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**North Coast Facilities Management Plan | Santa Cruz County | March 2024**

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# **Appendix A:**

## **Summary of Community Engagement Round 1: Confirming the Vision**

Conducted in Fall 2022



## MEMORANDUM

DATE January 18, 2023

TO Rob Tidmore  
Santa Cruz County Parks Department

FROM Janet Chang and Isabelle Minn

SUBJECT North Coast Facilities Master Plan Vision and Goals Outreach: Online Survey Results Summary

### Introduction

PlaceWorks is assisting Santa Cruz County Parks (County Parks) the creation of the North Coast Facilities and Management Master Plan (NCFMP) for Santa Cruz's North Coast area. The NCFMP will help with coordinating facilities management and development among various agencies and organizations, and includes a community engagement component. North Coast agencies and organizations include California State Parks (CSP), Bureau of Land Management (BLM), California Department of Transportation (Caltrans), Santa Cruz County Regional Transportation Commission (RTC), and Land Trust of Santa Cruz County (Land Trust), along with County Parks. PlaceWorks worked with these agencies and organizations to create a draft vision and set of goals for the North Coast, which will guide the development of a list of priority projects to be included in the NCFMP.

As part of the first round of community engagement for the NCFMP project, PlaceWorks worked with North Coast agencies and organizations to create an online survey that would help collect input on the vision and goals, as well as visitor experiences, needs, and preferences. Feedback from the online survey will help inform decision-making by partners related to the management and development of North Coast facilities.

### Survey Format and Questions

The online survey comprised of three sections. The first portion of the online survey asked about visitor experiences and preferences primarily in multiple choice and checkbox question types. The second part of the online survey introduced and shared the draft vision and goals, asked participants to select their top three goals, and invited them to share any other thoughts in a free response question. The third section collected demographic information, including age, racial identity, and presence of sensory or mobility impairments, and offered an opportunity to opt in to an email list. All questions were optional. The questions were as follows:

## VISITOR INFORMATION

1. Where are you coming from? Zip Code or Postal Code:
2. Which areas have you visited along the North Coast in the past five years? (Select all that apply)
  - Big Basin Redwoods State Park
  - Bonny Doon Beach
  - Cotoni-Coast Dairies National Monument
  - Davenport Beach & Bluffs
  - Davenport Landing
  - Greyhound Rock
  - Laguna Creek Beach
  - Panther Beach
  - Scott Creek Beach
  - Waddell Beach
  - Wilder Ranch State Park
  - Yellowbank Beach
  - Other:
3. How many times have you visited any of the above North Coast areas in the past year?
  - Never
  - Once or twice
  - Once every few months
  - Once a week
  - Several times a week
4. What challenges have you experienced when visiting the areas above? (Select all that apply)
  - Difficulty getting to the area
  - Difficulty navigating where to go (lack of signage and wayfinding)
  - Lack of parking
  - Lack of restrooms
  - Lack of trash receptacles
  - Lack of seating
  - Lack of covered picnic areas
  - Lack of accessibility for people with disabilities
  - Other:
5. What types of facilities or activities would you most like to see available in the North Coast? (Select all that apply)
  - Camping (Family or group camping in campgrounds)
  - Backcountry trail camping

- Walking, hiking, trail running
  - Biking
  - Mountain biking
  - Equestrian uses (camping, horse riding)
  - Picnicking
  - Geocaching
  - Events and gatherings
  - Night/star gazing
  - Participating in interpretive and educational programs
  - Visitor facilities (Visitor Center, museum, etc.)
  - Nature observation
  - Volunteering
  - Other:
6. How do you access information about North Coast parks or beaches? (Select all that apply)
- Public agency website(s) (e.g., Santa Cruz County Parks website: [scparks.com](http://scparks.com))
  - Park signage
  - Instagram
  - Nextdoor
  - Facebook
  - Google Maps
  - Other:

## VISION AND GOALS

7. Which of the Plan's goals/topics (listed below) resonate with you the most? Choose your top 3:
- Regional Planning and Partnerships
  - Public Safety
  - Public Access and Regional Connections
  - Stewardship, Maintenance, and Facilities
  - Vegetation Management
  - Plant and Animal Habitat Conservation and Restoration
  - Historic, Cultural, and Archaeological Resources
8. Do you have other comments about planning for the North Coast or would you like to elaborate on any of your previous answers?

## Outreach and Participation

The online survey was first released to the public on October 3, 2022. It was distributed on paper flyers at in-person pop-up events: CSP tabled at 6 public events between October 7 and October 19, 2022, including at the Watsonville Farmers Market, Felton Farmers Market, Downtown Santa Cruz Farmers Market, Natural Bridges State Park Welcome Back Monarch Day and State Park Open Streets Santa Cruz events, and the Cloverdale Ranch Midpeninsula Regional Open Space District (MROSD) open house. County Parks held a pop-up on November 15, 2022. Various organizations also promoted the survey to their audiences via email newsletters and social media posts, including Friends of the North Coast (FONC), Davenport North Coast Association (DNCA), and Rural Bonny Doon Association (RBDA). The online survey closed on November 30, 2022. Between October 3, 2022 and November 30, 2022, there were 214 complete survey responses. Figure 1 shows the response counts over the survey period.

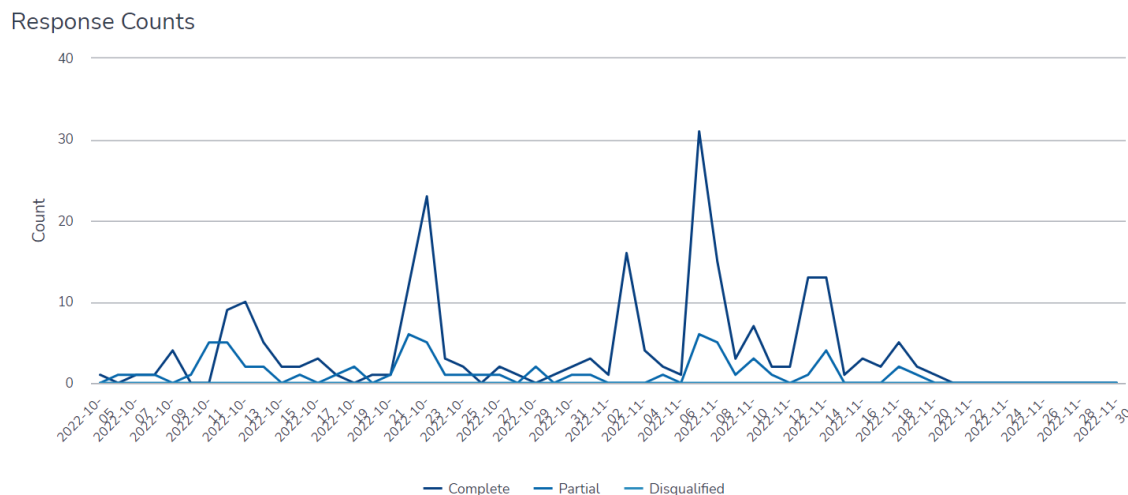


Figure 1. Response counts for survey completion by date<sup>1</sup>.

<sup>1</sup> Responses are categorized as “complete” if all questions were answered. Responses were categorized as “partial” if some or no questions were answered but the survey was started. No responses were disqualified in this survey. Analysis includes all answers received for a given question, regardless of completion status.

## Summary of Responses

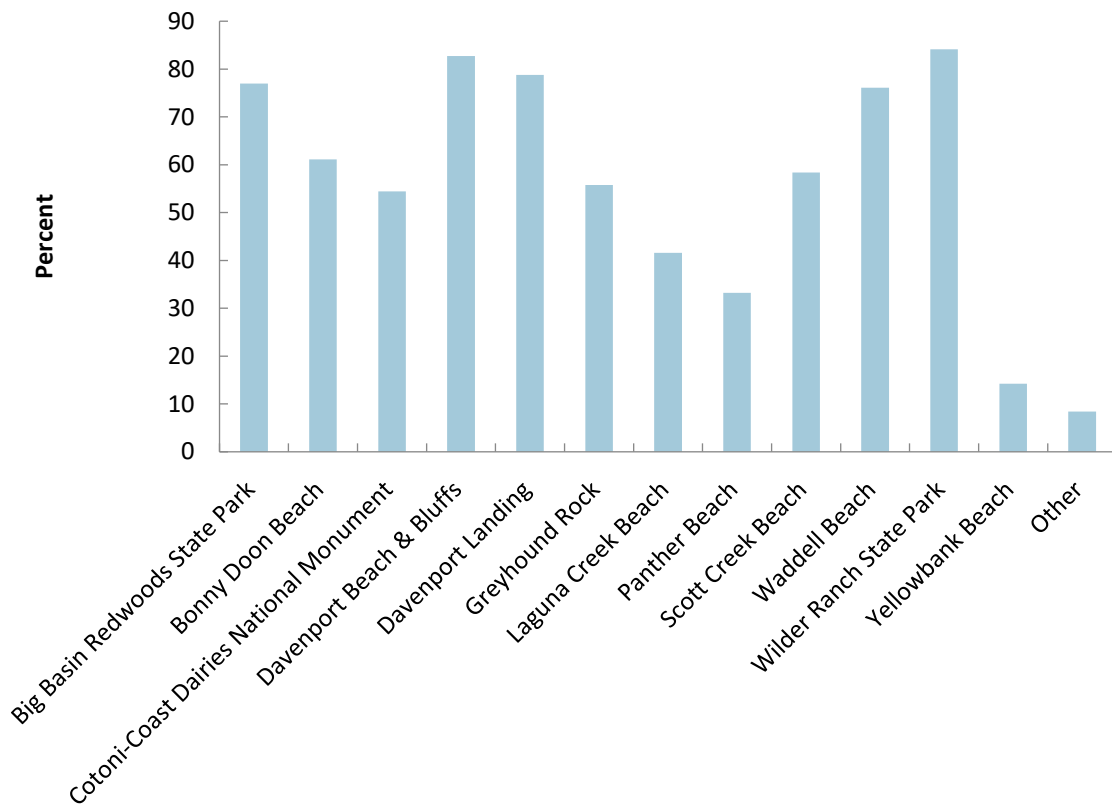
This summary provides an overview and key takeaways from the 214 responses to the online survey. The full summary and written comments can be reviewed in Attachments A and B. Attachment A includes the written comments to the open-ended questions summarized by topic, while Attachment B includes the full raw text of all write-in responses.

### RESPONDER INFORMATION

- Over 75 percent of survey respondents live in or very near the North Coast, with over 25% of total respondents residing in North Coast communities (Davenport, Bonny Doon). The remaining 25% are mostly from nearby areas (elsewhere in Santa Cruz County, San Francisco Bay Area).
- Nearly 60 percent of respondents were age 55 or older
- Over 85 percent of respondents identify as white
- Over 15 percent of respondent households include someone with mobility or sensory impairments

## VISITOR INFORMATION

*Which areas have you visited along the North Coast in the past five years? Select all that apply.*

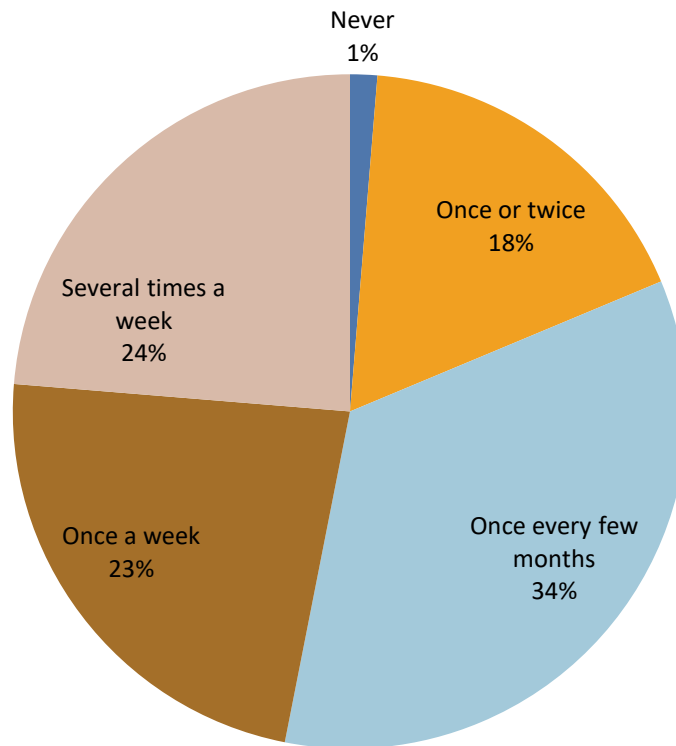


*Figure 2. Response data for Question 2.*

Responses for “Other” mentioned CSP properties (Rancho Del Oso, Waddell Beach, Four Mile Beach, Three Mile Beach, Jarro Point, Shark Fin Cove), inland areas that are not part of the North Coast (San Vicente Redwoods, Bonny Doon Ecological Reserve), and adjacent coastal areas that are not part of the study area (Año Nuevo, Butano).

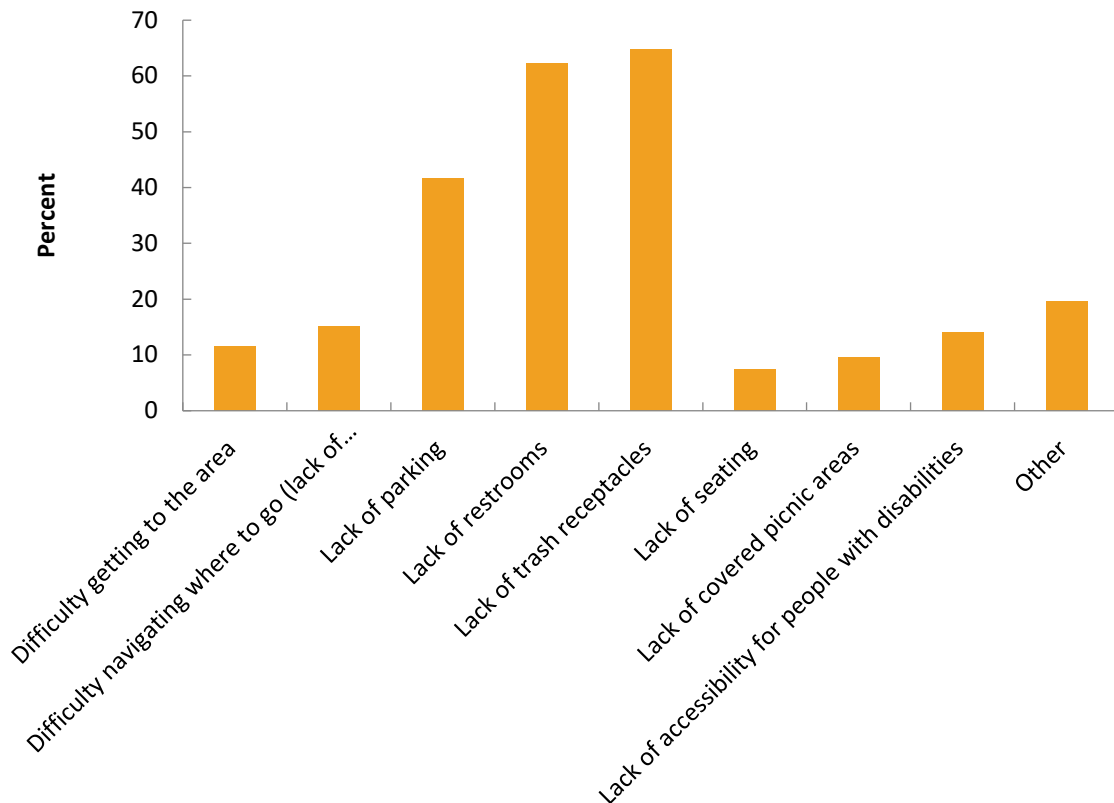


*How many times have you visited any of the above North Coast areas in the past year?*



*Figure 3. Response data for Question 3.*

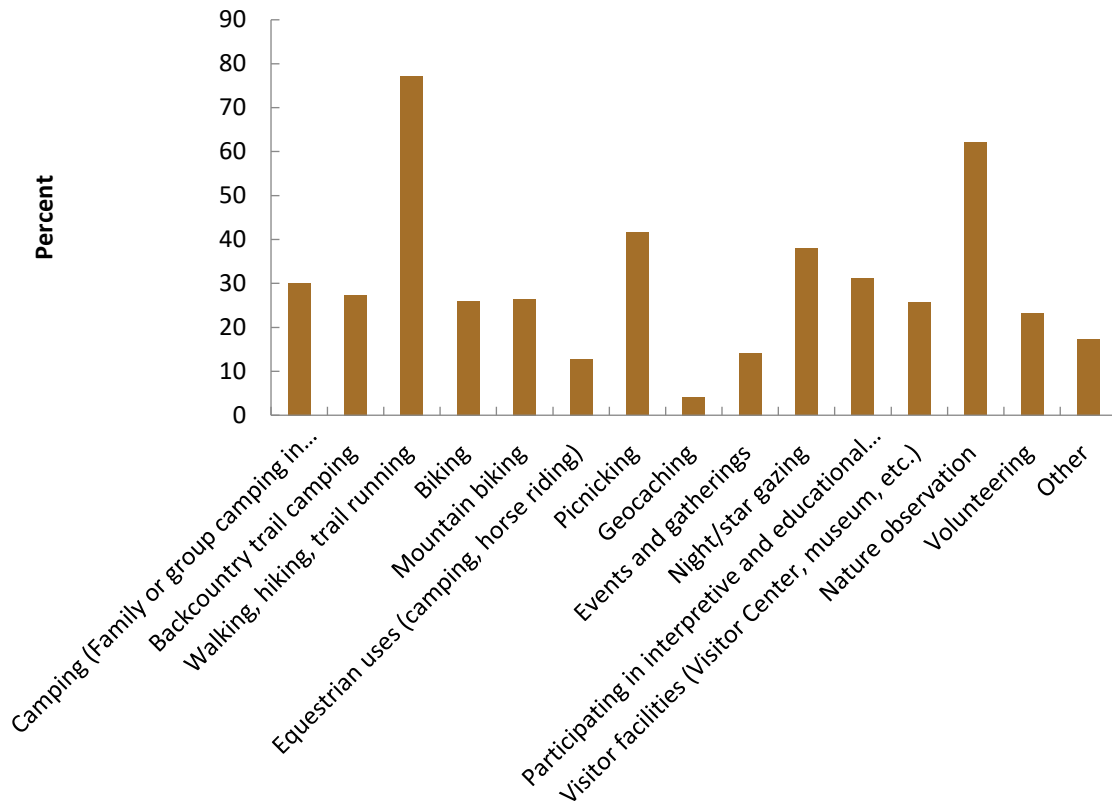
*What challenges have you experienced when visiting the areas above? Select all that apply.*



*Figure 4. Response data for Question 4.*

Responses for “Other” mentioned trash and lack of trash receptacles the most (9 mentions). Crowds, no issues, graffiti, lack of dog access, and lack of toilets were also referenced repeatedly (3 to 5 mentions each). Issues including clearly defined parking areas, homeless people, impact of mountain bikes on trails and hiking experience, lack of enforcement, safe access from highway, theft, all issues listed, gangs, impact on native plants and animals, lack of bike access, lack of bus access, lack of camping facilities, loud music, signage, traffic, trail condition/maintenance, uncontrolled dogs, and vandalism also came up (1 to 2 mentions each).

*What types of facilities or activities would you most like to see available in the North Coast? Select all that apply.*



*Figure 5. Response data for Question 5.*

Responses for “Other” mentioned dog walking most (6 mentions). Common responses also included adequate restrooms, fewer tourists/no services, photography, protection of habitat and biodiversity, and protection of natural resources (3 mentions each). Issues also mentioned included ADA trails, adequate trash bins, anti-camping, anti-mountain biking, kiteboarding, surfing, ADA restrooms, adequate parking, art (sketching, painting), bird watching, dog beach, farmers market in Davenport, hiking-only trails (separate equestrian and mountain biking), kitesurfing, mushroom/berry picking (non-commercial), none, school field trips, solitude/quiet contemplation, walking, walking path between New Town and Old Town/trail to town, water sports, wilderness areas with limited visitation (1 to 2 mentions each).

How do you access information about North Coast parks or beaches? Select all that apply.

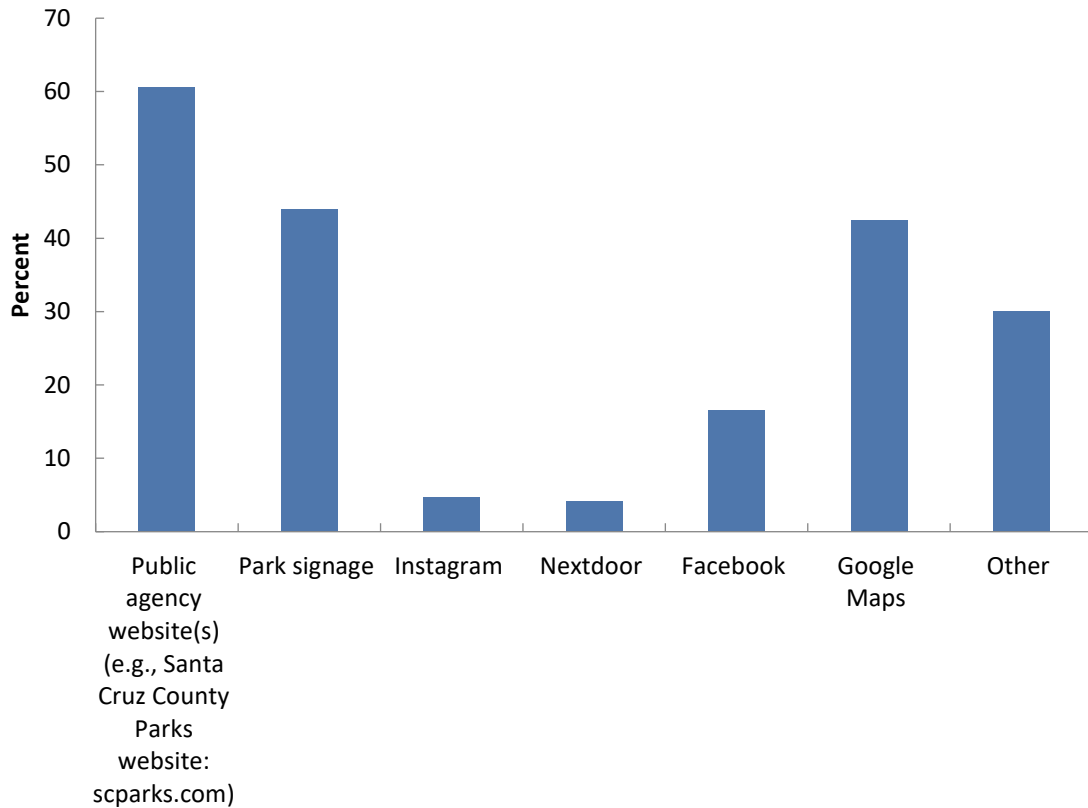
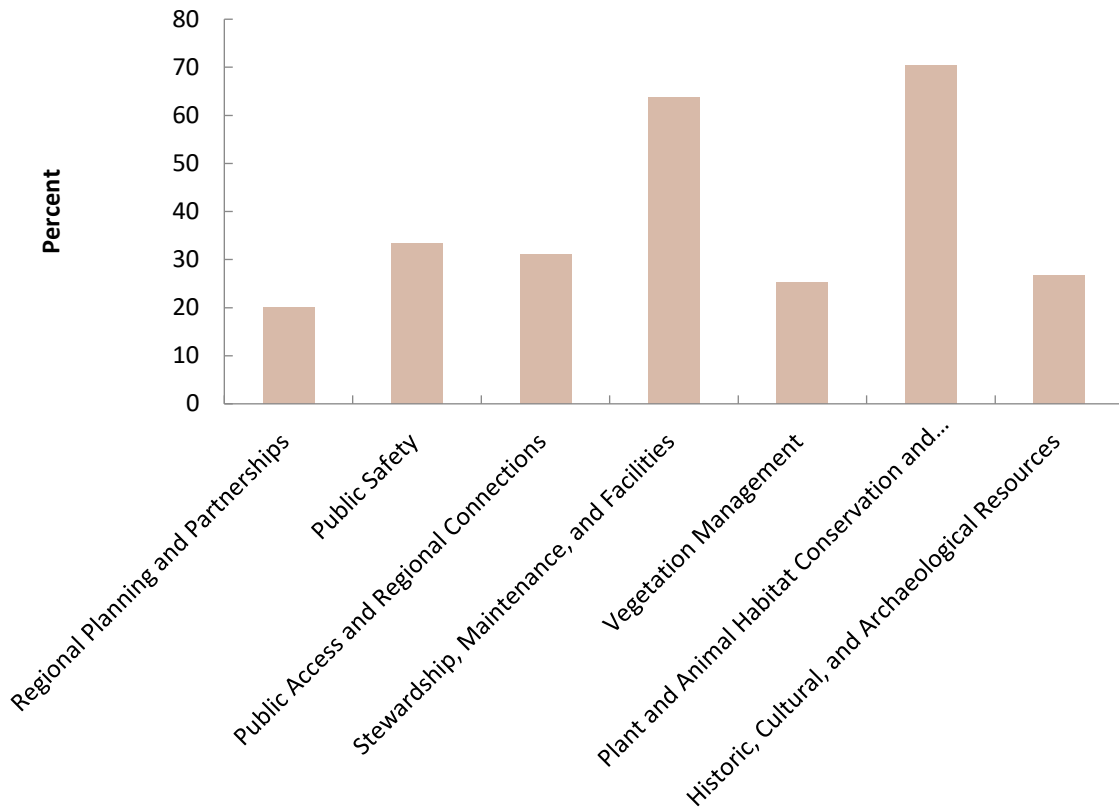


Figure 6. Response data for Question 6.

Responses for “Other” mentioned **personal interaction** (friends/word of mouth (17 mentions), live locally (9 mentions), exploring (7 mentions)); **local organizing** (DNCA (5 mentions), FONC (4 mentions), RDBA (3 mentions), email correspondence/newsletters (3 mentions), fliers at library (1 mention)); **other internet and app resources** (All Trails (3 mentions), Google search (1 mention), SantaCruzLocal.org (1 mention)); **activity groups** (hiking groups, Santa Cruz Mountain Bikers group, Surf Line (1 mention each)); **public agency websites** (BLM, Park website, State Parks website (1 mention each)); **social media** (Twitter and CalFire Twitter (1 mention each)); and Coastal Commission book and news articles were also mentioned.

## VISION AND GOALS

*Which of the Plan's goals/topics (listed below) resonate with you the most? Choose your top 3.*



*Figure 7. Response data for Question 7.*

## WRITTEN COMMENTS

The following are key takeaways from the written comments to the open-ended question (Question 8: Do you have other comments about planning for the North Coast or would you like to elaborate on any of your previous answers?), sorted by various topics. All comments below were made by multiple respondents. The full version of the comments can be reviewed in Attachment B.



### **Access**

- Many mentioned public access improvements for ease and safety
- ADA accessibility, bicycling safety, and public transportation to parks including rail access were mentioned

### **Enforcement**

- Many comments indicated support for policing, patrolling, or enforcement of some kind for roads, parking lots, trails, and beaches, including monitoring by volunteers and video surveillance
- Several expressed concerns about security, personal property, and private property/trespassing
- Several comments mentioned a need for a central agency to handle complaints and issues
- A few are concerned about an enforcement presence

### **Facilities, Maintenance, and Operations**

- The most frequently mentioned issue was trash, including needing sufficient capacity for trash collection, more frequent trash pickup, and litter prevention. A need for recycling facilities was also mentioned.
- Many comments were about restrooms and the issues caused by insufficient toilet facilities
- Many comments addressed parking issues, including the need for better parking and clearly designated parking and no parking areas, preference to not pave or develop parking areas, and support for parking fees but free access for locals
- Several comments concerned controlling access to minimize undesirable/unregulated behavior, and mentioned closing parking areas at night and/or installing gates
- Several comments expressed a need for more maintenance and park staffing
- Several comments mentioned the need for basic services like potable water and adequate emergency services
- Several indicated a desire for increased or improved signage
- Some expressed concerns about trail safety

### **Nuisance**

- Several comments expressed frustration with off-trail use (hiking or biking) and the associated ecological impacts
- Several comments identified partying as an issue, mainly the associated loud music, litter, and dangerous behavior, especially the challenges to emergency services when needed
- Several mentioned illegal fireworks and noise impacts as well as fire danger

- Several mentioned vandalism and graffiti, citing the aesthetic and functional impacts on the natural environment, as well as the challenges to facilities maintenance
- A few comments mentioned homeless encampments and unhoused people, including concern for their circumstances and the way agencies manage when there are not good options, and blaming/conflating other nuisance issues with the presence of unhoused people

### Programmatic

- A few comments suggested increasing education for mountain bikers about more/less impactful riding

### Use Priorities

- A common priority was for resource, habitat, and wildlife conservation, preservation, and restoration
- There were diverse and sometimes polar opinions on several topics:
  - **Mountain biking** was contentious, with several commenters advocating for limiting mountain biking and a few requesting increased access and facilities for mountain biking. There was also concern about e-bikes on trails because of speed.
  - Many expressed concerns about the impacts of **camping** and advocated for controlling and limiting camping as well as preventing illegal camping, while a few asked for more camping and especially low-impact camping
  - Several were in favor of limiting **dog access**, while a few requested more dog access, including off-leash areas
  - A few wanted priority for **equestrians/horse use** in trails and parking lots, as well as horse camping facilities, while some voiced a preference to limit equestrian use
- A few wanted to prioritize the experiences of pedestrians and hiking
- A few expressed appreciation for multiple uses and the variety of experiences available
- A few uplifted passive recreation and opportunities for peace and tranquility as top priorities

### Visitor Impacts

- Many had concerns about human impacts on wildlife, and some support limiting human recreation and entertainment and are against increasing public access or have reservations about doing so. A few comments were against development or in favor of limiting it. A few expressed distaste for crowds. A few mentioned dog impacts on wildlife.
- Many identified highway/parking lot conflicts and safety issues, traffic, driving behavior, and unsafe speeds as important impacts to mitigate. A few specifically associate these issues with out-of-town visitors
- Several mentioned fire danger from human use, especially camping, and non-locals not understanding the severity of fire danger

## General

- Several people expressed appreciation for the coordination work of the NCFMP and the survey, as well as for inter-agency collaboration and increased oversight at North Coast properties, and advocated for a major role and/or partnership with the Amah Mutsun tribe in decision-making
- Several comments mentioned that all the goals put forth are important, and suggested that different activities be permitted at different properties in order to achieve potentially conflicting goals or needs
- Several supported data collection about use and activities, data-driven decision making, and monitoring the effects of changes made
- A few comments expressed concern about development on the North Coast and did not support changes or improvements in any way
- Respondents mentioned a variety of specific issues and desired projects that are being incorporated into the project prioritization portion of the NCFMP process

## ATTACHMENTS

- Attachment A: Overall Survey Results
- Attachment B: Full Comments by Question

## ATTACHMENT A: OVERALL SURVEY RESULTS

### Response Statistics

STATUS	COUNT	PERCENT
Complete	214	76.2
Partial	67	23.8
<i>Totals</i>	<i>281</i>	

### Visitor Information

#### 1. Where are you coming from? Zip Code or Postal Code:

AREA	ZIP CODES	COUNT	PERCENT
North Coast Communities (Davenport, Bonny Doon)	95017, "Bonny Doon"	60	26%
City of Santa Cruz	95060, 95062, 95064, 95065, 95066, "Santa Cruz"	127	55%
Other Places in Santa Cruz County	95076, 95005, 95073, 95006, 95041, 95003, 95018, 95010	25	11%
Adjacent Coastal Areas	94044, 94060	3	1%
San Francisco Bay Area	94303, 94586, 95050, 94110, 95033, 94112, 94062, 94124, 94070, 94941, 94002, 94066, 94501	13	6%
Out of State	96765, 60640	2	1%
<i>Totals</i>		<i>230</i>	

## 2. Which areas have you visited along the North Coast in the past five years? (select all that apply)

VALUE	PERCENT	COUNT
Big Basin Redwoods State Park	77.0%	174
Bonny Doon Beach	61.1%	138
Cotoni-Coast Dairies National Monument	54.4%	123
Davenport Beach & Bluffs	82.7%	187
Davenport Landing	78.8%	178
Greyhound Rock	55.8%	126
Laguna Creek Beach	41.6%	94
Panther Beach	33.2%	75
Scott Creek Beach	58.4%	132
Waddell Beach	76.1%	172
Wilder Ranch State Park	84.1%	190
Yellowbank Beach	14.2%	32
Other	8.4%	19

### Responses for “Other” mention:

PLACE	COUNT	NOTES
All, I live here.	1	
Rancho del Oso	1	Big Basin State Park
Waddell Beach	1	"Beach below Big Creek Lumber"
Four Mile Beach	6	Wilder Ranch State Park



Three Mile Beach	4	Wilder Ranch State Park
Wilder Ranch State Park	3	Jarro Point, Shark Fin Cove
San Vicente Redwoods	2	Inland area, not North Coast
Bonny Doon Ecological Reserve	1	Inland area, not North Coast
Ano Nuevo	4	Adjacent coastal area, not North Coast
Butano	1	Adjacent coastal area, not North Coast

**3. How many times have you visited any of the above North Coast areas in the past year?**

VALUE	PERCENT	COUNT
Never	1.3%	3
Once or twice	17.4%	39
Once every few months	34.4%	77
Once a week	23.2%	52
Several times a week	23.7%	53
	<i>Totals</i>	224

**4. What challenges have you experienced when visiting the areas above? (select all that apply)**

VALUE	PERCENT	COUNT
Lack of trash receptacles	64.8%	129
Lack of restrooms	62.3%	124
Lack of parking	41.7%	83

Difficulty navigating where to go (lack of signage and wayfinding)	15.1%	30
Lack of accessibility for people with disabilities	14.1%	28
Difficulty getting to the area	11.6%	23
Lack of covered picnic areas	9.5%	19
Lack of seating	7.5%	15
Other	19.6%	39

### Responses for “Other” mention:

ISSUE	MENTIONS
Trash/Lack of trash receptacles	9
Crowds	5
Didn't experience any of the issues mentioned	4
Graffiti	3
Lack of dog access	3
Lack of toilets	3
Clearly defined parking areas	2
Homeless people	2
Impact of mountain bikes on trails and hiking experience	2
Lack of enforcement	2
Safe access from highway	2
Theft	2
Experienced all of the issues listed	1

Gangs	1
Impact on native plants and animals	1
Lack of bike access	1
Lack of bus access	1
Lack of camping facilities	1
Loud music	1
Signage	1
Traffic	1
Trail condition/ maintenance	1
Uncontrolled dogs	1
Vandalism	1

**5. What types of facilities or activities would you most like to see available in the North Coast? (select all that apply)**

VALUE	PERCENT	COUNT
Camping (Family or group camping in campgrounds)	30.1%	66
Backcountry trail camping	27.4%	60
Walking, hiking, trail running	77.2%	169
Biking	26.0%	57
Mountain biking	26.5%	58
Equestrian uses (camping, horse riding)	12.8%	28
Picnicking	41.6%	91

Geocaching	4.1%	9
Events and gatherings	14.2%	31
Night/star gazing	37.9%	83
Participating in interpretive and educational programs	31.1%	68
Visitor facilities (Visitor Center, museum, etc.)	25.6%	56
Nature observation	62.1%	136
Volunteering	23.3%	51
Other	17.4%	38

#### Responses for “Other” mention:

TOPICS	MENTIONS
dog walking	6
adequate restrooms, fewer tourists/no services, photography, protection of habitat and biodiversity, protection of natural resources	3
ADA trails, adequate trash bins, anti-camping, anti-mountain biking, kiteboarding, surfing	2
ADA restrooms, adequate parking, art (sketching, painting), bird watching, dog beach, farmers market in Davenport, hiking-only trails (separate equestrian and mtb), kitesurfing, mushroom/berry picking (non-commercial), none, school field trips, solitude/quiet contemplation, walking, walking path between New Town and Old Town/trail to town, water sports, wilderness areas with limited visitation	1

#### 6. How do you access information about North Coast parks or beaches? (select all that apply)

VALUE	PERCENT	COUNT
Public agency website(s) (e.g., Santa Cruz County Parks website: scparks.com)	60.6%	117
Park signage	44.0%	85

Google Maps	42.5%	82
Facebook	16.6%	32
Instagram	4.7%	9
Nextdoor	4.1%	8
Other	30.1%	58

### Responses for “Other” mention:

TYPE	SOURCE	MENTIONS
Personal Interaction	Friends/Word of mouth	17
	Live locally	9
	Exploring	7
Local organizing	DNCA	5
	FONC	4
	RDBA	3
	Email correspondence/newsletters	2
	Fliers at library	1
	Neighborhood group email	1
Other internet & app resources	All Trails (app)	3
	Google search	1
	SantaCruzLocal.org	1
Activity groups	Hiking groups	1
	Santa Cruz Mountain Bikers group	1
	Surf Line	1



Public agency website	BLM	1
	Park website	1
	State Parks website	1
Social media	CalFire Twitter	1
	Twitter	1
Other	Coastal Commission book	1
	News articles	1

**7. Which of the Plan's goals/topics (listed below) resonate with you the most? Choose your top 3:**

VALUE	PERCENT	COUNT
Plant and Animal Habitat Conservation and Restoration	70.5%	148
Stewardship, Maintenance, and Facilities	63.8%	134
Public Safety	33.3%	70
Public Access and Regional Connections	31.0%	65
Historic, Cultural, and Archaeological Resources	26.7%	56
Vegetation Management	25.2%	53
Regional Planning and Partnerships	20.0%	42

**8. Do you have other comments about planning for the North Coast or would you like to elaborate on any of your previous answers?**

SUBJECT	MENTIONS
ACCESS	
Increase ease of public access	5
Beach access improvements for safety	3
ADA accessibility	1
Biking on Hwy 1 is dangerous (speed, inattentive drivers, road design)	1
Public transportation to parks	1
Rail access	1
ENFORCEMENT	
Support for policing/patrolling/enforcement	12
Security concerns	5
Protect private property boundaries	2
Ranger patrol of campsites and trails	2
Central agency to handle complaints from neighbors and stakeholders	1
Central agency to handle trespassing issues	1
Concern about slow or limited law enforcement response to resident concerns	1
Concerns about enforcement presence	1
Coordination with local law enforcement for safety on trails and trailheads	1
Video surveillance on heavily used trails	1

Weekly monitoring by trail stewards and volunteers	1
FACILITIES, MAINTENANCE, AND OPERATIONS	
Trash (enough capacity, frequent pickup, preventing litter)	29
Restrooms	15
Better parking	9
Maintenance	8
Close parking areas at night	6
Signage	5
Need for adequate emergency services	4
Trail safety	4
Clearly designated parking and no parking areas	3
No need to pave every parking lot	2
Recycling	2
Free parking for Santa Cruz County residents	1
Gates	1
High but reasonable parking fees for non-local visitors	1
Potable water	1
Prefer regulated, paid use	1
Staffing	1
NUISANCE	
Off-trail use (hiking or biking)	5
Partying is an issue	5

Homeless encampments/Homeless people	4
Illegal fireworks	4
Vandalism/Graffiti	4
Illegal dumping	2
Loud music	1
PROGRAMMATIC	
Increase education for mountain bikers about more/less impactful riding	3
Indigenous learning opportunities	1
Plant more wild flowers	1
USE PRIORITIES	
Priority for resource, habitat, and wildlife conservation, preservation, restoration	24
Limit mountain biking	11
Controlling and limiting camping	5
Prevent illegal camping	5
Limit dog access	4
Prioritize pedestrians/hiking	4
Appreciation for multiple uses	2
Attentive management to preserve unique assets	2
Create areas where high-impact mountain biking is acceptable	2
More camping	2
More dog access	2

More mountain biking access	2
Prioritize equestrians (trails and parking lots)	2
Priority for passive recreation	2
Create areas where low-impact mountain biking is normalized	1
Horse camping	1
Limit e-bikes on trails	1
Limit equestrian use	1
Low-impact camping options (primitive, dispersed)	1
Off-leash dog areas (beaches, bluffs)	1
Priority for peace and tranquility	1
Prohibit hunting	1
VISITOR IMPACTS	
Concerns about human impacts on wildlife	11
Highway/parking lot conflicts and safety issues	11
Limit human recreation and entertainment	8
Concerns about increasing public access	7
Concerns about fire danger from human, use, esp. camping	4
Limit development	4
Non-local driving behavior	3
Concerns about crowds	2
Concerns about dog impacts on wildlife	2
Concerns about driving speeds	1



Non-locals not understanding severity of fire danger	1
Traffic	1
GENERAL	
Appreciation for this work	6
Support for inter-agency collaboration	4
All these goals are important	3
Major role/ partnership with Amuh Mutsun in decision-making	2
Need for oversight	2
"Leave it alone"	1
Collect data about use and activities to inform decision-making	1
Concerns about funding	1
Different activities permitted at different properties	1
Listed goals are interconnected	1
Monitor effects of changes	1
Survey is confusing	1

### Specific Projects or Programs Mentioned

- "Keep rangers out of Davenport Landing"
- Adequate parking at Sharks Tooth Beach. C-CD beach management plan.
- Adequate parking at Sharks Tooth Beach. C-CD beach management plan. Davenport Town Beach below trestle (Odwallas) needs management, responsible agency (currently none?).
- Against Marina Gate at C-CD because of visual impacts. Alarmed by Mountain Stewards "rebranded mountain bikers".
- Buffered bike lane or path connecting with Coastal Rail Trail (instead of riding on Hwy 1)
- Designated bike path extending as far north as possible

- Facilities at Bonny Doon like fee collection kiosks, rangers. Close Smith Grade to prevent free entry into State Park. Develop C-CD like Pinnacles: day use only, onsite rangers, fee-for-use enforcement
- Illegal dumping at Waddell Creek
- Improving bike access along the entire coast and down from Empire Grade
- Interested in paying for a memorial bench along the coast in honor their parents
- Make coast loop at Wilder fully ADA accessible
- No changes to Davenport Landing
- No hunting at C-CD
- Pack Your Trash policy/program
- Pave Four Mile Beach parking area and Davenport Landing Road
- Safe walking path between New Town and Old Town Davenport. Redo Cement Plant Road. Build the Rail Trail. Finish C-CD park.
- San Vicente Redwoods private property boundaries, fire roads, and county roads to prevent trespass and direct visitors
- Signage preventing parking on Empire Grade
- social carrying capacity analysis
- sustainable consumptive use/recreation allowed on larger properties like Coast Dairies and San Vicente Redwoods, such as collecting limited amounts of mushrooms, berries/fruit, seeds/plant propagation material for personal use (and commercial use prohibited)
- Turning off Hwy 1: safety improvements to access C-CD.
- unified carrying capacity analysis (social and environmental)
- Work with SCMTS to leverage volunteer work

## 12. Which of the following best describes you? (select all that apply)

VALUE	PERCENT	COUNT
White or Caucasian	87.6%	141
Hispanic or Latino	4.3%	7
Asian or Pacific Islander	3.7%	6
Multiracial or Biracial	3.7%	6

A race or ethnicity not listed here	3.7%	6
Native American or Alaskan Native	1.9%	3
Black or African American	0.6%	1

### 13. What is your age?

VALUE	PERCENT	COUNT
18-24	1.2%	2
25-34	8.1%	14
35-44	15.0%	26
45-54	17.3%	30
55-64	23.1%	40
65+	35.3%	61
	<i>Totals</i>	<i>173</i>

### 14. Are there members of your household that have mobility and sensory impairments?

VALUE	PERCENT	COUNT
Yes	16.7%	29
No	83.3%	145
	<i>Totals</i>	<i>174</i>

## **ATTACHMENT B: FULL COMMENTS**

This appendix includes raw data for questions that had a write-in “other” option as well as all raw answers to Question 8.

### **2. Which areas have you visited along the North Coast in the past five years?**

- 3 Mile, 4 Mile
- 3 mile, 4 mile
- 3 mile, 4 mile
- Año Nuevo
- Año Nuevo , 4 mile, 3 mile
- All, I live here.
- ano
- Ano Nuevo
- Beach below Big Creek Lumber
- Bonny Doon Ecological Reserve, 4 mile beach
- Butano
- Four Mile Beach
- Jarro Point north of Davenport Landing. The state park property on the bluffs accessible from Coast Road. Can't remember the name.
- Rancho Del Osos
- San Vicente Redwoods
- San Vicente Redwoods
- Shark Fin Cove

### **4. What challenges have you experienced when visiting the areas above?**

- bottles and trash on beach
- camping facilities
- Crossing Hwy 1 on foot
- Dog restrictions
- Dogs off-leash, running unsupervised

- Graffiti and vandalism or a real problem on some of these beaches. When graffiti goes unattended to, it sends a message that no one is paying attention, and no one cares, and encourages further transgressions.
- Grief over the graffiti on cliff walls. Appalled and saddened by the disrespect some visitors have for nature with their loud "music" boom boxes and leaving lots of litter behind.
- Homeless and gang theives
- Homeless encampment
- I use Wilder Ranch which has all the items listed
- increasing bicycle traffic. I would like to see more trails for pedestrians/hikers only
- its all good
- Lack of bike access
- Lack of dog-friendly areas
- Lack of walking trails that are not rusted out by bikes
- Large groups of people blocking paths
- Metro bus route cut short
- need trash cans and portajons at Four Mile
- None
- None
- none of the above
- overflowing trash bins
- Poorly maintained trails to beach
- Restricted dog access on beach like Waddell!
- Safe access from highway
- security
- The trash cans at Scott Creek allow the birds to come and feed in them. The birds remove the trash to eat then it blows down the road. This happens often.
- This survey is only geared towards requesting info from visitors. I would not reccomend designing a plan for the north coast based solely on visitor feedback. We already know what the main issues are: 1. easy to use/effective trash cans and pick up, 2. clearly designated and easy to use parking areas AND clear signage as to where NOT to park. 3. Increased law enforcement along hw1 and north coast, 4. bathrooms for visitors that are easy to get to. That is the low hanging fruit on what needs to be done. In regard to your questions on access and signage- that must be re-designed in such a way so as to not simply increase access- rather, it needs to be done in such a

way that access is more specifically directed/funneled in such a way that it protects the natural resources of the area. Please be very mindful of this and do not simply add access and/or signage, that is not what the north coast needs, esp without doing items 1-4 I wrote about first.

- to many people and cars
- Too many bikes.
- Too many people for wildlife viewing and passive recreational enjoyment
- Too many people, too much trash, wildlife frightened away, native flora trampled, trails eroded.
- traffic, haphazard and dangerous parking and driving on Hwy 1,
- trash & human waste left by others
- trash cans are there, but often overflowing.
- Visitor Center and trail protection personnel
- witnessing trash and graffiti

## 5. What types of facilities or activities would you most like to see available in the North Coast?

- a couple of horse trails are fine, but NO camping! I live adjacent to both Wilder and CCD, and the # of eroded and illegal mountain bike trails and mountain bikers is devastating to the environment. Interesting that the BLM has hired the rebranded mtn bikers to put in the trails on C-CD; they have made a mess of the upper reaches on Wilder.
- ADA restrooms, accessible trails
- Adequate parking, restrooms and trash bins for day users
- Again, we cannot simply ask visitors to tell us they want camping, or more mountain biking etc without covering the basic items 1-4 listed in previous answer. I get that you have been charged with coming up with a 'vision' for the north coast, but asking visitors is not the best way to get there. If you mainly ask visitors, your mainly going to create a north coast plan that is geared towards visitation- that should only be ONE part of a plan for the management of the north coast. I would like to see protection of natural resources, protection of habitat/biodiversity as key top pillars of any plan for the north coast. Why are those items not on this list?
- biking and horseback riding in designated areas only, so hikers don't have to be afraid for their safety on the trails
- Bird watching
- Disability access for wheelchairs is necessary
- dog beach
- Dog friendly hiking and biking

- dog walking
- Dog walking
- Dog walking, on and off leash
- Dog-friendly trails are a high priority. If "visitor facilities" includes restrooms, yes!
- Farmer's Market in Davenport, walking path between NewTown and Old Town.
- fewer tourists
- Kiteboarding
- Kiteboarding
- Kitesurfing
- LEAVE IT NATURAL!!!
- Leave the areas as pristine as possible. No services.
- Mushroom/berry picking (personal use only)
- no camping because of extreme fire hazard
- none
- photography
- Photography
- Photography, sketching & painting
- Quiet contemplation in solitude
- Restrooms and trash
- Schools Field Trips
- Stop bikes making their own trails
- surfing
- Surfing
- trail to town that is not on highway
- walking
- walking with a leashed dog
- Watersports in general
- Wilderness areas with limited visitation

## 6. How do you access information about North Coast parks or beaches?

- All Trails App
- by exploring
- CA web site for state parkd
- CalFire Twitter page
- Coastal commission book
- DNCA
- DNCCA
- Email correspondence
- Emailed newsletters
- Fliers at Library
- FONC website
- FONC, RBDA
- friend
- Friends
- Friends of the North Coast website
- Friends, All Trails
- Friends, word of mouth
- friends/family
- Go and explore
- google search
- I live close by
- I walk out my door! Live by Laguna Beach
- I'm a 40 year local
- Just go there. I don't use anything to access information about the north coast.
- Local conversations
- Local knowledge
- Neighborhood group email
- news articles



- Noel Bock
- Noel Garin Bock
- noel's e-mails
- Park and explore
- Park website, local hiking groups
- personal knowledge based on many years of living here
- Personal knowledge gained from over half a century of living here
- RBDA Highlander, Word of mouth
- RBDA, Friends of the N Coast, BLM
- Santa Cruz Mountain Bikers group
- SantaCruzLocal.org
- Simply looking around and exploring
- Sites like AllTrails
- Spend time outdoors and explore the area
- surf line
- twitter
- we live in Davenport
- word of mouth
- word of mouth
- Word of mouth
- word of mouth
- word of mouth
- Word of mouth
- Word of mouth
- Word of mouth- friends
- Word of mouth!
- Word of mouth, active exploration
- Word of mouth, knowledge from growing up in the area

**8. Do you have other comments about planning for the North Coast or would you like to elaborate on any of your previous answers?**

- Maintenance contracts and adequate staffing should be in place for areas already open to the public long before additional areas are opened to the public. Access should emphasize foot traffic and equestrian. Mountain bikes greatly restricted.
- 1. Dogs should be prohibited on 95% of North Coast public lands and beaches (where dogs are, wildlife is not). 2. In a world that is losing biodiversity due to habitat loss, as well impacts of too many people occupying too many miles of trails, North Coast public areas should be managed for fewer visitors than was first thought to be acceptable, due to the impacts (garbage, dog and human feces, people going off-trail, bicyclists going off-trail, etc.). 3. There should be no hunting whatsoever in any North Coast public lands, including Cotoni-Coast Dairies National Monument.
- All of these goals seem to be interconnected and critical.
- Although the others I did not check are not in my top three, I still consider them very important goals & topics to plan for.
- As a North Coast resident, I feel that if more access to the region is facilitated, a greater effort toward managing waste and garbage is a necessary consideration. Trash receptacles are overwhelmed and human waste is commonly seen along trails already. More visitors would mean more of the same.
- As a resident who shares a boundary with San Vicente Redwoods, it is extremely important to set up signs and, if appropriate gates, along the private property boundaries, fire roads and county roads to prevent trespassing and to clearly direct visitors to the appropriate trailheads. There needs to be a central agency which will handle trespassing issues and other complaints from neighbors and stakeholders. It is also critical to ensure the safety of wildlife, particularly the mountain lions and to protect them from noise, hiker traffic, unauthorized access and homeless encampments, off-trail hiking and biking etc. I am not in favor of connected trails which would disturb wildlife. I highly favor trail stewards and volunteers who travel the hiking trails at least weekly to ensure cleanliness and safety. There should also be sufficient video surveillance on the heaviest used trails. There should also be a clear and consistent agreement with local law enforcement for overseeing safety on all trails. and trailheads.
- As an avid hiker and mountain biker, I have visited every park in Santa Cruz, and many parks in San Mateo, Santa Clara and San Benito counties. My recent personal feeling is that many, especially young, mountain bikers tend to recreate in nature, and focus more on improving their riding skills than enjoying nature per se. So I would consider adding outdoor recreation areas specifically for mountain bikers, similar to off road motorcycle areas dedicated to that use. This would allow riders to ride at high speed and practice tricks, and maybe reduce speeds and skills riding in parks where nature, in my opinion, should be the primary focus. Thank you.
- As more and more people enjoy recreating with their dogs, more coastal areas would be greatly appreciated. Certain off-leash beaches/bluffs would be welcome as well, where "dogs under owners' control at all times" would be the only restriction.

- Attentive management and care that demonstrates the high priority of preserving these unique assets.
- Bathrooms
- Bathrooms
- Beach access should be improved for public safety. Many paths between parking and our beaches are hazardous but could be improved through basic conservation corp. type of trail improvements.
- Better parking and safer ways to walk along the coast with more restrooms that have frequent maintenance with garbage and recycling
- Camping must be controlled and confined to designated, safe places, with no fires allowed in any wooded areas. Park rangers must patrol all campsites and trails and enforce safety regulations.
- Camping, security, parking, bathrooms
- Emphasis on resource and wildlife conservation over human recreation and entertainment; Emphasis on passive recreation over active recreation; No more bike trails;
- Every weekend along the highway 1 corridor you can see trash overflowing from the few receptacles that may be in place. You have to give people someplace to put their trash; many would rather throw it on the side of the road then stick it in their car and drive it back to where the hell ever they live. The lack of restrooms along the north coast is horrifying. People will just go in the nearest creek which is disgusting. The highway 1 corridor needs to have cc cameras to monitor illegal dumping and other malfeasance towards future public facilities, like public restrooms. Also to track and record the sorts of activities that go with these beaches and the access points to them. Not to invade anyone's privacy; but to inform decision makers, and the public about the needs of these locations based on the behaviors observed.
- Fire danger is a huge issue in these areas. They need increased staffing to manage and monitor the visitors, homeless. Etc
- Free parking for Santa Cruz county residents. Charge all others a reasonably high fee.
- Generally focusing on public access is important- the land is there but not easily findable or accessible.
- Hard to choose just 3! I decided to fold safety in with public access & vegetation management in with habitat conservation-but since wildfire is a huge concern, I think all 4 are tightly connected. & so are the others!
- Hiking trails only, no biking or pets!
- I appreciate that many parks (like Wilder) accommodate multiple uses- I run, hike, and mountain bike. I typically go places early to avoid traffic and find parking.
- I appreciate the paths and facilities at Wilder Ranch But do not appreciate the lack of facilities in Bonny Doon, especially lack of fee collection kiosks, rangers and free use of Smith Grade as entry

into the State Park. I feel if the Monument is developed it should be done in a similar way to Pinnacles Nat. Mon. Day use only with on-site rangers and fee-for-use enforced.

- I believe in maintaining the natural / native plant and animal habitat should be of top importance to this area.
- I believe parking areas should uniformly be closed at night like in San Mateo County to avoid trash left from party goers. There needs to be adequate parking at Sharks Tooth Beach. State Parks needs to create their Cotoni-Coast Dairies Beach Management Plan- long overdue.
- I chose stewardship, maintenance, and facilities. What is most disappointing about the north coast is the amount of trash. I like the idea of keeping the north coast as wild as we can. I don't think paving every parking lot and building infrastructure in every turnout is necessary. I do think there needs to be some services provided like trash cans, and dumpsters, and bathrooms in select beach parking areas. We also see an increase in homeless people and transients vehicles when Santa Cruz decided to tear down a large homeless encampments. They do not solve the homeless problem, they just push them to a different location in the county. With parking lots/turnouts being open all night we have an increase in people staying overnight all over the north coast.
- I have concerns re. the proliferation of electric mountain bikes and the conflicts with speed and sharing limited trails. I so appreciate the trail designation of the City of Bend OR which is explicit on the types of usage and maintains welcoming, great trails. They have chosen to limit e-bikes on their trails. I run, hike, walk, bike and love the diversity of usage and people out enjoying our shared natural resources. Having clear limits would I think help keep the trails in good condition and help avoid conflicts. Thank you for all the hard work. It is appreciated!!
- I have found it dangerous when driving as people suddenly pull out or in to park by the beaches. I think the parking should be better marked and more organized. I also hear lots of fireworks and see a lot of trash. I think there should be some patrolling on the weekends to keep everyone safe.
- I have strong concerns about fire danger. Most people are respectful of signs which state rules made in attempt to protect nature and insure safety. However some of the visitors to these parks, being so far from watchful eyes, disobey those rules. Especially certain younger people looking for a place to gather and celebrate with friends. I once came upon a group of college age people releasing paper hot air balloons with fires inside of them at Shark Fin Cove. This was in 2021. They were certainly not locals who had just been through evacuation and the trauma of the 2020 fire. They seemed like a nice bunch of people, but how can we trust random people entering deep into these areas when they don't have a sense of concern for the long term health of the habitat? Bonny Doon is up hill from some of these areas. A sitting duck for fires originating from below. I stayed to observe the hot air balloons until they landed. One on the shore and one in a shrub on the bluff. I helped a girl put out the embers of the paper balloon that had wedged into dry underbrush. It only takes one person who lacks knowledge or concern of fire danger, or who is mentally imbalanced, to cause unbelievable damage to nature and harm to many humans and creatures. I have also arrived early in the morning at Shark Fin Cove to find what appeared to be a party that was abandoned with no attempt to clean up. Trash, clothing, towels, soccer balls, power cables, shoes, drink and food wrappers about to be swept away in the tide. The tide was

coming in. I cleaned it up. Finally, I find plastic beach toys at the shoreline of Natural Bridges Beach all the time. There are also people who bring their boom boxes to the beach. The music is audible to all the people within several yards. Even half-way across the beach, the lovely sound of the waves is disrupted by distant music. The lack of respect and care for nature is sad for many people who live in Santa Cruz. I am grateful that you are wanting to hear from us and I hope this information helps you in your decision making.

- I hope State Parks and the county other agencies can work together on this, and I applaud them for even giving it a shot. What's up with the illegal camping at Waddell Creek?
- I hope there will be adequate policing and emergency services for this area. The current lack of such has led to rampant car vandalism, trash left everywhere and erratic driving by those from out of the area.
- I just have fond memories of the North Coast. My late Mother always found a lot of peace & tranquility there. I would like to see more wild flowers planted along the North Coast
- I lived in Bonny Doon until the CZU Lightening Fire destroyed my home in Aug.2020. A recurring problem was visitors deciding my driveway and the area on Empire Grade in front of my house were great for parking. Blocking my driveway was, of course, dangerous (I couldn't leave in an emergency). Parking on Empire Grade blocked part of a lane of traffic which itself might cause problems. Signage at prohibiting parking except in designated areas might be useful.
- I take "vegetation management" to mean eliminating exotic species and fostering/encouraging native plants.
- I think managing crowds is super important perhaps having park staff to enforce park rules.
- I wish I was more supportive of mountain biking in these parks but everywhere I walk that includes mountain biking is terribly eroded, and I feel much less safe there, especially on steep narrow trails.
- I would be interested in paying for a memorial bench along the coast in honor of my parents, who loved the ocean.
- I would like better dog access on trails and beaches. Also mountain biking we need better trail system to reduce pressure on demo and sleighs for example. We have some of the best inaccessible mountain biking on the planet. Other states have figured this out Oregon, Colorado Utah! Let's follow their lead.
- I would like to see a buffered bike lane or path that connects with the Coastal Rail Trail. We bike on Hwy 1 but it is very dangerous because of car speeds, inattentive drivers, and poorly designed roads.
- I would like to see a very strong emphasis on conservation efforts. This is a beautiful area and while I appreciate the desire of mountain bikers to have places to ride, and once was a mountain biker myself, I have observed first hand that when given access to trails the tendency of many mountain bikers is to want to "create" new trails in the area which leads to real habitat degradation. When I was riding off road the general understanding was that you didn't ride in the

rain or 48 hours after a rain. Now I see mountain bikers out in the rain and/or immediately after a rain. I feel there's a real need either for more education directed toward this group or more enforcement of the rules as to where people can/can't ride. I would also like to see the Amuh Mutsun play a major role in the decision making process for this area as they seem to have more understanding of the importance of conservation.

- I would like to see planning based on conservation, preservation and restoration, with a heavy dose of aesthetic consciousness mixed in; that criteria has only been touched on. For example, on the aesthetic end, the BLM planned access at the Marina Gate, paving a lovely valley that floods annually to access a parking lot on a beautiful meadow with a grand metal gate around it to protect the cars from the cows that graze there. This proposed parking lot would be visible from the proposed trail as one gazes out to the Pacific. I don't understand how they could have come up with such a devastating plan. I'm also a little alarmed that the rebranded mountain bikers (now known as Mountain Stewards) have been contracted to raise money and construct trails. I believe that C-CD needs monitoring when it opens, and it should open slowly and with limited access in order to monitor the affects of visitors.
- I would like to see the parking lots closed at night for public safety- for those visiting the beaches and for the neighborhoods surrounding the beaches. Also, for the benefit of law enforcement which has stated having the lots open makes their job harder and the public less safe.
- I'd like the north coast to remain as natural as possible, given the constraints of population growth.
- I'd like to see habitat come first, with a minimum of construction. I didn't check more boxes above because the terms were not defined and I didn't want to endorse a lot of development.
- Illegal camping is a problem as is people partying at night.
- I'm glad there is a multi-agency planning effort underway. The public impact on the North Coast has increased exponentially with social media and the pandemic, underscoring the need for coordinated, well-funded improvements. The Sonoma Coast manages visitors, as does San Mateo. Santa Cruz County needs to step up to protect the environment, residents, and the public.
- Importance of maintaining safe, well maintained trails, access to each site
- Include rail as part of the public access component
- IRT #7, I would also have checked Public Safety if I wasn't limited to 3. My strongest hope is that not all activities are allowed at each property, i.e., ban mountain biking, which is the most impactful activity to wildlife and plants, at certain properties, or at least severely limit the number of trails.
- Is there long term funding in place for maintenance and operations of this area?
- It is very hard to share trails with mountain bikers, at least the problematic ones who don't use bells, who attempt to go airborne whenever possible, and who ride when trails are wet.

- It's horrifying how the more people, the more trash and environmental devastation that happens. Also the level of crime, car break-ins, aggressive dogs that attack has increased
- Just that, again, I strongly suggest that you put the natural resources management first, developing and maintaining the basic necessary infrastructure second (clearly designated parking/no parking, bathrooms, trashcans that stay closed and are picked up often, enhanced law enforcement on hwy 1 and surrounding areas), and then any 'increased/improved' signage and/or other/extra enhancements (like picnic areas) last. There are basic needs that must be urgently met soon up here. And, the north coast is only the treasure it is because of conservation of nature- so that must be the top concern in any planning please.
- Keep overall visitor numbers down!
- Land Trust and other agencies are bowing to the bicyclist organisations. Conservation is NOT a priority for any of the agencies involved. My concern that bicyclists will restrict access to those organisations that do not agree with them.
- leave davenport landing as is
- Leave it alone.
- less mountain bikes more hiking and preservation of wild land.
- lower speed limit. trash pickup
- Maintain, protect, educate and limit parking to designated areas. It has been a free for all, with garbage out of control and road safety issues with folks driving and parking in absurd places. Garbage has to get under control.
- making sure tourists understand the rules and don't cause accidents/leave trash/go off trail as much as possible
- Minimize active recreation, optimize passive recreation. Wildlife and natural resources protection has priority over recreational uses. Trails do not degrade natural habitats and biodiversity. No visitor infrastructure beyond visitor parking.
- More visitors will create more garbage and therefore an increase in crow/raven and rodent predation on nesting shorebirds. Pack Your Trash should be the policy. Heavy duty trash receptacles with spring closures should be installed. I am concerned about plans for too many miles of new trails, where bicyclists will go off trail, creating wider and wider trails, as happens everywhere, diminishing native habitat. Dogs will be found even on trails where they are prohibited and owners will allow their dogs off leash, as they do everywhere and this will create conflicts with all native animals (birds, mammals, reptiles, etc.), even when the dog is no longer present.
- most important; maintain pristine state; wildlife habitat
- Native animals and plants/ trees should get priority!

- Need restroom facilities & trash maintenance! Pave 4 mile beach parking area and Davenport Landing Road! They have been dilapidated for 30 years!
- Night time access should be limited for safety, to protect wild animals' freedom to move, to cut down on camping outside of designated areas, and to reduce illegal fireworks
- Parking , garbage and restroom facilities are sorely lacking. Trails are not well marked or maintained considering the huge amount of people using these spaces. It really seems like a free for all. If a situation were to occur who would be called. The parking along the highway is frightening, especially during the summer and on weekends.
- Parking areas need to be uniformly closed over night as nighttime partying at north coast beaches and parking lots is a huge negative. impact on adjacent communities and the natural resources and wildlife. Trash is also a huge problem, with no or not enough trash cans available and trash overflowing onto the ground especially after the weekend. Public restrooms at beaches along the coast are non-existent which means visitors relieve themselves wherever they can and leave behind waste or they use the restrooms of the few private business in Davenport which is an unfair burden on small business owners. Public safety is underfunded and underprovided on the North Coast. Residents who call for law enforcement support are often placed as a last priority and either law enforcement never responds or takes over an hour to respond. Parking at all north coast beaches is not sufficient for the sizable increase in visitation over the last decade. Cars park along the narrow edges of the highway and create a dangerous environment for motorists and visitors.
- Parking areas should uniformly be closed at night, like in San Mateo County, to avoid illegal activities, graffiti, and trash left from partygoers. Parking is inadequate for Shark Tooth Beach. State Parks needs to create a Cotoni-Coast Dairies Beach Management Plan- long overdue Davenport Town Beach below tressle (Odwallas) MUST have responsible management. Currently no public agency is responsible and this is unacceptable given its intense use.
- Parking for many areas has become real problem especially during summer months along north coast beaches. I see this as a safety issue. I think it's just a matter time before someone is hit along hwy1 because of parking issues.
- Please consider making more areas dog friendly.
- Please do not let these places become "loved to death"- damage by mountain bikers, trash, and overuse have already damaged much of the North Coast's public lands
- Please keep rangers out of davenport landing, we see enough of these guys everywhere else
- Please work mountain biking into your management plans. SVR and CCD are amazing projects, but the amount of legal mountain biking trails is laughable in our area. It is a hugely growing family friendly sport- but it is only family friendly if we build the trails and infrastructure to make it so.
- Protect the natural habitat as much as possible.



- Protecting nature with the least impact by humans. No bike trails. Not sure about equestrian use. Even the most low-impact tent camping opens up the danger of fire. Regular patrols to disallow homeless camps.
- Public access is critical and should go without saying. Also, I'd like to see deepening partnership with the Amah Matsun tribe and indigenous learning opportunities.
- Public safety is also an important issue. As such, safe access to Coast Dairies should be implemented for people turning off of Hwy 1 to visit. With high expected visitation, this part of the plan is so important to avoid auto accidents and need for emergency response.
- Public safety is key to public use of wild lands. Illegal camping should be completely eliminated and car break-ins should be curtailed through prioritizing patrols and stiff penalties.
- Public use and convenience is less important than resource protection.
- Recreation opportunities are great but more camping (ideally primitive, dispersed camping, not close-packed campgrounds) would be nice.
- SCMTS is a high class organization. I recommend working with them for leveraging volunteer work.
- Since I am local, I did not list the need for restrooms and other infrastructure. However, there is a great need, including for potable water and critter-proof trash containers.
- Slower Speed Limits as people drive past busy beaches like Scott Creek where accidents happen when people pull out into traffic. And some kind of warning signal...
- Some visitors leave a lot of trash. I'm not sure of the best way to improve that problem, but it is an issue.
- stewardship and maintenance aren't far behind my three choices!
- Stewardship is top of mind. given the lack of facilities visitors tend to litter, camp illegally and generally leave the area worse than they have found it. Some facilities and county oversight could drastically improve these issues and visitor safety.
- take care
- Thanks for working on the resources
- The beaches and cliffs have become littered with trash and graffiti on cliffsides. Broken bottles, fireworks, and no apparent oversight as some common issues.
- The lack of parking and limited signs is an ADVANTAGE to the area. Paved parking will attract many more visitors to a single beach, which will harm the wild, remote beauty. That said, improving bike access along the entire coast and down from Empire Grade would be greatly appreciated.
- The need for safe parking spaces! The need for trash receptacles including recycling! The need for regular park staff presence and patrol.
- The questions on this survey focus on new activities that visitors could do (camping, geo caching etc). It seems like more emphasis should be placed on preserving the natural resource that

already exists (plant and animal habitat, beautiful natural environment). The main issue that needs solving is the complete lack of basic services for visitors .. bathrooms, trash collection, rangers. This lack results in destruction of the north coast environment.

- The region needs a unified carrying capacity analysis including social and environmental carrying capacity that sets limits of acceptable change and outlines an adaptive management approach that is responsive when thresholds are surpassed. Lack of funding is no excuse: do the analysis and ask for help with the monitoring.
- There need more planning and sort
- There's access through private properties where people trespass and leave garbage & human waste
- This needs assessment does nothing to establish the kind of baseline needed for social carrying capacity analysis. The visitor use expectation section is sadly lacking.
- This survey is confusing.
- Trash and restrooms have to be top priority
- very grateful for and protective of these great spaces up here
- we are very lucky to live where we are
- We choose to be car-free and want more public transportation to parks. Day visits are best, leaving the smallest footprint and impact on the environment.
- We have enough recreational areas for people. Leave the land alone in its natural state for plants and animals.
- We live on the lower westside of SC so Wilder is an easy option. My husband would be delighted to use any well-maintained trails- his wheelchair is quite rugged- but even at Wilder we can't manage all of the coast loop. Please add facilities that our whole family can use.
- we need better paths and crossings, safer parking, more trash receptacles and clean up crews, bathrooms, and a stronger police presence that can keep an eye on unsafe usage of these spaces.
- We need safe turning lanes in to and out of beach parking
- We should all have access to all beaches in CA but we should all be better stewards and strive to keep them as natural as possible. Cutting trails and making it accessible to mountain bikers isn't being better stewards.
- We would love to have a safe walking path along Highway 1 between NewTown and Old Town Davenport. Re-do Cement Plant Road. Build the Rail Trail. Finish Cotoni-Coast Dairies Park so we can go there!
- Wildlife conservation and habitat restoration are a MUST for this area.
- Wildlife friendly planning is most important to me.

- Would deeply appreciate more trails accessible to and appropriate for horses. That means trails wider than the typical mountain biker or hiker single-track, and parking lots large enough for horse trailers with parking areas designated for horse trailers only. Due to the popularity of mountain biking and hiking and general outdoor recreation, it is now almost impossible for equestrians to access parks in the area on the weekends due to lack of parking. We are limited to early morning or late afternoon arrivals in order to have a chance at parking. Would also SOOO love horse camping facilities! The only public horse camp in the area (the only one at all in SC county) was at Rancho del Oso. It is closed from the CZU fire, and will remain so for some time, if it ever even reopens.
- Would like to see some sustainable consumptive use/recreation allowed on larger properties like Coast Dairies and San Vicente Redwoods, such as collecting limited amounts of mushrooms, berries/fruit, seeds/plant propagation material for personal use (and commercial use prohibited).
- Would love to see a designated bike path extend as far north as feasible.



# **Appendix B:**

## **Summary of Community Engagement Round 2: Reviewing the Plan**

Conducted in Fall 2023

## MEMORANDUM

DATE January 2, 2024

TO Rob Tidmore and Mariana Colibri-Urgo  
Santa Cruz County Parks Department

FROM Rachel Jacobson and Isabelle Minn

SUBJECT North Coast Facilities Management Plan Draft Plan Outreach: Results Summary

### Introduction

PlaceWorks is assisting Santa Cruz County Parks (County Parks) the creation of the North Coast Facilities and Management Master Plan (NCFMP or Plan) for Santa Cruz's North Coast area. The NCFMP will help with coordinating facilities management and development among various agencies and organizations, and includes a community engagement component. North Coast land managing agencies and organizations include California State Parks (State Parks), Bureau of Land Management (BLM), California Department of Transportation (Caltrans), Santa Cruz County Regional Transportation Commission (RTC), and Land Trust of Santa Cruz County (Land Trust), along with County Parks. PlaceWorks worked with these agencies and organizations as well as Santa Cruz County Sheriff's Office, California Coastal Commission, California Highway Patrol, Davenport/North Coast Association, Sempervirens Fund, Amah Mutsun Land Trust, Resource Conservation District of Santa Cruz County, and the California State Coastal Conservancy to create a draft Facilities Management Plan for the North Coast, which will guide the development of a priority projects on the North Coast.

As part of the second round of community engagement for the Plan, PlaceWorks worked with North Coast agencies and organizations to create an online survey to collect input on the proposed projects, as well as visitor and resident comments. Feedback from the online survey will inform prioritization of projects related to the management and development of North Coast facilities.

### Survey Format and Questions

The online survey was comprised of two questions linked to a geographic information systems web-based map (GIS webmap). The first question of the online survey asked respondents to select their top three priority projects. Respondents were instructed in the use of the GIS webmap as follows: "You can zoom in to see projects, which are organized into nine zones within the planning area, ordered from north to south. You can click on the icons on the map to view more details about each

amenity and project.” The second question asked respondents to comment on why they prioritized the projects they did, what was missing from the options, or other input they would like to contribute. All questions were optional, and respondents were not restricted from submitting multiple entries. The questions were as follows:

*Choose your Top 3 Priority Projects*

- Zone 1: Bicycle Camp
- Zone 1: Horse Camp Upgrades
- Zone 1: Visitor Experience Upgrades
- Zone 1: Resource Surveys and Site Plans
- Zone 1: Roadside Habitat Monitoring and Protection
- Zone 1: Regional Overnight Multi-use Trail Loop
- Zone 1: Day Use Parking and Pedestrian Highway Safety
- Zone 1: Waddell Beach Parking
- Zone 1: CCT Connections
- Zone 1: Highway Improvements
- Zone 1: MBSST Segment 1
- Zone 2: Greyhound Rock Overnight Accommodations
- Zone 2: MBSST Segment 2
- Zone 3: Scott Creek Coastal Resiliency Project
- Zone 3: Restroom at Scott Creek Beach
- Zone 3: MBSST Segment 3
- Zone 4: RMZ #1 Phase 1
- Zone 4: RMZ #1 Phase 2
- Zone 4: Historic Feature Preservation and Restoration
- Zone 4: Cement Plant Road Multi-Use Path
- Zone 4: Parking for Northern Trailhead
- Zone 4: MBSST Segment 4
- Zone 4: Excursion Train
- Zone 5: North Coast Rail Trail/ MBSST Segment 5 - Phases I and II (California Coastal Trail)
- Zone 5: Parking at Shark Fin Cove
- Zone 5: Restroom at Shark Fin Cove
- Zone 6: RMZ #3 Phase 2
- Zone 6: RMZ #3 Phase 1



- Zone 6: North Coast Rail Trail/ MBSST Segment 5 - Phase III (California Coastal Trail)
- Zone 6: Panther Beach Access Improvements
- Zone 6: Restroom at C-CD Parking Lot
- Zone 6: Yellowbank Beach Access Improvements and Restoration
- Zone 6: Yellowbank Trailhead Parking Lot to Cotoni-Coast Dairies National Monument
- Zone 6: Panther Beach (GP: Access)
- Zone 7: Laguna Creek Beach (GP: Access and Preserve)
- Zone 7: Laguna Creek Beach Marsh Preservation
- Zone 8: Four Mile Beach Parking Lot
- Zone 8: Restroom at Four Mile Beach
- Zone 9: Old Cove Landing Trail Accessibility Improvements
- Zone 9: Wilder Ranch Cultural Preserve
- Zone 9: MBSST Segment 6

*Additional Comments:* Why are the projects you selected a priority to you? What needs aren't addressed by these projects? What would make the North Coast more accessible for you? Please share any additional comments you have.

## Outreach and Participation

The online survey was first released to the public on November 9, 2024. Poster boards prepared for outreach events adapted the two questions to an in-person format by using three dots per participant for prioritizing projects and adding sticky notes with comments to collect comments on maps of the Plan area and lists of proposed projects by zone. In addition, the posters and paper flyers included a QR code and short URL to the online survey. In-person events included: State Parks tabled at 3 public events between November 22 and December 9, 2023, including at Ano Nuevo State Park, Wilder Ranch State Park, and Holidays on the Ranch event at Wilder Ranch State Park; County Parks attended the Community Action Board food distribution event at Davenport Resource Service Center on November 21, 2023 and invited feedback on the proposed projects and attendee needs, comments, and concerns about the North Coast; County Parks also hosted a public meeting on November 30, 2023 in Davenport and via Zoom. Various organizations also promoted the survey to their audiences via email newsletters and social media posts, including Friends of the North Coast (FONC) and Davenport North Coast Association (DNCA), and Santa Cruz County's Third District Supervisor Justin Cummings. The online survey closed on December 20, 2023. **Between November**

11, 2023 and December 20, 2023, there were 293 complete survey responses and approximately 400 people contacted during outreach. Figure 1 shows the response counts over the survey period.

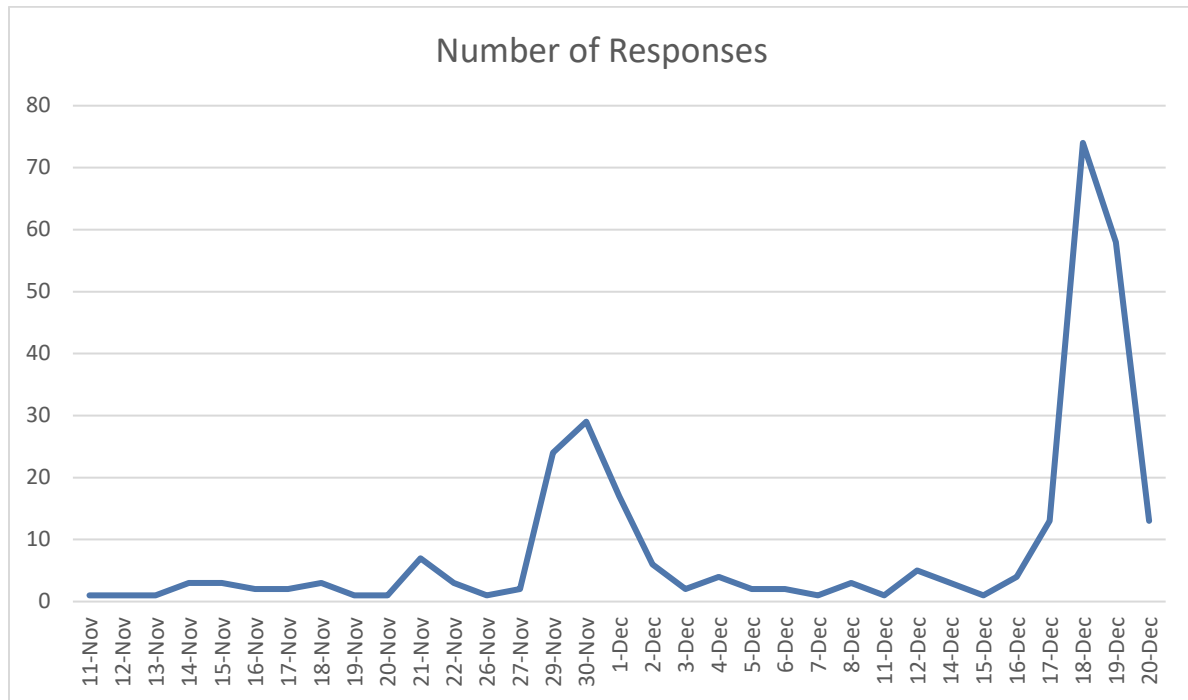


Figure 1. Response counts for survey completion by date.

## Summary of Responses

This summary provides an overview and key takeaways from the 293 responses to the online survey as well as project prioritization votes cast in person and comments contributed in person at tabling and outreach events. The full summary and written comments can be reviewed in Attachments A and B. Attachment A includes the written comments to the open-ended questions summarized by topic, while Attachment B includes the full raw text of all write-in responses.

### PROJECT PRIORITY

*Choose your Top 3 Priority Projects*



**Table 1. Prioritized Projects by Public Selection**

ZONE	PROJECT	TOTAL
Zone 5: Shark Fin Cove	North Coast Rail Trail/ MBSST Segment 5 - Phases I and II (California Coastal Trail)	62
Zone 6: Yellowbank/Panther	North Coast Rail Trail/ MBSST Segment 5 - Phase III (California Coastal Trail)	58
Zone 1: Big Basin	Roadside Habitat Monitoring and Protection	48
Zone 8: Four Mile Beach	Restroom at Four Mile Beach	44
Zone 1: Big Basin	Horse Camp Upgrades	39
Zone 3: Scott Creek	Restroom at Scott Creek Beach	37
Zone 4: Davenport	Cement Plant Road Multi-Use Path	35
Zone 1: Big Basin	Day Use Parking and Pedestrian Highway Safety	32
Zone 6: Yellowbank/Panther	Yellowbank Trailhead Parking Lot to Cotoni-Coast Dairies National Monument	30
Zone 5: Shark Fin Cove	Restroom at Shark Fin Cove	29
Zone 8: Four Mile Beach	Four Mile Beach Parking Lot	28
Zone 1: Big Basin	Regional Overnight Multi-use Trail Loop	26
Zone 1: Big Basin	Visitor Experience Upgrades	24
Zone 3: Scott Creek	Scott Creek Coastal Resiliency Project	24
Zone 7: Laguna Creek	Laguna Creek Beach Marsh Preservation	24
Zone 5: Shark Fin Cove	Parking at Shark Fin Cove	23
Zone 1: Big Basin	Bicycle Camp	22
Zone 9: Wilder Ranch	Wilder Ranch Cultural Preserve	22
Zone 2: Greyhound Rock	Greyhound Rock Overnight Accommodations	18
Zone 4: Davenport	Parking for Northern Trailhead	17
Zone 4: Davenport	Excursion Train	17
Zone 1: Big Basin	Resource Surveys and Site Plans	14
Zone 1: Big Basin	Highway Improvements	14
Zone 4: Davenport	Historic Feature Preservation and Restoration	14
Zone 6: Yellowbank/Panther	Panther Beach Access Improvements <sup>1</sup>	14

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<sup>1</sup> Zone 6: Panther Beach (GP: Access) was included in the survey despite having been eliminated from the project list by the partners prior to the survey, and received 3 votes. As the

Zone 9: Wilder Ranch	MBSST Segment 6	14
Zone 1: Big Basin	Waddell Beach Parking	12
Zone 4: Davenport	MBSST Segment 4	10
Zone 6: Yellowbank/Panther	Restroom at C-CD Parking Lot	10
Zone 9: Wilder Ranch	Old Cove Landing Trail Accessibility Improvements	8
Zone 1: Big Basin	CCT Connections	7
Zone 1: Big Basin	MBSST Segment 1	7
Zone 3: Scott Creek	MBSST Segment 3	7
Zone 6: Yellowbank/Panther	Yellowbank Beach Access Improvements and Restoration	6
Zone 7: Laguna Creek	Laguna Creek Beach (GP: Access and Preserve)	6
Zone 2: Greyhound Rock	MBSST Segment 2	3
Zone 4: Davenport	RMZ #1 Phase 2	2
Zone 6: Yellowbank/Panther	RMZ #3 Phase 2	2
Zone 4: Davenport	RMZ #1 Phase 1	1
Zone 6: Yellowbank/Panther	RMZ #3 Phase 1	1

## WRITTEN COMMENTS

The following tables summarize the topics and issues mentioned in the written comments to the open-ended question (*Additional Comments: Why are the projects you selected a priority to you? What needs aren't addressed by these projects? What would make the North Coast more accessible for you? Please share any additional comments you have.*), sorted by zone and by issue. A summary of the comments received follows, organized by issue in the order each issue appears in Table 3. The full version of the comments can be reviewed in Attachment B.

**Table 2. Top Topics by Zone from Comments**

ZONE	TOTAL COMMENTS	TOP TOPICS	ALSO FREQUENTLY MENTIONED
General	91	Visitor Impacts, Public Access	Restrooms, Traffic Safety, Environmental Protection
Zone 1: Big Basin	67	Equestrian Access	Public Access, Bicycle Access, Visitor Impacts

reason for removal from the project list was similar to Zone 6: Panther Beach Access Improvements (11 votes), the votes were combined for a total of 14 votes.

Zone 2: Greyhound Rock	16	Restrooms, Public Access	Parking, Trash
Zone 3: Scott Creek	21	Restrooms, Visitor Impacts	
Zone 4: Davenport	89	Traffic Safety	Alternative Transportation, Public Access, Parking
Zone 5: Shark Fin Cove	23	Traffic Safety	Parking, Alternative Transportation, Restrooms
Zone 6: Yellowbank/Panther	26	Alternative Transportation	Traffic Safety, Bicycle Access
Zone 7: Laguna Creek	11	Traffic Safety, Parking	
Zone 8: Four Mile Beach	20	Restrooms	
Zone 9: Wilder Ranch	13	Restrooms, Alternative Transportation, Public Access, Trash	
Plan Feedback	27		
Overall	377	Traffic Safety, Alternative Transportation, Public Access, Visitor Impacts	Restrooms, Parking, Bicycles Access, Trash, Environmental Protection, Equestrian Access

**Table 3. Top Issues**

ISSUE	MENTIONS	TOP ZONES TO FOCUS ON	NOTES
Traffic Safety	48	Zone 4	Only Zones 2 & 9 did not mention this issue
Alternative Transportation	41	Zone 4	All zones mention this issue
Public Access	37	General, Zone 4	Only Zones 3 & 7 did not mention this issue
Visitor Impacts	35	General, Zone 1	All zones mention this issue
Restrooms	32	Zone 3, Zone 8	All zones mention this issue
Parking	30	Zone 4	Only Zone 1 did not mention this issue
Bicycle Access	27	Zone 1, Zone 4	
Trash	21	General	All zones mention this issue
Environmental Protection	19	General, Zone 1	
Equestrian Access	17	Zone 1	
Signage	13		All zones mention this issue
Protecting Habitat	11	General	
Dog Access	7		
Mountain Bike Access	5		
Equity	4	General	

Cultural Preservation	1	Zone 9	
Emergency Services	1	Zone 4	
ADA Accessibility	1	Zone 4	
Plan Feedback	27	General	Plan Feedback included suggestions for better promotion of input opportunities, a lower-tech input mechanism than the GIS webmap, inclusion of more government agencies and stakeholders, more transparency about the NCFMP process, and appreciation for the work going into the NCFMP and the opportunity to comment.

### Traffic Safety

- Pedestrian crossings of Highway 1 are a major issue especially in Davenport, Shark Fin, Yellowbank with suggestions for traffic lights, overcrossings, and undercrossings to prevent bike/ped injuries
- Coordinate highway improvements with amenity improvements to match changes in demand
- Shark Fin and Yellowbank/Panther are dangerous for daily travelers of North Coast
- Highway 1 turning traffic is major concern especially at the northern entrance to Cement Plant Road which is planned to provide access to Cotoni-Coast Dairies National Monument, and Scott Creek, with desire for turning lanes frequently mentioned
- Speed is a concern and signage, rumble strips, yield signs, slow speed signs, and speed monitors mentioned as interventions
- Preference for separated bike paths to avoid vehicle-bicycle conflicts, especially at Cement Plant Road and Warranella which has significant working traffic and bike/ped conflicts with vehicles
- Parking and walking along highway creates unsafe situations
- Impression that Caltrans should pay for turnouts, signage, and other improvements as road safety measures
- Clear wayfinding signage to reduce impulsive maneuvers by drivers

### Alternative Transportation

- Focus on alternative transportation to mitigate traffic safety issues especially with increased visitation
- Equity considerations – investments should prioritize needs of historically least-served (those with unmet needs and lowest incomes)

- ADA-accessible routes are important
- Affordability of alternative transportation options is important
- Bicycle and pedestrian opportunities:
  - Support for completion of Rail Trail between Davenport and Santa Cruz
  - Support for Cement Plant Road bike/ped improvements
  - Support for better bike infrastructure on Highway 1
  - Maintenance of bike/ped trails is important
  - Support for MBSST segments for accessibility and safety, especially closer to Santa Cruz
  - Interest in bike access along the cliffs as well as along the rail line
- Support for excursion train; preference for no train service to the area
- Support for bus service: bus connections from Santa Cruz to Waddell with stops at all beaches and direct service to Big Basin on weekends, good connections, add bus stops with lighting and signage in Spanish, bus from Four Mile Beach to northern beaches to serve residents, bus stops along farmland to allow community to travel easily into town or to the beaches
  - Request for bilingual (Spanish and English) bus stop information
- Suggest shuttles to manage traffic and parking issues created by increased visitation
- Urgency for alternative transportation options on the North Coast
  - Climate impacts of transportation options are a factor

## Public Access

- User groups
  - Concerns about allowing overnight parking
  - Desire for access for camping (horse, primitive, family, cabin, RV, semi, and in-vehicle overnighiting; affordable), bicycling, horseback riding, and walking/hiking
  - Desire for dogs to be allowed at primitive campsites
  - Need for increased ADA-accessible coastal access for elders and people with disabilities
  - Desire for more horse trails and horse camping
  - Desire for non-car-oriented access options to North Coast lands
  - Preference for North Coast to be a no-drone zone and for this to be enforced
  - Bilingual signage and informational materials are important for wayfinding and inclusion
  - Share information via park brochures and community circles in Spanish to inform about trails and places to explore on the North Coast
- Properties
  - Desire for BLM to open Cotoni-Coast Dairies to the public
  - Concern about Davenport neighbors using lawsuits to block access to BLM lands
  - Support for expanding visitor access to Big Basin, especially the Skyline to the Sea Trail and a permanent bridge across Waddell Creek on the Marsh Trail

- Priority for upgrading trailheads, parking, and other facilities in Davenport as most used and most in need of formalization
- Request for access from south end of Highway 1 parking to Wilder Ranch trails
- Facilities
  - Request for longer hikes and more trails
  - Support for the Rail Trail opening
  - Consider connection between the zones, such as a continuous blufftop hiking trail at the ocean edge – may only require a few hundred yards of connecting trail or clearing poison oak
  - Bike rental would make the Rail Trail accessible to more visitors and residents
  - Add more benches
  - Add swings and play structures or parks for families living on farmland around the parks

## Visitor Impacts

- Volume of visitation
  - Increased traffic safety issues from increased visitation
  - Short slogan about visiting responsibly
  - Concerns about funding to manage additional visitors
  - Open more trails to distribute load of increased trail use since COVID
- Trash, Restrooms, and Parking
  - Lack of restrooms currently resulting in waste especially at 4 Mile Beach
  - Desire for shuttle to reduce parking demand
  - High visitation and insufficient trash facilities results in littering
- Overnight camping
  - Overnight camping and hiking impacts on environment, need to limit numbers
  - Impacts of overnight stays including fire
- Nuisance, unpermitted activity, crime
  - Concerns about drug use at North Coast sites
  - Theft
  - Visitor intrusion on private land/land not open to the public
  - Unpermitted trail construction and unplanned trails
- Environmental and wildlife impacts
  - Human, bicycle, and dog impacts on wildlife, and suggestion of reservation system to limit and distribute access
  - Multi-use trail through New Town disrupting peaceful residential area and negatively affecting livelihood
  - Human impacts on ecosystems
  - Off-leash dogs damaging habitat and scaring vulnerable user groups
  - Use rangers/docents/enforcement to protect natural areas

- Mountain biking
  - Mountain biking habits making hiking uncomfortable
  - Mountain biking impacts on environment such as erosion and habitat destruction
  - Mountain biking where not permitted
  - Monitoring and penalties for damaging uses like mountain biking where not permitted and off-leash dogs
- Dislike of excursion train “wine train”

## Restrooms

- More bathrooms at beaches and any popular points and throughout Plan area
  - Need to be cleaned and stocked regularly to ensure usability
  - Open during daylight hours only
  - Consider portable toilets as temporary solution
- Other/specific requests
  - Desire for flush toilets
  - Toilet at 4 Mile Beach preferred to 3 Mile Beach
  - Toilet at Bonny Doon preferred to Shark Fin
  - Some beach restrooms should include changing areas and shower heads for rinsing off

## Parking

- Paving parking areas is controversial for aesthetic and functional reasons: Unpaved lots look “primitive and embarrassing”, paved lots are ugly, “ruin the vibe”, and reduce parking availability
  - Request for gated lots and clearly marked No Parking zones along highway
  - Need for designated parking to prevent erosion and habitat impacts
  - Desire for free or discounted parking passes for residents.
  - Desire for sense of personal/property safety in parking areas
- Specific location concerns
  - Concerns about use of Rodoni lot and Cement Plant Road for overflow parking
  - Inadequate parking at Davenport Landing Beach prevents emergency vehicle access
  - Desire for parking to access Cotoni-Coast Dairies National Monument
- Overnight parking is contentious – concerns about issues caused by it and clear desire for it
  - Unhoused people camping at Greyhound Rock
- Develop parking over time and prioritize other improvements in the immediate term
- Impression that Caltrans should pay for parking infrastructure as a road safety measure
- Prioritize quick fixes for parking issues

## Bicycle Access

- Enthusiasm for bicycling in this area
  - Vision for a multi-use/bicycle path from San Francisco to Monterey
  - Desire for bicycle-accessible primitive camping
  - Request for more bike trails and good maintenance
  - Interest in mountain biking trails and paved paths
- Safer ways for bikes to use Highway 1 or access the North Coast without vehicle conflicts
  - Support for completing and opening the North Coast Rail Trail
  - A multi-use trail will get mostly bike use helps add accessibility and recreation use without attracting more car traffic or parking need
  - Concerns about bicycling on Cement Plant Road due to narrow road and large vehicle use
  - Good lighting for paved bike paths
- Bike rental stations throughout the area would create options for using bicycle facilities, especially for residents who don't have bikes but would like to recreate on the North Coast

## Trash

- Litter is common
- Need more trash, recycling, and compost containers, resistant to weather and vermin with ongoing/frequent trash pickup especially during the summer
- Support cleanup
  - Provide trash bags and pet waste bags
  - Some visitors pick up trash and would like to leave it at collection points instead of taking into town
  - Staff cleanup of litter is needed
  - Cleanup after holiday weekends is needed

## Environmental Protection

- High use will damage the environment and agencies have a responsibility to prevent this
  - Prefer uses to be minimal and low-impact like hiking and wildlife viewing and any needed development is primitive and natural to maintain natural ecology
- Disregard for regulations is a problem
  - Informal parking causes erosion
  - Prevent human waste and litter from degrading the natural environment
- Prioritize projects that protect and steward biodiversity and natural beauty, preservation of wetlands and natural features
  - Limit access to fragile areas and fund supervision, docents, rangers, wildlife managers



- Limit mountain biking to already-disturbed areas and roadways or paved trails
- Concern about invasive plants and support for native vegetation
- Concerns about economic motivations for expanding mountain bike access but not hiking access to new areas
- Concern about pollution and environmental degradation in Davenport as a result of underestimating increased visitation to the area

## **Equestrian Access**

- Interest in more horse-accessible trails, more horse camping options, access to horse trails with a horse trailer, primitive camping accessible by horse
  - Allow horses on Old Cove Trail
  - Upgrade the Rancho del Oso horse camp
  - Reopen horse trails, staging, and camping areas for equestrian use after CZU fire
  - Suggested as potential revenue source: snowbirds and travelers with horses staying in horse trailers with living quarters, if easily accessible to trailheads
- Honor equestrian history of historic landowners and land donors on the North Coast, and ensure equestrian activities remain available on these lands

## **Signage**

- Better signage
- Wayfinding
  - Highway/road signage is needed
  - Need no parking zones and signs
  - Better wayfinding signage to entrance to Greyhound Rock parking lot
  - Clear wayfinding signage to beach entrances from roadways and destination signage
  - Orientation signage – not just telling you what trail you’re connecting with, but telling you where you are along the coast
- Warning
  - Signage to warn people of the dangers of the cliffs, rip tides, and highway crossing
  - For warning signage especially, drawings are preferred as not all residents can read
- Multilingual
  - Signage in Spanish and/or bilingual signage
  - Bilingual trail signage
  - Bilingual parking signs
  - Bilingual signs on bridge in Scott Creek and at beaches
  - Multilingual signs that tell everyone they’re welcome
- Short slogan about visiting responsibly

- Signs that indicate where dogs need to be on leash

### **Protecting Habitat**

- Wildlife viewing is a priority activity
- Protection, preservation, and restoration of wildlife habitat is a priority
  - Protect special habitats in this area
  - Concerns about impacts of humans, bicycles, and dogs on wildlife
  - Habitat adjacent to roadways is most likely to be negatively impacted by human activity
  - Restore habitat for birds, especially the snowy plover
  - Support for disallowing dogs on hiking trails
  - Concern about red-legged frog habitat destruction by mountain biking around Majors Creek
- Desire for a dog-friendly beach that doesn't disturb wildlife

### **Dog Access**

- Dogs allowed at primitive camp sites
- More trails that allow pets on leash, with access to trash and bags provided for easy cleanup
  - Dog-accessible hiking on the inland side of Highway 1
- Dog friendly beach that doesn't disturb wildlife
- Signs that indicate where dogs are welcome and/or need to be on leash

### **Mountain Bike Access**

- More trails for mountain bikes, more bike access and connectivity on natural surface routes, particularly single track trails
  - Interest in a permanent cross country mountain biking/running course that could be used for high school racing in Cotoni-Coast Dairies
  - Want for mountain bike trails in Cotoni-Coast Dairies
  - Request for mountain bike trails in Waddell area

### **Equity**

- Equity considerations on any public project, so that the historically least-served (those with unmet needs and those with the lowest incomes, those who most benefit from collective public transportation) are considered first
- Ensure participation by Spanish-speaking population in public input processes for public projects (all agencies) and that info about projects reaches this segment of the public
- Keep all community members informed of projects and programs

- Listen to community opinions and take the community into consideration when planning changes

### **Emergency Services**

- Inadequate parking at Davenport Landing results in roadside parking that blocks emergency vehicle access on busy days

### **ADA Accessibility**

- Families and people with physical challenges are unable to visit most beaches in the area, including popular Davenport Beach because it's not safe or accessible

### ATTACHMENTS

- Attachment A: Overall Survey Results
- Attachment B: Full Comment Text

## Appendix A: Overall Survey Results

ZONE	PROJECT	TOTAL	WEBMAP SURVEY TOTAL	PUBLIC MEETING TOTALS	HOLIDAY ON THE RANCH
Zone 1: Big Basin	Bicycle Camp	22	22		
Zone 1: Big Basin	Horse Camp Upgrades	39	39		
Zone 1: Big Basin	Visitor Experience Upgrades	24	24		
Zone 1: Big Basin	Resource Surveys and Site Plans	14	14		
Zone 1: Big Basin	Roadside Habitat Monitoring and Protection	48	48		
Zone 1: Big Basin	Regional Overnight Multi-use Trail Loop	26	26		
Zone 1: Big Basin	Day Use Parking and Pedestrian Highway Safety	32	32		
Zone 1: Big Basin	Waddell Beach Parking	12	12		
Zone 1: Big Basin	CCT Connections	7	7		
Zone 1: Big Basin	Highway Improvements	14	14		
Zone 1: Big Basin	MBSST Segment 1	7	7		
Zone 2: Greyhound Rock	Greyhound Rock Overnight Accommodations	18	17	1	
Zone 2: Greyhound Rock	MBSST Segment 2	3	3		
Zone 3: Scott Creek	Scott Creek Coastal Resiliency Project	24	22	2	
Zone 3: Scott Creek	Restroom at Scott Creek Beach	37	35	2	
Zone 3: Scott Creek	MBSST Segment 3	7	7		
Zone 4: Davenport	RMZ #1 Phase 1	1	1		
Zone 4: Davenport	RMZ #1 Phase 2	2	2		
Zone 4: Davenport	Historic Feature Preservation and Restoration	14	14		
Zone 4: Davenport	Cement Plant Road Multi-Use Path	35	33	1	1
Zone 4: Davenport	Parking for Northern Trailhead	17	16		1
Zone 4: Davenport	MBSST Segment 4	10	10		
Zone 4: Davenport	Excursion Train	17	17		
Zone 5: Shark Fin Cove	North Coast Rail Trail/ MBSST Segment 5 - Phases I and II (California Coastal Trail)	62	61		1
Zone 5: Shark Fin Cove	Parking at Shark Fin Cove	23	18	5	

Zone 5: Shark Fin Cove	Restroom at Shark Fin Cove	<b>29</b>	25	4	
Zone 6: Yellowbank/Panther	RMZ #3 Phase 2	<b>2</b>	2		
Zone 6: Yellowbank/Panther	RMZ #3 Phase 1	<b>1</b>	1		
Zone 6: Yellowbank/Panther	North Coast Rail Trail/ MBSST Segment 5 - Phase III (California Coastal Trail)	<b>58</b>	58		
Zone 6: Yellowbank/Panther	Panther Beach Access Improvements	<b>11</b>	10	1	
Zone 6: Yellowbank/Panther	Restroom at C-CD Parking Lot	<b>10</b>	10		
Zone 6: Yellowbank/Panther	Yellowbank Beach Access Improvements and Restoration	<b>6</b>	6		
Zone 6: Yellowbank/Panther	Yellowbank Trailhead Parking Lot to Cotoni-Coast Dairies National Monument	<b>30</b>	27	3	
Zone 6: Yellowbank/Panther	Panther Beach (GP: Access)	<b>3</b>	3		
Zone 7: Laguna Creek	Laguna Creek Beach (GP: Access and Preserve)	<b>6</b>	6		
Zone 7: Laguna Creek	Laguna Creek Beach Marsh Preservation	<b>24</b>	24		
Zone 8: Four Mile Beach	Four Mile Beach Parking Lot	<b>28</b>	25		3
Zone 8: Four Mile Beach	Restroom at Four Mile Beach	<b>44</b>	40		4
Zone 9: Wilder Ranch	Old Cove Landing Trail Accessibility Improvements	<b>8</b>	4		4
Zone 9: Wilder Ranch	Wilder Ranch Cultural Preserve	<b>22</b>	20		2
Zone 9: Wilder Ranch	MBSST Segment 6	<b>14</b>	14		

## Appendix B

### SURVEY COMMENTS

COMMENT TEXT	SOURCE	ZONE
BLM open cotani	Holidays on the Ranch	General
We are glad state parks is doing this plan and asking for public opinion.	Holidays on the Ranch	General
We are concerned that the Davenport neighbors are using lawsuits to block access to public lands -BLM	Holidays on the Ranch	Zone 4: Davenport
4-mile restroom and parking concerned with Davenport current parking situation	Holidays on the Ranch	Zone 4: Davenport
When will BLM land open	Holidays on the Ranch	General
BLM open cotani	Holidays on the Ranch	General
I like the RDO and Big Basin projects.	Holidays on the Ranch	Zone 1: Big Basin
Is BLM land every going to open?	Holidays on the Ranch	General
Allow horses on old cove trail.	Holidays on the Ranch	Zone 9: Wilder Ranch
Davenport neighbors are blocking our access to BLM land by legal action we want BLM to open and neighbors to stop.	Holidays on the Ranch	Zone 4: Davenport
More trails for mountatin bikes	Holidays on the Ranch	General
Concerns about transparency and public participation in process	Public Meeting	General
Concerns about communication with public: eblasts and project website	Public Meeting	General
CDFW, USFW why weren't they on the working group?	Public Meeting	General
Why isn't the Land Trust in attendance at this meeting	Public Meeting	General
Why are CalFire and the Sheriff's Office not included?	Public Meeting	General
Molino Creek Farm, 40 yr resident. Being well prepared for consumption on the coast. No planning strategy for reducing impacts of tourists/visitors, esp when nearly everything is oriented to automobile arrival to the destination. Shuttle buses? Serious failure on part of agencies to address transpo.	Public Meeting	General
Shark Fin and Panther are most dangerous for daily travelers of N Coast	Public Meeting	Zone 5: Shark Fin Cove

Safety issue: Cement Plant Road btw bluffs and N entrance to C-CD; working traffic on Waranella is significant: logging, PG&E, County Public Works, farm, monument – factors into safety for bike/ped.	Public Meeting	Zone 4: Davenport
Lack of representation for ag. County ag commissioner or ag advisory committee.	Public Meeting	General
maps, draft didn't list terminus of rail trail	Public Meeting	Zone 4: Davenport
pedestrian crossing in Davenport: crosswalk isn't enough. And, where Cement Plant Road crosses to make access to C-CD: needs left turn lanes. concern that monument will open before left turn lane will be installed. Takes multiple fatalities before left turn lane would be added.	Public Meeting	Zone 4: Davenport
so-called survey and map. Can't access: requires latest OS and browsers. Want PDF to send back	Public Meeting	General
Big Creek Lumber – lots of experience on corridor. Appreciate comments that not necessary to have fatality. Should make decisions now that result in long-term implementation success of projects to meet needs.	Public Meeting	General
Hiiltromper.com. How many people are in attendance in person? And is the committee aware of the Cleaner California Coast communication campaign and the prospect of bringing it to this region? <a href="https://cleanercoast.org">https://cleanercoast.org</a>	Public Meeting	General
No overnight parking	Public Meeting	Zone 2: Greyhound Rock
Even just add bathrooms with flushing toilets	Public Meeting	Zone 2: Greyhound Rock
Scott Creek: add left turn lane / under or over crossing for pedestrians / something to help prevent accidents as people park or pull out from parking	Public Meeting	Zone 3: Scott Creek
Rumble strips near intersection, multiple signs to slow down	Public Meeting	Zone 4: Davenport
HW1/Cement Plant Road Davenport Landing intersection needs safety improvements, like right and left turn lanes	Public Meeting	Zone 4: Davenport
Left turn lanes at CPR & Hwy 1	Public Meeting	Zone 4: Davenport
Cotoni-CD access should be at Rodoni, where there's room for turn pockets in both directions	Public Meeting	Zone 4: Davenport
No overnight parking at pullouts on Highway 1	Public Meeting	Zone 4: Davenport
Stop light in Old Town for pedestrians	Public Meeting	Zone 4: Davenport

Add signage (multiple warning signs) on approach to Davenport to slow down in phases. Add left turn lanes where possible/where many cars turn left	Public Meeting	Zone 4: Davenport
Davenport Hwy 1 crossing needs to be an: overpass, underpass, or stop sign/light	Public Meeting	Zone 4: Davenport
Would love to see better access/parking for Sandhill Bluff area	Public Meeting	Zone 7: Laguna Creek
The access trailheads /highway parking areas to these beaches are probably the most used along this coast. They are also the most dangerous and primitive looking parking area on the coast. This situation is an embarrassment to our community and a disgrace to our sense of public use. They need to be upgraded to an appropriate recreational facility.	Webmap Survey	Zone 6: Yellowbank/Panther
These projects are a priority to me because I want to see them implemented ASAP! I would love to have the Rail Trail connect us here in Davenport all the way to Santa Cruz and for there to be a train that runs along the track. I also would love for Cement Plant Road to be improved as soon as possible! Thank you so much for your consideration and I hope these projects can see completion soon!	Webmap Survey	Zone 4: Davenport
On the map you list a possible bathroom at 3 mile beach. Would be much better to do that at 4 mi as many more people go there and the lack of restroom at 4 mi is currently resulting in visitors going in the bushes all over 4 mi - up above and down below by beach. Its gross. Overall - please put the majority of effort into taking care of the natural environment on the N coast - above all other considerations. thank you.	Webmap Survey	Zone 8: Four Mile Beach
Primitive camping, accessible on bicycle, horse or walkers is important. Dog owners also should be included at primitive camp sites.	Webmap Survey	Zone 1: Big Basin
Two projects are needed for Rancho del Oso. 1) Open the lower two miles of Skyline to the Sea trail. The road is clear and safe. Opening this portion of the trail will allow visitor access to a beautiful area with redwoods which currently are not accessible. 2) Install a permanent bridge across Waddell Creek on the Marsh Trail. Currently there is a seasonal bridge that is removed November to May cutting off the only in-park access between the Nature and History Center and the New Welcome Center	Webmap Survey	Zone 1: Big Basin
Shark Fin Parking is a clear and present danger to the north coast community and should be dealt with as a top priority.	Webmap Survey	Zone 5: Shark Fin Cove



I live on the north coast right next to the proposed rail trail site. I am also concerned about highway 1 improvements.	Webmap Survey	Zone 4: Davenport
I really want the rail trail bike path and trails but restrooms are an existing pain point along the north coast that needs to be fixed before even more users come.	Webmap Survey	General
The whole situation with beach parking from Santa Cruz to Davenport is dangerous, causes erosion, and encourages people to drive on top of habitat. We need designated parking at all beaches, to contain the cross-highway craziness and define exactly where to park, so people don't just keep expanding the driven-on dirt.  All the other projects are valuable as well! But this would make driving this important artery so much safer and faster, and would preserve our roadside habitats.	Webmap Survey	Zone 6: Yellowbank/Panther
I'm concerned with management of the Tree to Sea trails and overnight camping & hiking. Who is going to oversee and manage the environment for safety and care of the environment & wildlife? Trash, rule breaking, too many humans... how to limit numbers?	Webmap Survey	Zone 1: Big Basin
bike and hiking trails	Webmap Survey	Zone 1: Big Basin
Projects that protect and steward biodiversity are extremely important along this area with special habitats. Please protect our wildlife, which will ensure that people also benefit from natural beauty.	Webmap Survey	Zone 1: Big Basin
I ride horses and will retire soon so more time to ride and more time to explore trails. I know many people my age looking forward to having more time to ride and camp.	Webmap Survey	Zone 1: Big Basin
I strongly believe that Santa Cruz County could be the bicycle capital of the world. I would love to see a multi-use/bicycle path from San Francisco to Monterey. This would bring in additional tourism and be a fun, safe, and healthy way for Californians to experience the beautiful coast.	Webmap Survey	Zone 1: Big Basin
I would like to see better signage and 3 types of waste stream containers available to the public. they would need to be able to withstand the weather (wind and rain) and varmints. Trash, recycling, and compostable. Thank you	Webmap Survey	Zone 1: Big Basin
Rail Trail progress and Wilder Ranch best	Webmap Survey	Zone 9: Wilder Ranch

Would love to see a permanent cross-country mountain biking/running course that could be used for high school racing (mountain biking and running) in Cotoni Coast Dairies. Currently 100's of Santa Cruz County high schoolers participating in NICA (high school mountain bike racing) need to go to Fort Ord or farther to race. Mountain bike racing is a good way for kids to learn about training and fitness while developing lifelong connections with their peers.	Webmap Survey	Zone 6: Yellowbank/Panther
A huge priority is adequate trash receptacles and ongoing pickup of the trash.	Webmap Survey	Zone 6: Yellowbank/Panther
I'm greatly concerned about illegal over night camping/parking at pull outs all along the North Coast.	Webmap Survey	Zone 1: Big Basin
I am interested in exploring the Davenport/Coastal Dairies?Cement Plant land	Webmap Survey	Zone 4: Davenport
GET RID OF THE DRUG ADDICTS!!!!!!	Webmap Survey	General
It took a lot of work to produce the map with identified improvements. Kudos to those involved. Where this effort failed is sending an afternoon email invitation on 11/29, expecting citizens to review the info, take a survey, and attend a mtg THE NEXT DAY. Who are the invitees? Everyone in the county? Only people IDed by Parks? Why does the survey only allow 3 priorities out of 41 selections? How will priorities be evaluated? The feedback process seems unscientific and very subjective.	Webmap Survey	General
We desperately need more access trails that allow pets on leach. Better access to trash & pet bags for easy clean up. Getting out to walk our dogs is a healthy way for tax paying community residents to get exercise. We should not be excluded from enjoying our outdoor areas.	Webmap Survey	Zone 1: Big Basin
I find them to allow multigenerations and individuals with handicaps to enjoy our beautiful coastline. I'm also for better bike trails on Highway one.	Webmap Survey	Zone 4: Davenport
Improvements need to be to allow for safe and sustainable passage to our most beautiful locations. Adding bathrooms makes no sense if we do not have car-free ways of safely accessing these sights.  Trails need to be built and maintained for bike and pedestrian access.  No train needed	Webmap Survey	Zone 6: Yellowbank/Panther

I can't tell where the zones are from your map. Seems that might be useful.	Webmap Survey	General
A train would be an environmentally friendly option for folks to travel the north coast.	Webmap Survey	Zone 4: Davenport
There is a great lack of safe bike access to the North Coast. These projects would make it easier and safer for people to access such resources without cars.	Webmap Survey	Zone 1: Big Basin
Completion of trail over rail	Webmap Survey	Zone 5: Shark Fin Cove
I chose only two projects deliberately, to make them count more! Protection, preservation and restoration of wildlife habitat is my priority. Wherever humans and their bicycles and dogs go, wildlife experiences disruption and is diminished. I want limited accessibility, as limited as can be legally established. Perhaps even a reservation system to spread access, guaranteeing that the North Coast will not be overwhelmed and used to its ultimate demise.	Webmap Survey	Zone 3: Scott Creek
I'd like to bike to Davenport from Santa Cruz areas without going onto Highway 1 when there is minimal shoulder widths	Webmap Survey	Zone 1: Big Basin
Please do not keep paving parking lots. It looks ugly, ruins the vibe, and dramatically reduces parking availability. Thank you for all of your hard work.	Webmap Survey	Zone 1: Big Basin
Thanks for your work on this project. My wife and I have a tandem bicycle and really look forward to being able to safely travel North on the coast without dealing with traffic.	Webmap Survey	Zone 4: Davenport
As residents of Newtown we are deeply concerned about the lack of consideration for SAFETY and the dangerous driving/congestion this will visit on our little hamlet when BLM open just the one access lot to Cotoni reversing commitment to opening N and S in sync). CPR is too narrow for 2 cars at several pinch points. It seems just terribly negligent to visit this predictable mess on our community.  What about Rodoni lot issue across hwy1? Folks WILL park there and jaywalk when lot overflows.	Webmap Survey	Zone 4: Davenport

I am very concerned about the potential for increased traffic accidents along HWY 1 if the C-CM is opened without improvements to HWY 1 (dedicated right and left hand turn lanes into parking lots and entrances, etc.). I am a Bonny Doon resident and commute between the city of Santa Cruz and Bonny Doon 5 days/wk. I have witnessed many accidents and near misses over the years and am very concerned that there will be an increase in serious accidents and fatalities without these safety improvements.	Webmap Survey	Zone 7: Laguna Creek
Is camping at seacliff a project at all? I don't understand why you can park a car there but not a camper? Camper really don't have to have anymore amenities the day use. We really don't need full hookups.	Webmap Survey	General
More bicycle and trail access too many cars, traffic, trash and parking issues	Webmap Survey	Zone 4: Davenport
The North Coast is a popular but dangerous cycling destination and I think developing the MBSST segments will make it a lot more accessible and safer. I think focusing on the segments connected to Santa Cruz will get the most use. Focusing on a multi-use trail that will get mostly bike use helps add accessibility and recreation use without attracting more car traffic or parking need.	Webmap Survey	Zone 4: Davenport
Feedback for the GIS team - this is really hard to navigate. I would recommend turning off most layers except Proposed Projects and Proposed Trails and then its more legible. Its hard to tell that stars and lines are both things you can click on. I got linked directly here but struggled to find the projects in the dropdown on the map. I had to go back to the landing page and turn off layers so I could find the projects more easily then come back here to vote.	Webmap Survey	General
The most important projects for me are Rail and Trail. With an emphasis on Rail. I want equity considerations on any public project, so that the historically least-served (those with unmet needs and those with the lowest incomes, those who most benefit from collective public transportation) are considered first, that any public project the serves ALL the public most equitably.	Webmap Survey	Zone 4: Davenport
More longer hikes, please. I want the bike trail too!	Webmap Survey	General
Unfortunately the priority project selection process creates false choices, I should not have to choose between parking at shark fin beach and a bathroom. Safety is highest priority and this plan is missing key safety elements such as turn lanes at the intersection of HWY 1,	Webmap Survey	Zone 4: Davenport

Davenport Landing Road, and Cement Plant Road. The safety issues at Shark Fin Beach are unbelievable. Davenport Landing Beach is a priority. Parking is inadequate and emergency vehicles cannot access site on busy days		
Biking along route 1 is scary! Having a rail trail allows for more safe biking north of SC. Also, more bathrooms at beach spots are always helpful.	Webmap Survey	Zone 5: Shark Fin Cove
Would love to see the rail trail completed to Davenport for access and connectivity. Would love to see parking at Coast dairies property and open that up to Mountain bikers and hikers and everyone else. Camping and horse camping could be amazing as I have done camping on the bay Ridge Trail It is awesome. The more connectivity, the better the more access to trails for all better to.	Webmap Survey	Zone 4: Davenport
Preserve as much as possible natural and primitive areas for hiking, wildlife and maintaining natural ecology	Webmap Survey	Zone 4: Davenport
Very concerned about safety on highway 1 - currently during busy holidays people parking and walking on hwy , add in cyclists and it's very dangerous. It's been getting worse each year.	Webmap Survey	Zone 1: Big Basin
Safe walking and road use by vehicles. Cement plant is a narrow road. Parking overflow onto Cement plant is going to be a problem. Two large vehicles side by side and there is no room for safe bike riding or walking.	Webmap Survey	Zone 4: Davenport
I am concerned about visitors/tourist looting, littering and overnight camping at the Main Beach Davenport. Trash, crime and drug use in the parking lots off the beaches is the biggest worry. Sheriff's enforce/focus on the weekends unless there's a weekday disturbance. More signage to warn people of the cliffs, rip tides and highway crossing I never encourage families/ people with physical challenges to visit the main beach because it is not safe and or accessible.	Webmap Survey	Zone 4: Davenport
I cant stress enough how much I am opposed to a multi use trail right through New Town. As a resident I am accustomed to the peace and tranquility as well as the safety of our neighborhood. Opening it up to through traffic will greatly and negatively affect our livelihood. Imagine a trail running through so close to your house when before it was quiet and safe to let the kids play and dogs off leash. Please do not ruin our neighborhood. Instead come up with an alternative plan, not here!	Webmap Survey	Zone 4: Davenport

Overnight parking at Greyhound Rock sounds lovely but the reality is that it is currently abused by some people who are staying there long term. They tend to scare off legit overnigheters. If you don't police the area it will contiune to degrade the access for true overnigheters. Reality must become your focus rather than wishful thinking. Fire threats continue from those abusing this parking area.	Webmap Survey	Zone 2: Greyhound Rock
I strongly support projects that other than those that are car oriented. Also, the survey and information would be much more accessible. If there is a list of projects rather than the just map access for example, I couldn't find the cement road multiuse project which I voted for anyway cause it Would seem to be a project that encourages uses that are not car oriented.	Webmap Survey	Zone 4: Davenport
I believe that getting the rail and trail up and running will alleviate a lot of problems. I would personally love to use both the rail and the trail and not get in a car to visit the north coast.	Webmap Survey	Zone 4: Davenport
Most of these projects are really needed. It was hard to choose only three. I walk these trails and beaches a lot. Trash management and places to go to the toilet are really important. Numbers of visitors overwhelm what exists now. Maybe we need a very short slogan about visiting responsibly.	Webmap Survey	General
Completing the coastal bike trail from SC to Davenport should be prioritized above parking lots, though parking should be developed over time. My preference is for bike access along the cliffs, not exclusively along the rail line. Preservation of wetlands and other natural features of our coast should be emphasized. Our human presence along the north coast should be considered as visitors to natural ecosystems that, if left alone, can take care of themselves as they have for millions of years.	Webmap Survey	Zone 6: Yellowbank/Panther
I neglected to add comments. Why wasn't this survey publicized and spread more? I want most of the priorities: All that protect wildlife, restore habitat for birds, provide restrooms at much-traveled areas, .provide limited access to fragile areas, with supervision, docents, funding for rangers/wildlife managers etc...safe walking paths w separate bikes on a limited basis (they're speeding by, disturbing wildlife, best to use few already-paved/intruded-upon areas).. thank you.	Webmap Survey	Zone 1: Big Basin
This survey and links are confusing and not user friendly--a list of projects and links would be helpful rather than trying to find things on map. Keep north coast wild--minimal impacts--preserve and restore. Minimize human impacts--so I support restrooms and minimal	Webmap Survey	Zone 3: Scott Creek

hiking only (no pet) trails. Also better roadway or coastal trail only biking infrastructure and safety		
Greyhound Rock has a huge paved parking so it would benefit from legal overnight use, if accompanied by more enforcement of overnight parking along Hwy 1. CCD trails are ready for use; finishing up with parking and restrooms are essential. Finally, while paving the Four Mile parking would be nice, it would destroy the potholes which are a feature of this parking, and possibly even protected by historic preservation regulations. 😊 Thanks for allowing the opportunity for inputs.	Webmap Survey	Zone 8: Four Mile Beach
Restrooms should be a priority with the increased surf, beach, hiking and bicycle users on Hwy 1. Waste and trash are a hazard and a problem for residents and visitors alike.	Webmap Survey	Zone 3: Scott Creek
I am thrilled at the possibility of the rail trail being completed, allowing us bike access all the way to Santa Cruz from Davenport. Top priority for me. -Public restrooms all along the way are my second priority. -Better parking along the rail trail and a protected crosswalk over Hwy1 in Davenport are my third priority. -I would love to have a dog accessible hiking trail on the inland side of Hwy 1 added amongst the many hiking trails proposed.	Webmap Survey	General
Highest priority is completing the rail trail from Santa Cruz to Davenport with a public restroom and protected crosswalk in Davenport. Next would be appropriate and safe parking and bathrooms for Cotoni-Coast Coast as it is further developed. And it would be lovely if a couple of the proposed trails could be on leash dog friendly.	Webmap Survey	Zone 4: Davenport
While there are needs and issues all along the North Coast (Hwy. 1, trails, and use) they come to a head regarding safety in Davenport. Our greatest concern is the danger at the intersection of Hwy.1 and Davenport Landing Rd. Well-designed access to the monument is key to safety and reduced impact to local residents. How MBSST Segment 4 articulates with MBSST Segment 5, and might traverse Hwy. 1, and relate to Cement Plant Road is a key opportunity for safety and access. Out of space...	Webmap Survey	Zone 4: Davenport

1) preservation and restoration for plover first priority 2) excursion train necessary short term to make rail/trail visible and increase public support.  Highway turn outs, parking, signage and improvements should be paid by Calif dept of Transportation for road safety & is a critical need for accidents/deaths on Highway 1.	Webmap Survey	Zone 4: Davenport
Restrooms are a priority. Will need to be cleaned and stocked regularly, should be open during daylight hours only.	Webmap Survey	Zone 8: Four Mile Beach
4 mile beach always has a lot of visitors and good access to hiking and beaches	Webmap Survey	Zone 8: Four Mile Beach
Porta potty at 4-Mile needed to be reinstated years ago. All segments of the Rail Trail need to prioritize walking , not a train, and the trail needs to continue on the trestle in Capitola, not be rerouted to the streets.	Webmap Survey	Zone 8: Four Mile Beach
Access, trash, parking, invasive weeds and bathrooms all need attention at North Coast facilities...That trail down to Greyhound Rock is a lawsuit waiting to happen...	Webmap Survey	Zone 2: Greyhound Rock
Priority for me are projects that protect the environment from bio contamination and help preserve the ecosystem	Webmap Survey	Zone 5: Shark Fin Cove
As a lifetime SCC resident, runner and cyclist, having car-free safe access to the north coast areas is important. The list had several important projects, it was very hard to choose.	Webmap Survey	Zone 6: Yellowbank/Panther
Excellent road conditions, safe feeling in parking lots and on beaches in terms of crime. Clean litter free areas.	Webmap Survey	Zone 5: Shark Fin Cove
Being able to walk or bicycle along the coast continuously.	Webmap Survey	Zone 6: Yellowbank/Panther
Enforcement! Bikes are out of control on Wilder, Grey Whale, Scaroni and elsewhere. Illegal use of lands not open to the public (north side of Smith Grade, Scaroni). Illegal trail construction. Erosion is rampant, adverse impacts to wildlife and Bonny Doon residents. Cyclists asked to stay off private roads ignore residents and remove signage. Trails are no longer multi-use with jumps constructed in the middle. Cyclists are not even supposed to be on single track trails on GW. ENFORCEMENT now!	Webmap Survey	Zone 1: Big Basin
We need equestrian trails!!	Webmap Survey	Zone 1: Big Basin
I prefer anything with additional trail building	Webmap Survey	Zone 1: Big Basin
I want to give visitors to the north coast the choice to use bicycle or excursion train as an alternative to more cars and parking lots	Webmap Survey	Zone 4: Davenport



Public restrooms at Davenport. Access from south end of highway one parking to Wilder Ranch trails.	Webmap Survey	Zone 9: Wilder Ranch
I understand the need to solicit public input, but this is NOT the way to do it. You include a link to an incredibly hard to read document, obviously prepared by someone who does not understand or care about readers. I did not select any priorities because of that and because you are asking us to compare apples and oranges. Purely pie in the sky wish list items vs. practical short term projects. Here's my summary of priorities: do what you can to improve parking, then port-a-potties.	Webmap Survey	General
More safe day use parking and better access to trails especially with a horse trailer.	Webmap Survey	Zone 1: Big Basin
Please find a way to provide restrooms or at least port-a-potties.	Webmap Survey	Zone 3: Scott Creek
More overnight camping and good bathrooms	Webmap Survey	Zone 2: Greyhound Rock
More safe bike routes please.	Webmap Survey	Zone 2: Greyhound Rock
Laguna Creek Beach: I'm one of the people who regularly visit the beach with my "Pick Stik" and trash bag and I always find garbage to pick up, but there is nowhere for me to dump it, so I have to transport it to town. If you're not going to place trash receptacles on the beach/trails, please at least support their placement in the parking lot.	Webmap Survey	Zone 7: Laguna Creek
A dog friendly beach that didn't disturb wildlife	Webmap Survey	General
North Coast resident here. When adding parking lot at Shark Fin (and elsewhere) do 2 things- 1. make parking lots with gates that lock @ night (like San Mateo), and 2. Make NO Parking zones across other side of HW (very dangerous right now), same all up and down hw 1. Also, best to put new bathroom at Bonny Doon (has turn out lane already in HW 1 there) parking lot rather than shark fin. DO NOT draw additional people to shark fin. And - please make entire N coast a NO Drone zone & enforce	Webmap Survey	Zone 5: Shark Fin Cove
Parking to be able to get to the beach and bathrooms to use while we are there makes our visit more enjoyable.	Webmap Survey	General
4 Mile needs a set of bathrooms to ensure guests don't use the roadside instead. The other 2 are general improvements that make it safer for the North Coast facilities to be used.	Webmap Survey	Zone 8: Four Mile Beach
I find this survey to be confusing. Perhaps, the format needs reworking. In any case, I am most interested in improving hiking trails, and wildlife habitat. I am not familiar with all of the	Webmap Survey	General

projects proposed. I wonder if there is a way to better separate them out for greater clarity.		
Facilitate safe public access to Waddell, Big Basin, and CCD. Restore public horse camping at Rancho Del Oso, as there is both historic use at the site AND a dearth of horse facilities at all public lands in the area.	Webmap Survey	Zone 1: Big Basin
These projects are important as they seem to be an overall improvement, not a single issue one. And sending the email in the morning of the closing of the survey doesn't really let people investigate more.	Webmap Survey	Zone 1: Big Basin
I and millions like me are natural areas visitors that have been displaced by poorly managed tourism. We need more habitat restoration and wildlife viewing opportunities. I don't believe in this survey- what, are you going by majority opinion?? The entire process seems bogus, invented by people not trained in natural areas visitor use management.	Webmap Survey	General
Horse riding. Horse camping	Webmap Survey	Zone 1: Big Basin
Equestrian riding and camping	Webmap Survey	Zone 1: Big Basin
The county is a ripe environment to create a solid, destination cycling community. The reason there are so many illegal trails is because the county and state have done very little to provide more than a few legal trails for riders to enjoy. I want more trails for multi-use and mostly bicycling.	Webmap Survey	Zone 1: Big Basin
Horse-accessible trails are getting harder to come by. Would love to continue to ride in this area.	Webmap Survey	Zone 1: Big Basin
My top priority is the horse campground updates. One of my dreams is to eventually ride the Skyline to the Sea trail and camp with my horse at the end near Waddell.	Webmap Survey	Zone 1: Big Basin
We need more policing of mountain bikers on the mountain, they are invading private property with no regard for no trespassing/private property signs. They are creating unsanctioned trails even with official "area closed" signs right next to the trails they create. They have no regard for the people that live on the mountain or the property they own. Strong enforcement is needed to get the bikers back on designated trails/paths where they belong. It's getting out of hand and frankly dangerous	Webmap Survey	Zone 1: Big Basin
Prioritize management of native habitats and wildlife; do not encourage more use, which will bring more trash and negative impacts to this sensitive area. NO MORE MOUNTAIN BIKES. Why are they given endless opportunities to expand into new areas, whereas hikers who desire to enjoy nature quietly are not? How	Webmap Survey	Zone 1: Big Basin

did this come about? I assume it is economic and many of us, including the plants and animals are the losers.		
Parking . restrooms trash as first priorities then rail trail completion	Webmap Survey	Zone 1: Big Basin
Mt biking in Wilder must be controlled! There should not be any new areas built for mt biking. Those areas need enough personnel to control the hours and the areas used. I see many bikers using Wilder at night, so the wildlife get no rest from that type of trail use. They also use it during/after rains, contributing to erosion. I used to enjoy hiking there, but can't as it's been taken over by mt bikers. My other priority, is for restrooms and garbage receptacles at the North Coast beaches.	Webmap Survey	Zone 9: Wilder Ranch
Preservation of resources and funding for on the ground personnel and over site of visitor over use should be prioritized over building more infrastructure without the personnel to upkeep it. Mountain bikers have destroyed the reg legged frog ephemeral pools off majors creek due to lack of over site of the natural environment. Preserve the environment for future generations to experience.	Webmap Survey	General
I prefer habitat and rail/trail improvements. The North Coast is already accessible to me. Making it more accessible to tourists and visitors requires more patrolling and supervision to keep trash and damage to a minimum. I'm not clear where funding for that is coming from.	Webmap Survey	General
Upgrading the horse camp would be a huge improvement! :)	Webmap Survey	Zone 1: Big Basin
It's clear more and more people are riding their bikes. We need more trails to accommodate them away from traffic.	Webmap Survey	General
The horse facilities need updating!	Webmap Survey	Zone 1: Big Basin
Preservation and safety are paramount when developing natural areas. As a hiker and horseback rider in Santa Cruz for twenty years, my experience has been that illegal mountain biking and loose dogs impact both, often so severely as to engender safety concerns and reduced use among vulnerable groups. Monitoring, enforcement and penalties for illegal mountain biking and loose dogs must be a priority to preserve both nature and the safety and enjoyment of all trail users.	Webmap Survey	General
Highway is getter very unsafe with tourists/site seers.	Webmap Survey	General
Please keep the historical horse trails, staging, and camp areas for equestrian use. After the CZU fire many trails have reopened to hikers and bikers but they have not reopened to equestrians. Much of the land on the North Coast was donated by families with rich equestrian history. These trails are known world wide and are very important to the local equestrian community. As a	Webmap Survey	Zone 1: Big Basin

resident of the North Coast, I would love to be able to enjoy these trails and equestrian facilities with my children.		
Focus on native vegetation.	Webmap Survey	General
Top priority: Trash pickup at all locations: trash cans, with frequent emptying and cleanup by staff  Second: Some kind of police or ranger presence at all locations	Webmap Survey	General
Do something to improve the connections between zones and create a continuous bluff top hiking trail at the ocean edge. Several areas just need a few hundred yards of connecting trail or even clearance of poison oak to make a much better trail that doesn't keep having to return to the railroad tracks to get from one section to the next.	Webmap Survey	General
Preservation and safety are top priorities when developing natural areas. I've hiked in Santa Cruz County for eleven years. Illegal mountain biking and loose dogs impact both preservation and safety. Monitoring, enforcement, and penalties for illegal mountain biking and loose dogs must be a priority to preserve nature, safety, and enjoyment for all trail users.	Webmap Survey	General
We need more family campgrounds! There are so many places in northern Santa Cruz County with room for new campgrounds	Webmap Survey	General
We need left and right hand turn lanes for parking lots, restrooms, trailheads, etc. Adding these types of destinations along HWY1 without adding turn lanes AT THE SAME TIME puts the safety of folks driving, biking, walking on/across HWY1 at enormous risk. I know many other community members have expressed this concern and it is incredibly frustrating that these concerns are going unheard. Will it really take (another) death to include turn lanes in these projects? It's indefensible. Thank you.	Webmap Survey	General
We must do a better job of protecting these fragile eco systems, by enforcing the laws regarding illegal use.	Webmap Survey	General
We need more trails.	Webmap Survey	General
Please don't create more accessibility without addressing the worst current impacts. I've surfed the area since the 70's and the biggest impact I notice is all the poop everywhere. There are no free public bathrooms on the 25 miles of coast between Lighthouse Point and Waddell. Some days there are hundreds of cars parked in the dirt lots along Highway and the adjacent bushes are de facto bathrooms.	Webmap Survey	General

How about functioning restrooms at every state beach? The fact that we have modern restrooms that are mostly locked with disgusting port-o-potties sitting next to them is an embarrassment to our state. Stop building wilderness access without infrastructure and staff!	Webmap Survey	General
I am a horse trail rider / camper and appreciate improvements in horse camps!	Webmap Survey	Zone 1: Big Basin
This system is not easy to find projects and read the descriptions (and I'm a millennial!) but I picked priorities based on implications of project titles. Something not really available for drawing attention to however is the weekly mountain bike shit show along empire grade, highway 9, through wilder, etc. which causes notable traffic, environmental degradation, and public safety issues. Also, all existing trash cans need more frequent pick ups (during summer they always overflow).	Webmap Survey	General
I'm very concerned about the recent degradation of the public spaces on the north coast by their overuse and the lack of enforcement of violations, especially renegade bike paths that destroy habitat. More personnel on the ground would be appreciated and is an imperative as this monument will only increase the public's use of the north coast of Santa Cruz	Webmap Survey	General
No excursion train!!!!!! Please help to expedite opening both Cotoni Coast areas, but also complete the rail trail as soon as possible, ideally built over the tracks. We should not whore out our open space to cheesy entertainment, certainly not a wine train. That would be bad for the environment but also create more people driving under the influence. Also, expedite trail/road connections between San Vicente and Cotoni. We need more trails to spread the load of increased trail use since COVID.	Webmap Survey	General
They can be used by many, don't serve a particular profit motivated interest, enhance existing trails.	Webmap Survey	Zone 4: Davenport
Pedals itch, lungs crave salt air, but the multi-use trail stretches barren – no steel steeds allowed! Restrooms? A mirage in this concrete desert. Let's bridge the gap, pave the way for wheels and relief, make this trail a haven for all, from spandex to sandals. Time to shout it loud – more bikes, more bathrooms, more joy by the bay!	Webmap Survey	General

Horse camps are becoming few and far between California and Manny are being converted over to multi use campsites. With the advent of living quarters trailers camping accommodations for riders, and equestrian trail access is becoming more in demand. Travel with horses & snow birders are becoming more common. This could be a potential revenue source for the county if well designed & easily accessible equestrian campgrounds in trail heads are provided. I wish to see better horse camps & trails.	Webmap Survey	General
I would use the horse camp every year if you opened it again. It was a great camp location	Webmap Survey	Zone 1: Big Basin
My biggest concern is that I would like to see more bike access and connectivity on natural surface routes, particularly single track trails but also surfaced bike paths like the coastal rail trail.	Webmap Survey	Zone 1: Big Basin
There are fewer and fewer places for us to ride and enjoy our horses	Webmap Survey	Zone 1: Big Basin
I believe there will be far more vehicles, bikes and people than what is being planned for and Davenport will be more compromised, degraded and polluted as a result. It breaks my heart to walk CPR and imagine what it will become. The damage already done by removing the eucalyptus trees, grading the lot, and allowing a mountain bike group to build the too narrow trail (how will pedestrians and speeding bikers share this narrow trail safely??) The 47-69 spaces won't be near enough to accommodate National Monument status interest. How dangerous will vehicles parking wherever they can be? All you have to do is walk that road and imagine what is planned and see that it won't work. The road is too narrow. Will RV's try to navigate it? "Plant and habitat conservation and restoration" is not addressed at all. It is sad and heartbreaking. Look at what's happened to the Wilder Bluff Trail. Again, heartbreaking.. the environmental degradation from overuse and allowing bikers. No 24 hr parking	Emailed Comment	General
Signage in Spanish/bilingual signage, bus connections from Santa Cruz to Waddell with stops at all beaches and direct service to Big Basin Redwoods SP on weekends, mountain bike trails in Waddell area, support for bike trail, request for bike rental, bilingual bus stop and park information brochures, open trails in areas that burned	Community Action Board food distribution	Zone 1: Big Basin
Better wayfinding signage to entrance to Greyhound Rock parking lot; support for affordable overnight accommodation with picnic tables including cabins, tents, RVs, semis, and in-vehicle overnight stopping; public bus service to the beach;	Community Action Board food distribution	Zone 2: Greyhound Rock

more trash and recycling receptacles; restrooms with changing area and shower heads for rinsing off; trails with bilingual information; host community circle to inform about trails and places to explore on the North Coast		
Add restroom and parking lot and other rest stop amenities for travelers; add turning lanes and clear wayfinding signage to beach entrance; clearly marked bike lanes and/or paved bike path with good lighting; bike/ped bridge with rental station for bikes; bilingual signs on bridge and beaches; turnouts; speed check meters; viewpoints	Community Action Board food distribution	Zone 3: Scott Creek
Add benches (get lots of use); support for Rail Trail; add more swings now that it is a popular tourist destination; bus, bike, and ped friendly options including bus stop and good connections and signage in Spanish; add parking to avoid accidents; more maintenance activity needed in summer because of crowds; ensure participation by Spanish-speaking population in public input processes for public projects (all agencies) and that info about projects reaches this segment of the public; bike rental; better street lighting and crosswalks; pave trails with fencing, lighting, and multilingual signs that tell everyone they are welcome; improve sense of welcoming and belonging into the community	Community Action Board food distribution	Zone 4: Davenport
Support for parking, bathrooms, and more trash cans; improvements to the trail leading down to the beach; larger efforts to clean up after holiday weekends; add benches and seating areas; add bus stops with lighting; add bike facilities; add safe highway crossing at Shark Fin; install surveillance cameras to prevent theft; improve lighting; add playground; pave trail with good light and bilingual signage; bike rental	Community Action Board food distribution	Zone 5: Shark Fin Cove
Trash cans along length of informal parking; more and better bike infrastructure between Davenport and Santa Cruz; pave trails; bilingual signage; safe crosswalks with light; public transportation or bike rentals; bathrooms; signs that indicate where dogs are welcome; public lights and cameras; roadside signage for beaches and public spaces	Community Action Board food distribution	Zone 6: Yellowbank/Panther
Public bathrooms; bilingual roadside destination signage; pave trails and crosswalks; parking spaces with discount/free parking for residents; bathrooms at the beach; flyers of tourist points designed for residents so they can visit too; keep all community members informed of projects and programs	Community Action Board food distribution	Zone 7: Laguna Creek

<p>Add bus from Four Mile to northern beaches to serve ~20 residents; add trash cans and bathrooms; listen to community opinions and take the community into consideration when planning changes; parking spaces and bus stops with bilingual signs; crosswalks or pedestrian bridge; pave trails</p>	<p>Community Action Board food distribution</p>	<p>Zone 8: Four Mile Beach</p>
<p>More signage at the different trails. Not just leading them to another trail but orienting them along the coast; updates to road conditions; Improvement to trails making them safer in all conditions (especially when it is raining out); Play structure or park for families that live on the farmland surrounding the area; Bilingual signage throughout the facility; Bus stops outside the farmland that would allow the community to travel easily into town or the various coastal beaches; Need bus stop, more trash cans, warning signage. Drawings are preferred “not all of us can read”; We live close to Wilder Ranch. We have good parking and restroom but we need a bus stop and bike path – reuse the train tracks; Add option to rent a bike, signage in Spanish; Live in Wilder Beach. There is a lot of trash in the ocean; Cross walks; Stops, yield signs and slow speed signs; Bilingual signs along the road and in Wilder Ranch park; Improve trails; Name of the beaches along the road to know where to visit; Signs that indicate that dogs need to be on leash</p>	<p>Community Action Board food distribution</p>	<p>Zone 9: Wilder Ranch</p>



## FOCUSED OUTREACH COMMENTS

### North Coast Facilities Management Plan | Undeserved Community Outreach

**Event:** Community Action Board | Davenport Resource Service Center: Food distribution

**Date:** Tuesday 21st, November 2023 2 to 6 pm

**Responders:** Yadira: 22, Mariana: 9, Annalise 9, Alexis: 9. TOTAL: 49 approx.

### Proposed Projects | Zone 1: Big Basin

- » 2 people\* that lived in the area.
- » Compost Sewage Treatment Plant to assist with waste runoff that then goes into the surrounding neighborhoods. \* (new project)
- » Signage in Spanish (they won't browse the digital map, don't use technology), Priority: install Trash and Restroom
- » Bus from Waddle to Santa Cruz. "I don't visit the area; I have two jobs."
- » They would like bike trails in the mountain in Waddle area.
- » Signage in Spanish. Bus stops at all the beaches.
- » Supports bike trail and would like to have bike rental; "I don't have a bike"
- » Bilingual signage on all the bus stops and direction/brochures with information about BBSP
- » Bus- direct line for Big Basing State Park prioritize week ends.
- » More trails open in areas that burned. \*
- » Lack of knowledge of the area, more information for the community advertising the area.

### Proposed Projects | Zone 2: Greyhound Rock

- » Improved signage.
  - Entrance is a "blind" entrance that many miss and cause traffic issues when they stop abruptly to turn.
- » Add campgrounds for tent camping, RVs, semi-trucks, travelers looking for a quick & safe place to rest along their route.
- » Public bus services to the beach.
- » More trash receptacles, to include recycling cans.
- » Campgrounds with cabins & picnic tables.
- » Fish cleaning station (new project)
- » Restrooms with changing area, perhaps even shower heads for people to rinse off.
- » Add campgrounds, "I would like to have the option to camp legally. But make it accessible for everyone regardless of their income level"
- » Trails with bilingual information (an idea is to host community circle to inform, about trails and places to explore along the North Coast)

### Proposed Projects | Zone 3: Scott Creek

- » Add Restroom & Parking Lot
- » Add turning lanes to reduce number of stopped vehicles in main roadway of HWY 1.
- » Include proper signage to delineate beach entrance.
- » Improved signage.
- » Paved access roads for emergency person(new project)
- » Rest stop like amenities for people to use when traveling along the coast.
- » Clearly marked bike lanes
- » Add restroom
- » Pave path with good public street lighting
- » Pedestrian/bike bridge with a rental station for bikes.
- » Bilingual signs along the bridge and beaches names
- » Turn outs
- » Speed check meters
- » Viewpoints
- » Fire pits (people already doing fires regulate it for safety (new project)

### Proposed Projects | Zone 4: Davenport

- » Traffic light (or equivalent) to help slow traffic down in the area (new project)
  - Safe crossing is needed. Please add a stop sign or equivalent. Signage for safety in the beach.
  - “It is unsafe to cross. Add a safe crossing to the beach.”
- » Good benches addition, we use them.
- » Rail Trail
  - Lots of support for the Rail Trail and making the area more pedestrian/bike friendly.
  - Shade along the RTC and surrounding areas for people to avoid heat related health issues. (Addition to existing project)\
- » Add more swings, especially now that it is a popular tourist destination.
- » Public Transportation
  - Bus or Bike option. “I don’t have a car, so I don’t visit.” Add signage in Spanish so that I know where to go.
  - We need a bus stop to visit.
  - “I don’t have a car so I have to walk.”
  - Provide transportation beyond Davenport. “I have to walk from Davenport to Swanton every day”
- » Add parking to avoid accidents. Bike trail support
- » Needs extra maintenance work during the summer. It gets much more crowded in the summer.\
- » We are not taken into consideration for either Santa Cruz County or Halfmoon Bay. This is the first time somebody came to take our opinion on public work.” \*\*\*
  - Public was not aware of the RTC, need for more outreach.
  - Public would like to be better informed. They feel they find out after the project is underway.

- » Install rental bike station and better street lighting as well as cross walks
- » “Pave trails, and multi-use trails preferable fence it and light with multilingual signs that tell us that we are welcome”
- » Improve sense of welcoming and belonging into the community.

#### **Proposed Projects | Zone 5: Shark Fin Cove**

- » Support for parking, bathrooms, and more trash cans.
- » Improvements to the trail leading down to the beach.
- » Larger efforts to clean-up after holiday weekends.
- » Improve the trail to make more accessible.
- » Add benches and seating areas
- » Add Bus Routes (with lighting) that would transport to this location.
- » Add restrooms and trash can. “We clean the beach because is there is liter”
- » More parking “I drive but I would take the bus or bike if there were a bike lane and bus stop”
- » Add trash cans “Trash is the biggest issue”
- » Add safe crossing at Shark Fin
- » Trash cans “they leave lots of garbage and diapers”
- » “Definitely bathrooms, people use the ones at the ranch where we work and leave them dirty”
- » Public cameras “lot of robberies to the cars and houses”
- » Improve public lighting
- » Cross walks
- » “Add a playground around our area please”
- » If you add parking, please consider parking permits free or discounts/low cost for locals (new project)
- » Pave trail with good light and bilingual signs “we will be able to use it?”
- » Add a bike for rent station

#### **Proposed Projects | Zone 6: Yellowbank-Panther Beach**

- » More trash cans along the length of the informal parking.
- » I bike to Davenport and to Santa Cruz. Need more and better bike infrastructure.
- » Pave trails and safe pedestrian trails
- » Bilingual signs
- » Safe cross walks with light
- » Public transportation or bike station for rent
- » Bathrooms
- » Signs that indicate where dogs are welcome
- » Public lights and cameras
- » Sign along the road that indicate the name of the beaches and public spaces “so we know about them and may visit them”

### **Proposed Projects | Zone 7: Laguna Creek**

- » Public bathrooms
- » Signs (Bilingual) along the road to know the destination
- » Pave trails and cross walks safe for petatons
- » Parking spaces with discount/free for residents
- » Bathrooms at the beach
- » Flyers of the touristic points designed for residents so they can visit those touristic points too
- » Reach out to us let us know what is happening in our community

### **Proposed Projects | Zone 8: Four Mile Beach**

- » Add a bus to the northern beaches and to Santa Cruz from Four Mile.
  - “Around 20 farmers live here”
- » Add more trash cans and bathroom.
- » Public bathrooms
- » Hear our opinions and take the community in consideration when planning changes
- » Parking spaces and bus stops with bilingual signs
- » Cross walks or pedestrian bridge
- » Pave trails

### **Proposed Projects | Zone 9: Wilder Beach**

- » More signage at the different trails. Not just leading them to another trail but orienting them along the coast.
- » Would like to see updates to road conditions.
- » Improvement to trails making them safer in all conditions (especially when it is raining out).
- » Play structure or park for families that live on the farmland surrounding the area.
- » Bilingual signage throughout the facility.
- » Bus stops outside the farmland that would allow the community to travel easily into town or the various coastal beaches.
- » Need bus stop, more trash cans, warning signage. Drawings are preferred “not all of us can read”
- » We live close to Wilder Ranch. We have good parking and restroom but we need a bus stop and bike path– reuse the train tracks
- » Add bike path and option to rent a bike, signage in Spanish.
- » Live in Wilder Beach. There is a lot of trash in the ocean, add more trash cans, add signage in Spanish, bike path and option to rent a bike.
- » Bathrooms (“more I have found toilet paper along the trails”)
- » Cross walks
- » Stops, yield signs and slow speed signs
- » Bilingual signs along the road and in the WR park
- » Improve trails
- » Name of the beaches along the road to know where to visit.

- » Signs that indicate that dogs need to be on leash “i saw lots of dogs without leash and dog poop.

#### **Other Projects/Comments | Amenities not listed in the NCFMP**

- » More locations for overnight legal camping along the coast.
- » Public transportation options.
- » Paid parking to bring in more revenue for clean-up efforts.
- » Low cost for locals.
- » Community outreach about projects (similar to what we were doing) to get more local input and inform the locals about potential impacts.
  - “These projects impact our community and our commute. It would be beneficial if we were made aware of the planned projects.”
  - Community circles to inform the community about changes or public works
- » Overall, more preservation efforts for the area.
- » Overall, would like to see more safety measures put in place (lights, signage, blocking off unstable cliff areas).
  - Streetlights along HWY1 and trails for people that may be riding their bike or walking when it is dark.
  - Lights in all proposed parking lots (safety concern especially during Daylight Savings Time).
  - More crosswalks and lit crosswalks when parking is on the inland side of HWY 1.
  - Cameras along the road.
- » Educational opportunities to encourage visitors to be aware of their potential impacts on the area.
  - Signs about the history of the area.
- » Make everyone feel welcome and improve the sense of belonging (equity) by:
  - Signage in both English and Spanish.
  - Signage indicating the beaches and trails are public spaces.
    - “I was told that the beach was a dog beach and I could not enjoy it with my son.
  - 1-on-1 outreach with community members, printed informational/signage/maps\
    - Did not know about the rail trail projects since information was not available in Spanish”
    - “There is limited reception in the area, so we cannot rely on or easily receive digital material.”
- » More ADA accommodations:
  - ADA Accessible Restrooms in all proposed project locations.
  - Adding restrooms and parking closer to the beach front especially for those with ADA restrictions.
  - Offering beach wheelchairs for public use.
  - App based rental/reservation system was suggested.
- » More signage along HWY 1 notifying you of upcoming beach areas & clearly identifying/labeling the name of the beach.
  - Improved turnouts along the road to keep stalled vehicles off HW Y 1.

- » Better access roads and/or signage for emergency personnel.
- » More signage about the beach or rec area at the entrance and in the parking lot.
- » More public transportation options:
  - Add bus routes that go to the county line and stop along the different beaches.
  - Public transportation beyond Davenport with bilingual information
- » Playground that serves the Northcoast
- » Fire pits at the beach
- » E bike station
- » Most of the farmers in the area were not familiar with the region in which they lived/worked.
  - “I live on one of the farms along the coast.”

#### STAKEHOLDER LETTERS

- Big Creek Lumber
- FONC
- DNCA



December 13, 2023

Robert Tidmore, Park Planner IV  
Santa Cruz County Parks Department  
979 17th Avenue  
Santa Cruz, CA 95062

**Re: Comments Regarding North Coast Facilities Management Plan**

Dear Mr. Tidmore,

Big Creek Lumber Company appreciates the opportunity to provide comments on the North Coast Facilities Management Plan. Our company has conducted business continuously on the North Coast of Santa Cruz County for seventy-seven years. We have considerable knowledge of the area, particularly the Highway 1 corridor from the City of Santa Cruz to the San Mateo county line. These are our initial thoughts:

1.) When construction begins on the Scott Creek Bridge it will be absolutely necessary for traffic in both directions on Highway 1 to remain open. This can be accomplished through traffic control allowing reciprocal passage in each direction or a temporary bridge accommodating 2-way traffic. Emergency vehicles must have 24 hour a day access in both directions and Highway 1 access at this location is essential in case of evacuation orders associated with emergencies such as wildfires. Residents, commercial vehicles and tourists use the Scott Creek Bridge on a daily basis.

2.) Improvements to potential access for visitors along the Highway 1/RTC Rail/Trail corridor from Santa Cruz City to the San Mateo county line will result in increased conflicts and safety problems if potential traffic and parking issues are not mitigated during implementation of these improvements. This stretch of Highway 1 is notorious for traffic collisions, often associated with people stopping in their lanes to look for parking. Acceleration and deceleration lanes should be constructed at each visitor location and left turn lanes should be installed to avoid rear-end collisions. Every effort should be made to eliminate shoulder parking on Highway 1, which has also been the cause of numerous accidents over time.

3.) Highway 1 access for Colton-Coast Dairies National Monument (C-CD) should be at the intersection of Highway 1 and the northern end of Cement Plant Road. A left turn lane should be installed at this intersection for visitors travelling south on Highway 1. To minimize potential conflicts with the community of Davenport, parking at this end of C-CD should be located at the historic Mocottini Cheese Barn. C-CD traffic should not enter or exit at the southern intersection of Cement Plant Road and Highway 1.

**BIG CREEK LUMBER CO. 3584 Highway 1, Davenport, CA 95017 (831) 457-6015**





December 18, 2023

Robert Tidmore  
Santa Cruz County Parks Department  
979 17<sup>th</sup> Avenue  
Santa Cruz, CA 95062

Dear Mr. Tidmore:

Friends of the North Coast offers the following comment on the draft North Coast Facilities and Management Plan:

Driving the need for a management plan are the two major projects advancing on the North Coast: the construction of the Rail Trail and the opening of the Cotoni-Coast Dairies National Monument to public access.

Linking these two projects across Highway One with the overcrossing at Panther/Yellow Bank realizes the intent of the Rail Trail FHWA grant. At the same time, construction of trails, amenities and parking at the northern and southern entrances to the Monument are required to satisfy the resource protection required by the BLM's Resource Management Plan Amendment. These two Federally backed projects must proceed concurrently and cooperatively in order to fulfill their respective goals and should thus be the overarching priority around which the other projects listed in the draft Facilities and Management Plan are organized. The Regional Transportation Commission's upcoming Transportation Demand Study should be guided by this principle.

Sincerely,

*Marty Demare*

Marty Demare, FONC Secretary

**DAVENPORT/NORTH COAST ASSOCIATION**  
P.O. BOX 251, Davenport, CA 95017

December 11, 2023

Robert Tidmore, Park Planner IV  
Santa Cruz County Parks Department  
979 17th Avenue  
Santa Cruz, CA 95062

Dear Mr. Tidmore:

This letter conveys Davenport/North Coast Association's comments on the draft public version of the North Coast Facilities and Management Plan (dated October 2023 and released to stakeholders November 9). The Davenport/North Coast Association (DNCA) is an elected community council, which has been working as the conduit between North Coast communities and state and county agencies for over 50 years. We have nine board members, many of whom have been involved in land planning and environmental issues on the North Coast for decades, and a number of whom are environmental or planning professionals. We have an email list of over 400 95017 residents.

DNCA commends the California Coastal Conservancy and California State Parks for providing the funding to support the study process. We recognize the major commitment by County Parks in managing the consultant work and the process overall. You and your predecessor as project manager, Michael Hettenhausen, deserve major credit for effective leadership and good humor throughout.

The North Coast Facilities and Management Plan (NCFMP) represents a milestone, taking for the first time a corridor-wide and multi-agency approach to assessing the challenges and exploring solutions for the north coast. The plan highlights the need for investment to assure public safety and a quality visitor experience. It catalogs major capital investment needs by geography, not agency. It recognizes that jurisdictional realities complicate solutions and commits to ongoing coordination and collaboration that will be essential to overcoming those jurisdictional challenges. It should provide a framework for prioritizing investment by need, irrespective of the agency or agencies involved or degree of jurisdictional complexity.

In any complex multi-stakeholder process, constraints of budget and time mean that no individual stakeholder will be fully satisfied with the result, and in this instance, as you know from recent public meetings, DNCA is no exception. We believe that the NCFMP process provides an excellent platform on which to build toward future solutions but that the draft falls short of its potential in significant respects.

Staff has solicited input on priorities through a web-based ranking tool or, as an alternative, in general comments to you. For a geography in which capital improvements have been underfunded for decades, and where needs reflect a variety of urgent issues involving public safety,

environmental protection, and the visitor's experience, DNCA has found it very difficult to prioritize one specific project against another. (We found it confusing, further, that projects already fully funded and, in one case, under construction were included on the prioritization list.) Instead, we hope to help foster a consensus that acknowledges cumulative capital improvement and operating fund deficits and to prompt an effort to remedy that deficit as soon as possible in a comprehensive rather than a piecemeal fashion.

In the interest of having the plan function effectively as a starting point for this effort, DNCA offers the following observations, comments, and recommendations.

Our key concerns with the draft plan can be summarized as follows:

- The plan does not prioritize for public safety.
- The plan does not recognize the severity of environmental degradation on the North Coast and the statutory mandates for landowners to maintain and restore natural and cultural resources.
- The plan seems to accept as inevitable a continuing siloed approach to project delivery, with functionally related and geographically proximate project elements implemented over decades rather than in parallel (we cite below the Yellowbank/Panther cluster of improvements as an example of this).
- The plan does not address policy conflicts that pose roadblocks to progress, in particular the Coastal Commission's insistence on 24-hour parking.
- The plan does not consider short term measures that would provide near term benefits, enhance visitor safety, and reduce emergency response costs without major cost.

A detailed discussion of these issues follows.

- **Public safety.** Current traffic conditions on the North Coast create hazards for motorists, bicyclists, and pedestrians. Beach visitors face dangers at most beaches and beach approaches, of which they are poorly advised by current signage (where it even exists). In just the time since the launch of this planning process, there have been multiple deaths and accidents causing serious injury on the North Coast. The NCFMP should more explicitly embrace a screen for safety issues at the outset, supported by updated traffic counts and a catalog of accidents and emergency response by type and location over the past decade to establish a baseline record.

For traffic and pedestrian safety issues, DNCA hopes that this need will be addressed in the upcoming RTC/Caltrans corridor safety and alternatives study. We plan to participate in that process and will continue to urge attention to unsafe conditions along Cement Plant Road, at the Cement Plant Road/Davenport Landing/Highway 1 intersection, in the pedestrian crossings of Highway 1 in old town Davenport, at Shark Fin beach, and so on. We have concerns about the transition to a crosswalk and demand-initiated flashing light at the new Davenport crosswalk, including how motorists will adapt to the change from an always-flashing, largely ignored pedestrian warning signal to a new pattern. We will also address these concerns with RTC.

DNCA is also very pleased that RTC and the County have committed to a focused study of bicycle and pedestrian connectivity issues between old town Davenport, New Town, and the Northern Trailhead of Cotoni-Coast Dairies. Opening the BLM northern parking lot and trail system to public use will exacerbate serious existing pedestrian and bicycle safety risks at the southern end of Cement Plant Road and through New Town, necessitating accelerated attention to creative solutions. We look forward to working on the development and implementation of safety improvements as a matter of urgent concern, understanding the process will take time and solutions will not likely be in place by the time the monument opens.

- **Natural resource management obligations.** The plan would benefit from a clearer and more accurate depiction of natural resource issues in the context of North Coast planning and management. On page 5 the plan notes that most North Coast lands are “held in trust with mandates for public access.” In fact, Federal, State, County, and NGO-owned lands on the North Coast are held in trust with mandates for natural and cultural resource protection. In the case of federal lands, the Monument is managed as part of the National Conservation Lands System under a statute that prioritizes “cultural, ecological, and scientific values.” (16 U.S. Code §7207) and allows public use to the extent consistent with that overall mandate. State Parks’ core mission is to “promote and regulate the use of the state park system in a manner that conserves the scenery, natural and historic resources, and wildlife in the individual units of the system for the enjoyment of future generations.” (Resources Code §5001.2)

Similarly, the California Coastal Commission – not a landowner but a critical regulatory agency – has a mandate to provide “maximum access ... consistent with public safety needs and the need to protect ... natural resource areas from overuse.” (Resources Code §30210) The Commission is additionally instructed by statute to limit public access “where: (1) it is inconsistent with public safety ... or the protection of fragile coastal resources ...” (Resources Code §30212)

Natural and cultural resource protection and public access are not inherently in conflict, but protection does not happen passively. Acquisition does not secure protection. Natural and cultural resources restoration and protection require planning, monitoring, and budgets for implementation. There are important ways in which the public can function as an ally for protection, but this in turn requires interpretation, signage, and agency-supported avenues for engagement that are lacking at present on the North Coast.

Reasonable limitations on public access (and enforcement) can yield major benefits for the environment and for public safety. For example, restricting night-time use of beaches, as State Parks and BLM recognize that they are obligated to do, avoids impacting nocturnal use by animals and the public safety and fire hazards associated with night-time access and use. (We argue below that the Coastal Commission’s inexplicable opposition to restrictions on night-time use is an issue also warranting explicit treatment in the NCFMP.) The final plan would benefit from a clearer depiction of these issues.

- Safety and resource management would benefit from **clearer and consistent signage**. Signage was discussed early in the plan development and is included in the formulation of plan goals and mentioned in the context of several specific projects. A stand-alone corridor-long signage program could yield major short-term benefits at a relatively low capital cost.
- **Chronic capital under-investment.** The COVID era brought a spike in visitation to the North Coast which exacerbated and illuminated ongoing problems and was part of the impetus for funding the NCFMP. In setting the stage for an assessment of problems and solutions for the North Coast, however, the Plan would benefit from the articulation of a deeper historical perspective. North Coast traffic and safety challenges did not begin with COVID; capital needs related to North Coast safety and visitor support have been underfunded for decades. It's worth recalling that when State Parks accepted ownership and management responsibility for the coast-side portion of the Coast Dairies property nearly 20 years ago, it received some additional funding for staffing, but in a limited amount that only slightly slowed the growing gap between resources available and need imposed by increased visitor use. The State has provided no funding for safety, access, or resource protection projects on the Coast Dairies properties. The DNCA has been articulating the need for a coordinated cross-agency improvements for visitors to the North Coast for decades, yet the shortcomings have yet to be addressed by the State.
- **Chronic O&M under-funding.** The grant proposal to the Coastal Conservancy for this project recognized that “An urgent need exists for coordination between the agencies to develop a plan for recreation management, identifying needed visitor facilities, **and the funding to implement and maintain them**” (emphasis added). Although the plan provides useful data for estimating incremental operating costs associated with new toilets and trash receptacles, it devotes only a portion of one sentence to the question of sources of revenue to support operations. That sentence, on page 79, reads “Existing fiscal resources at each level have the potential to be augmented by new revenue sources such as dedicated new taxes, various types of new assessment districts or service districts, and issuance of bonds for major capital projects.”

The plan may be useful in attracting capital to needed new projects, but it is important to recognize that success in that regard will inevitably increase the large and growing gap between visitation and operational/maintenance funding – experienced by State Parks at a massive scale and by all other land-owning and managing entities. It will continue the 20-year trend of adding to the amenities that attract visitors to the North Coast – like the National Monument, Coast Dairies State Parks areas, and the Rail Trail – without commensurate operational funding increases for the law enforcement, emergency response, interpretation, sanitation/trash, and natural and cultural resources protection necessary to assure a safe and rewarding visitor experience. DNCA urges that the plan articulate this as a major issue and unmet need; DNCA will continue to encourage the coordinating group to make the issue of revenue to support O&M a priority.

- This underfunding is exacerbated by **conflicting policies**. Here are two examples: 1) State Parks invests in new parking only when it is paid parking that provides revenue to

support operational safety and is subject to restrictions on hours of use consistent with its mandate for visitor safety and natural and cultural resource protection. The Coastal Commission, however, has stated that it will not approve new parking that requires payment or limits hours of use, as discussed further below; and 2) Caltrans' position is that it does not implement parking projects even though its right of way hosts one formal and multiple informal parking lots, some with hazardous ingress and egress.

The NCFMP moves us part of the way towards understanding how multiple landowners and conflicting policies hamper problem-solving but seems to have tip-toed where it should have walked more boldly towards encouraging agencies to address these policy conflicts. DNCA will continue to lobby our political leaders to find creative solutions to these inter-agency roadblocks.

- **The Coastal Commission** staff's opposition to limits on hours of use for beach parking and to paid parking merit particular focus in the North Coast context. The hours of operation issue arose in conjunction with Rail Trail consistency determination by the Coastal Commission at a hearing in December 2021. RTC proposed hours of operation for the new parking lots that would generally reflect posted hours for use of the beaches and bluffs that those parking lots will provide access to, *i.e.* daylight and early evening, as well as existing posting for parking on and adjacent to the highway. Coastal Commission staff recommended, and the Commission by a one-vote margin approved, a condition that the parking lots be open for parking day and night. The Commission took this action over the united objection of local law enforcement, Santa Cruz County, elected officials, environmental scientists, and numerous local stakeholders.

The Commission's stance on parking (hours and revenue) presents an enormous obstacle to development of a safe and environmentally sound management regime for the North Coast. It is important that the NCFMP not accept this outcome as final.

- **Toilets and Sanitation.** A more programmatic approach to the question of sanitation and toilets would be helpful. At what number of parking spaces (formal or informal) is a toilet warranted? What spacing is appropriate – will the toilet at the Davenport Rail Trail parking lot meet the needs of visitors to Davenport Beach a quarter mile south, for example? If a toilet is assumed to be available to meet the needs of visitors en route to a site without a toilet, does it need a few dedicated short-term parking spaces?

We might draw insights from how this question has been answered on the San Mateo coast, where all parking areas accommodating more than a handful of cars have toilets. Are there formal planning guidelines for toilets established by State Parks or other recreation planners, based on parking spaces or visitor use counts? What distinguishes the need for the planned toilet at the 4 Mile parking area from the implied lack of justification for a toilet at the Bonny Doon Beach parking area, for example? (The need for toilets at expanded Scott Creek Beach parking areas seems obvious; the reason why sea level rise might make this problematic is not apparent to us. If north and south parking lots can be built and maintained, why not toilets as components of what is likely to be a half-billion-dollar project?)

Finally, if recreation standards and health and safety concerns indicate that toilets at a given site are warranted, why not consider the interim provision of portable toilets at those sites?

- **Lack of safe access at most popular beaches.** Shark Fin Beach safety issues were added to the report late in the process due to concerns expressed by stakeholders. A deeper dive into the nature and dynamics of the problem at Shark Fin would provide useful insights. Shark Fin is a tiny beach – about the size of a couple of basketball courts at low tide and a pickleball court (if that much) at high tide. The approach to the beach from the tracks above is among the most hazardous on the north coast – an initial climb or slide down a near-vertical stretch of slippery hardened dirt transitioning to a 45-degree section of loose dirt and rock. Many people or groups arrive at Shark Fin intending to access the beach but end up opting not to. Many more come only to take photos from the rail embankment of the iconic Shark Fin Rock. Some venture onto the bluff trails but most users go no more than a few hundred yards out in either direction, perhaps unaware that they are on loop trails that would return them to the parking area if they continued. One implication of this use pattern is that parking turnover is more frequent than at other sites, creating more movements of ingress and egress from the highway.

Shark Fin Beach is not the only beach with access challenges. Davenport Beach, Yellow Bank, Bonny Doon, and others present similar problems.

Swing Beach (at high tide no “beach” at all) represents the extreme case. The “swing” (regularly removed by emergency first-responders but regularly replaced by visitors) is attached to the remnant of an old pier at the base of a cliff descended only with the aid of a user-installed rope. Although most visitors opt not to make the descent, accidents are frequent. In the interest of public safety and emergency response cost savings, the Swing Beach descent should be blocked at the bluff top and posted for no access, improvements that would cost relatively little to make and yield significant savings.

- **Davenport Landing Beach** and its problems warrant attention in the plan. It is the only beach with access at grade and a ramped approach to the beach, a bathroom, a dumpster emptied twice a week, and substantial parking capacity off-highway. It is a major regional attractant for surfing, wind surfing, and beach use. Heavy use has caused serious impacts to inter-tidal resources, and there is no signage to help harvesters understand their rights and restrictions.

Peak use regularly exceeds parking capacity at Davenport Landing. It is not unusual for there to be over 120 cars, resulting in parking patterns that obstruct vehicular access for first responders. It also gets a substantial amount of night-time use, after the posted no-parking time of 10pm. When the improvements (toilet and ramp) were made at Davenport Landing, the plan included striping and signage for parking that would preserve adequate access for emergency vehicles, including making the road one-way north of the bathroom with parallel parking on the inland side. Adding signage, revisiting

the planned site improvements, and completing them would be a simple, low-cost fix to some of the problems at Davenport Landing.

- **The role of social media.** Shark Fin Beach (also known as Shark's Tooth) is an example of "selfie tourism," like Swing Beach to the north (at the crossing of the highway by the railway tracks). Early in the stakeholder process the consultants explored with stakeholders questions about the role and opportunity of social media in informing and improving visitor choices about visiting the North Coast, but unfortunately these ideas appear not to have been developed and included in the final draft. Shark Fin and Swing Beach present interesting case studies for further exploring the potential of social media.

Shark Fin Rock was selected as the primary photo for use in publications and promotional materials related to the National Monument and as a result has been and continues to be heavily used on web sites, in magazine and newspaper articles, and in official and quasi-official guides. In its description of the North Coast, for example, Visit Santa Cruz County leads with a photo of Shark Fin Rock and alludes to "Shark Fin Cove: a photographer's dream and beachgoer's paradise." A separate sub-page on that site, splashed "BEYOND YOUR WILDEST DREAMS – SHARK FIN COVE," includes the fact that there is no toilet nearby and no trash receptacles on the beach itself, but neglects to mention the hazardous, non-family-friendly access. It promotes night-time use and "astral photography" while failing to disclose that State Parks' policies, stated in signage at the site, prohibit night-time use. It doesn't mention high tide and wave hazards.

This heavy digital presence for Shark Fin has led to a self-amplifying social media cycle wherein Shark Fin is equated with the North Coast beaches, and a selfie with Shark Fin Rock is like a stamped passport marking visitation.

Similarly, Swing Beach has been used in tourist promotion by the Chamber of Commerce and others and features heavily in the North Coast's social media image.

Early NCFMP discussions about social media acknowledged the impossibility and inappropriateness of trying to control or limit social media content, but recognized the potential for establishing social media channels that would better inform visitor choices. At a minimum, when the information is packaged and disseminated by public agencies or non-governmental associations, there may be opportunities for asking that this be done more responsibly, with a focus on safety, accuracy, and usefulness, and in coordination with the NCFMP agency group.

- **Divergent priorities for projects that are related physically, financially, and functionally.** The NCFMP should recognize a need to make maximum effort to move projects forward in parallel when they have connections to one another physically, functionally, and financially.

The treatment of Panther/Yellowbank/Monument southern trails access and infrastructure is one example of this differential treatment. The plan shows a wide range of priority



levels and expected completion dates for these projects – a treatment that misses fundamental interconnections. For example, the pedestrian/bicycle bridge over Highway 1 (Status: underway/imminent; High Priority: “yes”) connects to the BLM parking lot (Status: “potential”; High Priority: “no”) which serves both users of the BLM trails (Status: “Planned – 10 years” and “Planned – 5 years”, the federal lands access that justified federal funding of the pedestrian/bicycle bridge) and of Yellowbank/Panther Beach (Access Improvements: “Planned – 5 years”; High Priority: “yes”) who will need a toilet (Status: “Potential”; High Priority: “no”). This cluster of projects, including the new Rail Trail parking lot, will induce additional Highway 1 traffic and on- and off-highway turning movements, creating a need for turning pockets and associated improvements (Status: “Planned – 20 years”; High Priority: “no”).

There is a connection as well to Zone 4 traffic and pedestrian safety issues since a key premise of the Monument’s Resource Management Plan is that simultaneous provision of both north and south parking and opening of trails north and south is essential to avoiding or reducing resource impacts in the northern section of the Monument and safety impacts to the residents of New Town and Davenport. Although BLM seems to have de-prioritized the southern entrance, there are compelling reasons for the NCFMP not to mirror that de-prioritization.

There are similar issues in the treatment of the northern parking lot. Northern Trailhead Parking (high priority/under construction) will create traffic and pedestrian safety issues on Cement Plant Road (CPR) that would be mitigated by an off-street path (“potential”) and further exacerbate hazards at the CPR/Davenport Landing Road/Highway intersection, which, given its use volume and accident history, should have received left turn pocket lanes long ago (not in the plan at all).

- **Ongoing quarterly meetings.** The most important “next step” identified in the plan is the continuation of the working group of land owners and major stakeholders. We endorse the plan’s prescription for quarterly meetings, with those meetings convened and coordinated by County Parks. We suggest that County Parks be tasked with doing this in tandem with the Santa Cruz County District 3 Supervisor’s Office to directly engage a key elected official, and because of the unique connections that office has with law enforcement, State, and Federal agencies. We urge that these meetings either be public or that there be a clearly identified mechanism for getting public concerns, questions, and suggestions onto the agenda and a reporting-out mechanism so that interested members of the public know what was discussed and agreed upon.
- **Public engagement.** We are submitting this letter with the understanding that County staff have set a December 18 deadline for comment. There have been challenges associated with **public engagement** in this process. The early decision to restrict stakeholders from sharing meeting materials with interested citizens and non-represented organizations foreclosed early input and perspectives from highly knowledgeable individuals. It also created some suspicion about the process, as was apparent in the Davenport public meeting. The current drafts are not easily accessed on the County web site. Most people reporting to us have been unable to use the prioritization tool due to

computer compatibility issues. Given all those challenges, and competition for attention during the holiday season, we urge you to address these technical problems and provide an additional 30 days for review and comment.

The NCFMP brings important value and adds a useful set of analytical tools to a complex and serious set of issues. DNCA would like to join with you in making every effort to make it a living, evolving document of relevance to agency decision-making and investments as we move forward. We appreciate your including these comments in the record of the NCFMP process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katie Webb".

Katie Webb, Board Chair

A handwritten signature in blue ink, appearing to read "Noel Bock".

Noel Bock, Immediate Past Chair

A handwritten signature in blue ink, appearing to read "Mike Eaton".

Mike Eaton, Board Member

Cc: Justin Cummings, Santa Cruz County Supervisor, District 3  
John Laird, California State Senator, District 17  
Gail Pellerin, California State Assembly Member, District 28  
Jimmy Panetta, Congress Member, California District 19  
Hilary Hill, Deputy Manager, Central Coast, Coastal Conservancy  
Zachary Ormsby, BLM Central Coast Field Manager  
Guy Preston, Executive Director, Santa Cruz County Regional Transportation Commission  
Chris Spohrer, Superintendent, Santa Cruz District, California State Parks  
DNCA Board  
NCFMP Stakeholder Representatives



# Appendix C:

## Project List with Weighting Criteria Points Applied

Zone #	Zone	Project Name	Status	Project Description	Project Type	Property Name	Agency	Other Agencies to Coordinate With	High Priority	Remove from Public List	Public/ Stakeholder Support	Planning Document	Goal 1: Regional Planning and Partnerships	Goal 2: Vegetation Management	Goal 3: Plant and Animal Habitat Conservation and Restoration	Goal 4: Historic, Cultural, and Archaeological Resources	Goal 5: Public Safety	Goal 6: Public Access and Regional Connections	Goal 7: Stewardship, Maintenance, and Facilities
1	Big Basin	Bicycle Camp	Planned - 20 years	Develop a bicycle camp and walk-in campground facilities. Consider alternative forms of camp facilities, such as yurts or tent cabins, with provisions to serve backpackers and touring bicyclists using the CCT and Highway 1 Pacific Coast Bike Route (PCBR).	Campground	Big Basin Redwoods SP	California State Parks				Yes	Big Basin Redwoods GP						Yes	Yes
1	Big Basin	Horse Camp Upgrades	Planned - 20 years	Upgrade or reconfigure the horse camp and equestrian staging facilities to improve campsites, trailer parking and vehicle circulation.	Campground	Big Basin Redwoods SP	California State Parks				Yes	Big Basin Redwoods GP						Yes	Yes
1	Big Basin	Visitor Experience Upgrades	Planned - 20 years	Address public health and safety issues, accessibility requirements, aesthetics, interpretation, and management of visitor capacity.	Visitor Facilities	Big Basin Redwoods SP	California State Parks				Yes	Big Basin Redwoods GP						Yes	Yes
1	Big Basin	Resource Surveys and Site Plans	Planned - 20 years	Conduct additional site-specific surveys, as necessary, to identify natural and cultural resource sensitivities and protective measures, and prepare site plan(s) to determine the location, size, and configuration of desired public use and park operations.	Planning	Big Basin Redwoods SP	California State Parks					Big Basin Redwoods GP			Yes	Yes			Yes
1	Big Basin	Roadside Habitat Monitoring and Protection	Planned - 20 years	Protect special status plant and wildlife habitats, conduct resource surveys and monitor use along roadways and near sensitive habitats, implement resource management and protective measures to eliminate or mitigate human impacts on significant natural resources.	Habitat	Big Basin Redwoods SP	California State Parks				Yes	Big Basin Redwoods GP		Yes	Yes				
1	Big Basin	Regional Overnight Multi-use Trail Loop	Potential	Multi-use trail loop that would provide several overnight camping options along the route, as well as regional connections to the California Coastal Trail and Skyline-to-the-Sea Trail. Exact trail alignment has not been determined.	Trails	Big Basin Redwoods SP	California State Parks				Yes	Reimagining Big Basin Vision Summary (2022)						Yes	
1	Big Basin	Day Use Parking and Pedestrian Highway Safety	Planned - 20 years	Incorporate day use parking (50 -100 spaces) distributed on either side of Highway 1 depending on resource constraints and future roadway alignment, with safe pedestrian access from the inland side of the highway to Waddell Beach.	Parking	Big Basin Redwoods SP	California State Parks	Caltrans			Yes	Big Basin Redwoods GP					Yes	Yes	
1	Big Basin	Waddell Beach Parking	Planned - 20 years	Maintain and expand Waddell Beach parking facilities, as feasible, to support beach activities and ocean view parking.	Parking	Big Basin Redwoods SP	California State Parks	Caltrans				Big Basin Redwoods GP						Yes	
1	Big Basin	CCT Connections	Planned - 20 years	Re-establish trail connections to California Coastal Trail from Big Basin Redwoods SP.	Trails	Big Basin Redwoods SP	California State Parks	RTC				Reimagining Big Basin - Conceptual Priorities						Yes	
1	Big Basin	Highway Improvements	Planned - 20 years	Improve highway signage and implement effective measures to slow vehicle traffic and provide early warning to motorists for approaching intersection and pedestrian crossing.	Highway	Big Basin Redwoods SP	Agency TBD	Caltrans, State Parks, CCC				Big Basin Redwoods GP					Yes	Yes	
1	Big Basin	MBSST Segment 1	On hold	Improvements include 0.87 miles of Class III on-street/road shoulder bike route, 0.19 miles unpaved native soil trail, unpaved roadway shoulder on coastal side of Highway 1, and potentially fencing.	Trails	North Coast Rail Trail/Highway 1	RTC	State Parks, Caltrans			Yes	MBSST Master Plan; Santa Cruz County ATP	Yes				Yes	Yes	Yes
2	Greyhound Rock	Greyhound Rock Overnight Accommodations	Potential	Proposed uses include trail development (California Coastal Trail), overnight cabins, discovery center, dining hall and kitchen. Existing uses include: fishing access, picnic tables, beach access, coastal overlook, RV camping.	Visitor Facilities	Greyhound Rock County Park	Agency TBD	CDFW, State Parks, Caltrans, Coastal Conservancy, CCC, County of Santa Cruz	Yes		Yes		Yes	Yes	Yes		Yes	Yes	Yes
2	Greyhound Rock; Scott Creek	MBSST Segment 2	On hold	4.77 miles of primarily existing road shoulder improvements due to limited available space and adjacent public land on the coastal side of Highway 1, routine road edge clearing, signs, and shoulder pavement striping, and potentially fencing.	Trails	North Coast Rail Trail/Highway 1	RTC	State Parks, Caltrans			Yes	MBSST Master Plan	Yes				Yes	Yes	Yes

Zone #	Zone	Project Name	Status	Project Description	Project Type	Property Name	Agency	Other Agencies to Coordinate With	High Priority	Remove from Public List	Public/Stakeholder Support	Planning Document	Goal 1: Regional Planning and Partnerships	Goal 2: Vegetation Management	Goal 3: Plant and Animal Habitat Conservation and Restoration	Goal 4: Historic, Cultural, and Archaeological Resources	Goal 5: Public Safety	Goal 6: Public Access and Regional Connections	Goal 7: Stewardship, Maintenance, and Facilities
3	Scott Creek	Scott Creek Coastal Resiliency Project	Planned - 10 years	Scott Creek Bridge replacement and lagoon restoration with future north and south parking lots.	Infrastructure, Conservation	Highway 1 and Scott Creek Beach	Caltrans	RTC, RCD, CDFW, County of Santa Cruz, Wildlife Conservation Board, Coastal Conservancy, USFWS Coastal Program, and NOAA Fisheries	Yes		Yes	Caltrans SCC Biannual SHOPP Packet, 08/2022; SCCRTC's 2045 Regional Transportation Plan Appendix E Project List as ID: CT34 or search EA 05-1M720.	Yes	Yes	Yes		Yes	Yes	Yes
3	Scott Creek	Restroom at Scott Creek Beach	Potential	Restroom at Scott Creek Beach - added due to lack of restroom in this area, may be challenging due to sea level rise.	Visitor Facilities	Scott Creek Beach	Agency TBD	County of Santa Cruz, RTC, Caltrans	Yes		Yes							Yes	
3	Scott Creek	MBSST Segment 3	On hold	1.11 miles (5,870 linear feet) multi-use paved path (Class I), one pre-engineered bike/pedestrian bridge, 150-foot span, and fencing may be considered when project is implemented.	Trails	North Coast Rail Trail	RTC	State Parks			Yes	MBSST Master Plan	Yes				Yes	Yes	Yes
4	Davenport	RMZ #1 Phase 1	Underway/Imminent	Molino Bank Loop – Hike, Bike Trail	Trails	Cotoni-Coast Dairies National Monument	BLM	CCC, County Public Works				Decision Record for CCNM RMP Amendment for C-CD	Yes					Yes	Yes
4	Davenport	RMZ #1 Phase 2	Planned - 10 years	Agua Puerca Loops and Warnella Loops – Hike, Bike Trail	Trails	Cotoni-Coast Dairies National Monument	BLM	CCC, County Public Works				Decision Record for CCNM RMP Amendment for C-CD	Yes					Yes	Yes
4	Davenport	Historic Feature Preservation and Restoration	Planned - 5 years	Preserve and restore the Mocettini Cheese Barn and the other historic features nearby.	Historic Preservation	Cotoni-Coast Dairies National Monument	BLM	CCC, Office of Historic Preservation, National Parks Service, State Parks	Yes		Yes	<a href="https://eplanning.blm.gov/eplanning-ui/project/2022460/510">https://eplanning.blm.gov/eplanning-ui/project/2022460/510</a>				Yes	Yes		Yes
4	Davenport	Cement Plant Road Multi-Use Path	Potential	Class I multi-use path on inland side of Cement Plant Road from Warnella Road to Highway 1 and continuing along inland side of Highway 1 from Cement Plant Road to Ocean Street to connect Cotoni-Coast Dairies' parking lot to Davenport and North Coast Rail Trail.	Trails	CEMEX Property, Davenport CDP, Highway 1	County of Santa Cruz	Caltrans, RTC, and BLM	Yes		Yes	Santa Cruz County ATP	Yes				Yes	Yes	Yes
4	Davenport	Parking for Northern Trailhead	Planned - 5 years	Parking (47-69 spaces) near Warnella Road and Cement Plant Road - exact location TBD	Parking	Cotoni-Coast Dairies National Monument	BLM	CCC, Santa Cruz County, County, Public Works, Caltrans	Yes		Yes	<a href="https://eplanning.blm.gov/eplanning-ui/project/2022460/510">https://eplanning.blm.gov/eplanning-ui/project/2022460/510</a>	Yes				Yes	Yes	Yes
4	Davenport	MBSST Segment 4	On hold	1.38 miles multi-use rail trail (Class I), 1.41 miles bluff trail (Segment 4A), 0.85 miles on-street bike lanes (Segment 4B), a Highway 1 crossing at Davenport Landing Road, a rail crossing in front of cement plant property, 3 road crossings, and potentially fencing.	Trails	North Coast Rail Trail/Santa Cruz Branch Rail Line	RTC	State Parks, Santa Cruz County			Yes	MBSST Master Plan	Yes				Yes	Yes	Yes
4	Davenport; Shark Fin Cove; Yellowbank/Panther Beach; Laguna Creek; Four Mile Beach; Wilder	Excursion Train	Potential - depending on railroad operator interest.	Excursion train to run along the Union Pacific Railroad from Davenport to Santa Cruz.	Rail	Santa Cruz Branch Rail Line	City of Santa Cruz, County of Santa Cruz, RTC		Yes		Yes							Yes	
5	Davenport; Shark Fin Cove; Yellowbank/Panther Beach; Laguna Creek; Four Mile Beach; Wilder	North Coast Rail Trail/ MBSST Segment 5 - Phases I and II (California Coastal Trail)	Underway/Imminent	7.5-mile continuous paved ADA accessible bicycle and pedestrian trail connecting Wilder Ranch to Davenport. Safety and mobility improvements adjacent to Highway 1 with the addition of two new parking lots and restrooms (one at Davenport and one at Yellowbank/Panther), and an at-grade pedestrian crossing of Highway 1 in Davenport.	Trails	North Coast Rail Trail/Santa Cruz Branch Rail Line	RTC	FHWA-CFL, State Parks, County of Santa Cruz	Yes		Yes	MBSST Master Plan; Segment 5 Fact Sheet	Yes				Yes	Yes	Yes

Zone #	Zone	Project Name	Status	Project Description	Project Type	Property Name	Agency	Other Agencies to Coordinate With	High Priority	Remove from Public List	Public/ Stakeholder Support	Planning Document	Goal 1: Regional Planning and Partnerships	Goal 2: Vegetation Management	Goal 3: Plant and Animal Habitat Conservation and Restoration	Goal 4: Historic, Cultural, and Archaeological Resources	Goal 5: Public Safety	Goal 6: Public Access and Regional Connections	Goal 7: Stewardship, Maintenance, and Facilities
5	Shark Fin Cove	Parking at Shark Fin Cove	Potential	Add formalized parking at Shark Fin Cove	Parking	Shark Fin Cove	Agency TBD	Caltrans, State Parks, County of Santa Cruz, RTC	Yes		Yes		Yes				Yes	Yes	
5	Shark Fin Cove	Restroom at Shark Fin Cove	Potential	Restroom at Shark Fin Cove, may be a challenging location	Visitor Facilities	Shark Fin Cove	Agency TBD	Caltrans, State Parks, County of Santa Cruz, RTC	Yes		Yes							Yes	
6	Yellowbank/ Panther Beach	RMZ #3 Phase 2	Planned - 10 years	Cotoni Trail 02 - Hike, Horse Trail	Trails	Cotoni-Coast Dairies National Monument	BLM	CCC, State Parks, RTC				Decision Record for CCNM RMP Amendment for C.C.D.	Yes					Yes	Yes
6	Yellowbank/ Panther Beach	RMZ #3 Phase 1	Planned - 5 years	Cotoni Trail 01 - Hike, Horse Trail; Yellowbank Connection; Yellowbank N Loop - Hike, Horse Trail; Yellowbank S Loop - Hike, Bike, Horse Trail	Trails	Cotoni-Coast Dairies National Monument	BLM	CCC, State Parks, RTC				Decision Record for CCNM RMP Amendment for C.C.D.	Yes					Yes	Yes
6	Yellowbank/ Panther Beach	North Coast Rail Trail/ MBSST Segment 5 - Phase III (California Coastal Trail)	Underway/ Imminent	Pedestrian overcrossing of Highway 1 at Yellowbank/Panther parking lot to connect to Cotoni-Coast Dairies trailhead.	Trails	North Coast Rail Trail/Santa Cruz Branch Rail Line	RTC	FHWA-CFL, State Parks, County of Santa Cruz, BLM, Caltrans	Yes		Yes	MBSST Master Plan; Segment 5 Fact Sheet	Yes				Yes	Yes	Yes
6	Yellowbank/ Panther Beach	Panther Beach Access Improvements	Planned - 5 years	Public access improvement to Panther Beach from the top of the bluff	Trails	Panther Beach	State Parks	State Parks	Yes		Yes							Yes	
6	Yellowbank/ Panther Beach	Restroom at C-CD Parking Lot	Potential	Build restroom with potable water at Yellowbank Trailhead Parking Lot to Cotoni-Coast Dairies National Monument	Infrastructure	Panther Beach	TPL	BLM			Yes								
6	Yellowbank/ Panther Beach	Yellowbank Beach Access Improvements and Restoration	Planned - 20 years	Highway 1 turning lanes and bus stop; parking lot with guard rail, fee boxes, and relocation of electrical poles; concrete stairs with handrail; trash cans; vault toilets; beach clean-up; emergency telephone; signs; and coastal scrub revegetation.	Visitor Facilities	Yellowbank Beach	State Parks	Caltrans			Yes	North Coast Beaches Unified Plan			Yes			Yes	
6	Yellowbank/ Panther Beach	Yellowbank Trailhead Parking Lot to Cotoni-Coast Dairies National Monument	Potential	Development of trailhead parking lot for up to 77 spaces, 3 ADA spaces, and 5 pull-through equestrian trailer spaces put forth by TPL and FONC to provide southern access to Cotoni-Coast Dairies.	Parking	TPL property near Yellowbank Trailhead	TPL	BLM, Caltrans			Yes							Yes	
7	Laguna Creek	Laguna Creek Beach (GP: Access and Preserve)	Planned - 20 years	Add paved shoulders for turning onto Laguna Creek Road to parking lot, pedestrian safety improvements, visitor amenities (i.e., trash, vault toilets, signs), widen access trail section between railroad track and highway, grading, wetland and nesting area preservation. Restoration of historic buildings.	Highway	Laguna Creek Beach	State Parks	Caltrans				General Plan for the North Coast Beaches			Yes			Yes	
7	Laguna Creek	Laguna Creek Beach Marsh Preservation	Planned - 20 years	Beach clean-up, marsh/snowy plover preservation	Habitat Preservation	Laguna Creek Beach	State Parks				Yes	North Coast Beaches Unified Plan			Yes				
8	Four Mile Beach	Four Mile Beach Parking Lot	Planned - 20 years	Parking lot at Four Mile Beach	Parking	Four Mile Beach	State Parks		Yes		Yes						Yes	Yes	
8	Four Mile Beach	Restroom at Four Mile Beach	Potential	Restroom at Four Mile Beach, may be a challenging location	Visitor Facilities	Four Mile Beach	State Parks		Yes		Yes							Yes	
9	Wilder Ranch	Old Cove Landing Trail Accessibility Improvements	Planned - 10 years	Upgrade the Old Cove Landing trail at Wilder Ranch to an ADA accessible trail.	Trails	Wilder Ranch State Park	State Parks		Yes		Yes							Yes	
9	Wilder Ranch	Wilder Ranch Cultural Preserve	Planned - 20 years	Wilder Ranch Complex renovate Bolcoff Adobe and Grainery	Cultural Preserve	Wilder Ranch State Park	State Parks		Yes		Yes	Wilder Ranch SP General Plan, 1980				Yes			

Zone #	Zone	Project Name	Status	Project Description	Project Type	Property Name	Agency	Other Agencies to Coordinate With	High Priority	Remove from Public List	Public/ Stakeholder Support	Planning Document	Goal 1: Regional Planning and Partnerships	Goal 2: Vegetation Management	Goal 3: Plant and Animal Habitat Conservation and Restoration	Goal 4: Historic, Cultural, and Archaeological Resources	Goal 5: Public Safety	Goal 6: Public Access and Regional Connections	Goal 7: Stewardship, Maintenance, and Facilities
9	Wilder Ranch	MBSST Segment 6	On hold - Alternate route provided on Caltrans Multi-use Trail along Highway 1	1.49 miles (7,830 linear feet) - Wilder Ranch trailhead to Moore Creek	Trails	North Coast Rail Trail/Santa Cruz Branch Rail Line	RTC	City of Santa Cruz				MBSST Master Plan; Santa Cruz County ATP	Yes				Yes	Yes	Yes





# Appendix D:

**Ideas and Strategies for Future Consideration Identified  
During Stakeholder and Community Engagement Process**



## APPENDIX D

### IDEAS AND STRATEGIES FOR FUTURE CONSIDERATION IDENTIFIED DURING STAKEHOLDER AND COMMUNITY ENGAGEMENT PROCESS

#### Potential Strategies and Actions:

- Economically efficient O&M based on geographic proximity
- Public outreach and communications regarding the following:
  - Public access points
  - Safety best practices: driving, hiking, recreating
  - Americans with Disabilities Act (ADA) accessibility
  - Bicycling routes
  - Public transportation options
  - Multimodal transportation programs
  - Coordinated signage
- Ongoing provision of emergency services
- Cohesive management of resource, habitat, and wildlife conservation, preservation, and restoration
- Leadership of Amah Mutsun tribe in decision-making
- Data-driven decision-making
- North Coast interpretation and education strategy and public guide

#### Potential Studies

- Multi-modal transportation studies
- Use and activity studies
- Monitoring the effects of changes made
- Social and environmental carrying capacity analysis
- Biological resource analyses
- Travel/traffic surveys
- Alternate access study
- Commercial cannabis impacts assessment

## **APPENDIX D: IDEAS AND STRATEGIES FOR FUTURE CONSIDERATION IDENTIFIED DURING STAKEHOLDER AND COMMUNITY ENGAGEMENT PROCESS**

### **Potential Programs**

- Parking and reservation systems, including free access for local residents
- Multi-modal transportation programs
- Volunteer activities
  - Patrols
  - Trail construction and maintenance
- Community events
- Centralized way of handling complaints and issues from the public
- Education about the ecological impacts of off-trail use
- Sponsorship opportunities, such as purchasing memorial benches
- Pack Your Trash policy and program
- Sustainable consumptive use for personal use

### **Potential Projects**

- Recycling facilities
- Buffered or separated bicycling routes instead of on-highway infrastructure
- Continuation of separated bicycle and pedestrian path into San Mateo County
- Housing for management or enforcement personnel



# Appendix E:

## Grant Funding Opportunities

North Coast Facilities Management Plan | Santa Cruz County | March 2024

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## APPENDIX E

### GRANT FUNDING OPPORTUNITIES

Compiled by the Santa Barbara County IRWM Region, April 2023 and PlaceWorks Climate Action and Resiliency Services, January 2023.

## 1. Water

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### County Drought Resilience Planning Assistance Program

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#### *Department of Water Resources*

The DWR County Drought Resilience Planning Grant Program is offered as a sub-program of the Small Community Drought Relief (SCDR) Program. \$5M in funding (awards range from \$10,000 to \$125,000) for work establishing drought/water shortage task forces, developing drought and water shortage emergency responses, and long-term mitigation plans for domestic wells and state small water systems. All CA counties are eligible. ROLLING APPLICATION.

[County Drought Resilience Planning Assistance Program \(ca.gov\)](https://www.cdwr.ca.gov/drought-resilience-planning-grant-program/)

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### State Water Efficiency and Enhancement Program (SWEEP)

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#### *CA Department of Food & Agriculture*

This program will award agencies with funding to provide technical assistance to farmers for development and implementation of irrigation projects. Agencies will disburse funds to farms, support/verify on-farm implementation, and provide reporting/invoicing. The minimum award is \$2 million, the maximum award is \$5 million. Socially disadvantaged farmers will be prioritized. Awards announced in July (2023). Deadline is 6/19/2023 at 5:00PM

<https://www.cdffa.ca.gov/oefi/sweep/>

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**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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**Water Efficiency Technical Assistance (WETA)**

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*CA Department of Food & Agriculture*

The program provides \$14.25M for agencies that provide technical assistance for agricultural operations. Technical assistance can be (a) evaluating irrigation system efficiency, (b) evaluating pump efficiency, and/or (c) providing water use efficiency and nutrient management training. Awards up to \$500,000. Awards announced in August. Socially disadvantaged farmers and ranchers (SDFRs) prioritized. Deadline is 6/6/2023 at 5:00PM.

<https://www.cdfa.ca.gov/oefi/technical/weta.html>

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**Drinking Water State Revolving Fund (DWSRF)**

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*State Water Resources Control Board (SWRCB)*

The Drinking Water State Revolving Fund (DWSRF) program assists public water systems in financing the cost of drinking water infrastructure projects needed to achieve or maintain compliance with Safe Drinking Water Act (SDWA) requirements. ROLLING APPLICATION.

[https://www.waterboards.ca.gov/drinking\\_water/services/funding/SRF.html](https://www.waterboards.ca.gov/drinking_water/services/funding/SRF.html)

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**Small Community Drought Relief Program**

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*Department of Water Resources*

The Small Community Drought Relief Program (Program) was authorized by the Legislature pursuant to the Budget Act of 2021 (Stats. 2021, ch. 240, § 80) and its Trailer Bill, (Wat. Code, § 13198 et seq.). The Trailer Bill authorized specified state agencies, defined as implementing agencies, subject to an appropriation for these purposes, to make grants and direct expenditures for interim or immediate relief in response to conditions arising from a drought scenario to address immediate impacts on human health and safety and on fish and wildlife resources and to provide water to persons or communities that lose or are threatened with the loss or contamination of water supplies.

The small communities are those that are not supplied by an urban water supplier as defined in California Water Code (Sec 10617). Urban water suppliers are those that provide drinking water with more than 3,000 connections or more than 3,000 acre-feet per year. ROLLING APPLICATION, closes December 29, 2023.

<https://water.ca.gov/WaterBasics/Drought/Drought-Funding/SmallCommunity-Drought-Relief>

**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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**Emergency Drinking Water/Cleanup & Abatement  
Account Programs**

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*State Water Resources Control Board (SWRCB)*

The Cleanup and Abatement Account (CAA) was created by Water Code Sections 13440-13443 to provide grants for the cleanup or abatement of a condition of pollution when there are no viable responsible parties available to undertake the work. Water code section 13442 authorizes the State Water Board to utilize CAA funds to address an urgent drinking water need. This includes needs due to drought, contamination, or other eligible emergencies. ROLLING APPLICATION.

[https://www.waterboards.ca.gov/water\\_issues/programs/grants\\_loans/caa/](https://www.waterboards.ca.gov/water_issues/programs/grants_loans/caa/)

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**Per- and Polyfluoroalkyl Substances (PFAS) Funding**

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*State Water Resources Control Board (SWRCB)*

This funding is available for technical and financial assistance to drinking water systems to address PFAS in their water drinking water supply. ROLLING APPLICATION.

[https://www.waterboards.ca.gov/water\\_issues/programs/grants\\_loans/pfas.html](https://www.waterboards.ca.gov/water_issues/programs/grants_loans/pfas.html)

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**County-wide and Regional Funding Program**

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*State Water Resources Control Board (SWRCB)*

The State Water Board has funding available from various sources within the Safe and Affordable Funding for Equity and Resilience (SAFER) Program to fund drinking water projects that address drought-related and contamination issues. Although we have several programs already in place, we have identified gaps for regional programs that address the needs of households served by state smalls and domestic wells throughout the State. ROLLING APPLICATION.

DFA does not award funding directly to households, and available DFA funding to address emergency needs of state smalls and domestic wells can't be implemented on an immediate basis. One key goal of this program is to award funding to counties or their partners to enable them to setup programs proactively, based on anticipated needs, and therefore be ready to respond promptly when urgent needs arise.

[https://www.waterboards.ca.gov/safer/funding\\_solicitation.html](https://www.waterboards.ca.gov/safer/funding_solicitation.html)

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**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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## **2. Wastewater and Water Resiliency**

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**Clean Water State Revolving Fund (CWSRF)**

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*State Water Resources Control Board (SWRCB)*

Eligible project types include: Construction of publicly-owned treatment facilities: wastewater treatment, local sewers, sewer interceptors, water reclamation and distribution, stormwater treatment, combined sewers, and landfill leachate treatment.

Implementation of nonpoint source (NPS) projects to address pollution associated with: agriculture, forestry, urban areas, marinas, hydromodification, wetlands, and development and implementation of estuary comprehensive conservation and management plans for: San Francisco Bay, Morro Bay, and Santa Monica Bay. ROLLING APPLICATION

[https://www.waterboards.ca.gov/water\\_issues/programs/grants\\_loans/](https://www.waterboards.ca.gov/water_issues/programs/grants_loans/)

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**Water Recycling Funding Program (WRFP) – Planning Grant**

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*State Water Resources Control Board (SWRCB)*

The WRFP Planning Grant will generally cover 50 percent of the planning costs to develop a recycled water feasibility study. Generally, all costs necessary to determine the feasibility of using recycled water and to select an alternative to offset or augment the use of fresh/potable water from state or local supplies may be eligible for the planning grant. The maximum grant amount is established by the State Water Board in the Clean Water State Revolving Fund (CWSRF) Intended Use Plan, or as otherwise limited by the State Water Board. A disadvantaged community (DAC) or severely disadvantaged community (SDAC) may receive 100 percent of the eligible planning costs up to the maximum established by the State Water Board. The grant maximum has been \$150,000 in previous years. Applicants should submit an application including a Plan of Study, which will be used to determine the costs eligible for grant funding. ROLLING APPLICATION.

[https://www.waterboards.ca.gov/water\\_issues/programs/grants\\_loans/water\\_recycling/](https://www.waterboards.ca.gov/water_issues/programs/grants_loans/water_recycling/)

### 3. *Environmental Justice/Disadvantaged Communities*

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#### **Tribal Technical Assistance Pilot Program**

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##### *California Strategic Growth Council*

New capacity-building grant program for federally and non-federally recognized Native American Tribes, specifically focused on climate change-related capacity-building. Funds can be used for a variety of capacity building/technical assistance initiatives, including trainings, grant application/management assistance, implementation assistance, and/or partnership building/leadership development. Non-federally recognized tribes must be a non-profit or partner with a non-profit to apply. Pilot program awards two-year grants to 3-5 tribes. Program still under development. Workshop on draft guidelines (register [HERE](#)) will be held on June 5<sup>th</sup>, 2023.

[TTAP Factsheet \(constantcontact.com\)](#)

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#### **Explore the Coast Overnight**

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##### *Coastal Conservancy*

The Conservancy's Explore the Coast Overnight Program was created to expand more opportunities for all Californians to stay overnight at the coast, particularly individuals and youth from low and middle-income households, communities of color, at-risk or underserved populations, and others that face barriers to accessing the coast. The goals of the Explore the Coast Overnight Program include: Helping improve existing, and develop new lower-cost coastal accommodations; Ensuring that new or renovated coastal accommodation projects are available to all Californians, in particular low and middle-income Californians and organizations that serve under-resourced communities; Supporting innovative pilot projects; Creating and preserving a variety of lower-cost coastal accommodations; and Maintaining and increasing the stock of lower-cost coastal accommodations along the California coast.

The Conservancy provides grant funds for the planning, design, permitting, and/or construction of lower-cost coastal



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## APPENDIX E: GRANT FUNDING OPPORTUNITIES

accommodation projects that advance the goals and priorities of the Explore the Coast Overnight Program. ROLLING APPLICATION, closes January 2026.

<https://scc.ca.gov/projects/etco/>

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### Outdoor Equity Grants Program

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#### *California State Parks*

Eligible Applicants: All Public Agencies (local, state, and federal government, school districts and educational agencies, joint powers authorities, open-space authorities, regional open-space districts, and other relevant public agencies), Non-profit organizations with 501(c)(3) status.

Eligible Programs: Outdoor programs will be designed to take place in the community and at natural area destinations. See the Program Overview and Grant Selection Criteria in the Application Guide for more information.

[https://www.parks.ca.gov/?page\\_id=30443](https://www.parks.ca.gov/?page_id=30443)

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### The Safe and Affordable Funding for Equity and Resilience Program (SAFER)

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#### *State Water Resources Control Board*

In 2019, Senate Bill 200 (SB200) established the Safe and Affordable Drinking Water (SADW) Fund to address funding gaps and provide solutions to water systems, especially those serving DACs, to address both their short- and long-term drinking water needs. The SADW Fund is one of several funds that are part of the larger SAFER Program. ROLLING APPLICATION.

[https://www.waterboards.ca.gov/water\\_issues/programs/grants\\_loans/sustainable\\_water\\_solutions/safer.html](https://www.waterboards.ca.gov/water_issues/programs/grants_loans/sustainable_water_solutions/safer.html)

**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

## **4. Habitat Restoration/Environment**

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### **Agricultural Conservation Acquisition, Capacity and Project Development, and Land Use Planning**

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#### *Department of Conservation*

Round 9 of the Sustainable Agricultural Lands Conservation Program (SALC) Grants: The SALC grant program consists of three grants: Agricultural Conservation Acquisition Grants, Capacity and Project Development Grants, and Land Use Planning Grants. Funds awarded via the Agricultural Conservation Acquisition Grants will be used for the permanent purchase of agricultural conservation easements and fee title purchases. Land purchased must be strategically-located, highly productive, and critically threatened. Capacity and project development grants look to expand organization capacity and develop agricultural acquisition projects. Land use grant funds support initiatives to convert agricultural land to non-agricultural land uses. Awards expected to be announced in December 2023. Planning pre-proposals due 6/30/2023. Capacity applications due 7/21/2023. Acquisitions and Planning applications due 9/08/2023.

<https://www.conservation.ca.gov/dlrp/grant-programs/SALCP/Pages/Index.aspx>

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### **Cleanup, Remediation, and Watershed Enhancement Funding Opportunity**

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#### *Department of Fish and Wildlife*

Through this grant program, CDFW is looking to fund projects to enhance watersheds/environments impacted by illegal cannabis cultivation. Projects should focus on planning, cleanup/remediation, or implementation. Projects could look to reduce environmental contaminants and waste associated with cultivation practices. Projects could be completed on private or public land. Projects that enhance wildlife habitat and biodiversity are eligible for funding. ROLLING APPLICATION.

<https://wildlife.ca.gov/Conservation/Watersheds/Cannabis-Restoration-Grant>

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**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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**Addressing Climate Impacts**

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*Department of Fish and Wildlife*

CDFW is looking to fund projects that address climate change impacts to habitats and watersheds. Funding can be used to purchase water to maintain instream flows, build water conservation projects, or implement other conservation strategies listed in the State Wildlife Action Plan. ROLLING APPLICATION, end date is 3/15/2023.

<https://wildlife.ca.gov/Conservation/Watersheds/Restoration-Grants/Concept-Application>

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**Riverine Steward Program**

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*Department of Water Resources*

The RSP supports fish passage improvements & similar projects that increase ecological, stream management, climate, & community improvement benefits. Program goals include protecting, restoring, and enhancing the natural environment of riparian systems. ROLLING APPLICATION, closes May 31, 2023

<https://water.ca.gov/Programs/Integrated-Regional-Water-Management/Riverine-Stewardship-Program/Riverine-Stewardship-Grants>

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**Habitat Enhancement and Restoration**

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*Wildlife Conservation Board*

Consistent with Fish and Game Code section 1301, this program provides assistance for the restoration and enhancement of fish and wildlife resources. Eligible projects include: native fisheries restoration; restoration of wetlands; restoration of coastal, tidal, or fresh water habitat; other native habitat restoration projects including coastal scrub oak, grasslands, and threatened and endangered species habitats; in-stream restoration projects, including removal of fish passage barriers and other obstructions; and other projects that improve the quality of native habitat throughout the State. ROLLING APPLICATION.

<https://wcb.ca.gov/Grants>

<https://www.grants.ca.gov/grants/habitat-enhancement-and-restoration/>

## APPENDIX E: GRANT FUNDING OPPORTUNITIES

### Wildlife Corridors – Nature Based Solutions

#### *Department of Fish and Wildlife*

For connectivity planning and implementation projects consistent with the State Wildlife Action Plan, the state's efforts on connectivity, and the Fish Passage Annual Legislative Report or efforts to allow fish and wildlife the freedom to roam in California by accelerating fish and wildlife corridor projects. ROLLING APPLICATION.

<https://wildlife.ca.gov/Conservation/Watersheds/Restoration-Grants/Concept-Application>

### Drought Emergency: Protecting Salmon

#### *CDFW Restoration Grant Opportunity*

This funding will support restoration and protection projects that enhance salmon resiliency to drought and climate change. Funding for planning and implementation projects that enhance resiliency to drought and climate change through restoration, protection, or enhancement of riparian and aquatic habitat and river channels, reconnection of historical flood plains, or improvements to ecological functions.

<https://wildlife.ca.gov/Grants>

### Stream Flow Enhancement

#### *Wildlife Conservation Board*

The following are funding priorities for the stream flow enhancement projects:

- Implementation projects resulting in measurable increases in stream flow
- Acquisition projects resulting in permanent or long-term in-stream flow dedication
- Projects that are focused on a watershed or regional approach
- Projects in critical watersheds for salmonids
- Projects that help to complete previously funded projects
- Projects that evaluate stream flow conditions and stream responses to other stream flow enhancement projects

Funded projects are also consistent with the objectives and actions outlined in the California Water Action Plan, with the primary focus on enhancing flow in streams that support anadromous fish; support special-status, threatened, endangered, or at-risk species; or provide resilience to climate change. ROLLING APPLICATION.

<https://wcb.ca.gov/Grants>

<https://www.grants.ca.gov/grants/stream-flow-enhancement/>

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**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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**Ecosystem Restoration and Agricultural Lands**

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*Wildlife Conservation Board*

The intent of the Ecosystem Restoration and Agricultural Lands program is to collaborate with the agricultural community in identifying and implementing projects that provide long-term habitat benefits for wildlife, consistent with landowner objectives, including economic sustainability, and have the potential for replication on a statewide scale. ROLLING APPLICATION.

<https://www.grants.ca.gov/grants/ecosystem-restoration-and-agricultural-lands/>

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**Multibenefit Land Repurposing Program (MLRP) Program**

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*Department of Conservation*

The program funds groundwater sustainability projects that reduce groundwater use, repurpose irrigated agricultural land, and provide wildlife habitat. The Multibenefit Land Repurposing Program seeks to use this funding to increase regional capacity to repurpose agricultural land to reduce reliance on groundwater while providing community health, economic wellbeing, water supply, habitat, and climate benefits.

<https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Multibenefit-Land-Repurposing-Program.aspx>

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**Environmental Enhancement and Mitigation Grant Program**

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*California Natural Resources Agency*

The EEM Program is an annual program that offers grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.

<https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem>

**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

## 5. Coastal

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### **Coastal Conservancy Grant**

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#### *Coastal Conservancy*

The Coastal Conservancy funds a wide variety of projects along the California coast, San Francisco Bay, and in coastal watersheds to increase availability of beaches, parks and trails for the public, protect and restore natural lands and wildlife habitat, preserve working lands, and increase community resilience to the impacts of climate change. ROLLING APPLICATION, closes January 1, 2027

<https://scc.ca.gov/grants/>

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### **Local Coastal Program Local Assistance Grant Program**

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#### *California Coastal Commission*

The LCP Local Assistance Grant Program provides funds to support local governments in completing or updating Local Coastal Programs (LCP) consistent with the California Coastal Act, with special emphasis on planning for sea level rise and climate change. Grant-funded work has included the completion of sea level rise vulnerability assessments, technical studies, economic analyses, adaptation planning and reports, public outreach and engagement, and LCP policy development.

<https://www.coastal.ca.gov/lcp/grants/>

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**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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## 6. Green Space

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### California Forest Improvement Program

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#### *Department of Forestry and Fire Protection*

The program scope includes the improvement of all forest resources including fish and wildlife habitat, and soil and water quality. Cost-share assistance is provided to private and public ownerships containing 20 to 5,000 acres of forest land. Cost-shared activities include: Preparation of a Forest Management Plan by a Registered Professional Forester (RPF).

RPF Supervision of the following: Reforestation, Site Preparation, Trees and Planting, Tree Shelters, Stand Improvement, Pre-commercial Thinning or Release, Pruning, Follow-up (includes mechanical, herbicide and/or slash disposal follow-up), Forestland conservation practices / fish and wildlife habitat improvement. Broadcast/controlled/cultural burning is not eligible for CFIP cost share. ROLLING APPLICATION, application periods end May 1, 2023; July 1, 2023; September 1, 2023; and November 1, 2023.

<https://www.fire.ca.gov/grants/california-forest-improvement-program-cfip/>

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### Regional Forest and Fire Capacity Program

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#### *Department of Conservation*

The Regional Forest and Fire Capacity (RFFC) Program supports regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The Department will provide block grants to regional entities (Regional Block Grantees) and to eligible coordinating organizations (Statewide Block Grantees) to support the statewide implementation of the program.

<https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Regional-Forest-and-Fire-Capacity-Program.aspx>

**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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**Wildfire Prevention**

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*CALFIRE*

CAL FIRE's Wildfire Prevention Grants Program provides funding for wildfire prevention projects and activities in and near fire threatened communities that focus on increasing the protection of people, structures, and communities. Funded activities include hazardous fuels reduction, wildfire prevention planning, and wildfire prevention education with an emphasis on improving public health and safety while reducing greenhouse gas emissions.

<https://www.fire.ca.gov/grants/wildfire-prevention/>



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**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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## **7. Climate Resiliency**

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**Transformative Climate Communities, Round 5: Project Development, Planning, & Implementation Grants**

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*California Strategic Growth Council*

The TCC program administers three separate grants (project development, planning, and implementation) all with the goal of supporting initiatives aimed at reducing neighborhood-level greenhouse gas emissions. Projects must be aimed at providing economic, environmental, and health benefits to disadvantaged communities. Multiple co-applicants are required for project development and implementation grants. At least one co-applicant is required for planning grant. Co-applicants can include a wide range of stakeholders, including community, business, and government-affiliated individuals. Disadvantaged Unincorporated Communities (DUCs), Tribal Communities, Planning Grant Grantees, and Previous Implementation Grant Applicants will be prioritized for Project Development Grants, with DUCs given the most priority. Deadline for Round 5 is 8/01/2023 at 5:00PM.

<https://sgc.ca.gov/programs/tcc/>

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**ICARP's Regional Resilience Planning & Implementation Grant Program (RRGP)**

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*Governor's Office of Planning & Research*

The RRGp will help local, regional, and tribal communities build climate resiliency by funding planning and implementation initiatives. RRGp aims to fund projects with diverse regional-scale partners and collaborators. First step to apply is to fill out an "intent to apply" survey. Deadline is 7/19/2023.

<https://opr.ca.gov/climate/icarp/grants/regional-resilience-grant.html>

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**Prop 68 Grant Program**

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*California Ocean Protection Council*

The priority issue area for the 2022 Proposition 68 funding was the nexus between marine protected areas and climate resiliency for species, habitats, and people.

<https://www.opc.ca.gov/prop-68-funding/>

**APPENDIX E: GRANT FUNDING OPPORTUNITIES**

## 8. Other

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### **Local Enforcement Agency Grant Program**

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#### *Department of Resources Recycling & Recover*

CalRecycle awards non-competitive funding to Local Enforcement Agencies for assistance with solid waste facilities permitting and inspections. Deadline is 5/11/2023 at 11:59PM

<https://calrecycle.ca.gov/lea/grantsloans/lea/>

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### **Beverage Container Recycling Redemption Pilot**

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#### *Department of Resources Recycling & Recover*

This pilot program requires local governments and recycling centers to collaborate in an effort to improve convenience of beverage container recycling. The goal of this program is to provide strategically-placed beverage recycling containers in both rural and urban areas lacking recycling opportunities. Up to five pilot projects will be funded (\$500,000-\$1,500,000 award range). Deadline is 5/11/2023 at 11:59PM.

<https://calrecycle.ca.gov/bevcontainer/grants/bevcontainer/rpp/>

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### **Brownfields Revolving Loan Fund (RLF) Grant Program**

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#### *Department of Toxic Substances Control*

The RLF Grant Program provides grants to help nonprofits, tribal entities, and local governments who are not potentially liable under CERCLA section 107 assess or clean up brownfields that they own. DTSC accepts applications continuously, subject to fund availability. ROLLING APPLICATION

<https://dtsc.ca.gov/revolving-loan-fund-rlf-program/>

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### **Infrastructure State Revolving Fund (ISRF) Program**

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#### *Infrastructure and Economic Development Bank*

ISRF loans can fund a wide variety of projects including water and wastewater treatment plant upgrades or construction or street repair and upgrades. ISRF financing is available in amounts ranging from \$1 million to \$65 million with loan terms for the useful life of the project up to 30 years. ROLLING APPLICATION.

<https://ibank.ca.gov/loans/infrastructure-loans/>

## **APPENDIX E: GRANT FUNDING OPPORTUNITIES**

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### **Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program**

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#### *Department of Toxic Substances Control*

DTSC's CLEAN Loan Program provides low-interest loans for property owners, developers, community groups, and local governments to investigate, cleanup and redevelop abandoned and underutilized urban properties. Loan used for the cleanup or removal of hazardous materials where redevelopment is likely to have a beneficial impact on the property values, economic viability, and quality of life of a community. ROLLING APPLICATION.

<https://dtsc.ca.gov/clean-and-iscp-programs/>