

Tight screen clamped on building proposals

Development proposals in Live Oak will come under close scrutiny to determine whether they would be appropriate under the general plan which should be adopted this year.

County supervisors Tuesday gave unanimous approval to the suggestion of Live Oak Supervisor Phil Baldwin that all planning permit applications in the area be carefully screened to see if they meet provisions of the existing general plan as well as the proposed plan. Baldwin told the board in a letter he has asked LOGPAC (Live Oak General

Plan Advisory Committee) to submit its recommendations to the planning commission no later than Feb. 15.

Until the new plan is adopted by the board of supervisors, development applications now will be reviewed to see if they are consistent with the existing, 1961, general plan. Those not consistent with the 1961 plan will be held in abeyance pending adoption of the new plan.

Proposals that do meet standards of the 1961 plan will then "be further critically reviewed as to whether approval would interfere with implementation of

the new general plan" under Baldwin's recommendation. In cases where such development might be inconsistent with the new general plan, the applicants will be requested to continue their proposal until the plan is adopted. Although Baldwin doesn't mention it in his letter, supervisors could deny permits to applicants who refuse to agree to a continuance.

Baldwin says planning department employees should notify prospective developers of the new policy to allow the applicants to decide whether to hold off entirely until the new general

plan becomes law.

In his letter, Baldwin says: "I wish to avoid approval of any major projects that would conflict with or hinder the implementation of a new Live Oak plan. I particularly wish to avoid additional commercial development in areas that are not currently in commercial use until their appropriateness and need in the community is determined as part of the new plan. In addition, development proposals which diminish the opportunity in Live Oak for needed modest and moderate income housing should be very critically scrutinized."

Green Sheet

and Cabrillo Times

Capitola, California, Thursday, January 20, 1977
Volume 8—No. 3

28 Pages



Baldwin wants public's view of parking meter proposal

By BOB SMITH

Parking meters for the Live Oak beaches?

This is one of the possibilities discussed Tuesday morning by the county supervisors, as they again turned their attention towards finding a solution for the traffic problems near the beaches and surfing spots stretching from Schwan Lake to 41st Ave.

No one on the board of supervisors nor in the audience spoke favorably towards the no-parking signs that now line many residential streets between East Cliff Drive and Monterey Bay.

And in the limited public discussion, the parking meter concept proposed by the county public works department didn't gain much support either.

But Supervisor Phil Baldwin promised the jammed hearing room at the county courthouse that no decision would be made until after a series of neighborhood meetings in Live Oak.

Writing his own timetable, Baldwin authored a motion calling for him to report back to the other supervisors on public opinion to the alternatives on April 5.

County public works director Don Porath was also ordered to report back to the supervisors on Feb. 8 on the relationship between the no-parking signs installed by the county last year and the effect on the area's health and safety.

"It is important that people realize that there is a vacant lot at 14th Ave. and East Cliff Drive used by tourists parking. Now, a building permit has been approved (for the lot) by the

told the group.

"One reason behind the parking meter idea," he said, "is that the revenue could be used to purchase future parking lots."

A report prepared by assistant public works director Gene Delucchi shows that each parking meter, purchased and installed by the county, would cost \$93. With 900 meters in the beach area, two maintenance vehicles, paving and design work, the total bill for installation could total \$104,700.

Annual operational costs would be \$38,000, including the hiring of two employees.

But estimated revenue, based on the city of Santa Cruz, would total \$91,200, leaving an operational surplus of \$53,200.

Porath told the supervisors that the costs and revenue estimates are conservative. "Hopefully, we've stayed on the low side."

Delucchi added that parking will get worse as the county develops a plan for limited or no-parking zones on East Cliff Drive — a result of the recently completed East Cliff bike path.

Problems outlined in Delucchi's parking meter report included:

—Streets have no curbs or gutters. This will cause a larger amount of damage to meters and some problems with enforcement.

—There are some non-county maintained public roads and private roads in the area. Spill over from metered areas could cause parking problems at these locations.

—The areas are residential and meters will be fronting single-

undesirable situation and will probably be opposed by the residents.

On the plus side, however, are statements that operating costs, after the payback of the initial investment, could be used to construct curbs and gutters and improve shoulder areas. Revenues could also be used to improve the non-maintained public roads in the area, placing them in the county-maintained system.

And to handle the resident parking problem, "annual passes could be issued to residents at a nominal charge — \$5 to \$10 a year — which would allow parking in a metered zone. This would be applicable in the residential area and not in parking lots or beach front locations," Delucchi proposed.

The state parks department tried last year to add parking at Schwan Lake, but found the final cost too high, area manager Harold Bradshaw told the supervisors.

"We tried to stabilize the Schwan Lake parking area. But the conditions imposed by the coastal commission put the price beyond the money available. The project was presented with a rip-rap seawall, extending the parking area out 10 feet, a stairway to the beach, and then repaving and striping to add some order to chaos."

Bradshaw said the coastal commission ordered several changes, including a concrete seawall in place of the rip-rap.

Could the project be revived today, he was asked. "I would have to resubmit it this year and it wouldn't be in the governor's

"If something could be developed by the county on the 17th Ave. property," Bradshaw told the supervisors, "it would eliminate a lot of congestion on East Cliff Drive."

Supervisor Gary Patton regards the area as one of the crucial tourist areas of the county today.

"I see it as one of the highest impacted areas in the county of Santa Cruz.

"It is not reasonable to block out these areas as the exclusive area for beach residents only. My concept is that we have areas with similar problems. I would like a special district formed without a tax rate, a local neighborhood association formed to represent the people and county governmental revenue to be used for street cleaning, policing, beautification.

"With neighborhood involvement, this could be an asset."

Before supervisor chairman Ed Borovatz cut off public comment and called for a vote on Baldwin's motion, several people spoke.

C. P. Maloney questioned the legality of erecting the no-parking signs without a coastal commission permit, and then the continued practice of citing violators while the signs remained without coastal commission approval.

Installing parking meters won't solve the problems, said Scott Harrison. He told the board that the problem could worsen with the increased traffic circulation of drivers hunting for a