

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST DISTRICT OFFICE  
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# W35b

**Prepared June 5, 2017 for June 7, 2017 Hearing**

**To:** Commissioners and Interested Persons

**From:** Susan Craig, Central Coast District Manager

**Subject: Additional hearing materials for W35b  
Correspondence for LCP-3-STC-17-0016-1-Part E (Parking in Setbacks), City of  
Santa Cruz**

Where checked in the boxes below, this package includes additional materials related to the above-referenced hearing item as follows:

- Staff report addendum
- Additional correspondence received in the time since the staff report was distributed
- Additional ex parte disclosures received in the time since the staff report was distributed
- Other:

Michael A. & Isabelle B. Scott  
418 Sumner St.  
Santa Cruz, CA 95062

W35a  
W35b  
335c

RECEIVED

June 2, 2017

JUN - 2 2017

California Coastal Commission  
Central Coast District Office  
725 Front Street #300, Santa Cruz, CA 95060

COASTAL COMMISSION  
CENTRAL COAST AREA

Re: June 7, 2017 Agenda Items Number 35 Local Coastal Programs (LCPs)  
City of Santa Cruz LCP Amendment No. LCP-3-STC-17-0016-1-Part C (Zoning Cleanup)  
City of Santa Cruz LCP Amendment No. LCP-3-STC-17-0016-1-Part E (Parking in Setbacks)  
City of Santa Cruz LCP Amendment No. LCP-3-STC-17-0016-1-Part G (Elimination of FAR)

Dear Coastal Commissioners:

This letter concerns the application by the City of Santa Cruz to remove maximum floor area (FAR) standards and allow for parking in the front and exterior side yard setbacks to be counted toward a project's off-street parking requirements.

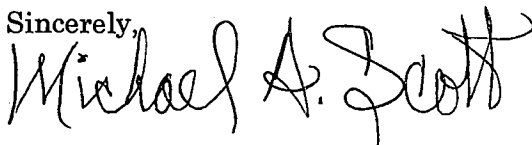
We believe that these proposed changes are not minor to our coastal zone in the Seabright area near the Santa Cruz Yacht Harbor. They will affect coastal access and exacerbate pollution flowing into the Monterey Bay Marine Sanctuary.

Removing FAR restrictions and reducing setback requirements concentrates the neighborhoods, resulting in a greater ratio of structures and paving to land, reducing light, open space and increasing the impact of buildings and paved surfaces. These changes reduce the area for green space and permeable features such as rain gardens, which would prevent run-off into the bay.

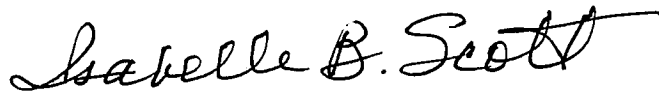
Allowing tandem parking will restrict public access to the coast by reducing convenient off-street parking options in the R-M zoning district. Tandem parking discourages residents and their visitors from parking off-street by making it harder for cars to use that inside parking spot. Also, people often have RVs, boats, etc. which they park in that inside spot. More cars will park on the street resulting in more limited public parking for coastal access. Many of these areas already have permit-parking which increases competition for what few on-street spaces exist for the public.

We maintain that these proposed changes are neither minor nor benign to the coast, and we ask you to consider carefully the negative effects of such proposed "zoning cleanup" which amounts to an understated but real rezoning of our small seaside neighborhoods. Since the Santa Cruz coast has now become a prime target of development for the San Francisco Bay area and Silicon Valley, these changes are not insignificant. Developers will utilize them to maximize profit at the expense of our environment.

Sincerely,



Michael A. Scott



Isabelle B. Scott