

# What Is Coastal Commission's Business?

BY WALLACE WOOD  
Sentinel Staff Writer

Is the Central Coast Regional Coastal Commission doing its job of protecting the coast, or is it tied up in its own red tape, snarling projects with endless delays and poking its nose into local concerns which have nothing to do with coastal protection?

The commission put on the hair shirt of self-examination Monday to look at these questions.

While no formal action was taken, and there was no unanimous agreement among the 16-member commission, it was clear a majority was willing to back some improvements in the way they do their business.

Monday's meeting was a typical example of the problem.

The apartment project

proposed for the north end of the Santa Cruz harbor by Maria Ceresetto and Ronald Troyan, which was continued from the last commission meeting after a long hearing, was continued again Monday after another long hearing.

The situation appeared unchanged. At the last meeting, the commission seemed to favor cutting the number of apartment units from 60 to 48 or even 45. One entire building was to be eliminated or other changes made and the new plans brought back. At the end of Monday's session, it was suggested the number of units be cut to 48 or so, and that either one building be eliminated, other buildings be cut from three to two stories, and that plans be brought back around for a year, now. "One commissioner noted 'this

project has been around for a year, now."

The same questions of the impact on the schools in the Live Oak area and the impact on traffic flow were raised, again by Frank DePalma of the Frederick Street Irregulars, a group of local residents, who raised the questions at the last meeting.

The difference was that the

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commission staff had a report in hand this time saying that Live Oak School District has a capacity of 1,168 students and only has 916 registered so far this year, and there for can handle an additional load from the apartments.

And staff member Ed Brown said that 7th Avenue can handle the small additional traffic load from the apartments, even if the new Broadway - Brommer connection is not built across the harbor. But Eaton Street and Capitola Road are near capacity, he added.

"What is the role of this commission?" asked Commissioner James Hughes.

"Are we going to get involved with local problems, and review in minute detail those things reviewed by local agencies?" he asked.

The answer, apparently, was a qualified "yes," from commissioners. "In my opinion, we don't want to go into local concerns at all, though sometimes we do, but if we cover the same material, we do it with a different perspective," said Commissioner Sam Halsted.

Commissioner Phil Harry, a

Santa Cruz County supervisor, said he doesn't want to be asked for comment on each local project, "because I have a different hat on when I sit up here."

"Our approach is the whole coastline, and we have to look closely at whether the local jurisdiction is cutting off access to the coast or not. The question on this Troyan project is whether traffic will affect beach access, and I think we are fully justified in going into it. It could be an infringement on the people of the State of California," said Commissioner Norman Walters, also from Santa Cruz.

"We can't bypass local issues," added Commissioner Victoria Gibson. "It's not just a question of beach access, but of all coastal issues."

There were other oddities in the Troy development, including a vote on whether a two-thirds vote would be required for approval of the development because it involved agricultural usage. Peculiarly, it took a two-thirds vote to decide the question of the two-thirds vote. It was decided a majority vote will do.

"We need to get a framework together so we don't keep noodling around in a disjointed manner," declared Hughes.

He suggested such improvements as time limits for presentations from both sides of an issue, having the executive director's report follow the staff report and then give plenty of time for all questions to be answered before a motion is made to approve or disapprove a

project.

Other questions to be settled include the issues of whether to try and exclude cities and other built-up areas from commission regulations or simply leave things be until cities want exclusion, and what to do about urban redevelopment projects and their review. These questions were not answered.

It was pointed out that most cities find it too much trouble to ask for exclusion, and find it simpler to simply go ahead and press project applications through the commission.

Commissioners spent a great deal of time discussing whether minutes should be detailed, or whether they should be brief.

Executive Director Olney Smith, for whose benefit the discussion was staged, presented a list of possible meeting improvements. These include a more formal method of presenting projects, including detailed reports on land use, zoning, general plans, traffic and circulation, public services such as schools, utilities, transit, health, and shopping services. Lastly, the staff would analyze the key issues in writing.

If a project is to be recommended for denial, Smith suggested no public recommendation be made, but an applicant be notified of a denial recommendation at least one meeting before a vote is taken.

If Smith recommends approval, a vote would be taken at the same meeting, "unless considerable opposition to the application arises."

## Population Projections Galore In Traffic Plan

BY DON RIGHETTI  
Sentinel Staff Writer

Population of Santa Cruz County will range from 257,600 to 321,700 by the year 2000.

That's the preliminary finding of the county transportation commission as it attempts to project population figures in dishing out the county's travel and traffic needs of the future.

Myron Jacobs, transportation planner for the county, outlined

The second plan assumes present urban areas will be maintained in approximately their present physical locations with some slight expansion and filling in.

A few urban complexes would be developed within the county, mostly in the south county area. Major urban areas would be separated by green belts with most of the prime agricultural

land preserved in its present use.

In such case, there would be an increase in average urban density of 20 to 50 per cent.

The third plan assumes there will be little expansion of current urban areas or none at all. This would cause an urban average density increase of 60 to 100 per cent.