

Capitola - 1970 - 1979

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Advisory group switches from parking meters to time zones

By BOB SMITH

There won't be any parking meters in Capitola village this summer.

Capitola city councilmen decided however to impose a two-hour parking limit on the village business area this year, and back it up with a heavy police patrol.

The decision was made after a heated exchange between the council, City Manager Max Kludt, representatives of the ad hoc parking committee and the Capitola Village Association business group.

Parking committee members last month recommended to the city council that meters be installed on the village streets as a revenue producing means of controlling long-term parking in

Revenue sharing hearing tonight

The Santa Cruz County Fish and Game Advisory Commission will hold a public hearing tonight on a revenue sharing request for the husbandry and captive-breeding of birds of prey.

The meeting will be held in the county governmental center's fifth floor conference room, 7:30 p.m.

The proposal would establish a facility to treat and rehabilitate sick and injured birds of prey.

It would also expand the existing captive breeding program which will allow for the preservation and recovery of natural populations of birds of prey, such as the endangered Peregrin Falcon.

the village.

Kludt, following up on the recommendation, produced alternative plans for the meters.

One would have limited the meters to the Esplanade, the city's beach parking lot and Monterey Avenue below Capitola Avenue.

Kludt figured that the city would have to spend \$16,927 for 139 meters, a Cushman-type scooter and other equipment.

It would cost \$15,500 to police the area, and estimated revenues would total \$23,649 a year.

It would take two years to amortize the initial capital expenditures, and the city's five-year profit would total \$24,447.

An expanded plan called for 235 meters to be placed along the Esplanade, Stockton Avenue, San Jose Avenue, and Capitola Avenue up to Beulah Drive, north of city hall.

Installation costs would be \$25,855. Yearly revenue would be \$34,244. Personnel expenses would remain at \$15,500.

Capital outlay would be amortized in 1.4 years. The five-year profit to the city would be \$67,406.

"The advantage of this plan," wrote Kludt, "is that additional annual operating expenses would be the same as Plan No. 1 with the potential of increasing the revenues by a considerable amount."

Any proposal — parking meters or time-zones — to restrict the length of parking in the village for beach-goers was not acceptable to Councilman

Michael Routh.

"I've talked to a lot of merchants along the Esplanade. Most are opposed to it (parking meters)."

"If it is supposed to be a revenue source," he added, attacking Kludt's figures, "it is ridiculous. It would appear to be much more sensible to put the money in the bank and draw the interest."

"It seems that there must be a better way to put away money. I don't see that this would create any solution to the parking problem. It would be a hindrance. It would drive people away from the beach."

"My understanding," said Councilman John Dixon, "was that it would generate enforcement on the beach."

"What do you do with the beach," Routh heatedly asked, "pave it over with asphalt?"

"The beach is our prime recreation. It's our main attraction. You have to serve both sides of the community," he added, referring to the beach users wanting long-term parking and merchants wanting a fast turnover in parking.

"Merchants are concerned about the parking meters," added Councilman Ron Graves, "but a lot of times, the beach is a big detriment."

Graves jumped the gun on Kludt and audience members who were ready to propose time-zone parking for the village.

"I think there is a less expensive solution — time-zoned parking. We need some police

officers on foot down there. We are not getting it now."

"Meters are not warranted, but time zones are."

Dixon was very unhappy about the apparent about-face by the parking committee, first favoring parking meters, then rejecting that proposal and recommending time-zoned parking.

Committee member Carin Mudgett said the meters were proposed by the committee as a "let's talk about something" idea.

Merchants, said Mrs. Mudgett, don't like the idea of parking meters. "They are afraid of all the free parking at Sutter Hill. They generate no mobility, so it's easier to go to a big shopping center."

Tourists — the beachgoers — don't support the village businesses, she contended. "It is the people in Santa Cruz County who support our business. If we have to depend on the tourist, we won't survive."

"People who use the beach can walk in. People who want to buy a bottle of perfume won't walk in from halfway to Soquel."

"The parking committee feels that mobility (a turnover in parking) is important. Supplying all day parking for people out of county is not important," she

added.

Councilman John Dixon wanted to send the whole issue back to the parking committee to come up with a new plan. "Do we know what the merchants want?"

"As chairman of the Capitola Village Association," said Phil McCrillis of Suzanne's restaurant, "I can say it is the mind of the merchants that there be no meters."

The two-hour proposal, said Mrs. Mudgett, was the "total consensus" of the parking committee.

"This is parking committee's — perhaps last — recommendation. If it gives up mobility, then we don't have to worry about the other solutions."

Kludt was directed on a 4-1 vote, with Routh opposing, to come back with the specific resolutions needed to implement

the time-zone proposal.

In unrelated actions, the council approved resolutions setting up no-parking zones on 41st Avenue between Capitola Road and Clares Street, on Capitola Road between 41st Avenue and Bulb Avenue, and on Monterey Avenue between El

Camino Medio and Escalona Avenue.