cyclists from crashing off the cliffs — guardrails that would obstruct this magnificent view for everyone. And what about everyone — hikers, divers, fishermen, residents, tourists, busloads of sightseers— all of whom would be terribly hurt by either a Class I or II bikeway. Are a few cyclists the only people who deserve consideration? And who pays for all these bridges, rails and walks? Why should Pacific Grove be forced into construction it can't afford, doesn't need, and doesn't want.

There's also talk of making Ocean View Blvd. a one-way street. This is absolutely absurd. Besides increased city traffic on already crowded Lighthouse, Central, and side streets unequipped for an onslaught of cars and buses, it would deprive visitors of a scenic route just as important to the area as 17 Mile Drive. It would also impede mail delivery, access to homes (this IS a residential area), cause parking and traffic logjams, and increase danger for anyone crossing the street. Oh— how would all those cyclists return?

If the safety of these cyclists is the primary concern, it would make much more sense to post a 15mph speed limit along this section of Ocean View. It works in downtown Pacific Grove and would just be a continuation of an already accepted local Policy. It would also contribute to the safety of the thousands of motorists who stop and get out of their cars to admire and take pictures of the beautiful pink flowers and spectacular shoreline— a shoreline which presently has the natural beauty the Coastal Commission is trying to preserve.

Sincerely,



Ken Swofford

CALIFORNIA COASTAL COMMISSION

EXHIBIT

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PG #1-97

December 5, 1997

California Coastal Commissioners
Tami Grove, Director
California Coastal Commission
725 Front St., Suite 300
Santa Cruz, CA 95060

Re: City of Pacific Grove Land Use Plan Amendment 1-97 Coastal Parks Plan

Dear Commissioners and Directors:

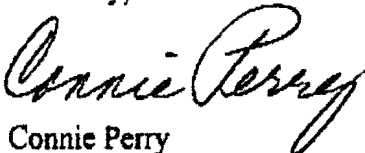
At your Public Hearing in San Rafael, CA on December 11, 1997, I strongly request that you approve the Coastal Parks Plan as submitted to you by the City of Pacific Grove. There were many years of city staff meetings, public hearings, on-site visits, and thorough resident participation and input in preparing this document, always following the Coastal Act guidelines.

The Monterey Peninsula Regional Park District wishes to modify two elements of the Coastal Parks Plan that I wish to point out and trust you will not change from what was approved by the City Council.

- 1) **Reorganization of existing parking areas requiring approval by Coastal Commission.** I believe that the Coastal Parks Plan as submitted for your approval demonstrates that the City of Pacific Grove's Traffic Commission, Planning Commission, and City Council has sufficient knowledge of the Coastal Act and environmental guidelines to be able to make proper decisions regarding any reorganization of parking areas in the future.
- 2) **Changing Class III Bikeway to minimum Class II Bikeway at 17th St. to Asilomar.** The Class III Bikeway at the above location falls within the guidelines of the Caltrans California Highway Design Manual, July 1993. "Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways. Minimum widths for Class III bikeways are not presented." Therefore, this definition of a Class III bikeway is an allowable and appropriate designation.

The City of Pacific Grove has always had a free, well maintained and accessible shoreline from the American Tin Cannery to Spanish Bay, Pebble Beach for *everyone*. They have carefully studied this issue and after full participation from all governing bodies and the public, have concluded that a Class III bikeway, which currently exists, is the best option.

Sincerely,



Connie Perry
1270 Surf Ave.
Pacific Grove, CA 93950
(408) 647-9225

Post-It® Fax Note	7671	Date	12/8/97	# of pages	1
To	Tami Grove	From	Connie Perry		
Co./Dept.	Coastal Commission	Co.			
Phone #		Phone #	647-9225		
Fax #	427-4877	Fax #	655-8138		

cc: Mayor Sandy Koffman and Pacific Grove Council Members
Commissioners Dave Potter and David Armanasco

CALIFORNIA COASTAL COMMISSION

EXHIBIT PG #1-97

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December 2, 1997

California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

Attn.: Joy Chase

Dear Ms. Chase:

I am writing to express my opposition to the Monterey Peninsula Regional Park District proposal to create a Class I or Class II Bikeway on Ocean View Boulevard. I believe that this a clear case of changing what does not need to be changed for the following reasons:

- As a regular bicycle rider on Ocean View Boulevard, I take issue with the contention that the current road is unsafe for riders.
- Change of Ocean View to a one way street to accommodate a Class II Bikeway would cause significant traffic impact on the side streets of the area, adversely impacting the quality of life of the residents of the area.
- Change of Ocean View to a one way street would require a change to parking on only one side of the street. There would no longer be sufficient room to park RV vehicles in this parking lane because of the available lane width for parking.
- The people of Pacific Grove and our elected representatives have proposed a viable alternative that provides access to the sea side park land and a Class III bikeway.
- The proposal for a Class I bikeway is ludicrous in that it would destroy Pacific Grove's signature beauty of it's sea side park land.
- Ocean View Boulevard is not a commuter route as contended by the Park District. It is primarily used by local residents and tourists. A Class I or Class II Bikeway will not facilitate commuter traffic in bicycles.
- The intent of this change would appear to have nothing at all to do with enhancing access to the coastal area and everything to do with the desire of cyclists to have a protected roadway for training, no matter what cost is involved in money and inconvenience for the people of Pacific Grove.

Sincerely,

William Fredrickson



CALIFORNIA COASTAL COMMISSION

EXHIBIT

E

PG # 1-97

AN ELEMENT OF THE PACIFIC GROVE LOCAL COASTAL PROGRAM

PACIFIC GROVE COASTAL PARKS PLAN

Prepared by

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF PACIFIC GROVE

Consultants

SEDWAY COOKE ASSOCIATES
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Adopted by

PACIFIC GROVE CITY COUNCIL

March 5, 1997

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CHAPTER 1 INTRODUCTION



BACKGROUND

As illustrated in Figure 1, Pacific Grove is located 120 miles south of San Francisco on Monterey Bay. As a city along the California coast, Pacific Grove is required by state law to prepare a Local Coastal Program. A Local Coastal Program is a specific long-term management plan prepared by each of the state's 70 coastal cities and counties for its portion of the coast. The general purpose of a Local Coastal Program is to protect coastal resources and to establish guidelines for future development within the coastal zone. Together, these city and county Local Coastal Programs are intended to create a comprehensive plan for the entire California coast.

While coastal resources need to be protected, they must also be made available for the public to enjoy wherever possible. In some areas, providing public shoreline access may be inconsistent with protecting sensitive coastal resources. In other areas, public access may be limited by natural conditions such as steep topography, water and marine refuges, environmentally sensitive habitat, and scenic and archaeological resources. The City of Pacific Grove, through its Local Coastal Program, has the opportunity to achieve a balance between ensuring protection of its valuable coastal resources and maximizing public enjoyment of the coast.

THE CALIFORNIA COASTAL ACT

In November 1972, voters in the State of California approved a ballot initiative establishing the California Coastal Commission and six regional commissions. As a result of the statewide initiative, the 1976 *California Coastal Act* was enacted by the

California State Legislature to provide for the conservation and development of California's 1,100-mile coastline.

The *California Coastal Act* requires every city and county within the coastal zone to prepare a Local Coastal Program (LCP) to be submitted to and approved by the California Coastal Commission. A Local Coastal Program typically consists of a Land Use Plan and an Implementation Plan. The Land Use Plan (LUP) contains appropriate land use designations and planning policy to guide development within the coastal zone. An Implementation Plan contains the necessary regulations, ordinances, and procedures to implement the Land Use Plan.

As established in Section 30103 of the *California Coastal Act*, the coastal zone generally extends inland 1,000 yards from the mean high tide line of the sea from California's border with Oregon to the Republic of Mexico. In areas of significant coastal estuarine, habitat, and recreational value, the coastal zone extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less.

As a state coastal management and regulatory agency, the California Coastal Commission was established to manage the coastal zone as a resource of statewide importance through permit authority. Section 30001.5 of the *California Coastal Act* sets forth the following basic goals for the coastal zone:

- (a) *Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.*
- (b) *Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.*

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

Until the LCP is certified by the California Coastal Commission, the Commission exercises permit control over all new development within that part of the coastal zone. Following certification, the Commission's regulatory authority is transferred to the local government, with the Commission retaining appellate jurisdiction.

PACIFIC GROVE LOCAL COASTAL PROGRAM

Incorporated in 1889, Pacific Grove encompasses almost three square miles of land and has a 1990 census population of 16,117. As illustrated in Figure 2, the Pacific Grove coastal zone extends from the Monterey Bay Aquarium on the east to the city limits on the south. The *Pacific Grove Local Coastal Program* is divided into two major plans: the *Land Use Plan* and the *Implementation Plan*.

LAND USE PLAN

The City of Pacific Grove, in coordination with the California Coastal Commission, has prepared and approved the *Pacific Grove LCP Land Use Plan*. The *Land Use Plan* was certified by the Commission on December 15, 1988, subject to modifications proposed by California Coastal Commission staff. These modifications were accepted by the Pacific Grove City Council on June 7, 1989, subject to specific clarifications agreed to by California Coastal Commission staff. As an adopted element of the *Pacific Grove General Plan*, the *Land Use Plan* contains four major sections:

- Resource Management
- Land Use and Development
- Public Facilities
- Public Shoreline Access.

Each of these sections contain general background information, describe previously existing relevant policies and regulations, and set forth new policy direction for the city.

IMPLEMENTATION PLAN

In 1989, the City of Pacific Grove began preparation of an *Implementation Plan* for the *Pacific Grove Local Coastal Program*, consisting of an *Implementing Ordinance* and a *Coastal Parks Plan*.

Implementing Ordinance

The *Implementing Ordinance* contains regulations to effectively implement policies found in the *Land Use Plan* on all properties within the coastal zone. These ordinances will be added to or inserted into the city zoning ordinance.

Coastal Parks Plan

The purpose of the *Coastal Parks Plan* is to establish provisions to guide the design, management, restoration, and enhancement of the coastal parks planning area consistent with state and community objectives. The *Coastal Parks Plan* is both a vision and a program for the future of the Pacific Grove shoreline. As an element of the *Implementation Plan*, the *Coastal Parks Plan* is consistent with and should be used in companion to the *Land Use Plan*.

As shown in Figure 2, the coastal parks planning area lies within the coastal zone and encompasses approximately 248 acres of land. Included are:

- Point Pinos Lighthouse Reservation, bounded by Asilomar Avenue on the east, Lighthouse Avenue on the south, and the shoreline at mean high water on the west and north. Within the Lighthouse Reservation, the City of Pacific Grove holds an easement for a 60-foot road right-of-way (Ocean View Boulevard) and a revocable license extending to the year 2012 for a municipal golf course.
- The Asilomar State Beach and Conference Grounds.
- All other land within the Pacific Grove city limits seaward of and including Ocean View Boulevard and Sunset Drive.
- The Southern Pacific right-of-way.

RELATIONSHIP TO OTHER DOCUMENTS

The *LCP Land Use Plan* is an element of the *Pacific Grove General Plan*. Within the coastal zone, the *Land Use Plan* takes precedence over the *General Plan*. When the *Land Use Plan* is silent, such as on housing issues, elements of the *General Plan* are in force. Where policies in both documents overlap or are in conflict, the policy most protective of coastal resources takes precedence.

In reviewing projects outside the coastal zone, the City will consider the effect of such projects or actions on coastal resources in order to ensure that the policies of the *LCP Land Use Plan* are achieved. The *Land Use Plan* specifies the kinds, locations, and intensities of land use and includes development policies. The *Coastal Parks Plan* focuses on public access, resource management, and visual quality and appearance.

PLANNING PROCESS

On January 24, 1991, the City of Pacific Grove held a public workshop to identify goals and objectives for the preparation of the *Coastal Parks Plan*, and to record issues raised by local residents and city staff. Based on information gathered during this workshop and field surveys, an *Issues and Opportunities* report was prepared. This report provided the analytical foundation for the *Coastal Parks Plan*.

On June 18, 1991, the City conducted a second workshop with the Trails Committee to generate design alternatives based on existing issues and opportunities. A draft *Coastal Parks Plan* was prepared during September 1991. On October 24, 1991, this draft

was presented to the community during a Trails Committee meeting and during a public workshop. Based on comments received during these workshops, the draft *Coastal Parks Plan* was revised and made available for public comment and review by the Planning Commission and City Council. Following subsequent recommendations by the Shoreline Preservation Committee, the Bicycle Advisory Committee, the ADA Compliance Advisory Committee, and the Natural Resources Committee, a revised draft was prepared in 1996.

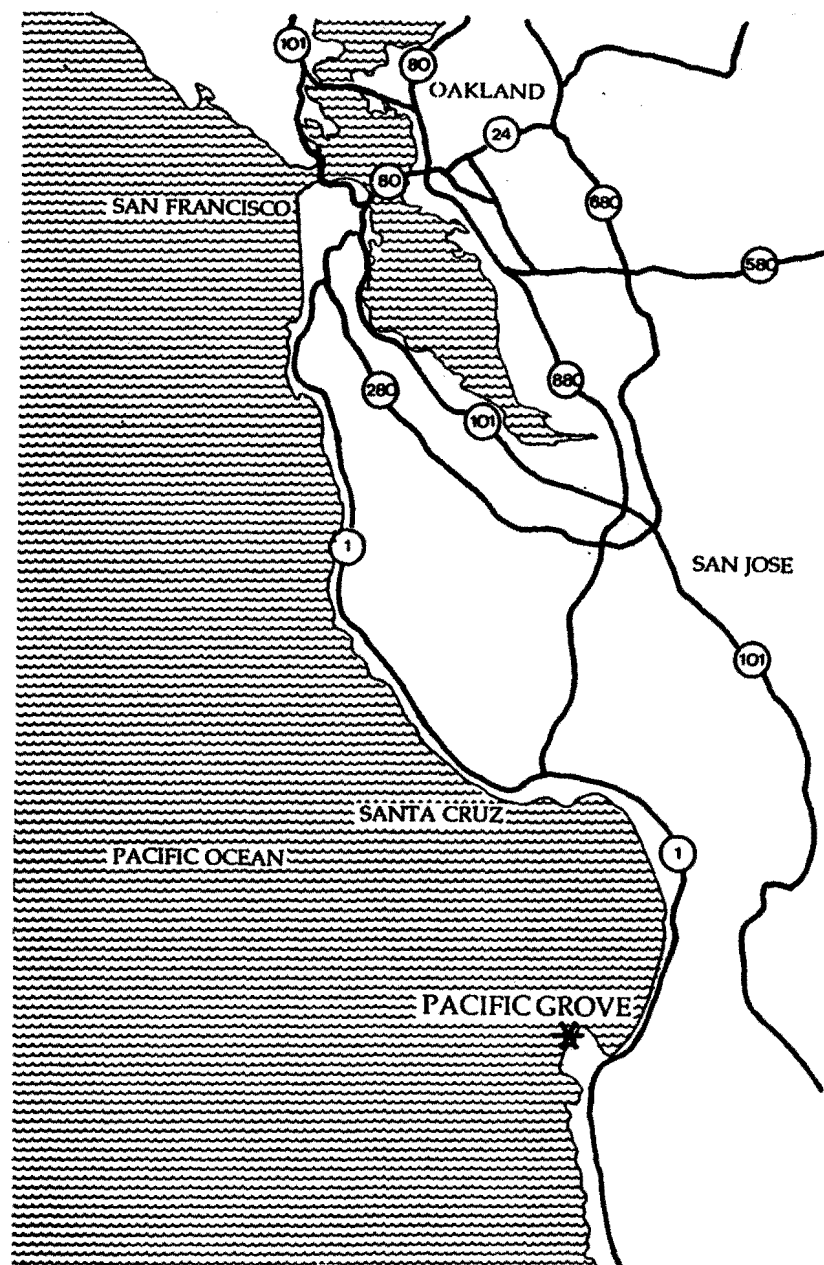
ORGANIZATION OF THE COASTAL PARKS PLAN

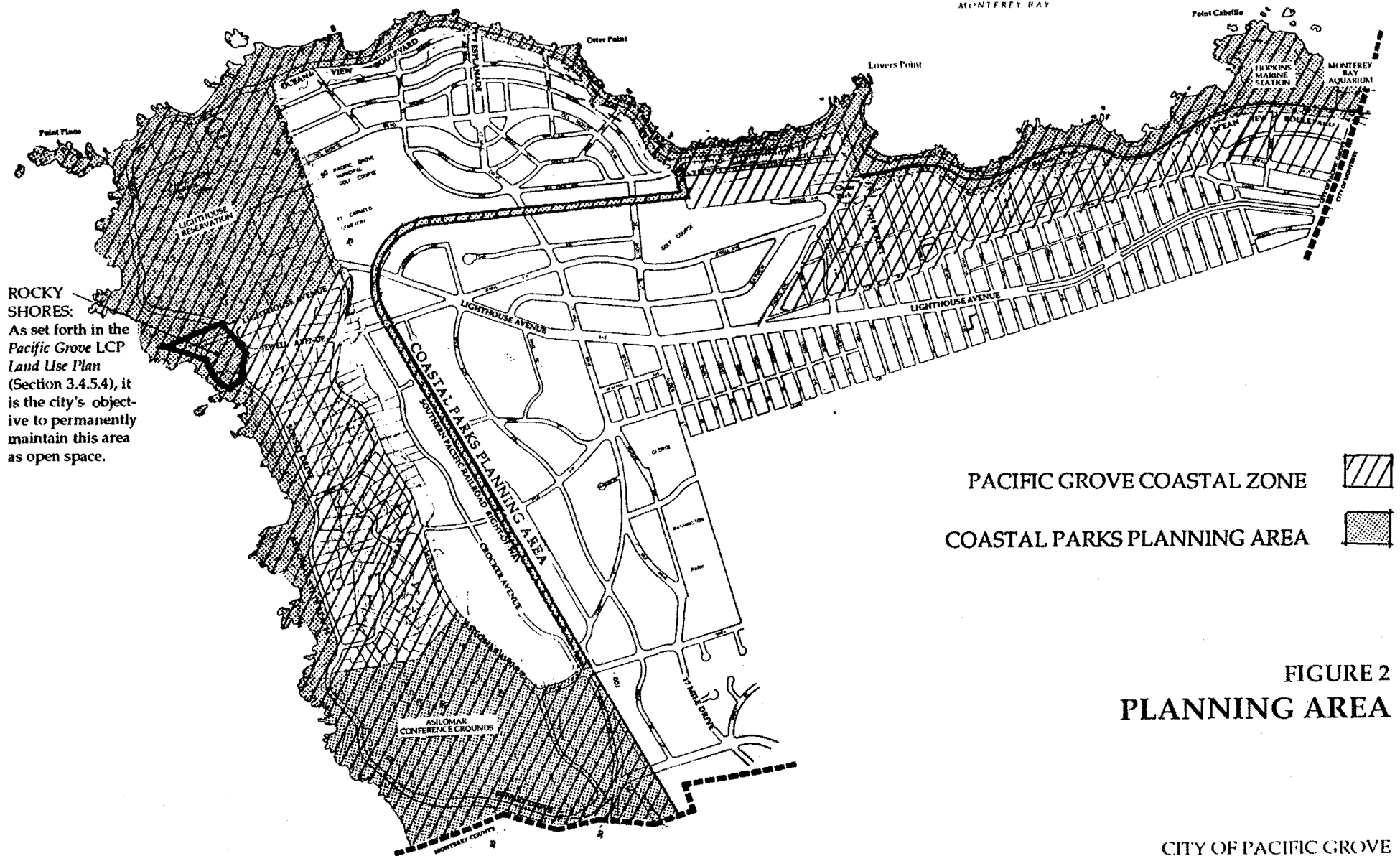
The *Coastal Parks Plan* is organized into nine chapters. Following this introduction, Chapter 2 outlines goals and policies of the *California Coastal Act* and of the Pacific Grove community. Chapters 3-7 comprise the main body of the Plan, establishing guidelines and provisions for:

- Trails
- Bikeways
- Parking and Circulation
- Coastal Resources
- Visual Quality and Appearance.

Chapter 8 establishes an Access Guide for the coast, including specific recommendations for trails, bikeways, and parking. Chapter 9 contains a Sea Wall Program. The appendix (*Issues and Opportunities*), prepared in 1991, is presented for background information only; it is not part of the adopted Coastal Parks Plan.

FIGURE 1
REGIONAL LOCATION MAP





CITY OF PACIFIC GROVE COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



CHAPTER 2 GOALS AND OBJECTIVES

In addition to the five basic goals of the *California Coastal Act* (identified in Chapter 1), the *California Coastal Act* establishes 33 coastal resource planning and management policies for activity within the coastal zone. The *Pacific Grove Coastal Parks Plan* seeks to achieve a plan that is consistent with these policies and that meets the goals and objectives of the Pacific Grove community. Together the state and local goals and objectives establish a comprehensive framework to guide future use and development of the Pacific Grove shoreline.

CALIFORNIA COASTAL ACT

California Coastal Act policies relevant to planning and designing the Pacific Grove shoreline are presented below. These policies form the basis from which to ensure consistency between statewide goals and community vision.

ACCESS; RECREATIONAL OPPORTUNITIES; POSTING (Section 30210)

Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

DEVELOPMENT NOT TO INTERFERE WITH ACCESS (Section 30211)

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

NEW DEVELOPMENT PROJECTS; PROVISION FOR ACCESS; EXCEPTIONS (Section 30212)

(a) *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:*

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,*
- (2) adequate access exists nearby, or,*

(3) agriculture would be adversely affected ...

PUBLIC FACILITIES; DISTRIBUTION (Section 30212.5)

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

IMPLEMENTATION OF PUBLIC ACCESS POLICIES; LEGISLATIVE INTENT (Section 30214)

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

(b) *It is the intent of the Legislature that the public access policies of [the California Coastal Act] be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.*

(c) *In carrying out the public access policies of [the California Coastal Act], the commission, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.*

**PROTECTION OF CERTAIN WATER-ORIENTED
ACTIVITIES**
(Section 30220)

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

**OCEANFRONT LAND; PROTECTION FOR RECREATIONAL
USE AND DEVELOPMENT**
(Section 30221)

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

**PRIVATE LANDS; PRIORITY OF DEVELOPMENT
PURPOSES**
(Section 30222)

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

MARINE RESOURCES; MAINTENANCE
(Section 30230)

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

REKETMENTS, BREAKWATERS, ETC.
(Section 30235)

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

**ENVIRONMENTALLY SENSITIVE HABITAT AREAS;
ADJACENT DEVELOPMENTS**
(Section 30240)

- (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
- (b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES
(Section 30244)

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

LOCATION, GENERALLY
(Section 30250)

- (a) *New residential, commercial, or industrial development, except as otherwise provided in this [California Coastal Act] shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area*

have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

- (b) *Where feasible, new hazardous industrial development shall be located away from existing developed areas.*
- (c) *Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*

SCENIC AND VISUAL QUALITIES
(Section 30251)

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

MAINTENANCE AND ENHANCEMENT OF PUBLIC AREAS
(Section 30252)

The location and amount of new development should maintain and enhance public access to the coast by:

- (1) *facilitating the provision or extension of transit service;*
- (2) *providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads;*
- (3) *providing non-automobile circulation within the development;*

- (4) *providing adequate parking facilities or providing substitute means of serving the development with public transportation;*
- (5) *assuring the potential for public transit for high intensity uses such as high-rise office buildings; and by*
- (6) *assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.*

**SAFETY, STABILITY, POLLUTION, ENERGY
CONSERVATION, VISITORS**
(Section 30253)

New development shall:

- (1) *Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (2) *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
- (3) *Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
- (4) *Minimize energy consumption and vehicle miles traveled.*
- (5) *Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

PRIORITY OF COASTAL-DEPENDENT DEVELOPMENTS
(Section 30255)

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

**GOALS AND OBJECTIVES OF THE
PACIFIC GROVE COMMUNITY**

The following goals and objectives were established to provide guidance for future protection and enhancement of the Pacific Grove shoreline. It is the City's intention to implement these goals as feasible and as funding is available.

**GOAL 1: RETAIN AND ENHANCE THE EXISTING
CHARACTER OF THE COAST**

1.1 Maintain three distinct open space characters along the Pacific Grove coast:

- Urban Park (between the Monterey Bay Aquarium and Lovers Point);
- Garden Park (between Lovers Point and the Esplanade); and
- Rugged Coast (between the Esplanade and the Asilomar State Beach).

GOAL 2: PROTECT COASTAL RESOURCES

- 2.1 Achieve a balance between maximizing the protection of valuable resources and maximizing public enjoyment of the coast.
- 2.2 Identify appropriate development and habitat preservation standards for coastal development.
- 2.3 Restore and enhance coastal resources to a healthy state to ensure the aesthetic enjoyment and protection of habitat areas, water and marine resources, archaeological resources, and scenic resources.
- 2.4 Preserve significant coastal resources in permanent or publicly-accessible open space, including coastal views, natural features, and other scenic assets.
- 2.5 Protect, restore, and enhance environmentally sensitive habitat areas.
- 2.6 Minimize significant disruption of habitat values by restricting new development in environmentally sensitive habitat areas, providing buffers, where appropriate.
- 2.7 Preserve and enhance the existing coastal aquatic environment to protect the habitat of water and marine resources.
- 2.8 Retain natural land forms to preserve scenic and habitat values, where feasible.
- 2.9 Where necessary to protect, preserve, and enhance coastal resources, permit installation of protective barriers.

- 2.10 Develop policies and procedures to be followed in the event of coastal emergencies such as oil spills, salvage of grounded vessels, and whale strandings.

GOAL 3: PROTECT AND ENHANCE THE VISUAL QUALITY AND APPEARANCE OF THE COAST

- 3.1 Protect and enhance the scenic and visual quality of the shoreline by promoting activities which provide for proper preservation, restoration, and maintenance of the shoreline.
- 3.2 Protect and enhance the natural character of the coast by coordinating the use of appropriate landscape materials.
- 3.3 Assure that design and materials of such items as signs, bicycle racks, benches, and trash containers are appropriate to the character of the coastal area in which they are located.
- 3.4 Preserve coastal views to the Pacific Ocean and Monterey Bay.
- 3.5 Enhance existing qualities and preserve the natural conditions of the beaches, wetlands, tidepools, and coastal vegetation.
- 3.6 Allow new signs only as necessary for public safety, environmental protection, education, and/or directional information. Encourage the use of universal graphic symbols for the convenience and safety of non-English speaking visitors.

GOAL 4: ESTABLISH A SAFE AND CONTINUOUS COASTAL PEDESTRIAN TRAIL.

- 4.1 Create a safe, pleasant, accessible, and convenient pedestrian trail, the length of the city's coastal zone, seaward of Ocean View Boulevard and Sunset Drive.
- 4.2 Provide access opportunities to the shoreline for pedestrians.
- 4.3 Make improvements to trails as necessary to enhance safety and circulation along the coast.
- 4.4 Provide sufficient separation between pedestrian trails and roadways to ensure traffic safety and to minimize visual intrusion caused by motor vehicles.
- 4.5 Continue to attempt acquisition, by easement or other means, of a trail to complete the portion that is interrupted by the two privately held properties in Rocky Shores.

GOAL 5: PROMOTE A BARRIER-FREE COAST

- 5.1 Maximize opportunities to provide barrier-free accessways and viewing areas for people with limited mobility.
- 5.2 Provide spaces in parking areas to accommodate people with limited mobility.
- 5.3 Maintain trails suitable for persons with disabilities as defined in the Americans with Disabilities Act (ADA), where reasonable and feasible.
- 5.4 Where feasible, grade trail improvements according to ADA standards to accommodate visually or mobility impaired persons.
- 5.5 Integrate accessibility into the overall design program to ensure that the components work together, for example, to ensure safe and comfortable movement between parking and trails. An accessible parking space loses its value if the trail and viewing area are not barrier free, and vice versa.
- 5.6 Provide representative sections of the coastal experience which are entirely accessible and user friendly, recognizing that not all portions of the coast can safely and feasibly be made accessible and that access improvements should be sensitive to the scenic qualities of the shoreline.
- 5.7 Provide benches that are wide enough and placed at the appropriate height to accommodate the placement of a wheelchair next to the bench or the transfer of a wheelchair user to the bench.
- 5.8 Assure that signs are designed, and facilities are appropriately signed, to accommodate the visually impaired by using large print, easy to read fonts, delineated surfaces, simple messages and maps.
- 5.9 Prepare and distribute a handout which would include a map of the entire coastal parks area that shows ADA access points, viewing areas, parking spaces, grades of streets and trails, placement of benches and trash cans. For the visually impaired, prepare a large print version and/or audio tapes.

**GOAL 6: ESTABLISH A SAFE AND CONTINUOUS
COASTAL BIKEWAY**

- 6.1 Complete Phase III of the *Pacific Grove Bikeways Plan*.

GOAL 7: MAINTAIN EXISTING PARKING AREAS

- 7.1 Consistent with the goal of resource preservation, provide safe and limited parking to serve shoreline visitors.
- 7.2 Control unrestricted parking with appropriate barriers and other means.
- 7.3 Site parking so as to be visually subordinate to the natural character of the coast and to ensure continued expansive views along the Pacific Ocean and Monterey Bay.

GOAL 8: PROTECT THE COAST FROM EROSION

- 8.1 Develop strategies to ensure continued maintenance and repair of existing sea walls, and to identify areas in need of sea walls.
- 8.2 Minimize new sea wall construction through management of pedestrian use, parking, ground squirrel activity, and appropriate planting.
- 8.3 Establish standards for the siting and design of new sea walls to:
- enhance coastal access;
 - minimize alteration of and be visually subordinate to, the natural character of the shoreline; and
 - protect archaeological resources.

- 8.4 Where sea walls are required, minimize alteration of natural land forms, adverse impacts on public access, and visual impacts through the use of appropriate colors and materials.

CHAPTER 3 TRAILS

In addition to provisions included in the *Land Use Plan*, the *Coastal Parks Plan* seeks to establish a continuous and safe trail system along the shoreline while protecting significant coastal resources.

CONCEPT

The concept for the Pacific Grove coastal trail system is to provide the entire shoreline with a safe, barrier-free trail for local and regional use. The present trail system along the shoreline provides a variety of coastal experiences. In general, trails are well established by either formal construction or years of informal use.

With construction of the Monterey Bay Coastal Trail (formerly the Monterey Peninsula Recreation Trail) and the Asilomar State Beach trail system, Pacific Grove is progressing toward providing an accessible, safe, and convenient trail for coastal visitors, including people with limited mobility. However, significant sections of the existing trail system are discontinuous, may need upgrading for safety, and are not accessible for people with limited mobility or vision or people using wheelchairs. The *Coastal Parks Plan* provides an opportunity to complete the city-wide coastal trail system and to improve safety conditions of the existing trail system.

GUIDELINES

To achieve a barrier-free and continuous coastal trail, the following guidelines focus on retaining the existing coastal character, enhancing safety, and improving access. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figure 3.

1. Construct and maintain all trails consistent with Land Use Plan policies and applicable regulations, as reasonable and feasible.
2. Construct new trails and widen existing trails to a minimum four feet.
3. Where it is safe and convenient for people of limited mobility, provide wheelchair access to and viewing areas in as many shoreline locations as are reasonable and feasible. Examples of such locations include:
 - Berwick Park
 - Lovers Point
 - Hayes Perkins Park
 - Otter Point
 - Major unimproved parking areas
 - Point Pinos
 - Rocky Shores public areas
 - Lighthouse Reservation public areas
 - Asilomar State Beach.
4. Where feasible, and in as many locations as possible, retrofit existing roadside curb cuts to allow access to the existing trail system.

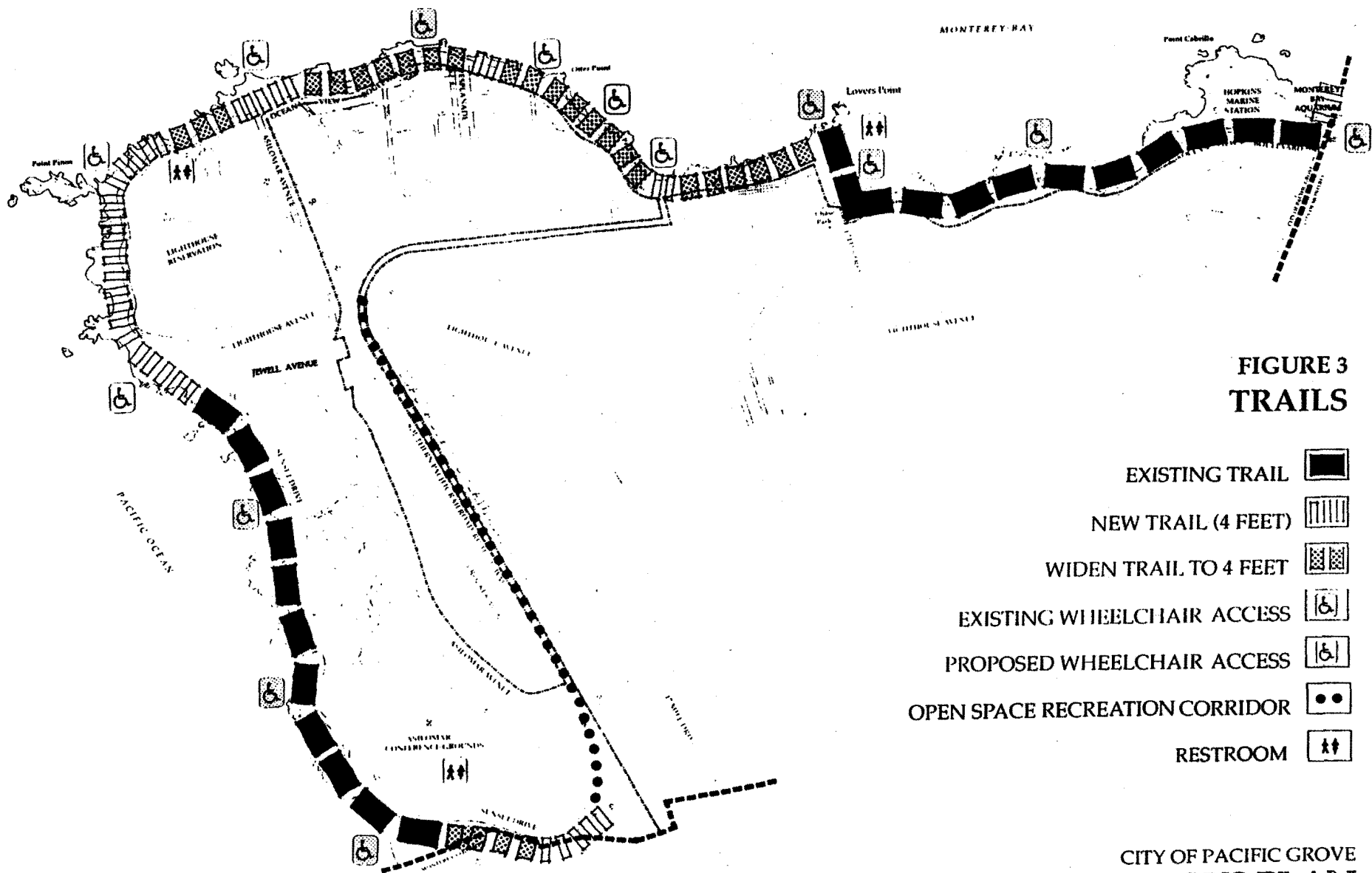
5. Maintain landscaping adjacent to the trails to establish a clearly defined edge and to reduce the possibility of damaging sensitive habitat. Where necessary for protective purposes, install appropriate barrier devices.
6. Surface new trails with materials which reflect the natural appearance and character of the coast, and allow easy maneuverability for people with limited mobility.
7. Grade trails to a maximum five percent slope to accommodate wheelchair riders, where reasonable and feasible.
8. Stabilize trail edges to minimize potential erosion where necessary.
9. Develop the existing 10-foot wide pedestrian easement contiguous to the Monterey Bay Aquarium as a viewing area accessible to the public.
10. Designate the sidewalk alongside Lovers Point Park as a feeder route to link the Monterey Bay Coastal Trail footpath with the Pacific Grove Coastal Pedestrian Trail which commences in Hayes Perkins Park. Direct cyclists to Ocean View Boulevard adjacent to Lovers Point.
11. Consolidate existing multiple pedestrian trails between Lovers Point and Otter Point into a single trail at least four feet wide for safety and accessibility. Revegetate the trails eliminated by this consolidation.
12. Provide a trail across or adjacent to the existing asphalt parking lot at Hayes Perkins Park (near the Sea Palm Avenue/Ocean View Boulevard intersection). Construction of this missing trail segment may require removal or

relocation of approximately four existing Tree Aloe (*Aloe arborescens*).

13. Complete the missing portions of the pedestrian trail near the Esplanade, considering erosion, safety, and continuity.
14. Provide continuous and safe pedestrian trails across or adjacent to unimproved parking areas to connect existing trails.
15. In coordination with the United States Coast Guard, construct pedestrian trails within the Point Pinos Lighthouse Reservation.
16. In the Rocky Shores area, obtain a 10-foot public access trail easement between the house and the road on a case-by-case basis. Until such time that it is feasible to construct a trail within the proposed easement, provide an interim pedestrian trail within the Sunset Drive right-of-way, separated from the existing Class II Bikeway where feasible.
17. Connect the Asilomar State Beach trail system with the existing sidewalk at the Sunset/Crocker commercial area by upgrading the existing path on the seaward side of Sunset Drive, with the goal of establishing a minimum four foot wide trail. This trail should be separated from the existing Class II Bikeway with landscaping or other appropriate elements.
18. Designate the existing sidewalk along the southern side of the Sunset/Crocker commercial area as a trail, connecting the Asilomar State Beach trail system and the Del Monte Forest trail system. As necessary, widen the existing sidewalk to four feet.

19. Continue to pursue acquisition and development of the Southern Pacific Railroad right-of-way as a recreational trail/open space use. This corridor should not be considered to function as a major bicycle route, but rather as a low-intensity biking and walking path.
20. Continue using the Southern Pacific Railroad right-of-way between Lighthouse Avenue and Sunset Drive as an open space recreational corridor for pedestrian and bicycle use.
21. Retain, repair, and maintain existing shoreline stairways to provide safe access to the beaches and to minimize potential erosion.
22. Improve access from the pedestrian trails to certain designated beaches along the shoreline.
23. Retain, and identify with appropriate signage, restroom facilities at the following locations:
 - Lovers Point
 - Pacific Grove Municipal Golf Course
 - Asilomar Conference Grounds.

One additional restroom site should be added near the Asilomar State Beach. Additional public restroom sites should be considered. Seek State of California and Pebble Beach Company participation in sharing construction and maintenance costs.



NOTE:

- Trail location to be determined.
- Refer to Figure 2 for coastal zone boundary.

CHAPTER 4 BIKEWAYS

In addition to provisions included in the *Land Use Plan*, the *Coastal Parks Plan* seeks to establish a continuous and safe bikeway system along the shoreline while protecting significant coastal resources.

CONCEPT

Consistent with goals found in the *Pacific Grove Bikeways Plan*, the concept for the Pacific Grove bikeway system is to provide the opportunity for continuous and pleasant bicycling within the city and throughout the Monterey coast from Castroville to Carmel, and to ensure the opportunities for people of all ages, needs, and capacities to enjoy safe bicycling.

The present bikeway system within Pacific Grove is the result of implementation of Phases I and II of the *Bikeways Plan*.

- Phase I of the Monterey Bay Coastal Trail (formerly the Monterey Peninsula Recreation Trail) has been constructed as a Class I Bikeway from Eardley Avenue to Ocean View Boulevard adjacent to Lovers Point. This bikeway establishes both a trail for bicycles and a trail for pedestrians, separate from vehicles.
- Recently constructed, Phase II is a 2.1-mile Class II Bikeway along Ocean View Boulevard and Sunset Drive, from Asilomar Avenue on the north to Asilomar Avenue on the south. A Class II bikeway provides a separate, striped bike lane adjacent to each vehicle lane.

Phase III would connect Phases I and II at Asilomar Avenue on the west and Lovers Point on the east.

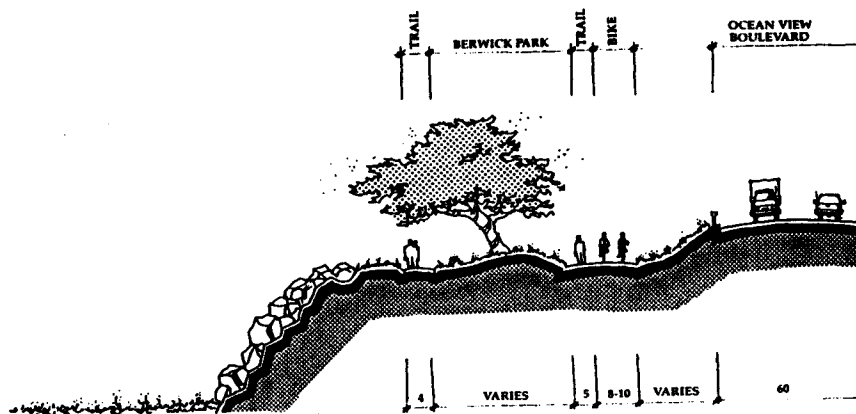
GUIDELINES

To achieve a safe and continuous coastal bikeway system, the following guidelines focus on implementing Phase III of the *Pacific Grove Bikeways Plan* and providing alternative bicycle routes on local streets. By implementing Phase III of the *Bikeways Plan*, Pacific Grove will establish a continuous coastal bikeway and promote safe bicycle travel for local and regional users along the entire city shoreline. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figures 4 and 5.

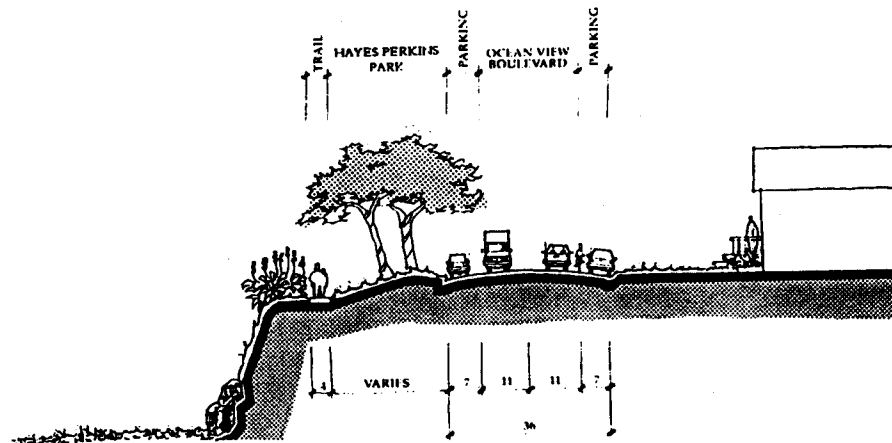
1. Design all bikeways to adhere to standards defined in the *State Highway Design Manual*, Chapter 1000, "Bikeway Planning and Design" (July 1990, or as subsequently revised).
2. Designate 17th Street, between the terminus of the Monterey Bay Coastal Trail on the south and Ocean View Boulevard on the north, as a Class III Bikeway and retain parking on both sides of the street.
3. Due to the existing narrow street width, the proximity of residences, and the intensity of varied recreational uses (including walking, cycling, diving, and other coastal recreation uses), designate Ocean View Boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue as a Class III Bikeway.
4. Using stencils painted on the road surface, direct bicyclists from the Monterey Bay Coastal Trail Class I Bikeway to the continuation of the bicycle route along 17th Street and Ocean View Boulevard.

5. Provide bicycle racks at the following locations:

- Monterey Bay Aquarium
- Berwick Park
- Lovers Point
- Otter Point
- Point Pinos.



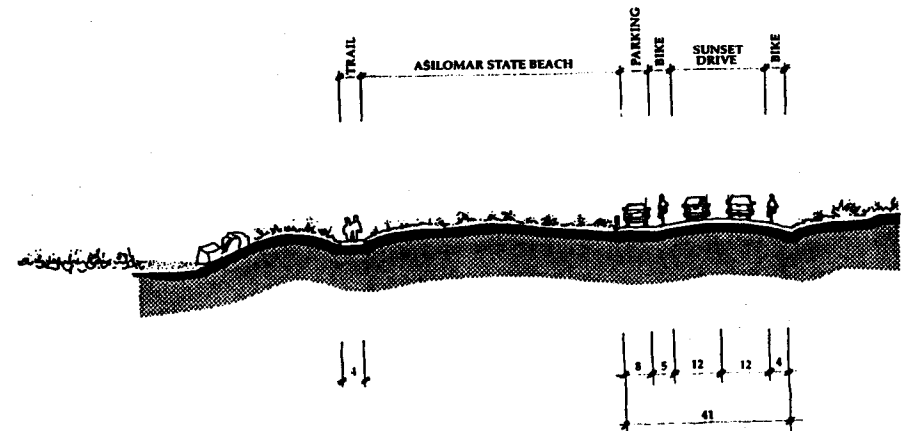
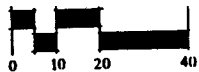
CLASS I BIKEWAY



CLASS III BIKEWAY

NOTE:

- Trail location to be determined.



CLASS II BIKEWAY

**FIGURE 5
TYPES OF BIKEWAYS**

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
 SEDWAY COOKE ASSOCIATES
 Urban and Environmental Planners and Designers

CHAPTER 5 PARKING AND CIRCULATION

In addition to provisions established in the *Land Use Plan*, the *Coastal Parks Plan* seeks to improve parking and road conditions while protecting significant coastal resources and enhancing the visual quality of the shoreline.

CONCEPT

The concept for the Pacific Grove coastal parking and circulation system is to distribute safe and accessible parking areas along the entire shoreline and to enhance the scenic experience of the coast. The existing parking supply is not always adequate for the current level of demand. The *Coastal Parks Plan* proposes a method for optimizing parking opportunities by organizing and delineating spaces in some existing parking areas if needed in the future. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.

Consistent with the existing character of the coast, asphalt parking lots and on-street parking are provided in the more urban/garden areas of the coast; unimproved parking areas and pullouts are provided in the more natural, rugged coast areas. Together these parking areas provide a series of conveniently located opportunities for visitors to access the coast from their vehicles. The location of on-street and off-street parking areas is intended to protect and preserve coastal views for neighboring residences and from local streets.

Ocean View Boulevard and Sunset Drive serve as the primary vehicular access routes to the Pacific Grove shoreline. As major coastal routes, Ocean View Boulevard and Sunset Drive provide safe, convenient, and free public access to the coast for vehicles. These roads are not intended to serve as major city thoroughfares for high-speed travel, but rather as slow-speed, scenic drives, with turnouts and curbside parking to accommodate coastal visitors.

Due to the volume of tour bus traffic and the related disruption to local residents, the City should establish a master plan for bus routes and parking locations for tour and school buses.

GUIDELINES

To provide a scenic coastal drive with a variety of coastal parking opportunities, the following guidelines focus on enhancing safety, improving access for persons with limited mobility, and retaining coastal views from Ocean View Boulevard and Sunset Drive. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figure 6.

1. Provide at least one space for persons with limited mobility at each of the following parking areas:

- Lovers Point
- Hayes Perkins Park
- Otter Point
- Point Pinos
- Lighthouse Reservation Dunes.

In parking areas, locate disabled parking spaces with a concern for traffic coming from behind the vehicle used by the disabled person; the space behind the disabled parking space should be kept clear.

2. Provide at least one parking space for persons with limited mobility at each existing roadside curb cut in the following locations:

- Eardley Avenue (Monterey Bay Aquarium)
- 9th Street (Berwick Park)
- The Esplanade
- Arena Avenue (Asilomar State Beach)

- Pico Avenue (Asilomar State Beach)
 - North Moss Beach (Asilomar State Beach)
 - Rocky Shores (Asilomar State Beach).
3. Locate parking spaces for persons with limited mobility to maximize coastal views and to provide easy access to trails and viewing areas.
 4. Limit the number of parked cars along Sunset Drive and Ocean View Boulevard west of Asilomar Avenue to smaller parking pockets to maximize and enhance coastal views, to control public access, and to protect present and potential habitat areas.

Scenic view window locations are designated on the map attached to the Trails Committee report dated November 21, 1991 (see Figure 6).

5. Where necessary, reconfigure existing unimproved parking areas along Ocean View Boulevard to provide sufficient space for a trail and to minimize existing pedestrian/vehicle conflicts.
6. Clearly define the existing outer perimeter of the unimproved parking areas with appropriate elements, such as header boards, railroad ties, or boulders, to prevent further encroachment onto the adjacent beach and bluff vegetation. Where necessary for protective purposes, install appropriate barrier devices. Concrete curbing is not recommended because it is inconsistent with the natural character of the coast.
7. Where appropriate, use railroad ties, boulders, and inlaid rock in the unimproved parking areas to clearly delineate parking spaces.

8. Surface unimproved parking areas with a durable material such as stabilized decomposed granite that can withstand intensive use and heavy storms. Parking area surfacing materials should be compatible with the natural character of the coast. Asphalt is not recommended.
9. Grade unimproved pullout and parking areas as necessary to ensure proper drainage.
10. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.
11. Consistent with the General Plan and due to the volume of tour bus traffic and the related disruption to local residents, the City will periodically review and monitor bus routes and parking locations for tour and school buses on recommendation of the Traffic Commission, followed by City Council authorization.

CHAPTER 6

COASTAL RESOURCES

In addition to resource management provisions found in the *Land Use Plan*, the *Coastal Parks Plan* provides for the additional preservation and long-term management of these resources. Figure 7 illustrates proposed protection and enhancement measures for coastal resources.

CONCEPT

The concept for Pacific Grove coastal resources is to preserve and enhance the many types of sensitive coastal resources that exist along the Pacific Grove shoreline, including:

- Land Resources
- Water and Marine Resources
- Scenic Resources
- Archaeological Resources.

LAND RESOURCES

Presently, six rare and endangered plant and animal species make their home in the Pacific Grove coastal zone, specifically in the dunes of Asilomar State Beach and Conference Grounds, the Lighthouse Reservation, and the Asilomar Dunes Residential Neighborhood between Sunset Drive and Asilomar Avenue, including:

- Menzies' wallflower
- Tidestrom's lupine
- Sand gilia
- Beach layia
- Monterey spineflower
- Black legless lizard.

Over the years, various forms of development, encroachment by non-native, invasive plant species, heavy use by people, and an increasing population of deer have damaged the dunes and threatened the sensitive habitat.

To protect coastal land resources and to enhance their role in the ecosystem, the *Coastal Parks Plan* seeks to provide public access to and along the coast, while at the same time ensuring protection to

rare and endangered species and their habitat. Given the existing environmentally sensitive habitat and dune conditions within the Lighthouse Reservation, appropriate portions of this area should be considered for restoration reflecting its original, natural condition and be protected from indiscriminate public access.

Habitats within the Lighthouse Reservation have special value for many species. They should be preserved and where possible enhanced for the benefit of vertebrate and invertebrate fauna.

WATER AND MARINE RESOURCES

The *Coastal Parks Plan* seeks to maximize protection of the rich and diverse water and marine resources along the Pacific Grove shoreline. In particular, the following five areas are protected and controlled by local and state regulations, and are considered to hold special significance:

- Pacific Grove Marine Gardens Fish Refuge
- Hopkins Marine Life Refuge
- Areas of Special Biological Significance
- Crespi Pond (wetland)
- Majella Slough (wetland).

These areas hold extraordinary value and warrant special protection, including preservation and maintenance of their natural condition. Within these areas, no risk of change to their environment is considered acceptable unless it is part of the natural process.

SCENIC RESOURCES

The *Coastal Parks Plan* seeks to preserve and enhance the existing scenic appearance of the coast as an important element of the Pacific Grove shoreline. The Pacific Grove coast provides numerous scenic resources, including continuous unobstructed

views along Ocean View Boulevard and Sunset Drive. In addition to these coastal views, remaining vacant land in the Asilomar Dunes residential area creates a soft contrast between the existing development and the surrounding dunes.

ARCHAEOLOGICAL RESOURCES

Since the entire Pacific Grove coastal zone has been identified as archaeologically sensitive, containing both prehistoric and historic deposits, the *Coastal Parks Plan* seeks to maximize protection of potential resources and to minimize potential disruption of unknown archaeological resources. Over the years, a number of specific archaeological sites have been identified within the coastal parks planning area. The discovery of additional archaeological resources may occur during construction of trails and parking areas.

GUIDELINES

To preserve and enhance sensitive coastal resources the following guidelines focus on protection of resources and restoration of appropriate habitat to support these resources. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figure 7.

LAND RESOURCES

1. To avoid potential destruction of sensitive habitat, require a detailed study by a qualified botanist/biologist prior to any development of trails or other improvements. If necessary, develop appropriate mitigation measures to protect sensitive habitat, such as boardwalks and fencing.
2. Consistent with nature conservation efforts in Asilomar State Beach, restore appropriate areas between Asilomar State Beach on the south and Asilomar Avenue on the north to their original habitats with suitable native bluff and dune plants, as feasible. This restoration should be contiguous to existing restoration efforts, and should not be undertaken until a source of funding for planting and maintenance has been secured.
3. Consider providing appropriate facilities and programs, such as paths, rest areas, supervised walks, seminars, and field studies, to support the education, enjoyment, and comfort of the visiting public. Such facilities would be protective of sensitive areas and viewsheds. Include accommodations for persons with visual, mobility, and developmental disabilities.

4. In areas of extreme sensitivity within the Lighthouse Reservation and Municipal Golf Course area:

- consider use of minimal fencing and signage to protect habitat from further trampling;
- eliminate exotic plants and restore native dune plants;
- regulate use of machinery in dune areas;
- define appropriate limits of fairway and tee areas; and
- consider restricting permanent irrigation to turf areas.

(Note: Future restoration should not be undertaken until a source of funding for planting and maintenance has been secured.)

5. Limit public access and control unrestricted parking with appropriate deterrents, such as fences, signs, boulders, or railroad ties.
6. Allow fencing as necessary to restore damaged dune and bluff areas, and to protect environmentally sensitive habitat areas from indiscriminate public access.
7. Consider a formal agreement with the California State Department of Parks and Recreation for their management of the seaward areas of the Lighthouse Reservation.
8. Eliminate existing pampas grass at the southwest end of the abandoned Southern Pacific Railroad and install native, drought-resistant landscaping suitable to the character of the area.
9. Preserve, enhance, and when possible, restore forest trees, dunes, and wetland habitats within the Lighthouse Reservation as habitat for wildlife.

10. Retain and protect existing nectar sources for the Monarch butterfly, and where suitable, plant species which would provide additional nectar sources.

11. Actively enforce Municipal Code Section 10.10.010 prohibiting the feeding of birds and mammals in public areas. Inform the public of existing ordinances through appropriate signage and public awareness bulletins.

12. Request the California State Department of Fish and Game to develop a deer management program.

WATER AND MARINE RESOURCES

13. Strictly enforce state and local regulations protecting the Pacific Grove Marine Gardens and Areas of Special Biological Significance.

14. Consider providing appropriate facilities, programs, and signs to preserve and protect water and marine resources and to educate visitors about the sensitive nature of animal and plant species of the intertidal zone as well as the existing federal, state, and local regulations protecting these resources.

15. Prohibit significant alteration of Crespi Pond and Majella Slough except for maintenance dredging and similar activities to restore natural habitats, to prevent eutrophication and sedimentation, and to ensure the healthy habitat for wildlife.

16. Explore with the City of Monterey the concept of creating an enlarged protected underwater park.

17. Because there is parking and safe access at the following locations, encourage divers to use stairways at:

- Lovers Point
- Hayes Perkins Park
- Otter Point
- Coral Street Beach.

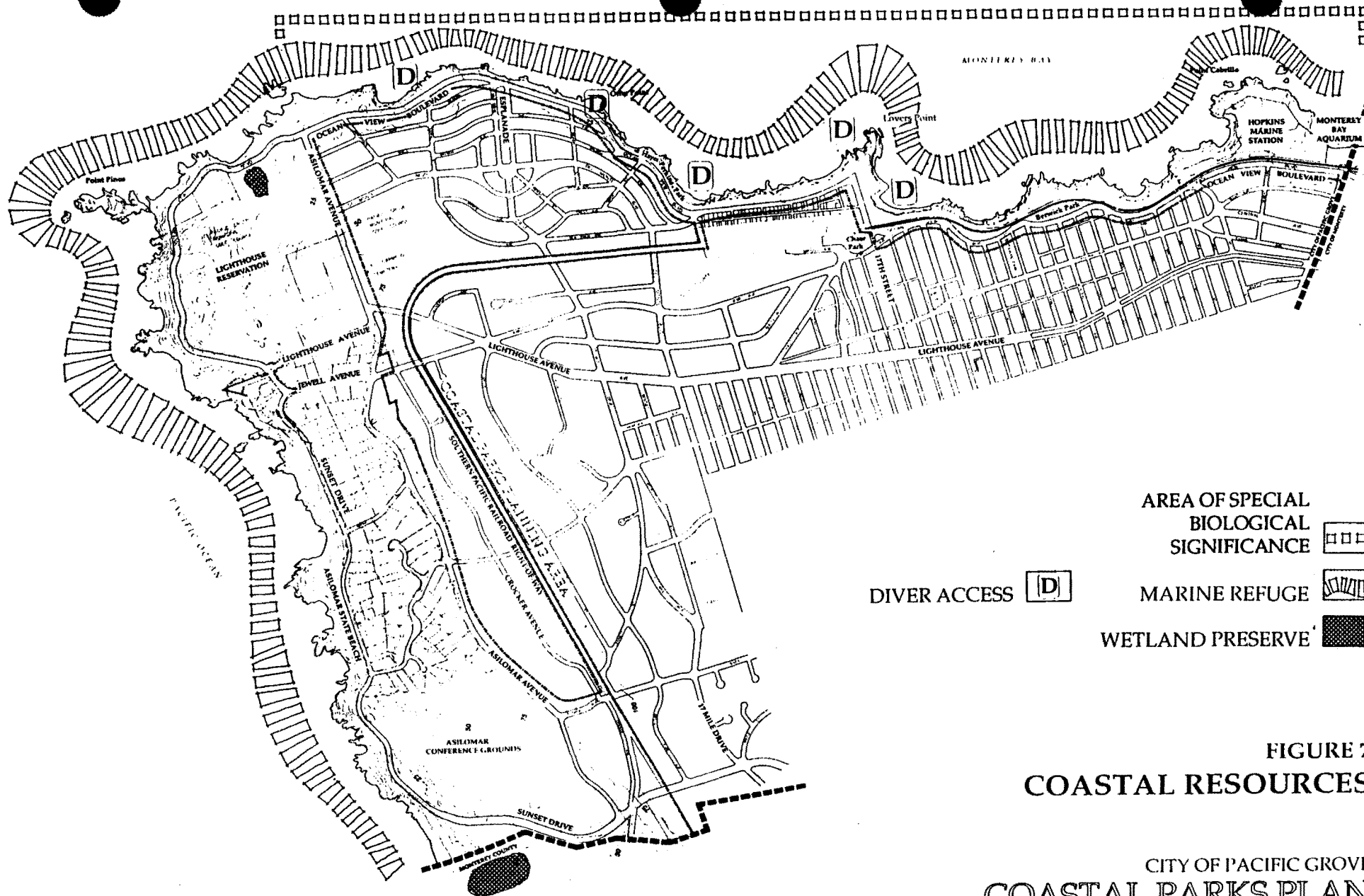
SCENIC RESOURCES

18. Design and locate new development to:
 - protect views to and along the ocean and scenic areas;
 - minimize alteration of natural land forms; and
 - maintain visual compatibility with the open space character of surrounding areas.
19. Require a landscape plan for new development. This plan should:
 - emphasize use of local, native, drought-tolerant plant species;
 - avoid planting which would block significant coastal views;
 - indicate locations and types of proposed plantings; and
 - receive approval by the Architectural Review Board.
20. Require landscape planning for City properties.

ARCHAEOLOGICAL RESOURCES

21. Consult a qualified archaeologist to review proposed trail locations, parking improvements, and new development.
22. In the event any archaeological resources are uncovered during construction, halt activities in the affected area and consult a qualified archaeologist to review the site and to advise on the significance of the potential resource.

23. If an archaeological resource is found and deemed significant, require adequate mitigation measures to minimize potential disruption to the resource, such as boardwalks or fencing.



AREA OF SPECIAL
BIOLOGICAL
SIGNIFICANCE 

DIVER ACCESS 

MARINE REFUGE 

WETLAND PRESERVE 

FIGURE 7
COASTAL RESOURCES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



NOTE:
• Refer to Figure 2 for coastal zone boundary.

CHAPTER 7 VISUAL QUALITY AND APPEARANCE

In addition to provisions set forth in the *Land Use Plan*, the *Coastal Parks Plan* seeks to enhance the overall character of the shoreline while protecting significant coastal scenic views and enhancing opportunities for public access to the shoreline.

CONCEPT

The concept for the visual quality and appearance of the Pacific Grove shoreline is to preserve and enhance three distinct and identifiable characters along the coast. The present experience of walking from one end of the city's coast to the other includes traveling through an "urban park" area, a "garden park" area, and along the "rugged coast." The *Coastal Parks Plan* provides an opportunity to retain and enhance the variety of experiences along the coast and through these areas.

URBAN PARK

The "urban park" character of the coast is experienced between Lovers Point and the Monterey Bay Aquarium. This area provides the most "urban" amenities, such as picnic tables, telephones, public rest rooms, and trash cans. The highly used Monterey Bay Coastal Trail brings a wide variety of people through the area. Lovers Point, Berwick Park, and the Monterey Bay Aquarium function as major activity centers and gathering places.

Existing landscaping consists of intermittent stands of Monterey cypress, and an assortment of non-native low shrubs and ground cover, with grassy areas found in Lovers Point and Berwick Park. Adjacent residential and commercial activity further add to the "urban" character of this area.

GARDEN PARK

Between the Esplanade and Lovers Point, the coast changes from the "urban" character described above to a "garden" character. The most striking difference is the absence of the Monterey Bay Coastal Trail and the presence of narrower, dirt footpaths which meander through a carpet of ice plant. This area has become a major tourist attraction on the Monterey Peninsula due to the

fantastic display of magenta flowers characteristic of the "magic carpet" ice plant (*Drosanthemum floribundum*). Although not a native species, the flowering habit of this ice plant lends a unique local identity to the City of Pacific Grove.

RUGGED COAST

The rugged, open character of the coast is clearly evident from the Esplanade on the east to the city limits on the south. A general undeveloped appearance along the Pacific Ocean distinguishes this area from any other portion of the coast. Large granite outcroppings are prominent along the coast and have historically protected the shoreline from the eroding action of waves. Gentle rolling dunes and associated habitat are found between the Lighthouse Reservation Dunes and Asilomar State Beach.

The most obvious vegetation is the non-native "hottentot fig" ice plant (*Carpobrotus edulus*) found between the Esplanade on the east and Rocky Shores on the south. This ice plant is characteristically different from the "magic carpet" ice plant variety found in the "garden park." Although the Asilomar State Beach was once overtaken by "hottentot fig" ice plant, continuing rehabilitation efforts have restored much of the dunes to their native habitat. To restore this portion of the coast to a natural condition, similar rehabilitation efforts are proposed for appropriate portions of the Lighthouse Reservation.

GUIDELINES

To preserve and enhance the existing character of the coast, the following guidelines focus on providing amenities appropriate to the particular area. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the Pacific Grove community. Where these guidelines can be illustrated, they are shown in Figure 8.

1. Maintain the three existing and distinct characters of the coast as follows:

- Restore the shoreline area of the Lighthouse Reservation to a native habitat as feasible and appropriate. Consistent with rehabilitation efforts at the Asilomar State Beach, plantings could include coyote bush, beach sagewort, pink sand verbena, lizard tail, and dune buckwheat.
- In any revegetation plan along the shoreline between the Lighthouse Reservation and the Esplanade, species appropriate to the "rugged coast" character should be used. Revegetation plans should include consideration of heavy pedestrian use and potential wave action, and help stabilize shifting sands. Whenever possible, native species should be used.
- When planning revegetation of the area between the Esplanade and Lovers Point, use plants appropriate to the "garden park" character, specifically retaining the "magic carpet" ice plant, Tree Aloe, and Pride-of-Madeira.
- In any revegetation plans for the area east of Lovers Point, specify plants appropriate to an "urban park"

character and plants that are native or drought-tolerant, and not highly susceptible to parasite infestation. Such plants could include the carmel creeper, white rockrose, sage leaf rockrose, and bush morning glory.

- Install or replace sea walls east of the Esplanade where necessary; sea walls west of the Esplanade are not recommended because they are inconsistent with the natural character of the coast.

2. Preserve, enhance, and restore trees in Berwick Park, Lovers Point, and Lighthouse Reservation. Restrict planting of new trees to Berwick Park, Lovers Point, and Lighthouse Reservation; additional trees in other locations are not recommended because they potentially block views from neighboring streets and properties.
3. Encourage Stanford University to soften the effects of the existing chain-link fence at the Hopkins Marine Station with a vegetation buffer, or to replace it with a more aesthetically pleasing fence.
4. The style of any permanent fencing used in the Lighthouse Reservation should be compatible with the existing character of the coast.
5. If needed for public safety, environmental protection, education, and/or directional information, design and locate signs to be compatible with the existing character of the coast.
6. Provide benches of a color, material, and form suitable to the natural appearance and character of the coast. Develop and implement a bench master plan approved by the City Council.

7. Use only natural materials for riprap that are consistent with the character of the coast. Golden granite is recommended.
8. Establish a Coastal Parks Maintenance Program to ensure a safe and attractive coastline. Consistent with the maintenance functions currently undertaken by the Pacific Grove Public Works Department and the State Department of Parks and Recreation, this program would include, but not be limited to, the following measures:
 - grading and resurfacing damaged or eroded trails;
 - grading and resurfacing parking areas;
 - removing trash and garbage;
 - maintaining/pruning landscaping;
 - monitoring irrigation systems; and
 - improving safety conditions.

CHAPTER 8

ACCESS GUIDE

This chapter presents specific recommendations to maximize public access to and along the Pacific Grove coast, including trails, bikeways, and parking. These recommendations are intended to be used in conjunction with guidelines established in Chapters 3-7. To depict the following recommendations, the coastal parks planning area has been divided into six areas, as shown in Figure 9. Where appropriate, proposed improvements are illustrated in section format.

MAP 4
ESPLANADE / OTTER POINT
Figure 16

MAP 5
LOVERS POINT
Figure 18

MAP 6
BERWICK PARK / MONTEREY BAY AQUARIUM
Figure 19

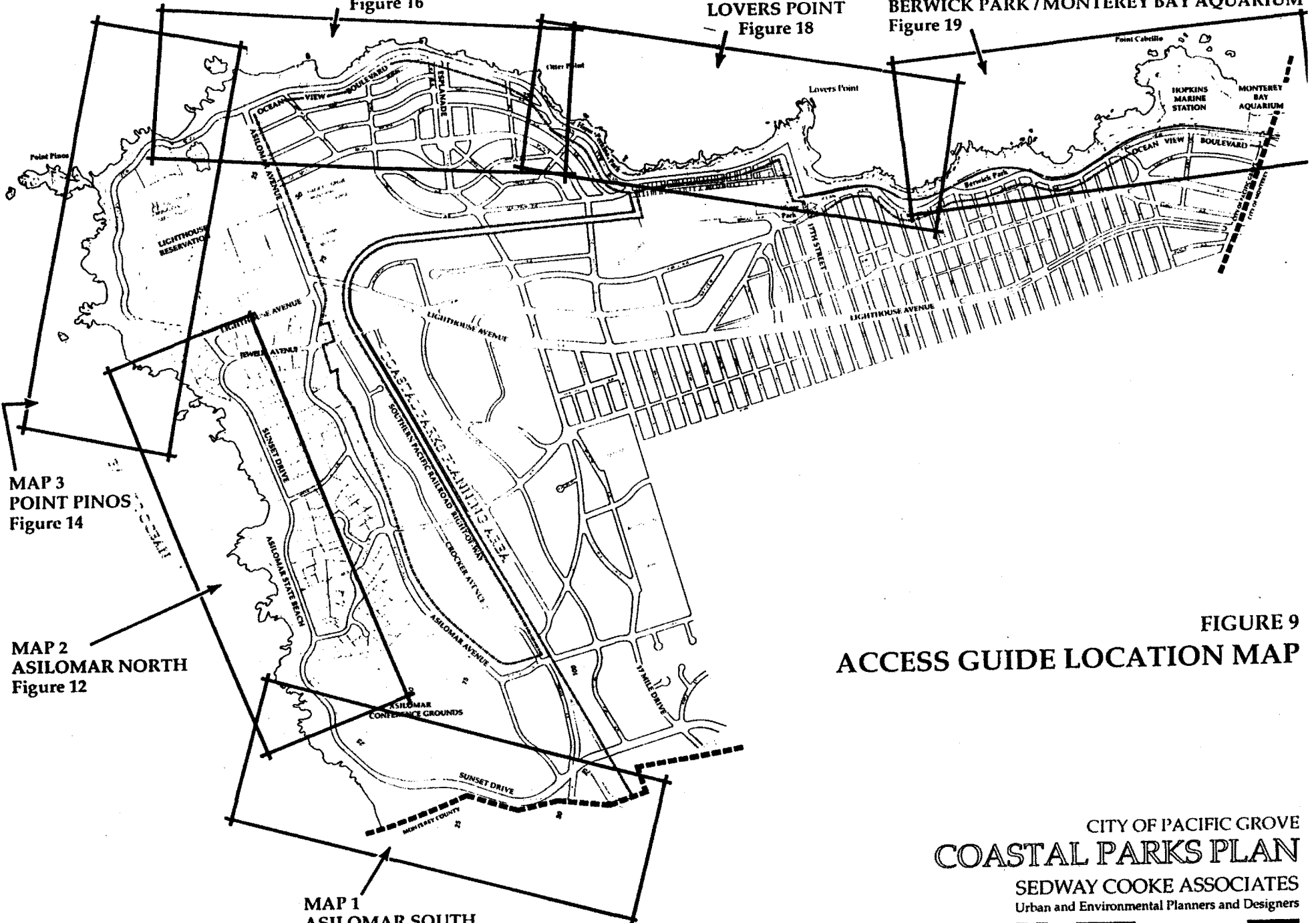


FIGURE 9
ACCESS GUIDE LOCATION MAP

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



MAP 1: ASILOMAR SOUTH

EXISTING CONDITIONS

Ownership

- Majority owned by the State and managed by the Department of Parks and Recreation.
- Small portion near the Sunset Drive/Crocker Avenue intersection held in private ownership.

Land Use

- Majority occupied by the Asilomar State Beach and Conference Grounds.
- Four privately owned parcels devoted to commercial activity, including the Beachcomber Motel, Fishwife Restaurant, Hayward Lumber, Sunset Trade Center, and Russell Service Center.

Trail Access

- Vertical access points to existing trail system within the Asilomar State Beach.

Bike Access

- Continuous Class II Bikeway along Sunset Drive.

Road Access

- Sunset Drive.

Parking

- Nearly continuous unimproved roadside parking on seaward side of Sunset Drive.
- Small section of roadside parking on inland side of Sunset Drive near Asilomar Avenue.

Transit Access

- Monterey-Salinas Transit serves the Asilomar Conference Grounds via Asilomar Avenue.

Public Safety

- Asilomar trails sited a safe distance from possible wave action.

RECOMMENDED ACTIONS

Figures 10 and 11 illustrate the following recommended actions.

Trails

1. Retain the wheelchair viewing area in the southern portion of the Asilomar State Beach.
2. Upgrade and maintain the pedestrian trail on the seaward side of Sunset Drive, connecting the Asilomar State Beach trail system with the existing sidewalk at the Sunset/Crocker commercial area.
3. Designate the existing sidewalk along the southern side of Sunset Drive at the Sunset/Crocker commercial area as a pedestrian trail, connecting the Asilomar State Beach trail system and the Del Monte Forest trail system.

Parking

4. Maintain at least one parking space for persons with limited mobility at the southernmost boardwalk entry to the Asilomar State Beach.

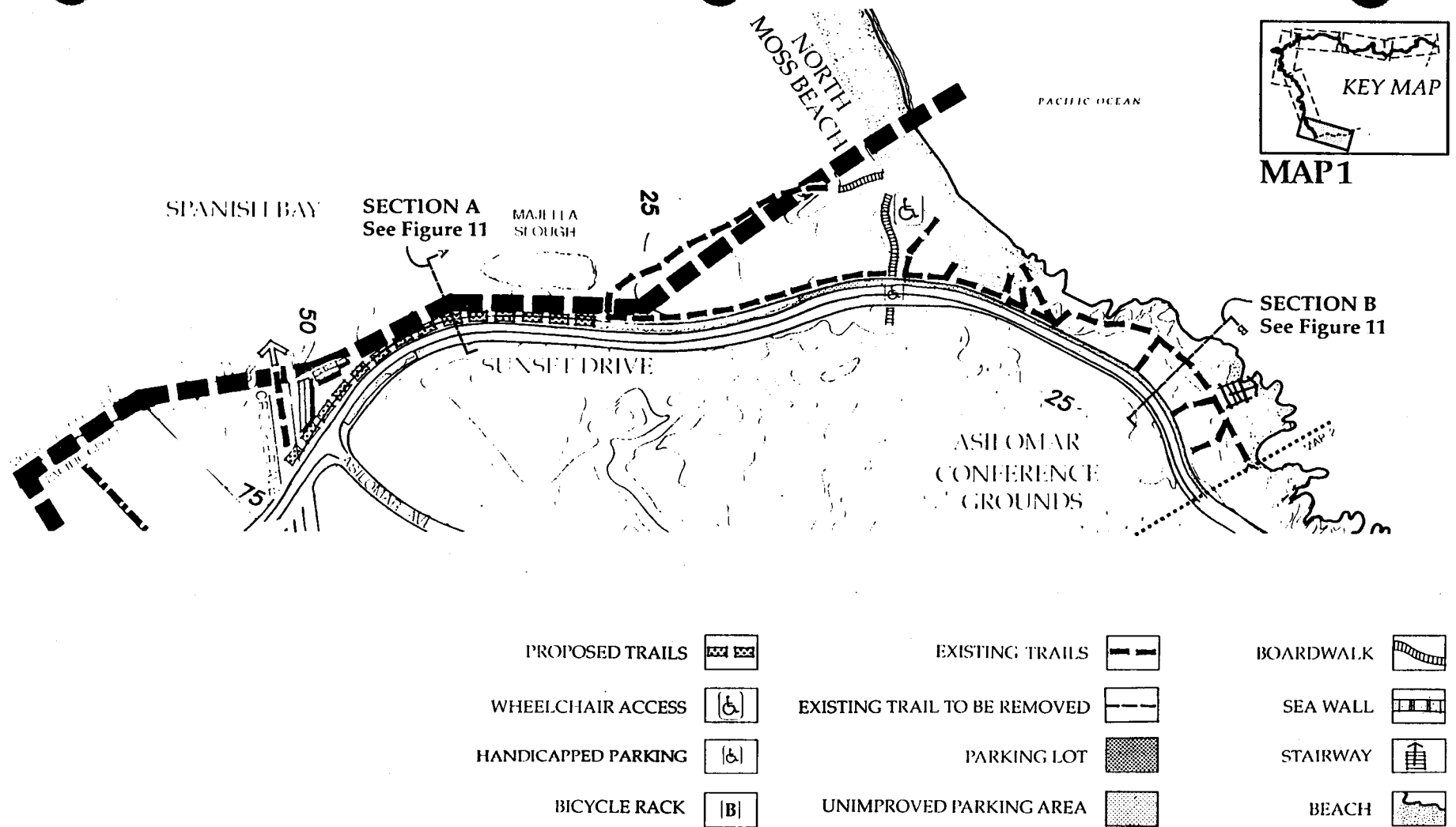


FIGURE 10
ASILOMAR SOUTH

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

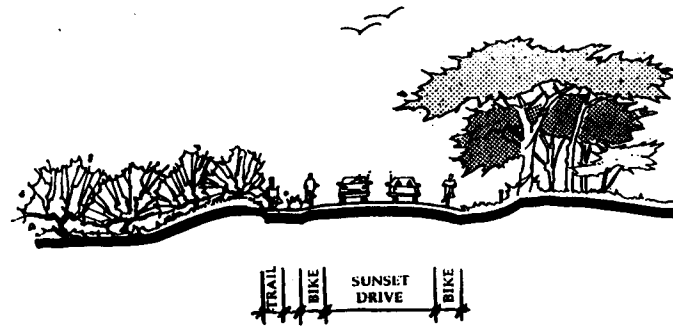
NOTE:

- Trail location to be determined.
- Refer to Figure 2 for coastal zone boundary.

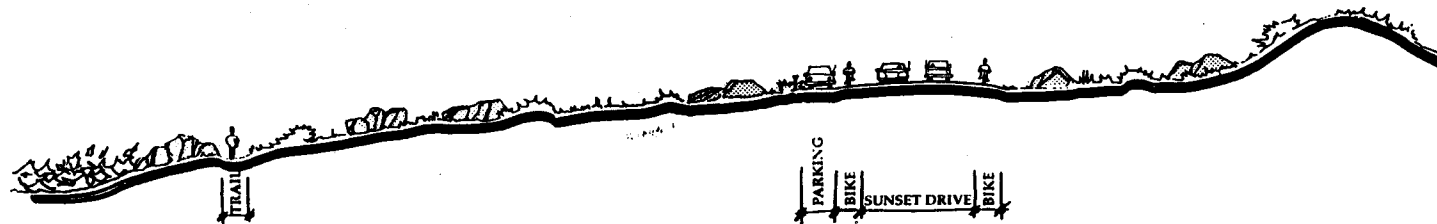




MAP 1



SECTION A



SECTION B

FIGURE 11
ASILOMAR SOUTH, SECTIONS A AND B

NOTE:

- Trail location to be determined.



CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 2: ASILOMAR NORTH

EXISTING CONDITIONS

Ownership

- Majority of land owned by the State and managed by the California Department of Parks and Recreation.
- Rocky Shores: two parcels are privately owned; five parcels are publicly owned (three by the California Department of Parks and Recreation and two by the Monterey Peninsula Regional Park District). The five publicly owned parcels are managed by the California Department of Parks and Recreation as part of Asilomar State Beach.

Land Use

- Majority occupied by the Asilomar State Beach and Conference Grounds.
- Privately owned parcels with one single-family home.

Trail Access

- Vertical access points to existing trail system within the Asilomar State Beach.
- Trails through publicly owned parcels of Rocky Shores.

Bike Access

- Continuous Class II Bikeway along Sunset Drive.

Road Access

- Sunset Drive.

Parking

- Nearly continuous unimproved roadside parking on seaward side of Sunset Drive.
- Scattered unimproved roadside parking on inland side of Sunset Drive.

Transit Access

- Monterey-Salinas Transit serves the Asilomar Conference Grounds via Asilomar Avenue.

Public Safety

- Asilomar trails sited a safe distance from possible wave action.
- Lack of trails through Rocky Shores private property and through the Lighthouse Reservation requires people to walk along the edge of Sunset Drive.

RECOMMENDED ACTIONS

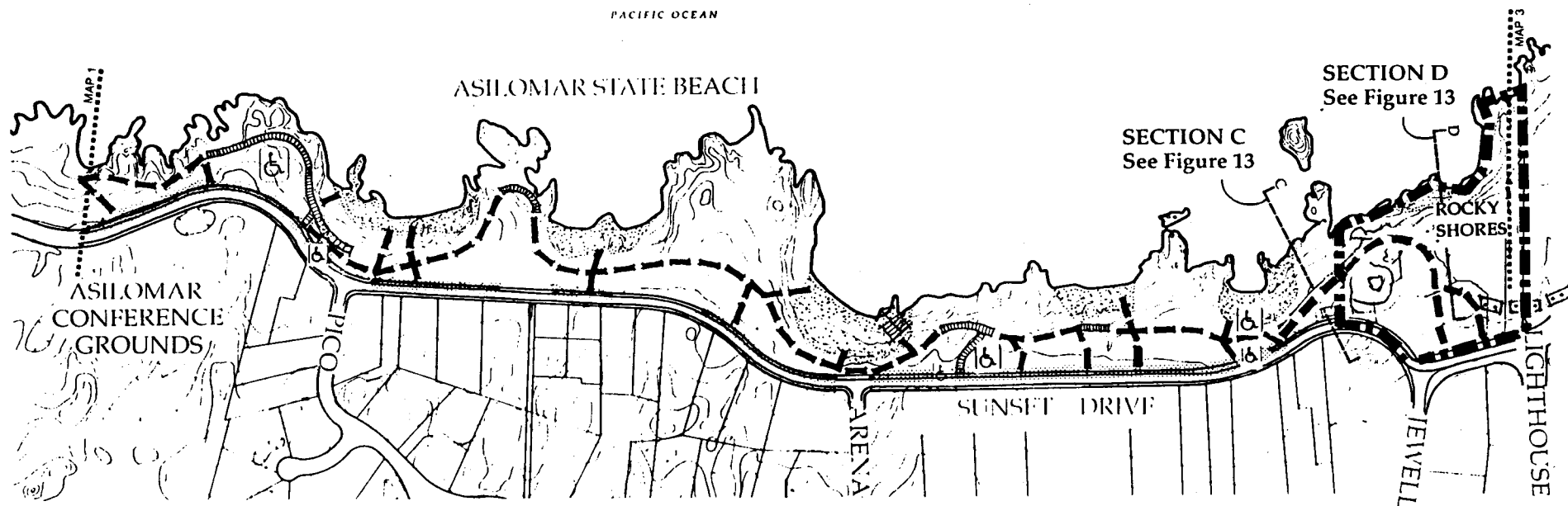
Figures 12 and 13 illustrate the following recommended actions.

Trails

1. Maintain ADA -accessible viewing areas and boardwalks.
2. Work toward obtaining a public access trail easement to extend the publicly owned trail from Asilomar State Beach northerly to the Lighthouse Reservation. Until such time that it is feasible to construct this coastal trail, provide a trail within the Sunset Drive right-of-way. This trail should be separated from the existing Class II Bikeway, where feasible.
3. Maintain existing facilities and programs, such as paths, rest areas, supervised walks, seminars, and field studies, to support the comfort, enjoyment, and education of the visiting public. Such facilities and programs would be protective of sensitive areas and viewsheds. Include accommodations for persons with visual, mobility, and developmental disabilities.

Parking

4. Maintain at least one parking space for persons with limited mobility at the boardwalk entry south of Pico Avenue.
5. Maintain at least one parking space for persons with limited mobility at the boardwalk entry north of Arena Avenue.
6. Maintain at least one parking space for persons with limited mobility at the boardwalk entry south of Rocky Shores.



MAP 2

PROPOSED TRAILS		EXISTING TRAILS		BOARDWALK	
WHEELCHAIR ACCESS		EXISTING TRAIL TO BE REMOVED		SEA WALL	
HANDICAPPED PARKING		PARKING LOT		STAIRWAY	
BICYCLE RACK		UNIMPROVED PARKING AREA		BEACH	

FIGURE 12
ASILOMAR NORTH

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

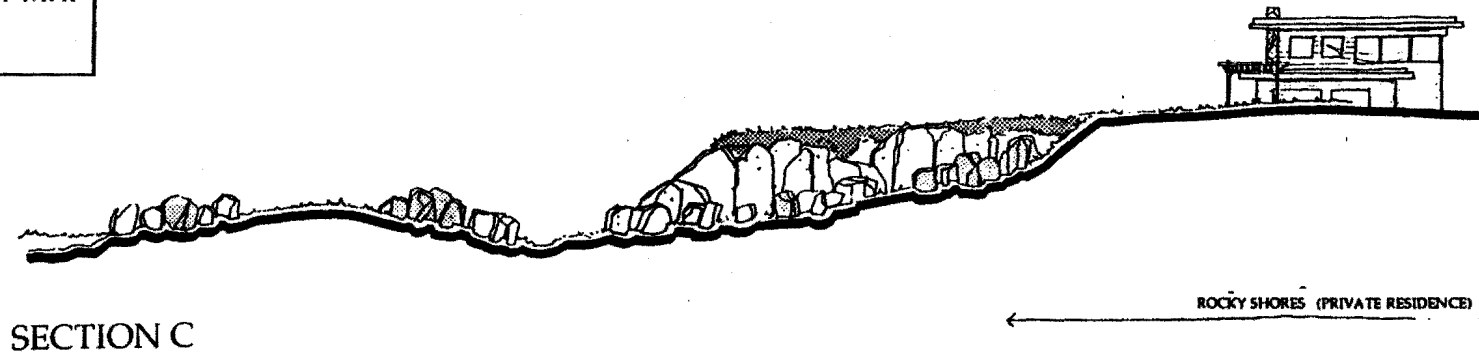
- NOTE:
- Trail location to be determined.
 - Refer to Figure 2 for coastal zone boundary.



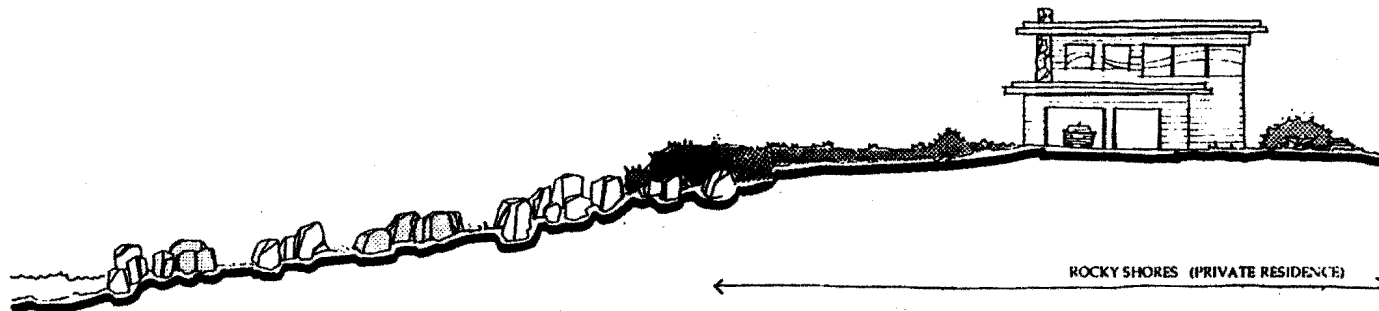


KEY MAP

MAP 2



SECTION C



SECTION D

NOTE:

- Trail location to be determined.

FIGURE 13
ASILOMAR NORTH, SECTIONS C AND D



CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 3: POINT PINOS

EXISTING CONDITIONS

Ownership

- United States Coast Guard.

Land Use

- Under lease agreement with the United States Coast Guard, Pacific Grove maintains a municipal golf course on the Point Pinos Lighthouse Reservation and shoreline open space seaward of Ocean View Boulevard.
- Other facilities include the Coast Guard foghorn structure, abandoned city wastewater treatment plant, NOAA building, and the Point Pinos Lighthouse.

Trail Access

- Undefined sandy walking areas within the Lighthouse Reservation seaward of Ocean View Boulevard.
- Narrow informal footpaths within dense "hottentot fig" ice plant.
- Unimproved parking areas serve as pedestrian trail because no other trails exist.

Bike Access

- Continuous Class II Bikeway along Ocean View Boulevard.

Road Access

- Ocean View Boulevard.

Parking

- Unimproved roadside parking on both sides of Ocean View Boulevard.
- Three unimproved parking areas on seaward side of Ocean View Boulevard, totaling approximately 50 spaces.
- Paved parking for golf course rest rooms near Crespi Pond.

Transit Access

- Monterey-Salinas Transit serves Point Pinos Lighthouse Reservation via Asilomar Avenue.

Public Safety

- Trails narrow and difficult to traverse.
- Lack of trails in the Lighthouse Reservation seaward of Ocean View Boulevard requires people to walk along the edge of Ocean View Boulevard or in the unimproved parking lots.

RECOMMENDED ACTIONS

Figures 14 and 15 illustrate the following recommended actions.

Trails

1. In coordination with the United States Coast Guard or other appropriate agency, construct trails within the Lighthouse Reservation seaward of Ocean View Boulevard.
2. Provide continuous and safe pedestrian trails across or adjacent to unimproved parking areas to connect existing trails.
3. Provide wheelchair access in the unimproved parking areas to connect with accessible trails.
4. Provide at least one wheelchair viewing area near Point Pinos.

Bikeways

5. Provide bicycle racks at Crespi Pond parking lot.

Parking

6. When accessible trails have been established, provide at least one space for persons with limited mobility in appropriate unimproved parking areas.
7. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline

assets, it is not the intention of the City to increase or expand parking areas.

8. Evaluate the feasibility of relocating and consolidating one or more of the unimproved parking areas to the inland side of Ocean View Boulevard, specifically to where the foghorn structure and/or wastewater treatment areas are located.

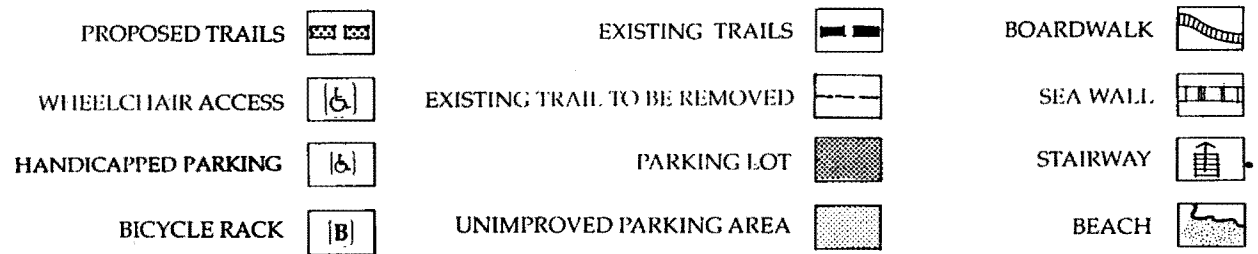
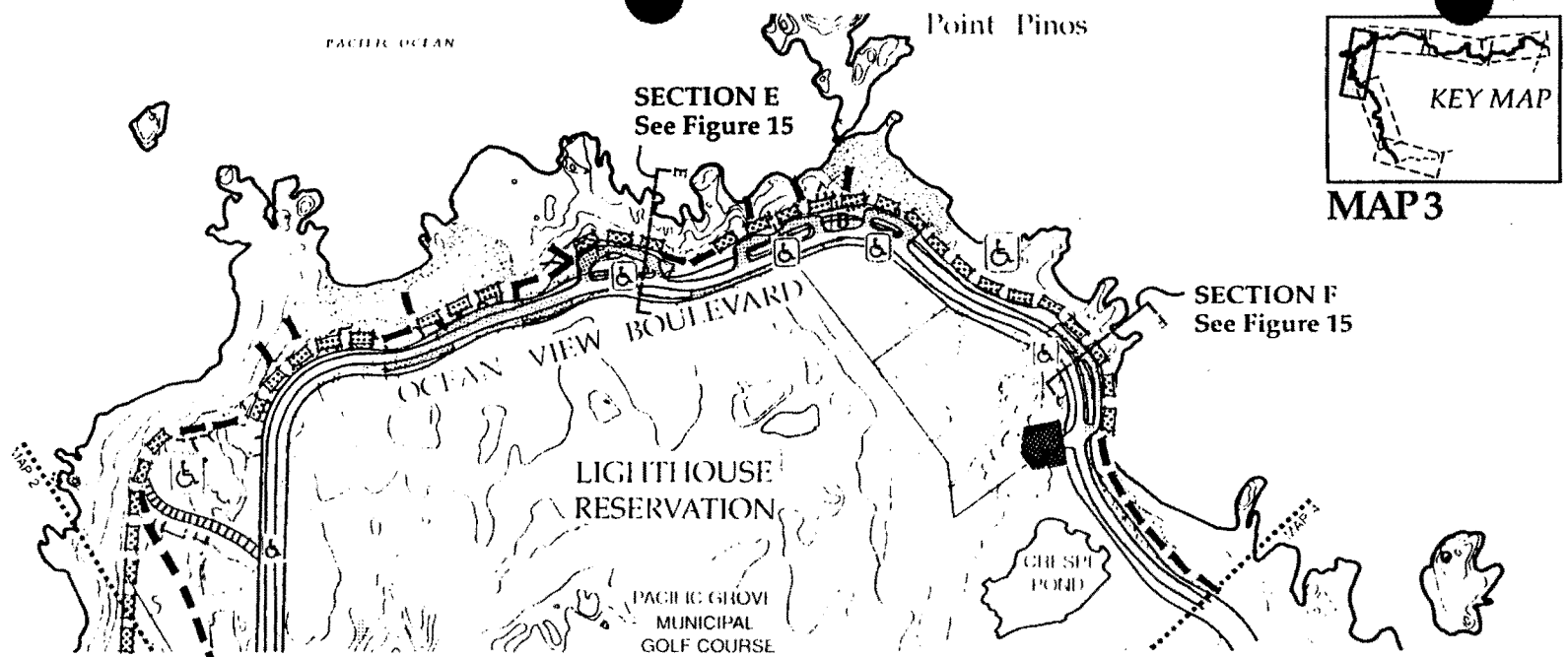
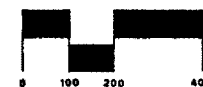


FIGURE 14
POINT PINOS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

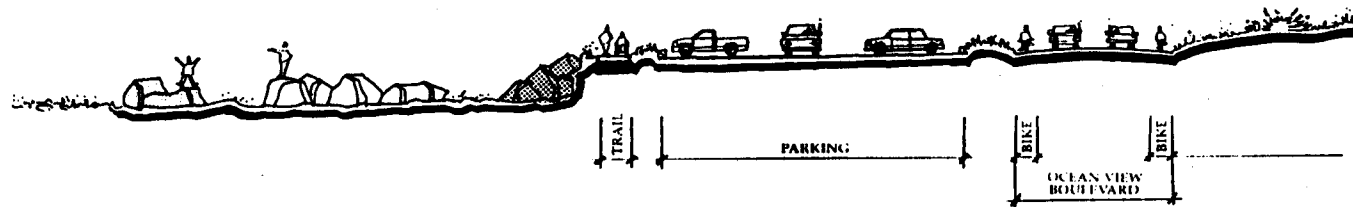
NOTE:

- Trail location to be determined
- Refer to Figure 2 for coastal zone boundary.

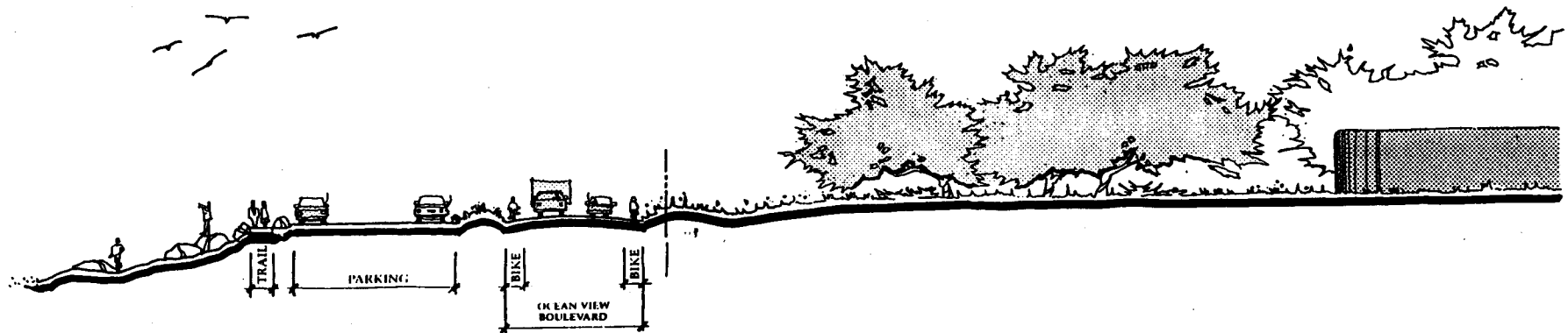




MAP 3



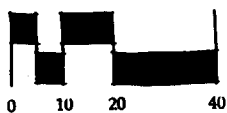
SECTION E



SECTION F

FIGURE 15
POINT PINOS, SECTIONS E AND F

NOTE:
• Trail location to be determined.



CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 4:

ESPLANADE/OTTER POINT

EXISTING CONDITIONS

Ownership

- East of Asilomar Avenue, City of Pacific Grove
- West of Asilomar Avenue, United States Coast Guard.

Land Use

- City of Pacific Grove Shoreline Park.

Trail Access

- Narrow informal footpaths within ice plant.
- Unimproved parking areas serve as pedestrian trail because no other trails exist.

Bike Access

- Continuous Class II Bikeway west of Asilomar Avenue.
- Continuous Class III Bikeway east of Asilomar Avenue (presently not signed).

Road Access

- Ocean View Boulevard.

Parking

- Three unimproved parking areas on the seaward side of Ocean View Boulevard, totaling approximately 70 spaces.
- One unstriped, asphalt parking lot at Otter Point, totaling approximately 14 spaces.
- Unrestricted on-street parking.

Transit Access

- Monterey-Salinas Transit serves Point Pinos Lighthouse Reservation via Asilomar Avenue.

Public Safety

- Certain sections of the trail are very narrow and difficult to traverse without falling into the adjacent ice plant.

RECOMMENDED ACTIONS

Figures 16 and 17 illustrate the following recommended actions.

Trails

1. Provide continuous and safe pedestrian trails across or adjacent to unimproved parking areas to connect existing trails.
2. Complete the missing portions of the pedestrian trail near the Esplanade, considering erosion, safety, and continuity.
3. When accessible trails have been established, provide wheelchair access and viewing areas in the following locations:
 - Otter Point
 - Unimproved parking areas.
4. Maintain existing stairways at Otter Point and at the terminus of Coral Street to provide safe access to the beaches (particularly for divers) and to minimize potential erosion.

Bikeways

5. Provide bicycle racks at Otter Point.

Parking

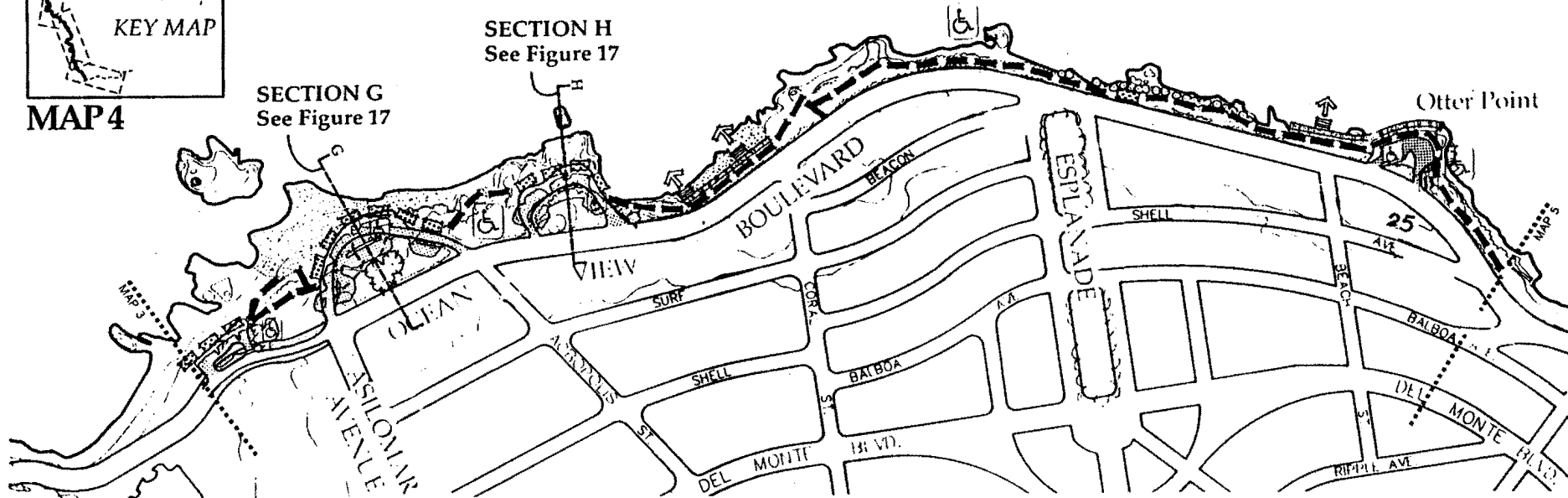
6. Provide at least one space for persons with limited mobility in the Otter Point parking area and in each of the unimproved parking areas.

7. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.



MAP 4

MONTEREY BAY



PROPOSED TRAILS		EXISTING TRAILS		BOARDWALK	
WHEELCHAIR ACCESS		EXISTING TRAIL TO BE REMOVED		SEA WALL	
HANDICAPPED PARKING		PARKING LOT		STAIRWAY	
BICYCLE RACK		UNIMPROVED PARKING AREA		BEACH	

FIGURE 16
ESPLANADE / OTTER POINT

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

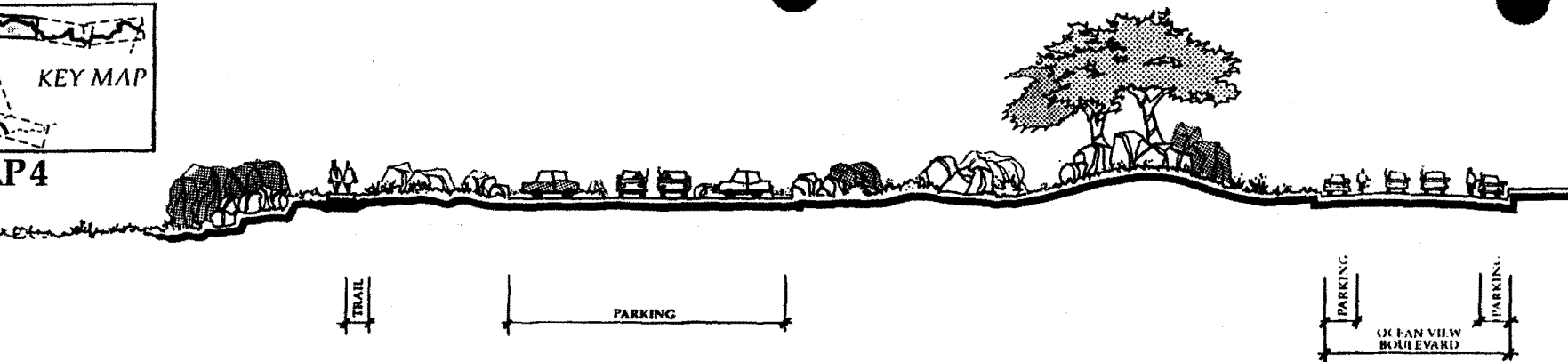
NOTE:
• Trail location to be determined.
• Refer to Figure 2 for coastal zone boundary.



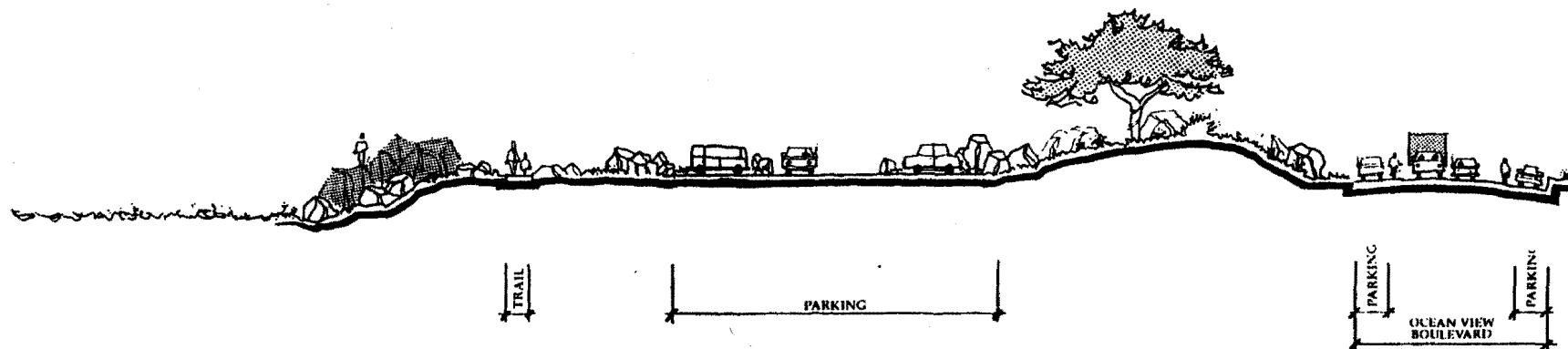


MAP 4

SECTION G



SECTION H



NOTE:
• Trail location to be determined.

FIGURE 17
ESPLANADE / OTTER POINT, SECTIONS G AND H



MAP 5: LOVERS POINT

EXISTING CONDITIONS

Ownership

- City of Pacific Grove.

Land Use

- City of Pacific Grove Shoreline Park.

Trail Access

- Narrow informal footpaths west of Lovers Point.
- Monterey Bay Coastal Trail: five-foot wide decomposed granite pedestrian trail.
- Trail discontinuous between the terminus of the Monterey Bay Coastal Trail and trails west of Lovers Point.

Bike Access

- Monterey Bay Coastal Trail: Continuous Class I Bikeway, 8-10 feet wide, asphalt (east of Lovers Point).
- Continuous Class III Bikeway along Ocean View Boulevard west of 17th Street (presently not striped or signed).

Road Access

- Ocean View Boulevard.

Parking

- One unstriped asphalt parking lot at Hayes Perkins Park, totaling approximately 10 spaces.
- Two asphalt parking lots at Lovers Point for 2-hour use: north lot, 15 spaces; south lot, 36 spaces.
- Restricted, 2-hour on-street parking on Ocean View Boulevard, between Sea Palm Avenue and Fountain Avenue.
- Unrestricted on-street parking on Ocean View Boulevard, east of Fountain Avenue.
- Unrestricted on-street parking on Ocean View Boulevard, west of Sea Palm Avenue.

Transit Access

- Monterey-Salinas Transit serves Lovers Point via Ocean View Boulevard.

Public Safety

- West of Lovers Point, trails are narrow and difficult to traverse.

RECOMMENDED ACTIONS

Figure 18 illustrates the following recommended actions.

Trails

1. Maintain wheelchair access and viewing areas at Lovers Point (north and south). Provide wheelchair access and viewing areas in Hayes Perkins Park.
2. Provide a continuous and safe pedestrian path across or adjacent to the existing Sea Palm parking lot at Hayes Perkins Park to enhance vehicle and pedestrian safety.
3. Consolidate existing multiple pedestrian trails between Lovers Point and Otter Point into a single trail at least four feet wide. Revegetate the trails eliminated by this consolidation.
4. Explore widening the pedestrian access sidewalk immediately adjacent to Ocean View Boulevard at the Lovers Point end of Hayes Perkins Park.
5. Designate the sidewalk alongside Lovers Point as a feeder route to link the Monterey Bay Coastal Trail footpath with the Pacific Grove coastal pedestrian trail which commences in Hayes Perkins Park. Add signs only as necessary to direct pedestrians from one trail to the other.
6. Maintain existing stairways at Hayes Perkins Park and Lovers Point to provide safe access to the beaches and to minimize potential erosion.

Bikeways

7. Provide bicycle racks at Lovers Point.
8. Using stencils painted on the road surface, direct bicyclists from the Monterey Bay Coastal Trail Class I Bikeway to the continuation of the bicycle route along Ocean View Boulevard.

Parking

9. Provide at least one space for persons with limited mobility in the following parking areas:
 - Lovers Point (north)
 - Lovers Point (south)
 - Hayes Perkins Park.
10. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.

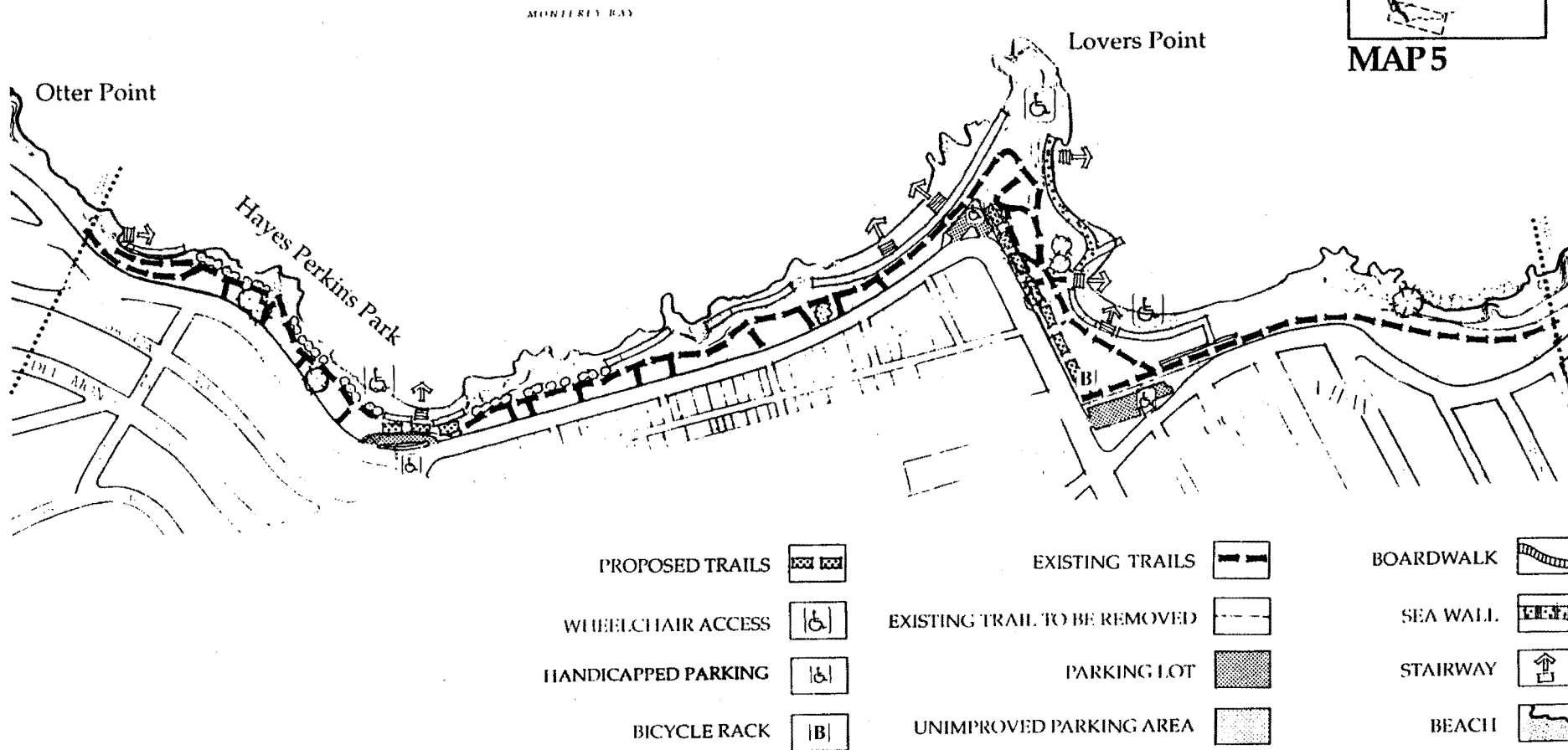


FIGURE 18
LOVERS POINT

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

NOTE:

- Trail location to be determined.
- Refer to Figure 2 for coastal zone boundary.



MAP 6: BERWICK PARK/ MONTEREY BAY AQUARIUM

EXISTING CONDITIONS

Ownership

- City of Pacific Grove
- Stanford University
- Monterey Bay Aquarium
- Monterey Peninsula Recreation Trail Joint Powers Agency.

Land Use

- City of Pacific Grove Shoreline Park
- Hopkins Marine Station of Stanford University
- Monterey Bay Aquarium.

Trail Access

- Monterey Bay Coastal Trail: five-foot wide decomposed granite pedestrian trail.

Bike Access

- Monterey Bay Coastal Trail: Continuous Class I Bikeway, 8-10 feet wide, asphalt.

Road Access

- Ocean View Boulevard.

Parking

- Unrestricted on-street parking on Ocean View Boulevard, between Fountain Avenue and 1st Street.
- Restricted, 1-hour on-street parking on Ocean View Boulevard, east of 1st Street.

Transit Access

- Monterey-Salinas Transit serves the Monterey Bay Aquarium via Eardley Avenue.

Public Safety

- Conflicting uses of Class I Bikeway by pedestrians, bicyclists, skaters, skate boarders, baby strollers, and four-wheeled pedal surreys.
- Failure to use safety helmets for children riding in surreys, as required by California State Codes.
- Shortcuts created by pedestrians and mountain bikes to reach the trail.

RECOMMENDED ACTIONS

Figure 19 illustrates the following recommended actions.

Trails

1. Require development of the existing 10-foot wide vertical easement west of the Monterey Bay Aquarium as a viewing area.
2. Maintain wheelchair access and viewing areas in Berwick Park.
3. Provide wheelchair access and viewing areas at the Monterey Bay Aquarium (within the 10-foot wide easement noted above).

Bikeways

4. Provide bicycle racks at the Monterey Bay Aquarium and Berwick Park.

Parking

5. Maintain parking spaces for persons with limited mobility adjacent to the existing curb ramps at the following locations:
 - Eardley Avenue (Monterey Bay Aquarium)
 - 9th Street (Berwick Park).



MAP 6

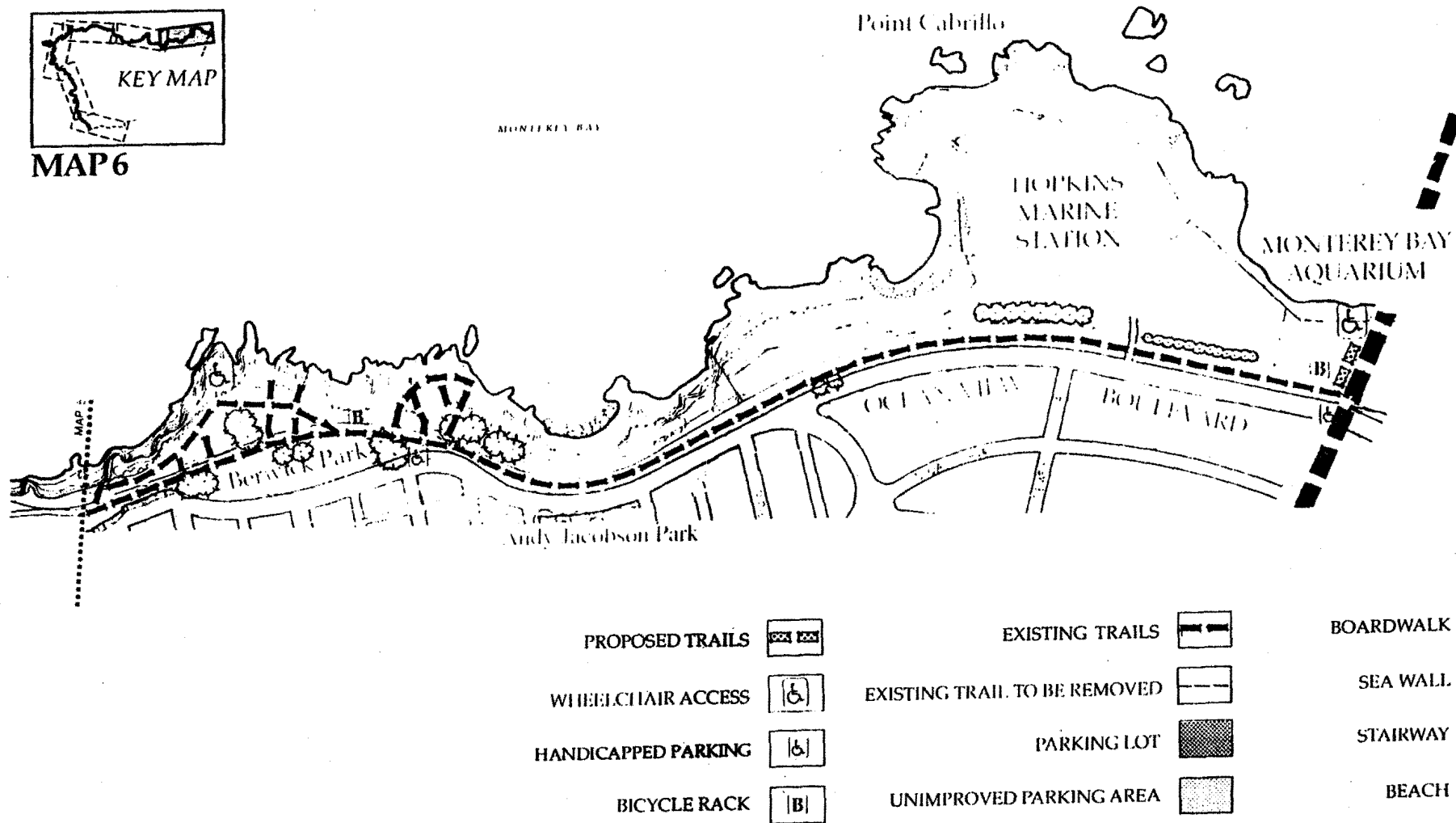


FIGURE 19
BERWICK PARK / MONTEREY BAY AQUARIUM

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



NOTE:
• Refer to Figure 2 for coastal zone boundary.

CHAPTER 9

SEA WALL PROGRAM

In addition to the Coastal Resource provisions found in Chapter 6, the *Coastal Parks Plan* outlines a comprehensive sea wall program to address immediate and long-term protection of the Pacific Grove shoreline. Specifically this program seeks to:

- identify and monitor areas subject to erosion;
- prioritize areas in most need of repair or protection; and
- define specific policies to guide future protection of the coast.

BACKGROUND

Change is an inherent feature of the coast. Wind, rain, and wave and tidal action will, over time, naturally cause erosion. Since the Pacific Grove shoreline is primarily granite-based, erosion over the years has been slow but continual. Severe erosion occurs during periods of heavy storms. To minimize that erosion, structural improvements such as riprap and diking have been installed, and walls have been constructed as funds have permitted.

Changes in sea level have left beach deposits and caused erosion. Past patterns of erosion have produced channels, or swales, in the rock surface. These swales have been filled with more recent deposits of beach sand and loose boulders. Many of the existing walls were constructed over these channels, causing the wall to rest partially on rock and partially on beach sand and loose boulders.

Although all of the existing walls are earth retaining structures, they are not all sea walls. Earth retaining walls are used to support or hold back earth. Sea walls are used to break the force of incoming ocean waves and to limit erosion of the shoreline. Earth retaining walls will be necessary to support the construction and improvement of trails. Repair of existing and construction of future sea walls will be necessary to minimize erosion and to stabilize the shoreline.

EXISTING SEA WALL REPAIR REQUIREMENTS

In the past, the areas most subject to erosion have coincided with the location of the five major wall structures:

- Lovers Point (west)
- Lovers Point (east)
- Sea Palm Avenue Parking Lot
- Hayes Perkins Park/Otter Point
- Coral Street Beach.

Below is a description of repair requirements for the five major walls along the shoreline. This discussion will prioritize the urgency and necessity for repair.

SEA PALM PARKING LOT

The wall adjacent to the Sea Palm parking lot is the most unstable of any of the structures. This wall has experienced base failure and is rotating toward the beach, with evidence of shearing and translation. The wall has a corrugated metal drain pipe in the lower portion which was probably meant to drain a natural channel. Movement of the wall during rotation may have separated or sheared this drain pipe, allowing large amounts of water runoff to enter the soil behind the wall, leading to further instability.

Priority: Immediate

LOVERS POINT (WEST)

The base of the wall immediately west of Lovers Point is nearly unsupported in some segments, and has been seriously undercut by wave action and possibly by piping from seepage water. Sand and large rock that may have been at the base of the wall are no longer evident, exposing the soil and rock on which the wall rests. Although the wall itself appears to be in good condition, this may not last under heavy rains or waves.

Priority: Immediate

HAYES PERKINS PARK/OTTER POINT

Walls along Otter Point and Hayes Perkins Park (between Siren and Beach Streets) are more exposed to wave action than those further east. Although some undercutting or scouring has occurred along this segment, it is not as severe as the condition to the west of Lovers Point.

Priority: Near-Term

CORAL STREET BEACH

The wall along the Coral Street beach appears to have been founded on sand, with little rock support. Both scouring and piping has occurred, with some rotation of the wall toward the beach due to the loss or lack of rock support beneath the wall. However, the lower height of wall reduces the severity of the problem in this location.

Priority: Near-Term

LOVERS POINT (EAST)

Sea walls located east of Lovers Point are in good condition. In some locations, riprap has been used to prevent shoreline erosion. Given its location along the Monterey Bay, this portion of the coast is less exposed to ocean waves than other portions of the coast. To prevent or deter future compromise of their structural capability, surface drainage could be improved in the areas behind these walls.

Priority: Long-Term

OTHER SHORELINE PROTECTION REQUIREMENTS

In general, any area comprised predominately of beach sand rather than rock is susceptible to erosion and may require a form of shoreline protection. During heavy storms, these areas wash away easily. Although subsequent years of wave action will replenish the beach, without adequate protection, other improvements may be washed away as well, such as trails, walls, and roadways.

In addition to the five areas discussed above, two specific areas may require shoreline protection to reduce scouring: the Crespi Pond inlet and a segment near Point Pinos. Both these areas would require protection such as riprap or a seawall to minimize further damage to the shoreline.

POLICIES FOR FUTURE PROTECTION

The following recommendations are proposed to ensure future protection of the shoreline from the force of incoming ocean waves and the effects of shoreline erosion.

1. Allow structural protection measures only when all non-engineering solutions to erosion hazards have been exhausted. If a protective structure is required, the structure should not:
 - significantly reduce or restrict beach access;
 - adversely affect shoreline processes and sand supply;
 - significantly increase erosion on adjacent properties;
 - cause harmful impacts on vegetation, wildlife, or fish habitats;
 - be placed further than necessary from the development requiring protection; or
 - create a significant visual intrusion.
2. Consistent with the existing character of the coast, repair walls east of the Esplanade to allow for expanded pedestrian trails and to prevent further erosion of the coast.
3. Consistent with the existing rugged character of the coast west of the Esplanade, install natural riprap to prevent further erosion of the coast and to support future trail construction, where necessary.
4. Do not construct walls on sand deposits or fine rock because this material is easily eroded or scoured from beneath the structural footings.
5. Do not construct walls in drainage swales or channels. Since most of these areas have been previously eroded to greater depths and refilled with beach deposits, erosion and scouring are very likely to occur.
6. When construction of a trail is desirable and may require shoreline support:
 - consider using a foot bridge over drainage channels rather than backfilling existing walls; and
 - where the trail is well removed from the coastal edge and retaining walls are unnecessary, use natural riprap for erosion protection.
7. Divert water runoff from the inland side of the trail to points where it may be channeled beneath the trail. Walls should never be used to direct surface flow, and storm drain pipes should not be sited within the walls.
8. Remove ground squirrels from behind existing and future walls because their burrows provide excellent channels for runoff water to reach the lower levels of the walls, increasing the possibility of structural failure. Further, allow signs to discourage feeding of ground squirrels.
9. Ensure that all existing and future sea walls are able to perform under high wave conditions.

This 1991 report is presented as background information only; it is not part of the adopted Coastal Parks Plan.

**APPENDIX
ISSUES AND
OPPORTUNITIES
1991**

A-2

This 1991 report is presented as background information only; it is not part of the adopted Coastal Parks Plan.

INTRODUCTION

BACKGROUND

Incorporated in 1889, Pacific Grove encompasses almost three square miles of land and has a 1990 census population of 16,117. Pacific Grove is located 120 miles south of San Francisco on the Monterey Bay. In September, 1989, the City of Pacific Grove retained Sedway Cooke Associates to prepare an *Implementation Plan for the Pacific Grove Local Coastal Program*. As discussed in more detail below, the *Implementation Plan* consists of the *Coastal Implementing Ordinance* and the *Coastal Parks Plan*. The draft *Ordinance* is under review by city staff; preparation of the *Coastal Parks Plan* began in January, 1991 with completion scheduled for Spring 1992.

PROJECT BOUNDARIES. Pacific Grove's coastal zone extends from the Monterey Bay Aquarium on the east to the City limits at the southern end of the Asilomar State Beach. The coastal parks planning area lies within the coastal zone and encompasses about 286 acres of land. Included are:

- Point Pinos Lighthouse Reservation, bounded by Asilomar Avenue on the east, Lighthouse Avenue on the south, and the shoreline at Mean High Water on the west and north.

Within the Lighthouse Reservation, the City of Pacific Grove holds an easement for a 60-foot road right-of-way (Ocean View Boulevard) and a revocable license extending to the year 2012 for a municipal golf course.

- The Asilomar State Beach and Conference Grounds.

- The Asilomar Dunes Residential Neighborhood, bounded by Lighthouse Avenue on the north, Asilomar Avenue on the east, the Asilomar Conference Grounds on the south, and Sunset Drive on the west to Rocky Shores, which is included.
- All other land seaward of Ocean View Boulevard and Sunset Drive.

PURPOSE OF THIS REPORT. The purpose of this report is to document existing conditions within the coastal parks planning area and to identify key issues and opportunities related to preparation of a *Coastal Parks Plan* for the Pacific Grove coast.

CALIFORNIA COASTAL ACT

In November 1972, California voters approved a ballot initiative establishing the California Coastal Commission and six regional commissions. The 1976 *California Coastal Act* was enacted by the California State Legislature to provide for both conservation and orderly development of California's 1,100-mile coastline.

As a state coastal management and regulatory agency, the California Coastal Commission was established to manage the coastal zone as a resource of statewide importance through permit authority. Section 30001.5 of the *California Coastal Act* sets forth the following basic goals for the coastal zone:

- (a) *Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources;*
- (b) *Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state;*

- (c) *Maximize public access to and along the coast, and maximize public recreation opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners;*
- (d) *Ensure priority for coastal-dependent development and coastal-related development over other development on the coast; and*
- (e) *Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.*

The *California Coastal Act* also requires every city and county within the coastal zone to prepare a Local Coastal Program (LCP) to be submitted to and approved by the California Coastal Commission. As established in Section 30103 of the *California Coastal Act*, the coastal zone generally extends inland 1,000 yards from the mean high tide line of the sea from California's border with Oregon to the Republic of Mexico. In areas of significant coastal estuarine, habitat, and recreational value, the coastal zone extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less.

A Local Coastal Program is a specific long-term management plan prepared by each of the state's 69 coastal cities and counties for its portion of the coast. The general purpose of an LCP is to protect coastal resources and to establish guidelines for future development within the coastal zone. Together these city and county Local Coastal Programs are intended to create a comprehensive plan for the entire California coastline. Until the LCP is certified by the Coastal Commission, the Commission exercises permit control over all new development within that part of the coastal zone. Following certification, the Commission's regulatory authority is transferred to the local government.

A Local Coastal Program typically consists of a Land Use Plan and an Implementation Plan. The Land Use Plan (LUP) contains appropriate land use designations and planning policy to guide development within the coastal zone. An Implementation Plan contains the necessary regulations, ordinances, and procedures to implement the Land Use Plan.

PACIFIC GROVE LOCAL COASTAL PROGRAM

The *Pacific Grove Local Coastal Program* is divided into two major plans: the *Land Use Plan* and the *Implementation Plan*.

LAND USE PLAN. The City of Pacific Grove, in coordination with the California Coastal Commission, has prepared and approved the *Pacific Grove LCP Land Use Plan*. The *Land Use Plan* was certified by the Commission on December 15, 1988, subject to modifications proposed by Coastal Commission staff. These modifications were accepted by the Pacific Grove City Council on June 7, 1989, subject to specific clarifications agreed to by Coastal Commission staff. As an adopted element of the *Pacific Grove General Plan*, the *LCP Land Use Plan* contains four major sections:

- Resource Management
- Land Use and Development
- Public Facilities
- Public Shoreline Access

Each of these sections contain general background information, describe previously existing relevant policies and regulations, and set forth new policy direction for the city.

IMPLEMENTATION PLAN. An *Implementation Plan* includes zoning ordinance amendments and revisions, and other programs needed to carry out the goals and objectives of the *Land Use Plan*. The *Pacific Grove Implementation Plan* consists of the *Coastal Implementing Ordinance* and the *Coastal Parks Plan*.

Coastal Implementing Ordinance. The *Coastal Implementing Ordinance*, drafted by Sedway Cooke Associates, contains regulations to effectively implement policies found in the *Land Use Plan* on all land within the coastal zone. Currently under review by city staff, these ordinances will be inserted into the city zoning ordinance upon adoption.

Coastal Parks Plan. The purpose of the *Coastal Parks Plan* is to establish management, restoration, and enhancement guidelines for the coastal parks planning area. As an element of the *Implementation Plan*, the *Coastal Parks Plan* is consistent with and should be used in conjunction with the *Land Use Plan*.

PLANNING PROCESS

On January 24, 1991, the City of Pacific Grove held a public workshop to identify goals and objectives for the preparation of the *Coastal Parks Plan*, and to record issues raised by local residents and city staff. An *Issues and Opportunities* report was prepared based on information gathered during this workshop, field surveys, and research conducted by Sedway Cooke Associates.

On June 18, 1991, the City conducted a second workshop with the Trails Committee to generate design alternatives based on the existing conditions presented in this report. A draft *Coastal Parks Plan* was prepared during September 1991. On October 24, 1991, this draft was presented to the community during a Trails Committee meeting and during a public workshop. Based on comments received during these workshops, the draft *Coastal Parks Plan* was revised and made available for public comment and review by the Planning Commission and City Council.

REPORT ORGANIZATION

The *Issues and Opportunities* report is organized into four sections. Following this introductory section, existing conditions in the planning area are described. Next, issues associated with planning and designing the coastal parks area are discussed. The last section identifies opportunities that address the major issues within the planning area. Supporting illustrations can be found at the end of the report.

FINDINGS

This section discusses existing conditions within the coastal parks planning area. These findings were based on: field research; discussions with city and Coastal Commission staff, officials of the State Department of Parks and Recreation and the Monterey Peninsula Regional Park District, and local residents; and information gathered during the first public workshop.

COASTAL LAND USE

As discussed below, coastal land use and development issues include:

- Land Use
- Character of the Coast
- Conservation Easements and Private Property.

LAND USE. As illustrated in Figure 1, the Pacific Grove coastal parks planning area encompasses 286 acres of land along the Monterey Bay and Pacific Ocean. About 90 percent, or 257 acres of the coastal land is held in public open space; the remaining 10 percent, or 29 acres is privately owned. Public areas include: Pacific Grove Coastal Parks, Point Pinos Lighthouse Reservation, and the Asilomar State Beach and Conference Center. Private lands include: Hopkins Marine Station of Stanford University, Rocky Shores residential area, commercial uses at Sunset Drive/Asilomar Avenue, and the Southern Pacific Railroad property. Below is a brief description of these areas.

Pacific Grove Coastal Parks. The City of Pacific Grove owns and maintains a 42-acre shoreline park along Ocean View Boulevard, between Asilomar Avenue to the west and the Hopkins Marine Station to the east. This land includes the Hayes Perkins Park, Lovers Point, and Berwick Park.

Point Pinos Lighthouse Reservation. The Point Pinos Lighthouse Reservation, under United States Coast Guard ownership, is located between Lighthouse and Asilomar Avenues, and encompasses about 93 acres of land (including land seaward of Sunset Drive and Ocean View Boulevard). In March 1968, the City of Pacific Grove and the United States Coast Guard entered into a 25-year lease agreement which allows the City to use the majority of this area for a municipal golf course and a smaller portion for the Point Pinos Lighthouse Museum. This lease was renewed for another 25 years in August, 1987. It will expire in 2012. Other facilities within Lighthouse Reservation include the Coast Guard fog horn, the former city wastewater treatment plant, and the United States Naval Reserve Center.

Asilomar State Beach and Conference Grounds. Located in the southwestern portion of the coastal area, the Asilomar State Beach and Conference Grounds occupies about 105 acres of dunes, forest, and conference facilities. The overall site is owned

by the state; the conference facilities are operated by the non-profit Asilomar Operating Corporation.

Conference facilities are located on the inland side of Sunset Drive, generally bounded by Asilomar, Sinex, and Crocker Avenues. Dating back to 1913, the original buildings in this facility were designed by the pioneering architect Julia Morgan.

The Asilomar State Beach is located on the seaward side of Sunset Drive, bounded by Jewell Avenue to the north and Monterey County to the south. The dunes are known for their sandy beaches and sensitive dune and beach habitat, containing a number of endangered plant and animal species.

Due to the harmful overuse of dunes by pedestrians and vehicles, the State Department of Parks and Recreation developed a comprehensive dune restoration program. This program has been underway since 1985 and includes:

- installation of fencing along Sunset Drive to protect habitat and to control indiscriminate access;
- plantings of native dune habitat vegetation; and
- removal of the invasive "hottentot fig" ice plant (*Carpobrotus edulus*), a non-native species originally planted to prevent erosion.

Hopkins Marine Station. Stanford University owns and operates the Hopkins Marine Station. The Marine Station is located on a 20-acre site adjacent to the Monterey Bay Aquarium. Founded in 1893 and originally located at Lovers Point, the Station was moved to its present location in 1917. As a branch of the Stanford Biological Sciences Department, the Station is a research and teaching facility, focusing on the ecology of inshore waters and research on marine organisms.

Rocky Shores. The oceanfront property at the end of Jewell Avenue on the seaward side of Sunset Drive, commonly referred to as Rocky Shores, encompasses about 5.5 acres of land. This area is subdivided into seven lots that are currently zoned for single-family residential (R-1) use. As set forth in the *Pacific Grove LCP Land Use Plan* (Section 3.4.5.4), it is the City's objective to permanently maintain this area as open space.

Sunset/Crocker Commercial Area. Commercial uses are found on four parcels, or five acres of land at Sunset Drive/Crocker Avenue, in the southern portion of the planning area. These uses consist of the Beachcomber Motel, Fishwife Restaurant, Hayward Lumber site, the Fife Mill site, and the Russell Service Center.

Southern Pacific Railroad Property. The Southern Pacific Railroad Company owns a two-mile, 50-foot-wide right-of-way which extends from the Monarch Pines Mobile Home Park on the east to Sinex Avenue on the south. This right-of-way travels through the Pacific Grove Municipal Golf Course and behind several residential lots. Currently one portion of it, between Lighthouse Avenue and Sunset Drive, is used by local residents for walking and jogging.

CHARACTER OF THE COAST. As illustrated in Figure 2, the existing character of the coast reflects a combination of physical features such as landscaping, topography, habitat, tidepools, views, parking areas, structures, vegetation, rock outcroppings, sea walls, and fences. The Pacific Grove coast can be distinguished as three types of character: urban park, garden park, and rugged coast. The contrast between these areas is described below.

Urban Park. The urban park character of the coast is most apparent between Lovers Point to the west and Point Cabrillo to the east. Several features combine to give this area an "urban park" appearance. Within the abandoned Southern Pacific

Railroad right-of-way is an 8-10 foot-wide asphalt Class I Bikeway and a separate 2-5 foot-wide decomposed granite pedestrian trail which generally parallels the bikeway. Nearly the entire coast in this area is supported by natural rock, with areas of reinforcing riprap and an elaborate golden granite sea wall along Lovers Point.

Most of the trail is situated 10-15 feet below Ocean View Boulevard. This topographical difference helps delineate the trail from the street. On-street parking, curbing, and fencing further delineate the trail from the street.

Landscaping consists of intermittent stands of Monterey cypress, low shrubs and ground cover, and grassy areas within Berwick Park. Adjacent residential and commercial activity further add to the "urban" character of the area.

Two types of lighting are evident: security lighting and street lighting. At the west end of Berwick Park, four security lights have been installed along the retaining wall between 12th Street and Carmel Avenue. Existing street lights are found along the south side of Ocean View Boulevard, providing low, indirect lighting along the trail.

Amenities such as trash cans and benches are located throughout the area. Telephones can be found near the Monterey Bay Aquarium, Berwick Park, and Lovers Point. Public restrooms are available at Lovers Point.

Garden Park. Between Lovers Point to the east and the Esplanade to the west, the coast changes to a "garden" character. The most striking difference is the absence of the wide asphalt path and the presence of narrower, dirt footpaths which meander through a carpet of ice plant. This area has become a major tourist attraction due to the fantastic display of magenta flowers characteristic of the "magic carpet" ice plant (*Drosanthemum*

floribundum). Although not a native species, its flowering habit lends a unique local identity to the City of Pacific Grove.

Most of the footpaths are fewer than three feet wide, making it nearly impossible to pass people or to walk two abreast without damaging surrounding vegetation. Since the trails are generally at street grade, the presence of adjacent houses is far more apparent than in the "urban" portion of the coast. In addition to on-street parking along the entire segment, asphalt parking areas are available at Hayes Perkins Park and Otter Point.

With only one stand of Monterey cypress, the most notable landscape feature is the 5-8 foot high Tree Aloe (*Aloe arborescens*) located along the coastal bluff. Although these shrubs provide a strong vertical element to the coast, they partially obscure views of the Monterey Bay.

A granite sea wall supports most of the coast between Lovers Point and Hayes Perkins Park. Surfers and divers often use the stairways within Hayes Perkins Park and at Otter Point. There are no restrooms or telephones in the area. Trash cans are found at Hayes Perkins Park and Otter Point.

Rugged Coast. The rugged, open character of the coast is clearly evident from the Esplanade on the east to the city limits on the south. An undeveloped appearance distinguishes this area from other parts of the coast. Except for a small segment of sea wall at the Coral Street beach, this entire area maintains a natural character with unimproved parking areas and trails.

Large granite outcroppings are prominent along the coast and have historically protected the shoreline from the eroding action of waves. Since waves break on the rocks, this section of the coast has experienced minimal shoreline erosion.

Gentle rolling dunes and coastal bluffs are found throughout the area. Non-native "hottentot fig" ice plant (*Carpobrotus edulus*) is evident between the Esplanade on the east and Rocky Shores on the south. This ice plant is characteristically different from the "magic carpet" ice plant variety found in the Garden Park. Although the Asilomar State Beach was once overtaken by "hottentot fig" ice plant, recent rehabilitation has restored most of the dunes to their native habitat.

Visitors frequent the many tidepools along this portion of the coast. Although there is only one formal stairway to the beach near Coral Street, most of the beach areas are easily accessible. Trash receptacles are found throughout the unimproved parking areas and at various access points to the Asilomar State Beach trail system. Restrooms are available near the 17th Hole of the Municipal Golf Course (across Ocean View Boulevard) and within the Asilomar Conference Grounds (across Sunset Drive).

CONSERVATION EASEMENTS AND PRIVATE PROPERTY. As established in the *Pacific Grove LCP Land Use Plan* (Section 2.3.5), conservation easements and deed restrictions are required as conditions of project approval to protect natural resources and/or public access. A conservation easement grants a right or interest in real property to retain land or water areas, predominantly in their natural and scenic condition. A deed restriction describes limitations placed on property and its use, usually made as a condition of holding title or lease.

The Asilomar Dunes Neighborhood contains many parcels with endangered plant and animal species and their habitat. This residential neighborhood is bounded by Lighthouse Avenue to the north, Sunset Drive to the west, Asilomar Avenue to the east, and the Asilomar State Conference Grounds to the south, and includes the Rocky Shores area.

Given the presence of sensitive habitat, botanical surveys are required as set forth in the *LCP Land Use Plan* (Section 2.3.5). The general purpose of these surveys is to identify endangered plant and animal species, and to recommend specific mitigation measures that will offset potential impacts from proposed development to the species and/or their habitat. For this neighborhood, conservation easements, as set forth in Section 2.3.5.1 (e) of the *LCP Land Use Plan*, would be established. Development would be restricted, to protect both the dune habitat of rare or endangered species and the forest front zone along Asilomar Avenue. (Figure 8 identifies sensitive habitat areas within the coastal zone based on a 1988 survey.)

PUBLIC SHORELINE ACCESS

To assist in planning trails and bikeways, the Pacific Grove Trails Committee was formed in April, 1988. This committee is comprised of local residents appointed by the City Council, and a representative from both the Monterey Peninsula Regional Park District and the State Department of Parks and Recreation.

Their mission is to prepare a strategy to develop and improve recreational trails, bikeways, and shoreline parking between Lovers Point and Spanish Bay, including the Southern Pacific Railroad right-of-way. Planning and implementation recommendations by the Trails Committee are founded on the following goals:

- protect shoreline views and enhance aesthetic and scenic qualities;
- develop safe and adequate public access to and along the shoreline;
- protect blufftop habitat;
- provide parking areas where appropriate; and
- maintain the natural beauty of the shoreline as one of the community's distinctive resources.

Figure 3 illustrates general conditions along the shoreline which may impact access, including the location of sea walls, riprap, rock outcroppings, stairways, and beaches. The following issues related to public shoreline access are discussed below:

- Bikeways
- Pedestrian Trails
- Parking
- Barrier-Free Access
- Bus Service
- Public Beaches
- Access through Private Property.

BIKEWAYS. Consistent with policies found in the *Pacific Grove Bikeways Plan* and the *Pacific Grove LCP Land Use Plan*, the Trails Committee has proposed a three-phase bicycle plan, as illustrated in Figure 4. Goals of the *Bikeways Plan* include:

- improve bicycle safety along Ocean View Boulevard and Sunset Drive;
- enhance recreation opportunities;
- protect significant natural resources of the coast area; and
- successfully extend the Monterey Peninsula Recreation Trail through the city.

The Monterey Peninsula Recreation Trail is proposed to ultimately extend from Castroville to Carmel. A 3.65-mile segment would travel through Pacific Grove from the Monterey Bay Aquarium to the Pebble Beach 17 Mile Drive entrance. Proposed bikeway classifications are depicted in Figure 5.

Phase I. Phase I of the *Pacific Grove Bikeways Plan* has been constructed as a Class I Bikeway from Eardley Avenue on the east to 17th Street on the west. Class I Bikeways establish a trail for bicycles, separate from either pedestrian trails or vehicular lanes.

In 1990, the Monterey Bay Aquarium submitted a proposal to exchange a portion of their property known as the Work Triangle for a portion of the Monterey Peninsula Recreation Trail, at the Pacific Grove/Monterey city limit. This "land swap" would enable the Aquarium to consolidate their property presently bisected by the trail and would relocate the trail closer to Ocean View Boulevard, outside the consolidated portion of the Aquarium property.

Both the City of Monterey City Council and the Parks and Recreation Commission approved this "land swap", believing that such an exchange would result in a more functional and reasonable use of the land. The Aquarium would be responsible for all costs associated with the design, construction, and relocation of the trail.

Phase II. Recently constructed, Phase II is a 2.1-mile Class II Bikeway along Sunset Drive and Ocean View Boulevard, from Asilomar Avenue both on the north and on the south. Class II Bikeways provide a separate, striped, one-way bicycle lane within the street right-of-way. To provide this bikeway, parts of Ocean View Boulevard and Sunset Drive were widened four to five feet on both sides of the road.

Phase III. Phase III would establish a bikeway along Ocean View Boulevard between Asilomar Avenue and 17th Street. Due to the narrow 36-40-foot Ocean View Boulevard right-of-way, the Trails Committee has recommended a Class III Bikeway for this portion of the road.

However, between Asilomar Avenue on the west and the Esplanade on the east, a Class II Bikeway is feasible if on-street parking is eliminated on one side of the road. Between the Esplanade on the west and 17th Street on the east, a Class II Bikeway is not feasible unless on-street parking is eliminated from both sides of the street.

PEDESTRIAN TRAILS. As illustrated in Figure 6, pedestrian trails and footpaths currently exist for nearly the entire length of the Pacific Grove coast; in other locations, trails are lacking. The coastal trail system is complete in the following three areas.

Monterey Peninsula Recreation Trail. The Monterey Peninsula Recreation Trail consists of an 8-10-foot-wide asphalt bicycle path between the Monterey Bay Aquarium on the east and 17th Street on the west. This path is typically used by bicyclists, rollerskaters, and skateboarders. A 2-5-foot-wide decomposed granite pedestrian path generally follows the bicycle path.

Asilomar State Beach Trails. The State Department of Parks and Recreation has recently constructed five-foot-wide, decomposed granite paths running the entire length of the Asilomar State Beach. These trails were designed to meet handicapped access requirements for slope and width. Boardwalks have been constructed for specific parts of the path to minimize erosion or to protect archaeological sites. To safeguard sensitive habitat and to control pedestrian traffic entering the Asilomar State Beach, split-rail and rope fencing has been installed along the seaward side of Sunset Drive with 22 access points to the trails and beaches.

Footpaths. Informal footpaths exist in the middle portion of the planning area, between Lovers Point on the east and the Lighthouse Reservation dunes on the west. These narrow (1-3 foot-wide) trails meander along the coastal edge, and appear to have evolved gradually through heavy pedestrian use.

The coastal trail system is incomplete in the following seven areas.

Lovers Point. Since the Monterey Peninsula Recreation Trail terminates at 17th Street, pedestrians (and other trail users) must walk along the public sidewalk or through Lovers Point to the

existing trails west of Lovers Point. Access along the volleyball court at the Bathhouse Restaurant is difficult due to the configuration of the adjacent parking lot and stairs.

Sea Palm Parking Lot. Although footpaths exist on both sides of the Sea Palm parking lot in Hayes Perkins Park, there is no trail through or along the parking area; pedestrians must travel between parked and moving vehicles.

Esplanade Link. Two portions of the footpath are missing near the Esplanade. In both places, pedestrians must walk in Ocean View Boulevard.

Unimproved Parking Areas. Between Coral Street on the east and Point Pinos on the south, footpaths connect six unimproved parking areas, yet no separate trail exists within the parking areas. Consequently, pedestrians are forced to walk through the parking areas, and between parked and moving vehicles.

Lighthouse Reservation. There is no trail through the Lighthouse Reservation dunes. Indiscriminate and heavy pedestrian use of the dunes has damaged existing vegetation, leaving sandy, undefined walking areas.

Rocky Shores. In the Rocky Shores residential area, no trails exist along the shoreline. Trail users must walk along Sunset Drive.

Sunset/Crocker Commercial Area. There is no designated trail connecting the footpath immediately adjacent to the Class II Bikeway along Sunset Drive to the Del Monte Forest trail system. Pedestrians walk on the public sidewalk at the Beachcomber Motel/Fishwife Restaurant. East of the commercial area, a trail within the Southern Pacific Railroad right-of-way connects to the Del Monte Forest trail system south of Sunset Drive.

PARKING. As illustrated in Figure 7 and described below, four types of parking currently exist along Sunset Drive and Ocean View Boulevard.

Asphalt Parking Lots. Four asphalt parking lots are found along Ocean View Boulevard: two at Lovers Point (15 spaces, 2-hour use and 36 spaces, 2-hour use); Hayes Perkins Park (about 10 unstriped spaces); and Otter Point (about 10 unstriped spaces).

Unimproved Parking Areas. There are six unimproved parking areas along Ocean View Boulevard from Coral Street to Point Pinos. These unimproved lots are unstriped and can accommodate a total of about 100 vehicles.

On-street Parking. On-street parking is available along Ocean View Boulevard, with restricted 1-hour use from 1st Street to Eardley Avenue and 2-hour use from Sea Palm Avenue to Fountain Avenue. These spaces are typically filled throughout the day, especially during peak weekend hours and holidays. Unrestricted on-street parking is also available along Ocean View Boulevard west of Sea Palm Avenue. These spaces seem to be in far less demand than those east of Sea Palm Avenue.

Off-street Unimproved Pullouts. Numerous unimproved, off-street pullout areas exist along Sunset Drive, south of Point Pinos. These pullouts are located adjacent to the road's edge and often create hazardous incidents for pedestrians.

BARRIER-FREE ACCESS. Two existing trail segments can safely accommodate people in wheelchairs or with limited mobility: Monterey Peninsula Recreation Trail and the Asilomar State Beach trail system. Most remaining trail segments are narrow, surfaced with dirt or decomposed granite, and often rocky. These paths are difficult to maneuver for people of limited mobility. Although parking areas offer view of the ocean and coastline,

they generally do not provide convenient wheelchair access to adjoining trails.

LOCAL BUS SERVICE. Monterey-Salinas Transit (MST) operates three bus lines to and within Pacific Grove. None of these lines run along Sunset Drive; one line runs along Ocean View Boulevard between Sea Palm Avenue and 17th Street.

Line 14, *Presidio*, provides service to Lovers Point. Line 1, *Asilomar*, provides service to the Asilomar Conference Grounds. Line 2, *Pacific Grove*, services the central portion of the city. Although the only direct public access to the coast is from Line 14, suitable signage could be installed to guide visitors to the shoreline from appropriate bus stops.

TOUR BUS SERVICE. State and local tour bus services operate along Ocean View Boulevard. These buses stop for brief periods, allowing tourists to leave the bus to view and photograph the scenery. Presently, there are no designated parking lots or restricted turnouts for buses only. Tour buses park along the coast wherever space is available, creating traffic problems and endangering pedestrians and bicyclists.

PUBLIC BEACHES. As illustrated in Figure 3, access to public, sandy beaches can be found at Lovers Point, Hayes Perkins Park, Otter Point, Coral Street, Point Pinos, Lighthouse Reservation, and Asilomar State Beach. Access to beaches along Monterey Bay is generally by stairways. Along the Pacific Ocean, access to beaches, tidepools, and rock outcroppings is easier because the topography is less steep; people can more easily maneuver over the rocks and boulders.

ACCESS THROUGH PRIVATE PROPERTY. As stated in the *California Coastal Act*, development projects within the coastal zone are obliged to provide vertical and/or lateral public access to the coast. They need not provide vertical access if they can prove that sufficient lateral access exists nearby. Lateral access is required, however, unless it can be shown that adequate access already exists, public safety is at risk, or coastal resources may be damaged.

Adequate vertical and lateral access exists for about 90 percent of the Pacific Grove coast because it is in public ownership. The remaining 10 percent is privately owned, including: Hopkins Marine Station, Rocky Shores, and the Sunset/Crocker commercial area. The type of access available to these areas is described below.

Hopkins Marine Station. Since the Monterey Peninsula Recreation Trail parallels the Hopkins Marine Station, adequate lateral access is available and vertical public access is unnecessary. Further, given the sensitive nature of research projects at the Station, public vertical access to the water would be inappropriate.

Rocky Shores. The coastline adjacent to the Rocky Shores residential area is about 0.15-mile in length. As noted earlier, no lateral or vertical shoreline access exists; pedestrians are forced to walk along Sunset Drive.

Sunset/Crocker Commercial Area. Commercial uses along Sunset Drive at Crocker Avenue account for a .29-mile segment of incomplete trail. Pedestrians use the partial sidewalk in front of the Fishwife Restaurant and Beachcomber Motel.

RESOURCE MANAGEMENT

A major goal of the *California Coastal Act* is to protect, maintain, enhance, and restore coastal resources. The following types of sensitive coastal resource areas exist within the Pacific Grove coastal park area:

- Coastal Land Resources
- Water and Marine Resources
- Scenic Resources
- Archaeological Resources
- Shoreline Resources.

COASTAL LAND RESOURCES. Two types of coastal land resources exist within the coastal area and are considered to have special significance, as described below.

Environmentally Sensitive Habitats. Environmentally sensitive habitat areas include any area in which plant or animal life, or their habitats, are either rare or especially valuable due to their special nature or role in an ecosystem. A *Habitat Sensitivity Study* conducted in 1988 by David Shonman identified these areas based on a 13-scale rating system. Areas receiving an A-1, B-2, B-3, or C-8 rating were considered extremely to highly sensitive, requiring special consideration and botanical surveys. As shown on Figure 8, these areas are found throughout the coastal zone but are primarily found within the forest-front zone along Asilomar Avenue and within the Asilomar Dunes.

The forest-front zone is identified as C-8 on the Habitat Sensitivity Map. This zone includes all native vegetation within 100 feet of the (advancing) inland edge of the high dune. As the dune/forest interface changes due to advancing or regressing dunes, potential endangered species habitat may be affected. Thus development within the C-8 zone is subject to specific

development regulations found in the *Pacific Grove LCP Land Use Plan*.

The most sensitive sand dune complex is found between the Lighthouse Reservation and the Asilomar Conference Grounds, generally referred to as the Asilomar Dunes. These dunes are habitat for five rare or endangered plant and animal species:

- Menzies' wallflower
- Tidestrom's lupine
- Sand gilia
- Beach layia
- Black legless lizard.

SPECIAL COMMUNITY: JULIA MORGAN ARCHITECTURE. As established in the *California Coastal Act*, special communities maintain unique qualities and are known as popular visitor destinations. The Asilomar Conference Grounds contain 11 buildings designed by the pioneering architect Julia Morgan. These structures create a special community, worthy of protection from incompatible new development.

WATER AND MARINE RESOURCES. Waters along the Pacific Grove coastline contain rich and diverse marine habitat. In 1972, the California Department of Fish and Game established Marine Reserves and Refuges to protect, preserve, and restore special marine and estuarine environments for the use and benefit of the public. To date, there are 53 reserves and refuges along the California coast.

As discussed below and illustrated in Figure 9, the following resources along the Pacific Grove coast are protected and controlled by local and state regulations, and are thought to hold special importance.

Pacific Grove Marine Gardens Fish Refuge. The Pacific Grove Marine Gardens Fish Refuge was established in 1972. As amended in 1984, the Refuge extends from the southerly city limit at Spanish Bay to about 3rd Street, and from the line of highest tide to where the water depth is 60 feet, as measured from the level of mean low tide. This Refuge provides a rich marine environment to scuba divers from all over the state. Within Pacific Grove, these divers frequent the waters between Acropolis Street and Lovers Point. The most popular access is Coral Street beach.

Pursuant to Section 10660 of the *Fish and Game Code*, fish (other than mollusks and crustaceans) may be taken under the authority of a sport fishing license; marine life may be taken for scientific purposes under the authority of a scientific collectors permit.

Hopkins Marine Life Refuge. The Hopkins Marine Station was designated as a Marine Life Refuge in 1972. As amended in 1984, this Refuge extends from about 3rd Street to the Monterey city limit and from the line of highest tide to where the water depth is 60 feet (as measured from the level of mean low tide). Pursuant to Section 10657.5 of the *Fish and Game Code*, it is illegal to enter the property with the intent of taking or possessing any fish or marine plants from this Refuge.

Area of Special Biological Significance. In April, 1974, the State Water Resources Control Board passed Resolution No. 74-28 adopting the designation of *Areas of Special Biological Significance* (ASBS). Such a designation recognizes that particular biologic communities exist within a specific area which hold extraordinary value and warrant special protection, including preservation and maintenance of their natural condition. Within these areas, no risk of change to their environment is acceptable, unless as part of the natural process. The Hopkins Marine Life Refuge and a portion of the Pacific Grove Marine Gardens Fish Refuge have been designated as an ASBS.

Crespi Pond. Crespi Pond is located in the Point Pinos Lighthouse Reservation. The Pond was originally a vernal pool, receiving water only during the winter rains. With the construction of the Pacific Grove Municipal Golf Course, this pond was converted to a fresh water marsh. A variety of coastal marsh birds frequent Crespi pond, including rail, coot, ducks, and shorebirds.

SCENIC RESOURCES. The scenic appearance of the coast shapes public perception and appreciation of the coastal area. Views of the coast from public roadways and other public viewing areas are valuable coastal resources. The Pacific Grove coastline provides numerous scenic resources, including generally continuous unobstructed views along Ocean View Boulevard and Sunset Drive. In addition to these coastal views, remaining vacant land in the Asilomar Dunes residential area creates a soft contrast between the existing development and the surrounding dunes.

As established in the *Pacific Grove LCP Land Use Plan*, Figure 10 illustrates the location of scenic resources in Pacific Grove, including:

- land seaward of Ocean View Boulevard and Sunset Drive;
- Point Pinos Lighthouse Reservation;
- lands fronting the east side of Sunset Drive;
- the forest-front zone; and
- dune lands within the Asilomar Conference Grounds.

ARCHAEOLOGICAL RESOURCES. The entire coastal zone has been identified as archaeologically sensitive, containing prehistoric and historic deposits. The prehistoric deposits contain artifacts from Ohlone and Costanoan Indian occupation, dating back a few thousand years. Historic deposits relate to a Chinese village and cemeteries.

NATURAL HAZARDS. Large winter waves and bluff erosion create major natural hazards along the Pacific Grove coastline. Since the Pacific Grove shoreline is primarily granite, it erodes slowly. As illustrated in Figure 3, structural improvements such as sea walls and riprap have been installed to minimize erosion.

Wall construction is evident along the coast from the west side of Lovers Point to the Coral Street beach. These walls break the force of incoming ocean waves and limit shoreline erosion. Sea walls must be able to resist the lateral forces of material such as sand or boulders behind the wall, as well as forceful waves in front of the wall.

Past erosion patterns have produced channels, or swales, in the rock surface. More recently, these swales have been filled with deposits of sand and loose boulders. Many walls have been constructed over these channels, creating a potentially unstable condition. Below is a brief assessment of the condition of the five major sea walls along the Pacific Grove coast.

Lovers Point (East). Sea walls located east of Lovers Point are in good shape. In some locations, riprap has been used to prevent shoreline erosion. Given its location along the Monterey Bay, this part of the coast is less exposed to ocean waves than other parts of the coast. To ensure the stability of these walls, surface drainage should be improved behind them.

Lovers Point (West). The base of the wall immediately west of Lovers Point is nearly unsupported in some segments, and has been seriously undercut by wave action and perhaps by piping from seepage water. Sand and large rock that may have been at the base of the wall are no longer evident, exposing the soil and rock on which the wall rests. Although the wall itself seems to be in good condition, it may not survive under heavy rains or waves.

Sea Palm Parking Lot. The wall adjacent to the Sea Palm parking lot is the most unstable of any of the structures. Its base has already failed and is rotating toward the beach, with evidence of shearing and translation. The wall has a corrugated metal drain pipe in the lower part which was probably once meant to drain a natural channel. Movement of the wall during rotation may have separated or sheared this drain pipe, allowing large amounts of water runoff to enter the soil behind the wall, leading to further instability.

Hayes Perkins Park/Otter Point. Walls along Otter Point and Hayes Perkins Park (between Siren and Beach Streets) are more exposed to waves than those further east. Some undercutting or scouring has occurred along this segment. Although the condition is not as severe as that west of Lovers Point, these walls require immediate attention.

Coral Street Beach. The wall along the Coral Street beach appears to have been built on sand, with little rock support. Both scouring and piping has occurred, with some rotation of the wall toward the beach. This is due to the loss or lack of rock support beneath the wall. However, the low height of wall reduces the severity of this problem.

GROUND SQUIRRELS. Many Beechey ground squirrels live along the coast. While these squirrels attract crowds and appear friendly, their presence is eroding the coastal bluffs, particularly between Otter Point and Lovers Point where a network of burrows is evident. During severe rainstorms, these holes slowly wash away with heavy storm runoff, undermining the foundation of the coastal bluffs.

TREE ALOES. The growth pattern of Tree Aloe, located between the Esplanade on the west and Lovers Point on the east, can

undermine the strength of the coast if planted near the edge. As a succulent, these plants tend to absorb and retain moisture. Being shallow rooted, the Tree Aloe can fall over and into the water under the weight of its moisture, further eroding the coast.

MAJOR ISSUES

The above findings raise certain issues. Recognizing and understanding these issues lays a foundation for future planning and designing opportunities in the coastal parks planning area.

CHARACTER OF THE COAST

The existing Pacific Grove coastline provides three very different visual and aesthetic coastal experiences: urban park, garden park, and rugged coast. The desire to retain these different characters has been clearly stated during workshops and interviews with residents, visitors, and city staff.

PRESERVATION VS. PUBLIC USE

While coastal resources must be protected, they must also be made available for public use wherever possible. A proper balance must be achieved. In some areas this may not be possible due to the presence of sensitive coastal resources. In other areas, public access may be limited by natural conditions such as steep topography, water and marine refuges, environmentally sensitive habitat, and scenic and archaeological resources.

BARRIERS TO ACCESS

Access to the coast for people using wheelchairs is easiest from off-street parking areas, where they can enjoy coastal views and can access trails. It is often difficult to reach trails from on-street parking areas due to the lack of adequate curb cuts and sidewalks, and the presence of vehicular traffic.

Poor trails are a hazard to people of limited mobility, whether they are wheelchair riders or not. If the trails are not wide enough, or if they are too steep or uneven, then trails cannot safely accommodate people of limited mobility. If the surface of the trail is too sandy or rocky, ease of mobility will be further restricted.

In general, wheelchair riders are limited to the Monterey Peninsula Recreation Trail and trails within the Asilomar State Beach. With more difficulty, wheelchair riders negotiate the narrow and unevenly sloped trails between Lovers Point and Otter Point. But trails between Otter Point and the Lighthouse Reservation are too narrow for wheelchairs.

A VARIETY OF USERS

The Pacific Grove shoreline serves a variety of recreational users, including walkers, joggers, bicyclists, skaters, skateboarders, people using wheelchairs, divers, surfers, picnickers, and beachcombers. Although such diversity fosters exciting activity along the coast, it can also be dangerous. Skaters and skateboarders can endanger people of limited mobility or those

using wheelchairs; joggers and walkers can be disruptive to bicyclists. Divers need staging areas, which may be disruptive to walkers. A balance between diversity and compatibility is best achieved by understanding the different needs and preferences of various users.

LACK OF TRAILS

Trails are lacking in a number of locations, sometimes creating dangerous conditions for pedestrians. In Lovers Point and the Sunset/Crocker commercial area, pedestrians must use narrow, often crowded sidewalk. At the Esplanade, Lighthouse Reservation dunes, and Rocky Shores, trail users are forced to walk in the street. Also, pedestrians must walk around parked and moving vehicles both in the Sea Palm parking lot and in the unimproved parking areas between Coral Street and Point Pinos. There are no specified trails around or through the parking areas.

NARROW TRAILS

Many segments, particularly between Point Pinos and Hayes Perkins Park, the width of the trail narrows to less than a foot and is often severely encroached by ice plant. Under these conditions, it is difficult for trail users to pass one another without damaging the surrounding vegetation.

At Otter Point and the Coral Street beach, the trail is very narrow. Pedestrians are forced to walk along the adjacent sea wall, often risking a very dangerous 5-15 foot fall onto rocks or into the Bay.

NEED TO COMPLETE THE BIKEWAYS PLAN

Phases I and II of the *Pacific Grove Bikeways Plan* have been constructed. Implementation of Phase III is needed to complete

the 3.65-mile segment of the Monterey Peninsula Recreation Trail through the City of Pacific Grove.

AMOUNT AND LOCATION OF PARKING

To minimize street crossings, people often park on the seaward side of Ocean View Boulevard and Sunset Drive. This arrangement improves the safety of visitors arriving by car because they do not have to cross the street. But it can also create a continual line of parked cars, obscuring views of the coast for other motorists.

During most weekends and holidays, parking areas are completely filled. Although parking is clearly necessary, parked vehicles detract from the views of the ocean.

INEFFICIENT PARKING IN UNIMPROVED AREAS

Parking in the existing unimproved areas is generally disorganized, haphazard, and inefficient. Moreover, pedestrians are at risk while walking through the parking areas.

SHORTAGE OF RESIDENTIAL PARKING

Due to the high demand for parking in the Lovers Point area, local residents are often unable to park during the day, especially on weekends and holidays.

LOSS OF SENSITIVE HABITAT

Over the years, encroachment by non-native, invasive plant species and heavy use by visitors have damaged the Asilomar Dunes and coastal bluffs, threatening the habitat of rare and endangered plant and animal species. To avoid further degradation, the location of future trails and parking will require

detailed study to specifically avoid rare and endangered plant and animal species and their habitat.

The split-rail and rope fencing along the Asilomar State Beach has controlled access to the dunes. However, since the Lighthouse Reservation dunes do not have similar controls or signs to guide visitors around sensitive habitat areas, major portions of these dunes have been damaged.

NEED FOR A CONSERVATION EASEMENT PROGRAM

Future conservation easements within the Asilomar Dunes residential neighborhood will fall under the jurisdiction of the city. A program is needed to establish a management and monitoring mechanism to ensure compliance with recorded easement agreements. Such a program should establish methods to administer, monitor, and enforce the maintenance of recorded conservation easements.

NEED FOR A SEA WALL PROGRAM

Change is an inherent feature of the coast. Wind, rain, waves, and tides will, over time, naturally cause erosion. Sea walls in Pacific Grove have been constructed to reduce potential erosion, as funds have permitted. However, a comprehensive sea wall program is lacking. Such a program could:

- catalog conditions of existing sea walls;
- identify areas in most need of repair and protection; and
- define specific policies to guide future protection of the coast.

USE AND LOCATION OF FENCES

Recently, fences have been installed along the Asilomar State Beach to protect sensitive habitat areas, to help restore damaged dune vegetation, and to direct visitors to the coastal trails. The recently installed fences are about three feet high and consist of a rustic split-rail and rope fencing. Installing fences along sensitive coastal bluff areas might prevent further degradation of dune habitat. The design and location of fences should:

- minimize view obstruction;
- be subordinate to the natural setting; and
- be used to direct and educate visitors.

TYPE AND LOCATION OF SIGNS

Signs are located throughout the coastal area. Most warn visitors of dangerous surf and waves, or identify natural features along the coast. Additional signs could be posted to identify sensitive habitat, describe certain marine features, and direct pedestrians and vehicles. Signs could be posted at key destination points, such as Lovers Point, Otter Point, and Point Pinos. Any additional signs should be compatible with the character, size, and location of existing signs.

APPROPRIATE LIGHTING

Most residents along the coast oppose additional street lighting because the glare interrupts views at night and utility poles are ugly. There seems to be little demand for additional lighting because the coast is rarely used at night. If exterior lighting is needed for safety, it should be designed to minimize visual impact by using low mounted, non-glare lights.

RANDOM PARKING OF TOUR BUSES

Tour buses make many unscheduled stops along Ocean View Boulevard, tying up traffic and blocking views. This pattern is particularly apparent between Lovers Point and Hayes Perkins Park, where tourists frequently leave the bus to take photographs and enjoy the scenery.

POTENTIAL GREENHOUSE EFFECT

The "Greenhouse Effect" is the warming of the earth's temperature due to the trapping of gases in the atmosphere. As the earth warms, polar caps melt and the ocean level rises. Although this phenomenon has been studied extensively, unresolved issues include how fast and how high the sea level will rise. For planning purposes, the Greenhouse Effect is expected to have little impact on the Pacific Grove coastal zone in the next 20 years.

OPPORTUNITIES

The issues identified above present the following opportunities for planning and designing the Pacific Grove coastal park area. These opportunities are illustrated in Figure 11.

PRESERVE THE CHARACTER

Much of the Pacific Grove shoreline is developed. Future planning and design of the area should therefore concentrate on enhancing existing qualities and preserving the natural conditions of the beaches, waters, and vegetation. Minimal improvements would include widening and resurfacing existing trails, and reconfiguring parking areas to increase capacity.

CONNECT MISSING TRAIL SEGMENTS

LOVERS POINT. A trail is needed to connect the Monterey Peninsula Recreation Trail with trails west of Lovers Point. An at-grade wheelchair accessible connection adjacent to the volleyball court (on the seaward side) would enable trail users to continue along the coast without using the public sidewalk along 17th Street.

ESPLANADE CONNECTION. The two incomplete parts of the footpath near the Esplanade must be constructed to eliminate the existing hazardous condition. Construction of the missing trail segment immediately east of the Esplanade would require removing about five existing Tree Aloe.

PARKING AREAS. Trails are needed through the Sea Palm parking lot and along the unimproved parking areas between Coral Street and Point Pinos. These trails will greatly reduce existing pedestrian/vehicle conflicts. Clearly defined boundaries should be established between the trails and parking areas to improve safety.

LIGHTHOUSE RESERVATION. The designation of trails is needed to discourage indiscriminate travel within the Lighthouse Reservation dunes. Fences may be needed to control and restrict access to this area.

ROCKY SHORES. Public acquisition of the Rocky Shores residential area would provide maximum public access to and along the coast. Ultimately it is the City's objective to acquire and maintain these parcels as permanent open space, in recognition of the area's dune habitat and scenic values, and in order to preserve public access to the ocean. To date, the City has acquired two parcels and retained an option agreement on two additional parcels.

If further public acquisition is not feasible, the property owners could be required to dedicate a public access easement as a permit condition. Other options to secure public access through this area include: providing either a trail along Sunset Drive or trails through the proposed development project.

SUNSET/CROCKER COMMERCIAL AREA. A trail is needed along the Sunset/Crocker commercial area to connect trails in the Asilomar State Beach to the Del Monte Forest trail system.

ENSURE A BARRIER-FREE COAST

Existing trails should be widened to four feet and surfaced with decomposed granite. Curbing should not create barriers for people using wheelchairs or people of limited mobility. Where barriers exist, accessways should be established, and constructed of material and slope sufficient for easy maneuvering by those using wheelchairs.

To accommodate people who cannot easily leave their vehicles, designated handicapped parking should be available in all parking areas. Viewing areas with hard-surfaced platforms should be constructed near parking areas and, wherever possible, along the trail system.

COMPLETE THE BIKEWAYS PLAN

DESIGNATE JEWELL AVENUE AS BICYCLE FEEDER. Jewell Avenue could be designated as a feeder bicycle route to connect the existing Class I Bikeway at Ocean View Boulevard/17th Street with the Class II Bikeway at Rocky Shores. This connection would provide an alternative bicycle-loop route for local bicyclists and commuters.

PURSUE PHASE III. Phase III of the *Pacific Grove Bikeways Plan* should be implemented. Completion of the *Bikeways Plan* would further the bikeway goals of the county.

IMPROVE EFFICIENCY OF UNIMPROVED PARKING AREAS

Unimproved parking areas along Ocean View Boulevard, between Point Pinos and Coral Street, could be redesigned to increase capacity and minimize existing pedestrian/vehicle conflicts. The appearance of these parking areas should not detract from the natural beauty of the coast. To avoid an "urban" parking lot appearance, boulders or railroad ties could be used to delineate parking spaces and improve capacity. When larger parking areas are needed, they should be broken into smaller areas using plantings and other landscape elements. These parking areas should be surfaced with a durable material, such as decomposed granite, which will not wash away during heavy storms.

LOCATE PARKING POCKETS TO MAXIMIZE VIEWS

Parking along Ocean View Boulevard and Sunset Drive should be limited to smaller, separate parking pockets. The organization of dispersed parking pockets will reduce visual impacts caused by endless rows of parked cars. It will also direct people to the shoreline along designated trails, thus minimizing disruption to sensitive habitat. On-street parking should be sited to minimize visual impacts and to maintain broad views along the Pacific Ocean and Monterey Bay.

IDENTIFY POSSIBLE ADDITIONAL PARKING AREAS

TICKLE PROPERTY. As parking demands increase, use of the Tickle property, immediately west of Chase Park and within one

block of Lovers Point, should be pursued for additional public parking.

COAST GUARD PROPERTY. Use of the abandoned city treatment plant and Coast Guard property near the existing foghorn should also be pursued as parking demands increase. (Note: This opportunity requires further study due to noise impacts associated with the foghorn.)

ESTABLISH RESIDENTIAL PARKING PERMITS

Residential permit parking could be instituted along the inland side of Ocean View Boulevard between Sea Palm Avenue and 17th Street to alleviate the parking shortage for adjacent residents. Although this arrangement would leave fewer spaces for coastal visitors during certain times, conversion of the Tickle property to public parking would sufficiently compensate the loss.

RESTORE DUNE/COAST AREAS

Consistent with conservation efforts in Asilomar State Beach, the existing dunes and coastal bluff should be restored to their original vegetation, wherever reasonable and feasible. Exposed areas and areas of recent die-back should be revegetated with non-invasive, native vegetation. Areas damaged by pedestrians, vehicles, and ground squirrels should be rehabilitated to their natural state.

Vehicle barriers such as boulders or railroad ties could be installed along Sunset Drive and Ocean View Boulevard to restrict parking in sensitive habitat areas or areas needing restoration. These restrictions would result in parking pockets, allowing view openings or "scenic windows" for motorists and bicyclists.

Future trails should be sited to avoid potential trampling of sensitive habitat. The habitat of rare and endangered plant and animal species should be protected where possible. A botanical consultant should determine the specific location of trails before construction. Boardwalks could be used to minimize disturbances to sensitive habitat and archaeological areas.

ESTABLISH A CONSERVATION EASEMENT PROGRAM

The City should establish a program to administer, monitor, and enforce conservation easements within the Asilomar Dunes residential neighborhood. The size and location of sensitive habitat areas is likely to grow as restoration becomes more widespread. To document and update this information, a monitoring program could be established.

ESTABLISH A SEA WALL PROGRAM

A comprehensive sea wall program should be implemented to ensure continued maintenance of existing sea walls and to identify areas needing sea walls. The program could document the condition of existing sea walls, identify target areas for construction and maintenance, and monitor eroding areas.

PROTECT ARCHAEOLOGICAL RESOURCES

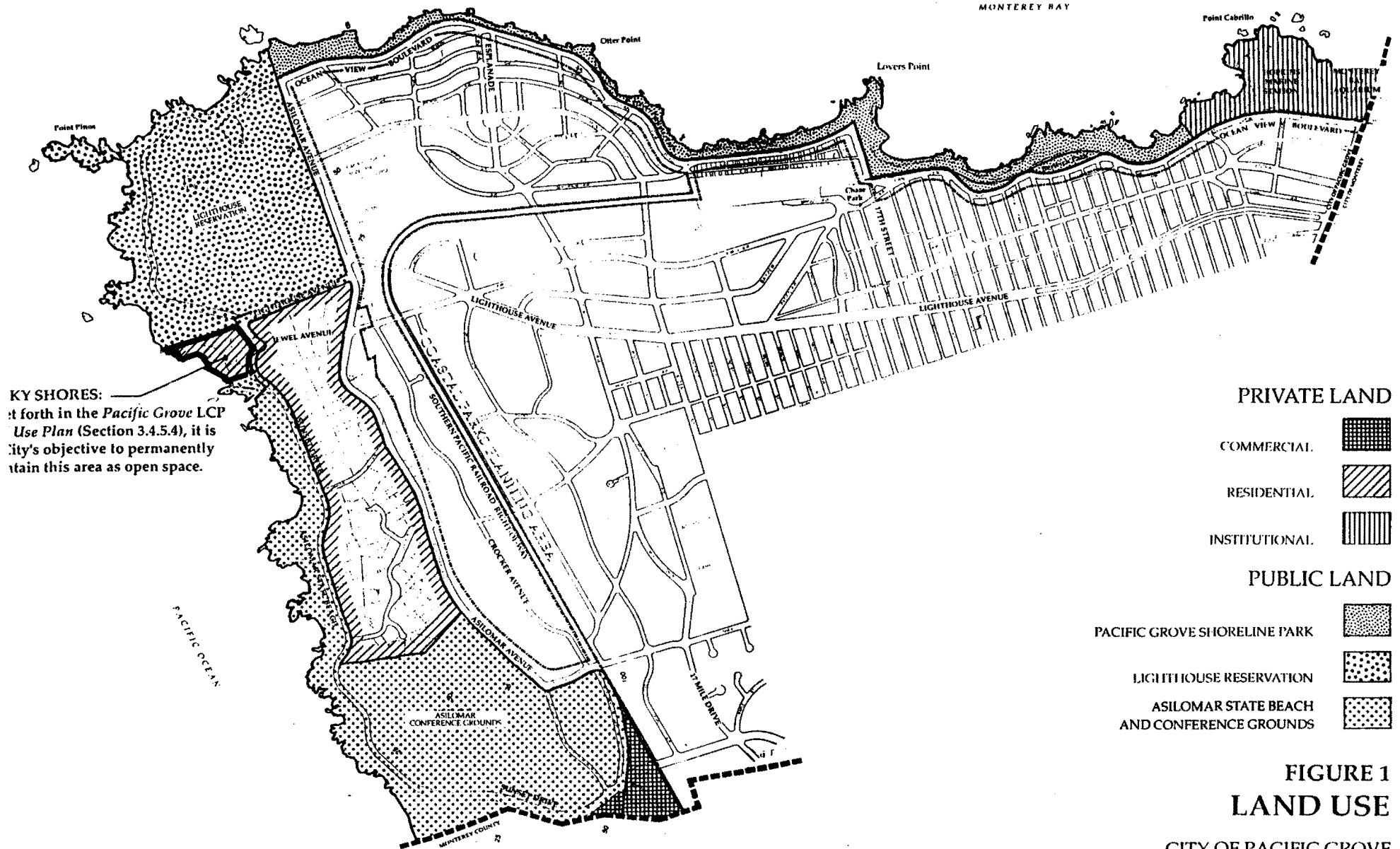
A number of archaeological sites have been found within the coastal zone. More resources may be found during construction of trails and parking areas. If so, activity should halt until a qualified archaeologist can review the site and determine its archaeological importance. If the findings are significant, adequate mitigation would be needed before any resumption of work. The location of trails should also be subject to field verification by an archeologist.

IDENTIFY APPROPRIATE TYPE AND LOCATION OF SIGNS

Signs could be used to identify appropriate public access points, and fences and boulders used to prevent access to sensitive dune areas. Signs could also educate the public about restoration projects, and the need to stay on trails and away from surrounding habitat. The design and location of signs should not detract from the natural setting. A review process should be established to guarantee this.

DESIGNATE RAILROAD RIGHT-OF-WAY FOR TRAIL USE

The existing Southern Pacific Railroad right-of-way was once considered as a possible bicycle route. However, problems regarding public access through the Pacific Grove Municipal Golf Course arose early in the planning process. Consequently, this right-of-way is no longer considered available as a major improved bikeway. Given the complexity of building a bicycle trail through the Southern Pacific Railroad property, the informal dirt trail should remain.



KEY SHORES:
 set forth in the Pacific Grove LCP
 Use Plan (Section 3.4.5.4), it is
 the city's objective to permanently
 maintain this area as open space.

PRIVATE LAND

COMMERCIAL



RESIDENTIAL



INSTITUTIONAL



PUBLIC LAND

PACIFIC GROVE SHORELINE PARK



LIGHTHOUSE RESERVATION



ASILOMAR STATE BEACH
 AND CONFERENCE GROUNDS

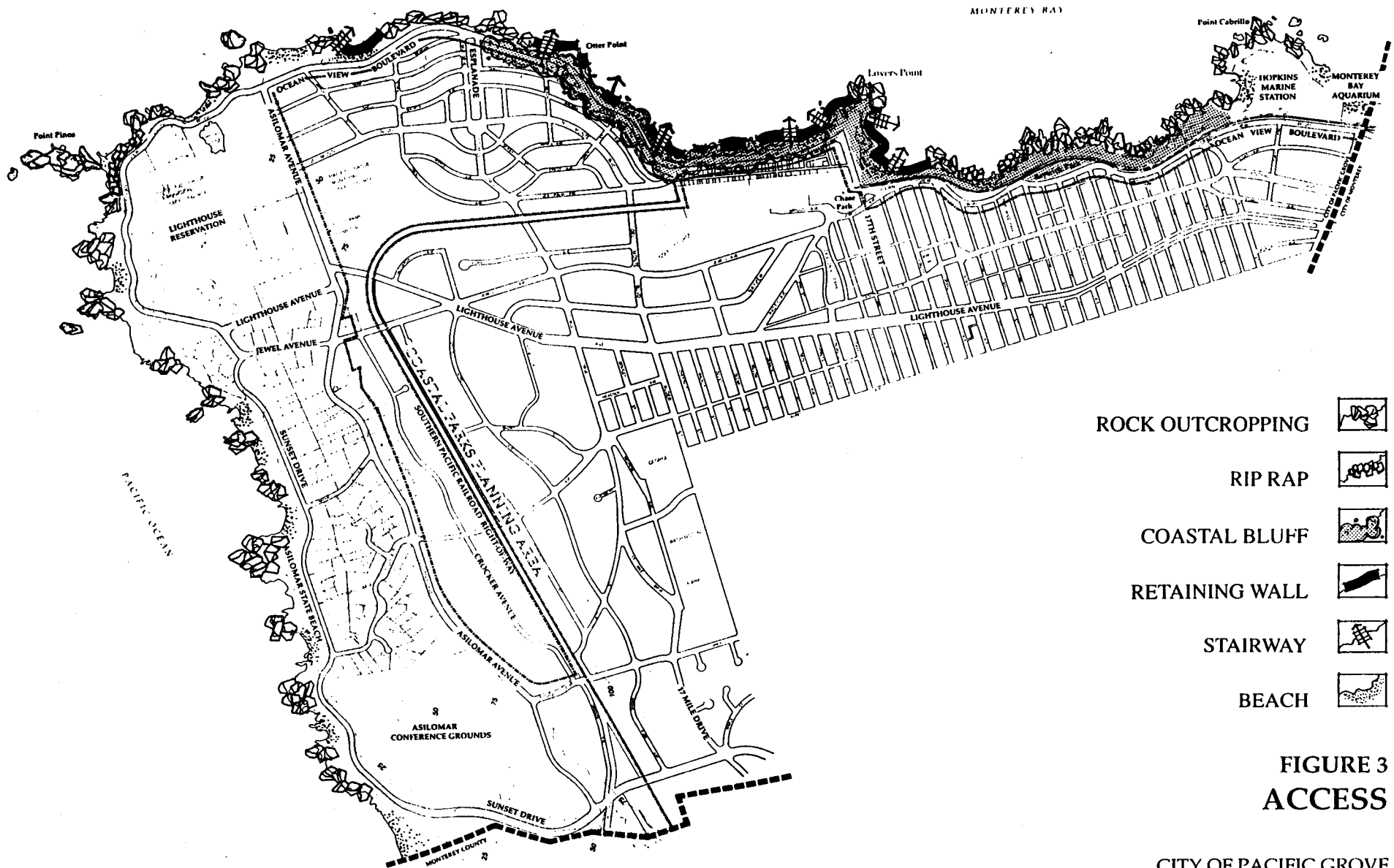


FIGURE 1
 LAND USE

CITY OF PACIFIC GROVE COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
 Urban and Environmental Planners and Designers











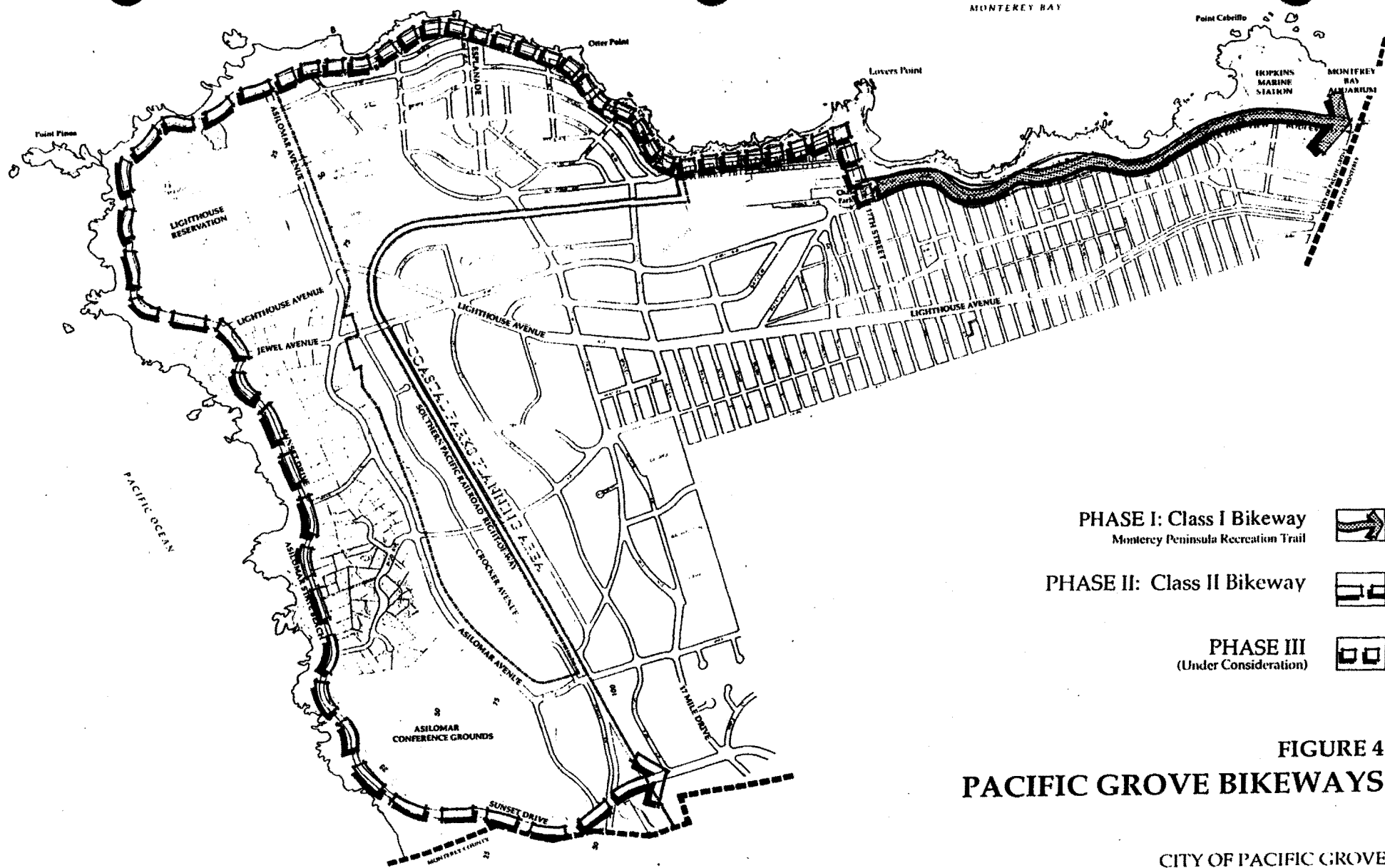
- ROCK OUTCROPPING 
- RIP RAP 
- COASTAL BLUFF 
- RETAINING WALL 
- STAIRWAY 
- BEACH 

FIGURE 3
ACCESS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers





PHASE I: Class I Bikeway
Monterey Peninsula Recreation Trail



PHASE II: Class II Bikeway



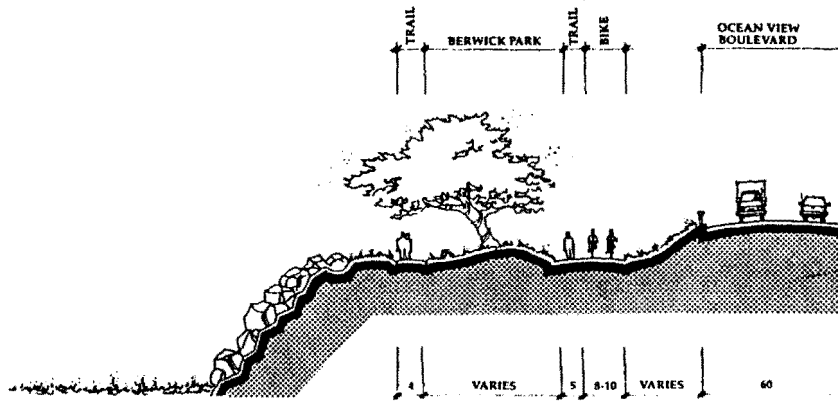
PHASE III
(Under Consideration)



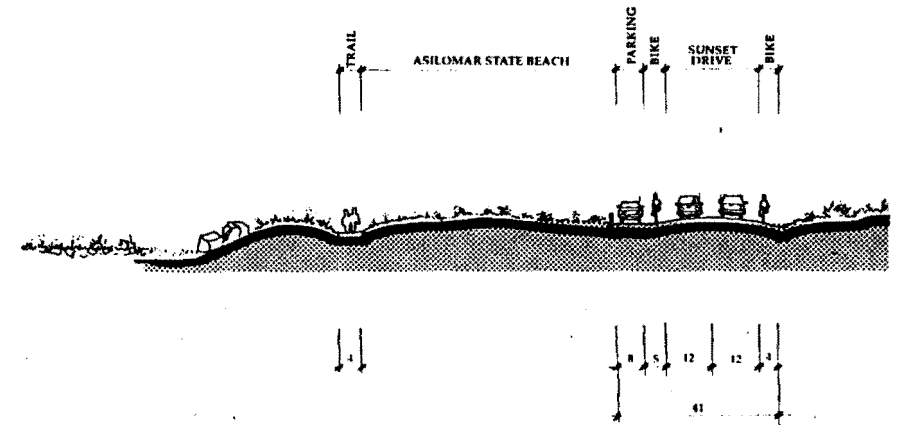
FIGURE 4
PACIFIC GROVE BIKEWAYS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

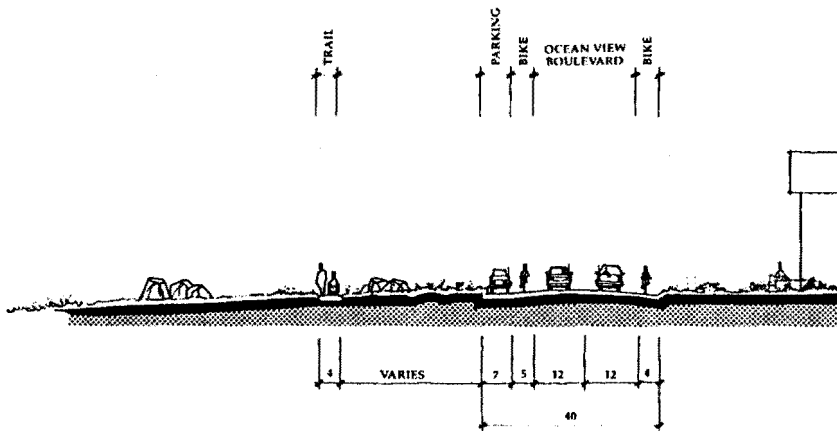




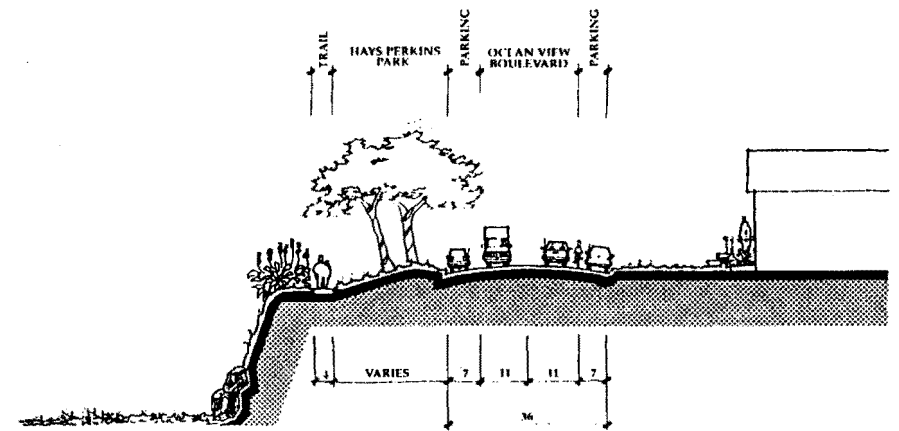
CLASS I BIKEWAY



CLASS II BIKEWAY

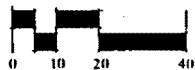


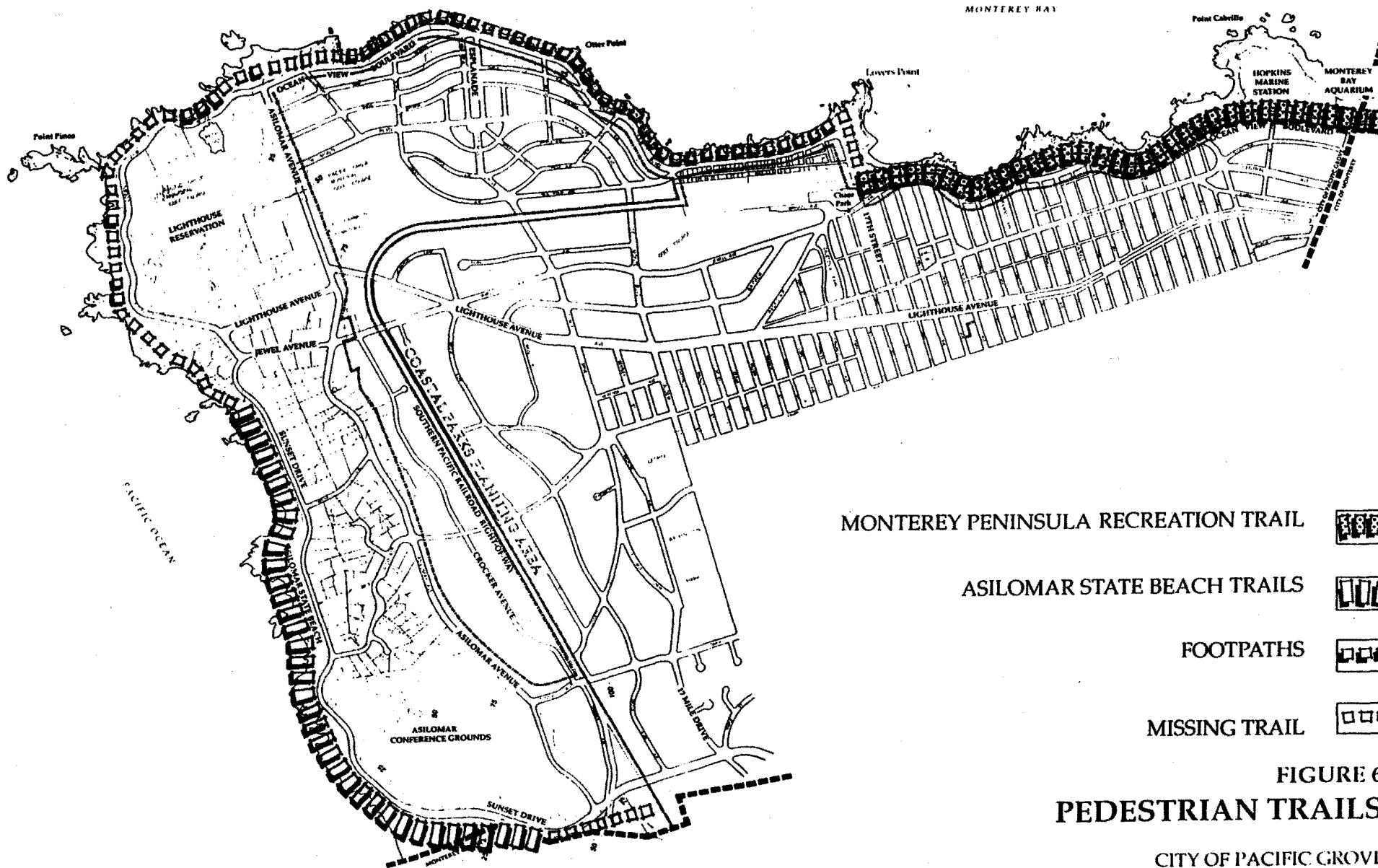
CLASS II BIKEWAY



CLASS III BIKEWAY

FIGURE 5
TYPES OF BIKEWAYS





MONTEREY PENINSULA RECREATION TRAIL



ASILOMAR STATE BEACH TRAILS



FOOTPATHS



MISSING TRAIL

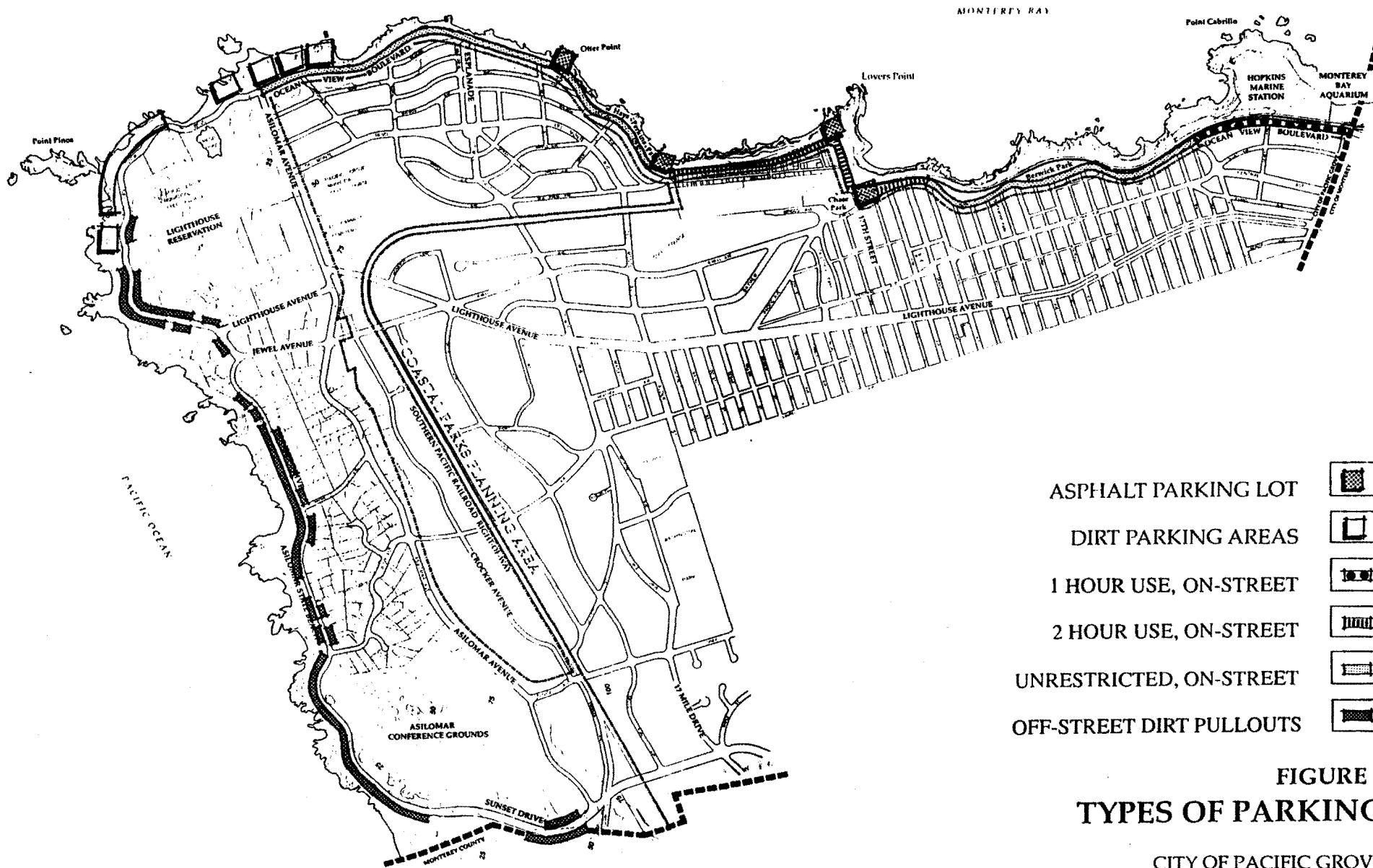


FIGURE 6
PEDESTRIAN TRAILS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers











- ASPHALT PARKING LOT 
- DIRT PARKING AREAS 
- 1 HOUR USE, ON-STREET 
- 2 HOUR USE, ON-STREET 
- UNRESTRICTED, ON-STREET 
- OFF-STREET DIRT PULLOUTS 

FIGURE 7
TYPES OF PARKING

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



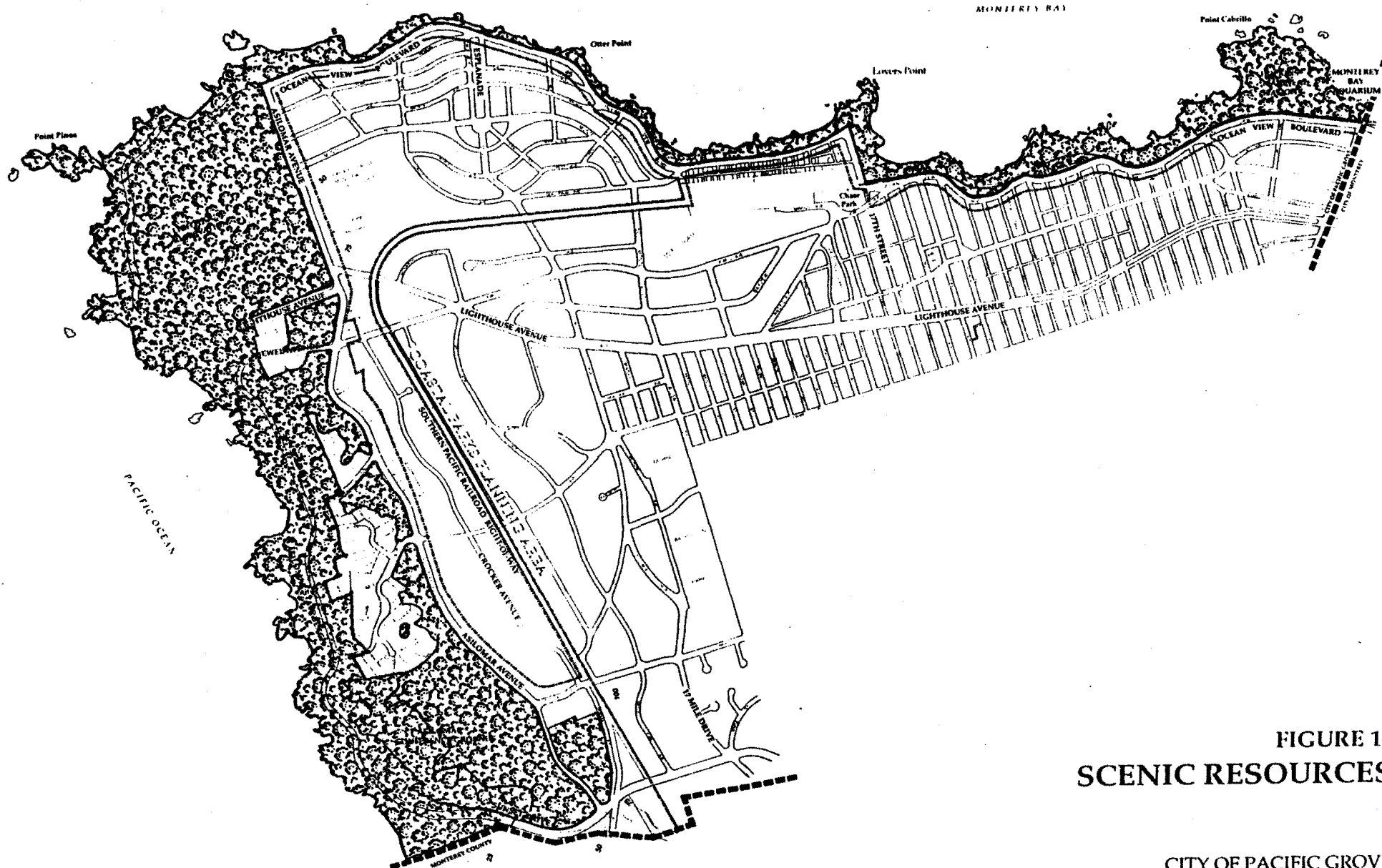


FIGURE 10
SCENIC RESOURCES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



PRESERVE THE CHARACTER
OF THE COAST

ESTABLISH
A SEA WALL
PROGRAM

MONTEREY BAY

Point Cabrillo

HOPKINS
MARINE
STATION
MONTEREY BAY
AQUARIUM

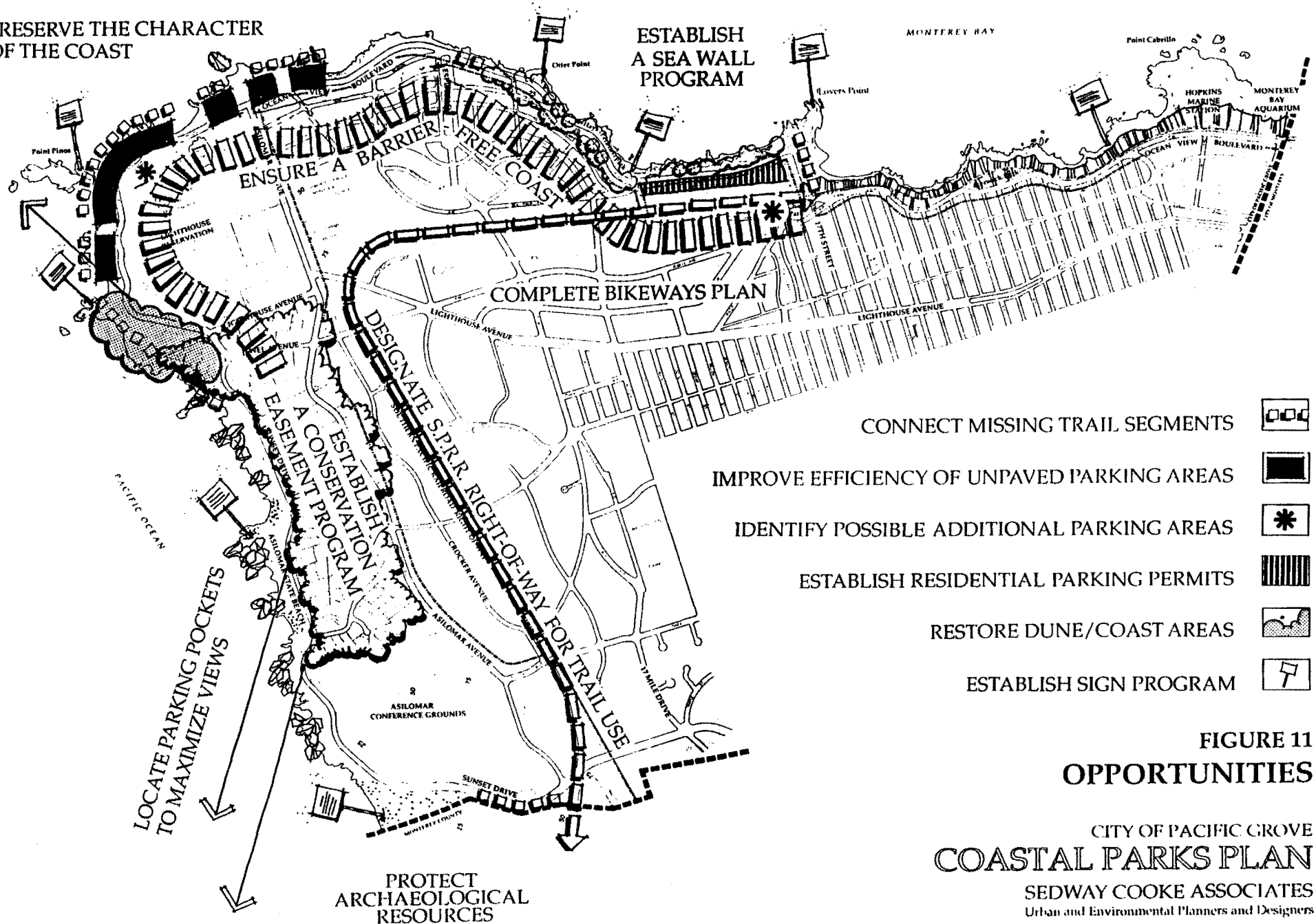


FIGURE 11
OPPORTUNITIES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



A-34