

CHAPTER 4

RECREATION

4.1 AFFECTED ENVIRONMENT

4.1.1 Introduction/Region of Influence

This section discusses current recreational uses in and surrounding the proposed project area. Local policies relating to recreation are summarized. The ROI for recreation is comprised of the project area and adjacent or nearby areas that offer comparable recreational opportunities or where recreational opportunities may be associated with the project area.

4.1.2 Regulations and Permitting Requirements

The project area is designated “Parks and Recreation” in the General Plan. The General Plan lists three sites in the project area that are proposed as regional parks: East Cliff Drive/37th Avenue Overlook (1.5 acres); Pleasure Point Overlook (0.2 acres); and the parking area at East Cliff Drive and 41st Avenue (The Hook area) (0.6 acres). Chapter 7 of the General Plan and LCP, Parks, Recreation and Public Facilities, contains objectives and policies associated with recreation that would apply to the proposed projects (Santa Cruz County 1994b). Chapter 3 of the General Plan and LCP, Circulation, also contains objectives and policies associated with bicycle and pedestrian use that would apply to the proposed projects (Santa Cruz County 1994b). The major policies and objectives are summarized below. General plan programs specific to the project area are also summarized.

Policy 7.1a Parks and Recreation Opportunities

To provide a full range of public and private opportunities for the access to, and enjoyment of, park, recreation, and scenic area, including the use of active recreation areas and passive natural open spaces by all ages, income groups and people with disabilities with the primary emphasis on needed recreation facilities and programs for the citizens of Santa Cruz County.

Objective 7.7a Coastal Recreation

To maximize public use and enjoyment of coastal recreation resources for all people, including those with disabilities, while protecting those resources from the adverse impacts of overuse.

Objective 7.7b Shoreline Access

To provide a system of shoreline access to the coast with adequate improvements to serve the general public and the coastal neighborhoods which is consistent with the California Coastal Act, meets public safety needs, protects natural resource areas from overuse, protects public rights and the rights of private property owners, and minimizes conflict with adjacent land uses.

Objective 7.7c Beach Access

To maintain or provide access, including visual access, to every beach to which a granted access exists or to which the public has acquired a right of access ... in order to ensure one access point to every pocket beach and convenient, well distributed access to long sandy beaches...

Policy 7.7.1 Coastal Vistas

Encourage pedestrian enjoyment of ocean areas and beaches by the development of vista points and overlooks with benches and railings, and facilities for pedestrian access to the beaches...

Policy 7.7.4 Maintaining Recreation Oriented Uses

Protect the coastal bluff top areas and beaches from intrusion by nonrecreational structures and incompatible uses to the extent legally possible without impairing the constitutional rights of the property owner...

Policy 7.7.5 Coastal Bicycle Route

Provide for safe bicycle travel along the coastal corridor by developing a coordinated, continuous bicycle route parallel to the shoreline...

Policy 7.7.6 Hiking and Biking Trail Network

...establish a system of hiking and bicycle trails and bridges which provides access to and connect the various parks, recreation areas, beaches, and urban areas...

Programs

- a. ...provide safe stairs for beach access as part of the program to upgrade vehicular parking
- b. Increase parking opportunities to serve visitors to the Live Oak coastline in locations where such facilities are feasible and compatible with the neighborhood and natural setting...
- c. Develop and maintain vista points of overlooks with benches and railings at...various points along East Cliff Drive including...the west end of Pleasure Point Drive, the promenade along East Cliff Drive between 32nd and 41st Avenues, ...at the southern end of 41st Avenue...

Policy 7.7.10 Protecting Existing Beach Access

Protect existing pedestrian...access to all beaches to which the public has a right of access...

Programs

- a. ...ensure the maintenance of public access at all primary access points and local access to all neighborhood access points.
- e. Improve, widen, and complete pedestrian/bikeway along East Cliff Drive between 32nd and 41st avenues where right-of-way permits; install additional benches and landscaping.

Policy 7.7.15 Areas Designated for Primary Public Access

The following are designated as primary access...

- Pleasure Point/East Cliff Drive
- End of 41st Avenue

Programs

- d. Apply the following development standards to the parking lot at the intersection of 41st Avenue and East Cliff Drive:
 - (1) Landscaping to enhance compatibility with surrounding area
 - (2) Clearly articulated pedestrian connection to the shoreline.
- e. Purchase and improve the lot at the intersection of East Cliff Drive and Pleasure Point Drive as part of the pedestrian/bikeway system, a vista point, and a staging area for surfing.

Policy 7.7.18 Areas Designated for Neighborhood Public Access

Maintain a system of neighborhood access points appropriate for access by local residents at the following locations...

- The stairs between 35th Avenue and 36th Avenue
- 38th Avenue
- 41st Avenue

Policy 7.7.19 Improvements at Neighborhood Access Points

Provide, encourage, and/or require provision of the following improvements appropriate to neighborhood access points: path improvements and maintenance; bicycle parking; recycling; garbage collection; and law enforcement...

Policy 7.7.24 Environmentally Damaging Trails

Reduce the number of trails to destinations where the present level of use is causing deterioration to sensitive habitats or serious erosion problems. Restore damaged or deteriorated areas, and monitor all trails for future resource damage and restore as needed.

Policy 7.7.25 Unsafe Trails

Discourage public use of access trails which are hazardous because safety improvements have not been provided or cannot be built due to physical limitations. Specifically:

- (a) Close informal trails which are hazardous when an alternative safe access is available for the same beach or bluff as shown on the LCP shoreline access maps.

Objective 3.8a System Development Policy

To develop a bikeway network maximizing the safety and convenience of users of all levels of experience within that system. The network should...include the opportunity for recreational use.

Programs

- a. Provide for bicycle use when planning, designing, and constructing all County projects.
- f. Plan, design, and construct bikeways consistent with the adopted Bikeway Plan.

Policy 3.8.7 Recreation

Plan bicycle routes to facilitate access to recreational areas such as regional parks, beach areas...

Monterey Bay Sanctuary Scenic Trail

The Monterey Bay Sanctuary Scenic Trail is a recreational and interpretive coastal pathway that links existing and new trail segments into a continuous coastal trail around Monterey Bay. The trail accommodates pedestrians, bicyclists and disabled users. The main purpose of the trail is to enhance appreciation and protection of the Sanctuary by promoting public use and enjoyment at its shoreline. The trail is designed to provide an established recreational resource that is coupled with a marine educational experience.

4.1.3 Existing Recreational Uses (see Section 6.1.6 for detailed discussion of waves, wave properties, and recreational waves)

The project area offers a high level of recreational value for both water-oriented and non-water oriented recreation. East Cliff Drive is the only significant stretch of coastal bluff in the Live Oak area that offers a continuous, unobstructed view of Monterey Bay. It is therefore a highly valued recreational resource used by pedestrians, bicyclists, in-line skaters, motorists, and viewers. The beach and surf portions of the site are highly valued for water-oriented recreation, such as surfing, swimming, and sun bathing. Beaches in the project area are limited and, consequently, passive recreational use, such as picnicking, tends to be limited or oriented toward the bluff. Recreational use in the area is generally highest during spring and summer (May to October) although peak use by surfers is highest during the fall and winter when the waves are larger (Iliff 2001). Developed recreational facilities in the project area include stairs to the beach at 35th Avenue, 38th Avenue, and 41st Avenue, benches along the bluff top, and limited recreational facilities, such as restrooms, showers, picnic tables, and trash receptacles at Pleasure Point and the Hook.

The Pleasure Point park site is largely undeveloped, consisting of several small tables, trash receptacles, and a portable toilet. Neighborhood organizations have made improvements to the site, including site cleanup and landscaping (Rodrigues 2001). The site is currently used for passive recreation, such as viewing or picnics, and also for informal beach access.

The Hook area has been acquired by Santa Cruz County and has been extensively improved. The site consists of a parking area, restrooms and outdoor showers, an overlook with picnic tables and benches, and stairs to the beach. The site has been landscaped, including vegetation, wood chip ground cover, and boulders separating the overlook from the road. A crosswalk provides access from the parking area to the overlook/stairs. The 64 parking spaces at the Hook are almost always filled (Iloff 2001).

Pleasure Point is highly valued for surfing. The waves at Pleasure Point generally come in consistent sets and offer longer rides compared to other surf sites in the area. Surf events are frequently conducted at Pleasure Point. Santa Cruz County considers issuing permits for five or six events each year at Pleasure Point. Unofficial events are also conducted. Permitted events allow for use of the area and require notification of appropriate agencies (i.e., Santa Cruz County Sheriff, Santa Cruz County Fire Protection, California Highway Patrol), provision of portable toilets and trash receptacles, and adequate insurance. Additional permits are required for amplified music. The bluff top near 33rd Avenue is frequently used for tents and judging stands for event staging. Parking in the East Cliff Drive area is inadequate during these events (Iloff 2001). Additional information on waves and anticipated impacts on recreational wave breaks is presented in Chapter 6, Geological Resources, Sections 6.1.6 and 6.2.1.

East Cliff Drive is designated as a part of Santa Cruz County's Master Bikeway Plan (Bikeway Plan). The Bikeway Plan defines a network of regional bikeways, which coordinates with and complements adjacent County and city bike routes. The Bikeway Plan supports General Plan and LCP Land Use Plan policies. The proposed National Marine Sanctuary Scenic Trail also designates the Pleasure Point Park site, the area near 35th Avenue, and the Hook area as minor or major interpretive and viewing sites for Monterey Bay.

There are several other recreational areas in the vicinity of the proposed projects. Upcoast from the project area are several beaches that offer a variety of recreational opportunities, including Moran Lake Beach, the 38th Avenue Neighborhood Park, Sunny Cove Beach, Twin Lakes State Beach, Seabright Beach, and the Santa Cruz Beach in downtown Santa Cruz. In addition to these beaches, beach access is provided at Corcoran Lagoon Beach, 26th Avenue, 21st Avenue, 20th Avenue, 13th Avenue, and 12th Avenue. The largest of these beaches are Twin Lakes State Beach and Santa Cruz Beach, which are each approximately one mile long. These beaches offer many of the same water-oriented recreational opportunities as the project area; however, only the West Cliff Drive area in the City of Santa Cruz offers comparable surfing or cliff top views to those available along East Cliff Drive.

Developed facilities are available at several locations including Moran Lake Beach, which has a parking area and restrooms, and Santa Cruz Beach, which has restrooms, volleyball nets, and outdoor showers. A portable toilet is also seasonally located at Corcoran Lagoon. The Santa Cruz Municipal Wharf in the City of Santa Cruz also offers a wide range of recreational opportunities,

including wildlife viewing, fishing, aquarium exhibits, restaurants, gift shops, boat rentals and the Santa Cruz Beach Boardwalk, a private amusement park located on the boardwalk adjacent to the beach.

Downcoast of the project area are Privates Beach, Capitola City Beach, New Brighton State Beach, and Seacliff Beach. The largest beaches are the Capitola City Beach and New Brighton State Beach, which are approximately 1,200 feet and 3,000 feet long, respectively. Primary recreation activities at the Capitola Beach include swimming/wading, fishing off the wharf, and a limited amount of beginning surfing. There is no designated parking lot but there are restrooms, changing facilities, and public showers.

Facilities at New Brighton State Beach include parking, restrooms, a picnic area, and campground facilities. The primary recreational activities are onshore beach activities. There are plans to build a visitor's center and new visitor entrance.

4.2 ENVIRONMENTAL CONSEQUENCES (SEE SECTION 6.2 FOR DETAILED DISCUSSION OF IMPACTS ON RECREATIONAL WAVE BREAKS)

Impact Methodology

Available information on recreation was obtained from the General Plan (Santa Cruz County 1994), from Santa Cruz County staff, and from a survey of the project area on June 20, 2001. Potential impacts on recreation from the proposed projects described in Chapter 2 were assessed by determining the types of recreational uses at the site and in the vicinity, then evaluating these uses to determine their sensitivity to the short-term and long-term effects of the projects. Consistency of project activities with the objectives and policies of the General Plan and LCP related to recreational resources, as summarized in Section 4.1.2 also was considered.

Thresholds of Significance

In this analysis, an alternative is considered to have a significant impact on recreation if it would result in any of the following:

- Disrupt recreational use of the beach, ocean, or land-based resources, such as parks or recreational paths, or interfere with the public's right of access to the sea during construction of the projects;
- Prevent a long-term recreational use, or substantially prevent a use during peak season, or interfere with the public's right of access to the sea; or
- Conflict with or be incompatible with the objectives, policies, or guidance of the General Plan and LCP.

Although the quality of the recreational experience in the project area may also be indirectly affected through short- or long-term changes in ambient conditions, such as noise, loss of views, or dust and odor, these issues are evaluated in detail in other chapters of this document (Chapter 5, Visual Resources, Chapter 12, Air Quality, and Chapter 13, Noise, respectively).

4.2.1 Full Bluff Armoring (Alternative 1)

Significant Impacts

Impact 4.1 Effect on Recreational Use during Construction (Land Uses and Public Access)

Under Alternative 1, land-based recreation would be disrupted during construction of projects 1, 2, and 3. Disruptions during construction of projects 1 and 3 would result from partial blockage or closure of East Cliff Drive and portions of the bluff for construction and construction staging. Disruptions during project 2 also would be similar to project 1 but could be more substantial because construction activities for the parkway would occur over a larger part of the bluff top. This would be a significant short-term impact.

While access to the sea would be improved in the long term by replacing stairs and constructing additional stairs at Pleasure Point Park, access to the sea would necessarily be limited during construction when stairs may be blocked by construction or when stairs are being reconstructed. This would be a significant short-term impact.

Mitigation 4.1

To minimize the effects on recreational use during construction, including both land uses and public access, the following measures shall be included in the construction planning of the bluff protection structures and parkway development:

- Implement the mitigation measures for recreational access, including pedestrian and bicycle use of the path along East Cliff Drive as described in Transportation Mitigation 9.1.
- The Santa Cruz County Department of Public Works Construction Inspector, in conjunction with the contractor(s) for the projects, shall ensure that, during construction and to the maximum extent feasible, access is maintained to key sites for viewing, such as Pleasure Point Park, the bluff near 35th Avenue, the overlook near Larch Lane, and the overlook at The Hook.
- The Santa Cruz County Department of Public Works Construction Inspector, in conjunction with the contractor(s) for the projects, shall ensure that all stairs remain open during construction to the extent feasible and that at least one stairway remains open and accessible at all times during construction.

Implementing these mitigation measures would reduce this potential significant impact to a less than significant level.

Nonsignificant Impacts

Effect on Recreational Use During Construction (Beach and Ocean Uses)

Construction under Alternative 1 would not affect use of Monterey Bay for recreational use, except for very limited, short-term, near-shore restrictions necessary to provide a safety buffer around construction activities.

Although the entire area may be used for beach activities, such as walking or viewing, beach activities are largely restricted to small sandy pockets and to the beach near Larch Lane. During project 1, construction activities would affect less than half of the shoreline within the project area, and of this, only smaller subsections would be affected by construction at any one time. No construction would occur in the beach area near Larch Lane. Use of the beach between 33rd Avenue and 35th Avenue and near 41st Avenue would necessarily be prohibited during construction of projects 1 and 3 while debris and riprap are removed and the bluff is stabilized. During project 2 construction, no beach closure is anticipated. As a result, most of the beach area would remain open to the public during construction. Alternative 1 would have a less than significant impact on beach and ocean use during construction.

Beach or Shore Loss

As discussed in more detail in Section 6.2.1, Geological Resources, there would be a less than significant reduction in the area between the foot of the bluff and mean low water as a result of project construction in combination with global sea level rise. This minor long-term change could result in a potential estimated loss of ten to 20 feet of ground for public access during the winter months by the end of the fifty-year project period. The loss of beach width in the summer months would be even less, and is considered less than significant because it would not substantially interfere with any recreational uses of this area.

Beneficial Impacts

Effect on Long-Term Recreational Use

Under Alternative 1, long-term recreational use along East Cliff Drive would be preserved through bluff stabilization. Proposed modifications, such as added stairs, beach cleanup, Pleasure Point Park development, improved parking and crosswalks, landscaping and construction of both a pedestrian path and bike path, would substantially improve recreational opportunities, as well as enhancing the overall appeal of East Cliff Drive as a visual and recreational resource. This would be a long-term beneficial impact. As discussed in Section 6.2, Geological Resources, modifications to the site under Alternative 1 would not affect wave breaks in the project area and, therefore, would not affect recreational use of the surf.

Consistency with General Plan and LCP

The projects would be consistent with and, in many cases, would implement specific programs in Chapter 7, Parks, Recreation and Public Facilities, of the General Plan and LCP. Overall, Alternative 1 would provide for and would ensure continued space for and access to a variety of recreational opportunities, consistent with several General Plan policies and objectives (*Policy 7.1a Parks and Recreation Opportunities; Objective 7.7a Coastal Recreation; Objective 7.7b Shoreline Access*).

The projects would ensure continued public access at key points at Pleasure Point, 35th Avenue, 38th Avenue, and 41st Avenue (*Objective 7.7c Beach Access; Policy 7.7.10 Protecting Existing Beach Access; Policy 7.7.15 Areas Designated for Primary Public Access; Policy 7.7.18 Areas Designated for Neighborhood Public Access*). Improvements for public access under Alternative 1 also would fulfill several policy objectives of the General Plan (*Policy 7.7.1 Coastal Vistas; Policy 7.7.19 Improvements at Neighborhood Access Points; Policy 7.7.24 Environmentally Damaging Trails Policy; 7.7.25 Unsafe Trails*).

Parkway improvements would fulfill General Plan objectives for trail and bike path improvements (*Policy 7.7.5 Coastal Bicycle Route Policy; 7.7.6 Hiking and Biking Trail Network; Policy 3.8.7 Recreation*) as well as specific General Plan programs for improvements to the pedestrian/bikeway along East Cliff Drive.

Improvements to Pleasure Point Park and The Hook would be consistent with previously mentioned policies and objectives, as well as with specific General Plan programs for improvements to both sites, increasing parking opportunities along the Live Oak coastline, and developing and maintaining vista overlooks, with benches and railings along East Cliff Drive.

Alternative 1 would have a beneficial impact on the fulfillment of objectives and policies of the General Plan and LCP.

4.2.2 Partial Bluff Armoring with Full Improvements (Alternative 2)

Significant Impacts

Impact 4.2 Effect on Recreational Use during Construction (Land Use and Public Access)

Impacts on land-based recreation and public access during construction under Alternative 2 would be the same as those described under Alternative 1. Where the construction period is shorter under Alternative 2 than Alternative 1, impacts would be correspondingly less. Construction time, however, is not expected to be substantially different.

Mitigation 4.2

Mitigation measures would be similar to those described under Alternative 1. Implementing this mitigation would reduce this potential significant impact to a less than significant level.

Nonsignificant Impacts

Effect on Recreational Uses during Construction (Beach and Ocean Uses)

Impacts on ocean-based recreation and public access during construction under Alternative 2 and potential mitigation measures would be similar to those described under Alternative 1. Where the construction period is shorter under Alternative 2 than Alternative 1, impacts would be correspondingly less. Construction time, however, is not expected to be substantially different.

Beneficial Impacts

Effect on Long-Term Recreational Use

Impacts on long-term recreational use under Alternative 2 would be similar to those described under Alternative 1, although periodic beach closures may be required during repair of bluff failures under this alternative. Further, there would be beneficial impacts due to cleaning up rubble from the beach, allowing for more beach area for recreational use. Long term beneficial impacts on recreational uses may be somewhat less than under Alternative 1 because the bluff stabilization measures proposed under this alternative would afford less protection to recreational facilities along the bluff.

Consistency with General Plan and LCP

Consistency with the General Plan and LCP under Alternative 2 would be similar to that described under Alternative 1, although increased recreational use may not occur for as long a period under Alternative 2.

4.2.3 Partial Bluff Armoring with Limited Improvements (Alternative 3)

Significant Impacts

Impact 4.3 Effect on Recreational Use during Construction (Land Uses and Public Access)

Impacts on land-based recreation and public access during construction under Alternative 3 would be the same as those described under Alternative 2. Where the construction period is shorter under Alternative 3 than Alternative 2, impacts would be correspondingly less. Construction time, however, is not expected to be substantially different.

Mitigation 4.3

Mitigation measures would be similar to those described under Alternative 2. Implementing this mitigation would reduce this potential significant impact to a less than significant level.

Nonsignificant Impacts

Effect on Recreational Use during Construction (Beach and Ocean Uses)

Impacts on beach and ocean use under Alternative 3 would be the same as those described under Alternative 2.

Beneficial Impacts

Effect on Long-Term Recreational Use

Under Alternative 3, only one multi-use path for both pedestrian and bicycle use would be constructed due to incomplete bluff stabilization to support separate pedestrian and bicycle paths. Beneficial impacts for pedestrian and bicycle use would be shorter term than alternatives 1 or 2 due to the quicker deterioration of the bluff and the pedestrian and bicycle paths. Impacts on long-term recreational use under Alternative 3 would still be beneficial, but slightly less than that described under alternatives 1 or 2.

Consistency with General Plan and LCP

Consistency with the General Plan and LCP under Alternative 3 would be similar to that described under Alternative 1, although construction of a single recreational path for both pedestrians and bicycles would be less successful in fulfilling General Plan objectives and policies to encourage bicycle and pedestrian access and safety (*Objective 3.8a System Development Policy*).

4.2.4 Groins and Notch Infilling (Alternative 4)

Significant Impacts

Impact 4.4 Effect on Recreational Use during Construction

Impacts on land-based recreation and public access to the sea during construction under Alternative 4 and potential mitigation measures would be similar to those described under Alternative 1. While there would be no bluff stabilization, construction equipment would be using East Cliff Drive and lowering construction materials over the bluff, thereby limiting public access points. Impacts on beach and ocean use under Alternative 4 would be different but comparable in degree to those under Alternatives 1, 2, and 3. There would be less construction work on bluff protection structures allowing some continued access to those areas. However, because additional work in the beach and intertidal areas would be required for groin construction, the construction impacts on these recreational uses would be greater than for other alternatives.

Mitigation 4.4

In addition to the mitigation measures described under Alternative 1, to minimize impacts on public access during construction, the Santa Cruz County Redevelopment Agency, in conjunction with the contractor(s) for the projects), shall comply with the following:

- To the extent feasible, groins shall be constructed sequentially (one at a time rather than all at once) to avoid excessive obstruction of the beach and near-shore areas that would impede access to beach and waves.
- Construction activities and equipment shall be restricted in number and area to avoid impeding access to waves or interference with recreational use of waves.

Implementing these mitigation measures would reduce this potential significant impact to a less than significant level.

Impact 4.5 Effect on Long-Term Recreational Use

Although the loss of bluff and associated recreational facilities would occur at a slower rate as a result of protection from wave action provided by the groins, no bluff protection would be provided near the Hook. Over the long-term, periodic closures of the beach and bluff top would be necessary to address slope failures and portions of the bluff and, ultimately, recreational facilities in this area would be lost. The impact on long-term recreational use at the Hook site would be significant and unmitigable.

Mitigation 4.5

No mitigations have been identified that would reduce this impact to less than significant. This is a significant unavoidable impact.

Nonsignificant Impacts

Effect on Long-Term Recreational Use

The groins proposed under Alternative 4 would extend across the beach and approximately 100 feet offshore. The groins in the beach area would be approximately at ground level and would not significantly impact recreational use of the beach area. Recreational wave use occurs more than 100 feet from shore and, consequently, the groins would not be expected to significantly impact wave use.

Beneficial Impacts

Effect on Long-Term Recreational Use

Alternative 4 would have beneficial impacts on other recreational uses in the project area. In addition to rubble being cleared off the beach, the groins constructed under this alternative would trap sand, expanding the area of beach and benefiting recreational beach use opportunities. The beach would extend the most during summer, coinciding with the peak beach use period. Beach expansion would not be expected to affect beaches down-current from the project area due to planned sand recharge following groin construction. Because only one path for both pedestrians and bicycles would be developed under this alternative, there would still be an improvement over current conditions but less of an improvement as under other alternatives. In addition, limited bluff protection may result in this path eroding more quickly, resulting in a shorter life span and less long-term benefits than the other alternatives.

Consistency with General Plan and LCP

Consistency with the General Plan and LCP under Alternative 4 would be the same as that described under Alternative 3.

4.2.5 No Action Alternative

Effect on Recreational Use

Under the No Action Alternative, improvements to beach access, parking, the parkway, and Pleasure Point Park would not occur. The quality of beach and water-oriented recreation would be largely unaffected. However, the quality of land-based recreational opportunities would decline over time as a result of continued bluff erosion. The existing bicycle and pedestrian lane along East Cliff Drive, portions of the overlook at the Hook, and other portions of the bluff used for passive recreational activities, such as viewing, would likely be lost to bluff failure. Additionally, the Sanctuary Scenic Trail would be similarly impacted by gaps caused by the failure of the bluff. While Santa Cruz County would address such erosion through as-needed emergency repairs, portions of these sites would nevertheless be lost to erosion in the near future. Further, rubble would not be cleared off the beach under this alternative.

Consistency with General Plan and LCP

Under the No Action Alternative, present access to the area for a variety of recreational opportunities would continue, consistent with several General Plan policies and objectives (*Policy 7.1a Parks and Recreation Opportunities; Objective 7.7a Coastal Recreation; Objective 7.7b Shoreline Access*). However, future objectives and programs aimed at providing safe public access at Pleasure Point

Park (7.7.15 *Areas Designated for Primary Public Access*; Policy 7.7.19 *Improvements at Neighborhood Access Points*; Policy 7.7.24 *Environmentally Damaging Trails Policy*; 7.7.25 *Unsafe Trails*), providing scenic vista improvements at Pleasure Point Park (Policy 7.7.1 *Coastal Vista*), and improving parking in the area could not be implemented if continued bluff erosion is not addressed.

Effect on Recreational Use during Construction

Under the No Action Alternative, no construction activities would be conducted until emergency repairs are needed. Therefore, there would be no impacts on land-based recreation, beach use, ocean use, or public access to the sea until that time.

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