

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST DISTRICT OFFICE  
725 FRONT STREET, SUITE 300  
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# W16a

**Prepared July 10, 2017 for July 12, 2017 Hearing**

**To:** Commissioners and Interested Persons

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

**Subject: Additional hearing materials for W16a  
LCP Amendment Number 3-STC-17-0016-1-Part E (Residential Parking in  
Setbacks).**

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.

**From:** [dantan@baymoon.com](mailto:dantan@baymoon.com)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** July 12th Agenda Item 16a LCP-3-STC-17-0016-1-Part E  
**Date:** Friday, July 07, 2017 4:45:40 PM  
**Importance:** High

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July 7, 2017

California Coastal Commission  
Central Coast District Office  
725 Front Street #300, Santa Cruz, CA 95060  
Attention: District Supervisor Ryan Moroney

Re: LCP-3-STC-17-0016-1-Part E (Residential Parking in Setbacks) Public hearing and action on request by the City of Santa Cruz to amend the LCP's Implementation Plan to allow parking in the front and exterior side yard setbacks to be counted toward a project's off-street parking requirements. (RM-SC)

Dear Coastal Commissioners:

Pursuant to our letter of June 2, 2017 we believe that the Commission Staff Report W16a of June 23rd underestimates the negative impact of incremental "minor" changes in zoning to our small but vital coastal communities east of the San Lorenzo River in the City of Santa Cruz.

The proposed changes to parking and setbacks in the RM (Residential Medium Density) zoning districts continue a cumulative trend by the City to densify these areas. Coupled with our regional and even international popularity as a seaside resort, such changes will exacerbate the already difficult coastal access and worsen environmental degradation to our beaches and Monterey Bay Sanctuary waters.

Please consider the following impacts:

**Parking:** This Eastside coastal area is within a few blocks of Soquel Avenue, which has been slated for high density development by the City including incentives to developers allowing reduction of onsite parking requirements. Such reduced parking requirements will exacerbate what is already a major problem for residents who do not have adequate on-site parking in nearby neighborhoods. We already have inadequate parking in our neighborhoods and the City plans to remove parking along much of Seabright and other area streets as part of their recently adopted Active Transportation Plan.

**Traffic:** It is already gridlock on Soquel and Seabright Avenues in the afternoons. The closer one gets to the intersection of Seabright Avenue and Murray Street the more difficult traffic flow becomes. The volume of traffic and length of time in traffic congestion all contribute to pollution and deter people from going to the coast.

**Tourism:** We all cherish Westcliff Drive, which is truly spectacular. Let us also consider the following glowing jewels in our coastal crown: East of the San Lorenzo we have Three Princes Point, Seabright Beach, the Museum of Natural History with its "whale" park, the Yacht Harbor and Twin Lakes beaches. They are among our largest and most popular tourist beach destinations, hosting millions of visitors each year. Seabright Beach alone may very well be the largest single beach in the city.

We need to look ahead to preserving access and minimizing degradation of these important places for public enjoyment and education. Along with tandem parking, the change to allow parking in setbacks would be one more cumulative impairment to public access and livability in our small seaside community. Since the Santa Cruz coast has now become a prime target for investment and development for the Greater San Francisco Bay Area, Silicon Valley and international investors, developers will utilize these zoning changes to maximize profit at the expense of our environment.

We ask you once more to consider carefully the negative effects of such proposed changes in parking in setbacks and to deny this application in the Coastal Zone.

Thank you for your time and attention to preserve our priceless California coast.

Michael A. Scott and Isabelle B. Scott  
418 Sumner Street  
Santa Cruz, CA 95062

1417 Broadway  
Santa Cruz, CA 95062

06 July 2017

Dear California Coastal Commissioners and staff

Re: Your Meeting on July 12, 2017 – Item 16a

I am writing to amplify my letter to you of 05 June 2017 in which I opposed approval of the City of Santa Cruz's request to modify Sections 24.12.240 and 24.12.280 of the LCP's Implementation (IP) to remove the LCP's existing prohibition on siting required off-street parking in front or exterior side yard setbacks may not now be counted toward meeting a Project's off-street parking requirements. Currently, driveways may not be counted towards meeting these requirements. Your staff have characterized the proposed changes as minor. However, they have a major impact on the Seabright neighborhood located east of the San Lorenzo River.

The removal of setbacks and maximum area standards would allow for increased density in a neighborhood that already is congested and unsafe for walking. The effect on parking and traffic create a danger for citizens, particularly those who are elderly or disabled, when they walk or bicycle to the beach, the Post Office or shops. The proposed changes will adversely impact pedestrian movement, environmental sustainability and quality of life in a single neighborhood while leaving large swaths of Santa Cruz, particularly the west side of the San Lorenzo River, the location of the University of California at Santa Cruz, now mostly zoned as low density residential.

I am aware that changes in the East Side neighborhood under your jurisdiction would not effect all of the East Side of Santa Cruz. However, land use decisions are synergistic and must be considered in concert with on-going efforts by the City of Santa Cruz to rezone the Soquel Ave. Corridor located about four blocks north of the coastal zone boundary, and are not minor.

Removal of setback parking requirements have a cumulative impact inconsistent with the with the currently certified Santa Cruz Local Coastal Program Design Elements (*LUP Community Design Element Policy 2.2, 2.2.1, 2.6.5, 3.5, and 3.5.2*). The proposed changes will, as pointed out in the staff recommendation, have negative impacts. Using the fact that the city has not enforced the current parking requirements is not a justification to remove them.

My concerns and those of my neighbors are summarized below:

1. Current parking is not sufficient to support residents and visitors – Limited public parking near beaches pushes tourists up into to neighborhoods to park. This results in zero street parking availability on many neighborhood street throughout most of the year.
  - a. This increases pollution as both visitors and local residents perform ever expanding circles to locate parking.
  - b. There are no visitor services in the neighborhoods and this often results in trash accumulation in the streets as people look to off load trash before commuting home.
2. There is a recognized issue with drainage in the East Side Seabright neighborhood and removing setbacks will result in a significant increase in non-permeable surfaces.
  - a. Retaining the setbacks would allow these areas to be landscaped to encourage infiltration of stormwater to prevent nuisance flooding which is likely to become increasingly common with predicted climate change impacts
  - b. Increased stormwater runoff caused by removing the setbacks will impact water quality included that in the Santa Cruz Yacht Harbor that is utilized by several marine mammal species including the endangered Southern sea otter.

3. Increased ability to densify dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable.
  - a. Current visitation levels from tourists and locals combined makes parking near local beaches for older or disabled people unavailable for most of the year.
  - b. Biking or walking to the beach even in designated bike paths and in crosswalks is at carrying capacity and at times seems unsafe to use on many summer weekends due to the very high density of cars which often are operated by aggressive drivers who are frustrated by sitting in traffic trying to get to the beach.

I am not opposed to zoning changes to increase housing availability in Santa Cruz; however, I feel that the necessary increased density should be equitable across the City.

Respectfully,

A handwritten signature in black ink, reading "Bernard J. Cordes". The signature is fluid and cursive, with the first name "Bernard" and last name "Cordes" clearly legible.

Bernard J. Cordes, M.D.

Cc: Santa Cruz City Council Members  
Santa Cruz City Manager

7/7/17

To: California Coastal Commissioners and Staff

RE: Upcoming July 12, 2017 meeting– agenda item 16a

**CP-3-STC-17-0016-1-Part E (Residential Parking in Setbacks)**

Dear Coastal Commissioners & Staff,

Paragraph 2 of the “Summary of Staff Recommendation” states that the proposed amendment would **NOT** have a **significant negative impact on community character, views or public access**.

Please Note:

\* Many properties in the Seabright area are on sub-standard lots w/no garages nor drive ways. The residents of these properties have to use on street parking on both sides, which makes 2 way traffic in the narrow streets impossible. Due to these circumstances the Seabright neighborhood properties have a

very unique, much heralded look/character. The amendment allows new construction projects to clutter their front & side yards w/parking, which amendment permits as required off-street parking. It is not clear how the amendment effects new projects or remodel of sub-standard lots.

**This amendment does change the Community Character.**

\* The combination of tandem parking & the amendment will further alter the look & usage of the neighborhoods & cause blockage of sidewalks by cars sticking out of driveways. We are a family neighborhood & the blockage causes families w/strollers/toddlers & seniors having to go into the street traffic in order to pass the parked cars. Consequently this amendment **does change the Community Character**.

\* Our Seabright Neighborhood is advertised by Real Estate agents as a quaint, highly desirable area to live. The amendment will change the look





of landscaped front/side yards to parking lots, which will be paved. This altered look can effect property value.

Thus this amendment **does change the Views & Community Character**

\* The City of Santa Cruz & the Coastal Commission encourage tourist access to our beaches & San Lorenzo River, which is laudable. Yet neither the Coastal Commission nor the City supply adequate provision for the resulting consequences to the effected Seabright neighborhoods, which get already severely impacted by left behind tourist trash. The amendment supports higher density property use for new projects & remodels, which will cause more parking issues. What is not addressed is adequate public parking & service for tourists utilizing the Seabright neighborhoods.

The amendment **does change Public Access& Community Character.**



The proposed amendment **does not** fulfill the City of Santa Cruz listed LUP policies & nor does it adhere to the Coastal Commission's requirements.

While the proposed amendment might simplify the City zoning policies & seem minor, it is important to view it under the current Active Transportation Plan, which proposes potential Seabright neighborhood parking loss. The proposed amendment needs

to be evaluated by the Coastal Commission & City of Santa Cruz based on consideration of upcoming Seabright corridor/neighborhood development projects, existing plans to assure it is in line w/the established & unique Seabright neighborhood character. The Seabright residents deserve a say in the upcoming multiple changes by receiving City info. what the **no significant negative impact** means in the bigger picture of **Seabright neighborhood** life.

Thank you very much for reading my amendment opposition  
jane mio 215 Mtn. View Ave. Santa Cruz Ca 95062

July 7, 2017

824 Hanover St.  
Santa Cruz, CA 95062

To: California Coastal Commissioners and Staff

RE: Upcoming July 12, 2017 – Item 16a

**CP-3-STC-17-0016-1-Part E (Residential Parking in Setbacks)**

Dear Commissioners and Staff:

I am writing to oppose the approval for the City of Santa Cruz to modify Sections 24.12.240 and 24.12.280 of the LCP's Implementation Plan (IP) to remove the LCP's existing prohibition on siting required off-street parking in front or exterior side yard setbacks. Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they disproportionately affect the East Side neighborhood, located east of the San Lorenzo River extending to the city limits at the Santa Cruz Yacht Harbor. Land use decisions are synergistic and with ongoing efforts to rezone the Soquel Ave. Corridor located about four blocks north of the coastal zone boundary, this seemingly minor proposed change is literally putting the squeeze on residents and will negatively affect our ability to safely access local beaches and coastal environment which along with the over 3 million tourist that come to enjoy the beaches each year.

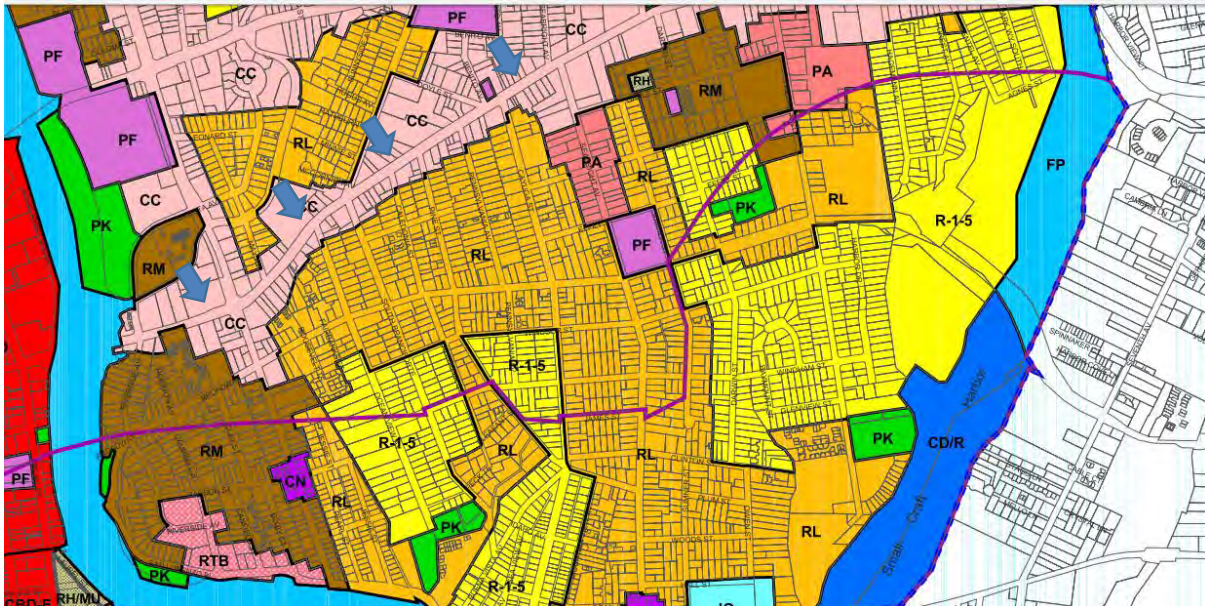


Figure 1. City of Santa Cruz zoning map showing Seabright neighborhood east of the San Lorenzo River. Purple line indicates coastal zone boundary. Blue arrows indicate Soquel Ave. which is proposed to be rezoned to allow additional densification and increase in height limits from 40 to 60 ft.<sup>1</sup>

Removal of the LCP's existing prohibition on siting required off-street parking in front or exterior side yard setbacks will cause a host of issues that are inconsistent with the currently certified Santa Cruz Local Coastal Program Design Elements (*LUP Community Design Element Policy 2.2, 2.2.1, 2.6.5, 3.5, and 3.5.2*). The proposed changes will, as pointed out in the staff recommendation, have negative impacts. Using the fact that the city has not enforced the current parking requirements is not a justification to remove them.

<sup>1</sup> <http://goodtimes.sc/santa-cruz-news/planning-commission-corridor-rezoning/>

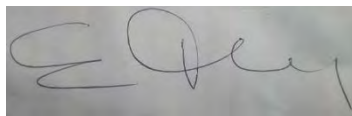


Below is a summary of our concerns as density will absolutely increase with the proposed changes:

1. Current parking is not sufficient to support residents and visitors – Limited public parking near beaches pushes tourists up into neighborhoods to park. This results in zero street parking availability on many neighborhood street throughout most of the year.
  - a. This increases pollution as both visitors and local residents perform ever expanding circles to locate parking. If new developments go in where single family homes once were the proposed change would allow there to be a greater density in the new development because they will have more area to count towards their off street parking requirement leading to even more people and more cars.
  - b. There are no visitor services in the neighborhoods and this often results in trash accumulation in the streets as people look to off load trash before commuting home.
2. There is a recognized issue with drainage in the East Side Seabright neighborhood and allowing people to park in setbacks will likely result in a significant increase in non-permeable surfaces.
  - a. By not allowing parking in the setbacks to count for the off-street requirement and retain the status quo it would preserve these areas to remain pavement free which supports infiltration of stormwater to prevent nuisance flooding which is likely to become increasingly common with predicted climate change impacts
  - b. Increased stormwater runoff caused by increased non-permeable surfaces will impact water quality including that in the Santa Cruz Yacht Harbor that is utilized by several marine mammal species including the endangered Southern sea otter.
3. Increased ability to densify dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable.
  - a. Current visitation levels from tourists and locals combined makes parking near local beaches for older or disabled people unavailable for most of the year.
  - b. Biking or walking to the beach even in designated bike paths and in crosswalks is at carrying capacity and at times seems unsafe to use on many summer weekends due to the very high density of cars which often are operated by aggressive locals and tourist drivers who are frustrated by sitting in traffic trying to get to the beach or to their home.

It is a struggle to access our local beaches at current density levels, and allowing previous areas that were off limits to count towards meeting required off-street parking mandates will without a doubt cause increased densification. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitably across the city and be coordinated with other planning processes so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access our coastal resources.

Regards,




Erin Twomey and Cyndi Dawson

Owners of 824 Hanover St., Santa Cruz, CA 95062

[etwomey@sbcglobal.net](mailto:etwomey@sbcglobal.net) and [cdawson@sbcglobal.net](mailto:cdawson@sbcglobal.net)

831-295-1439

831-325-4802

ZONING / PERMIT PROCESSING  
831/420-5100 • FAX 831/420-5434  
COMPREHENSIVE PLANNING  
831/420-5180 • FAX 831/420-5101



INSPECTION SERVICES  
831/420-5120 • FAX 831/420-5434  
PLANNING ADMINISTRATION  
831/420-5110 • FAX 831/420-5101

**PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT**  
809 Center Street • Room 206 • Santa Cruz, CA 95060 • [www.cityofsantacruz.com](http://www.cityofsantacruz.com)  
Alex Khoury, Interim Director

July 7, 2017

California Coastal Commission  
Attn: Ryan Moroney  
725 Front Street, Suite 300  
Santa Cruz, CA 95060

Re: Staff Report for City of Santa Cruz LCP Amendment Number LCP-3-STC-17-0016-1-  
Part E (Parking in Setbacks)

Dear Ryan,

I just read the staff report for the Parking item and wanted to bring to your attention several errors. The Summary of Staff Recommendation states "Specifically, allowing parking in front and side yard setbacks will likely result in more cars parked in these areas, and thus more visual clutter in an area that would likely otherwise be landscaped and/or unobstructed under existing standards. Moreover, in conjunction with other changes to the City's IP allowing for tandem parking for single family residences, . . ."

First, tandem parking is already allowed for single-family residences and the only changes to that portion of the ordinance are related to more clearly describing that tandem parking means two spaces parked end-to-end, rather than the existing reference to one tandem space. There are no changes to the existing allowance for tandem parking.

Secondly, as noted in my letter of April 13, 2017 and as we have discussed in subsequent conversations, parking is not prohibited in the front and side yard setbacks, so this ordinance will not change the number of cars parked in these areas. I understand that this terminology was incorrectly used in a City staff report and we apologize for this confusion. The current ordinance does not prohibit parking in the side or front yard. In fact, given that the ordinance adds a new prohibition against more than 40 percent of the front setback being utilized or developed for parking, this ordinance would potentially decrease the number of cars parked and increase landscaping in the front setback.

This same statement, with further discussion of the supposed view impacts, is again discussed on page 4 of the staff report, with specific reference to the impacts to public views along West Cliff Drive and the adjacent multi-use bicycle-pedestrian path. As all residential development along West Cliff Drive with the exception of one property is to the east of the road, on-site parking for residences would not impede views from any public viewpoint, including the multi-use path. In addition, the West Cliff Drive Overlay District regulations limit driveway access to no more than 25 percent of the lot width.

The staff report further indicates that “as a practical matter, the City does not actively enforce the current prohibition on parking in the front or side setback areas once a project is built . . .” Again, as noted in my letter of April 13, 2017 and our as previously discussed, there is no prohibition against parking in the front and side setbacks; this parking is not prohibited, it is simply not allowed to be counted toward meeting a project’s parking requirement.

Furthermore, the staff report mentions garages potentially being “closer to the front yard setback area.” There is nothing in the proposed ordinance that would change the allowed location for garages, which must meet the setback requirements for the zoning district, generally a minimum of 20 feet. It would simply allow the driveway space in the front and/or side setback to be counted toward meeting the project’s parking requirement.

There is an additional reference on page 5 to a change in the ordinance to allow tandem parking in single-family residential parcels and in duplexes. As explained previously, this is not a change as tandem parking is already allowed; the ordinance merely reworded the section to more clearly describe the allowed tandem parking. Since tandem parking is already allowed, there is no impact to rewording the description.

We appreciate your effort to quickly reschedule this item from the previous Commission meeting. We continue to view this LCP amendment as a ‘minor’ amendment and support your staff report, findings, and recommendation with these corrections. If you have any questions about this information, please feel free to contact me by phone at 831-420-5134 or by email at [kdonovan@cityofsantacruz.com](mailto:kdonovan@cityofsantacruz.com).

Sincerely,



Katherine Donovan  
Senior Planner

Cc: Susan Craig  
Alex Khoury  
Ron Powers

**From:** [Joan Timpany](#)  
**To:** [Moroney, Ryan@Coastal](#); [Craig, Susan@Coastal](#)  
**Subject:** Seabright residential parking in setbacks  
**Date:** Thursday, July 06, 2017 11:27:55 AM

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Dear Mr. Ryan Moroney and Ms. Susan Craig,  
California Coastal Commission

I strongly oppose the proposed removal of parking setbacks in the Seabright neighborhood of Santa Cruz. It is critical that you, as Commissioners, understand that the proposed changes will have extremely negative impacts, especially when coupled with proposed zoning changes along the Soquel Ave. Corridor, located a mere 4 blocks north of the Coastal Zone.

Based on my observations as a resident of Seabright for the last 14 years, current parking is totally insufficient to support residents and visitors. Limited public parking near beaches pushes tourists up into to neighborhoods to park resulting in no street parking availability on many neighborhood streets throughout most of the year.

There is a long-recognized issue with drainage in the East Side Seabright neighborhood. Removal of setbacks will result in a significant increase in non-permeable surfaces. Retaining the setbacks would allow appropriate landscaping to encourage infiltration of stormwater into the ground and prevent nuisance flooding projected to be more common with predicted climate change impacts.

Increased stormwater runoff from removal of the setbacks will negatively impact water quality including in the Santa Cruz Yacht Harbor - which is frequented by a number of marine mammal species including the endangered and iconic Keystone species, the Southern sea otter.

Increasing the density of dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable. Current visitor levels from tourists and locals make parking near beaches nearly impossible for disabled and elderly people. The extremely high number of cars driven by often-aggressive drivers creates an unsafe environment for pedestrians and bicyclists headed for the beach.



Do not allow further degradation of our beloved Seabright - vote NO on allowing parking in setbacks!

Thank you for your consideration,

Joan DJ Timpany

Longtime Seabright resident

**From:** [Ron Powers](#)  
**To:** ["etwomey@sbcglobal.net"; "cdawson@sbcglobal.net"](#)  
**Cc:** [Katherine Donovan](#); [Moroney, Ryan@Coastal](#)  
**Subject:** Coastal Commission Meeting next week - Santa Cruz City Parking Amendments CP-3-STC-17-0016-1-Part E  
**Date:** Thursday, July 06, 2017 1:28:58 PM

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Hello Ms. Twomey and Ms. Dawson,

We received a copy of your letter to the Coastal Commission on the proposed parking amendments for the City of Santa Cruz and wanted to follow-up with you before the meeting next week with the Coastal Commission. I left phone messages for each of you, but wanted to discuss the details of the amendment.

You are obviously concerned about your Seabright neighborhood, the East Side of Santa Cruz, the Corridor rezoning work, and housing density in general. I just want to emphasize that the proposed parking amendments have NOTHING to do with any of these issues – which are all valid concerns. I really hope to discuss your concerns in person if you have time before next week.

Here are some basic responses to the concerns that you raised in your letter to the Coastal Commission.

Current parking is not sufficient to support residents and visitors – Limited public parking near beaches pushes tourists up into neighborhoods to park. This results in zero street parking availability on many neighborhood street throughout most of the year.

**While it is true that certain neighborhoods close to the beaches are impacted more by coastal visitors and lack of sufficient street parking, the proposed amendments do not change the AMOUNT of required parking for residential properties. These amendments will not increase street parking. The amendments have no relationship to public street parking. The rules apply to NEW construction and major remodel work and will allow property owners to COUNT the first 20 feet of their driveways toward meeting the required off-street (on-site) parking, whereas currently the first 20 feet of private driveways do not count toward the required parking. The legality of people parking in their driveways does not change with this ordinance and the statement that this change will result in zero street parking is not true. What DOES change is WHERE the City can COUNT parking necessary to fulfill the minimum on-site parking requirements. This ordinance will allow the City to include the driveway in the front 20 feet from the property line toward fulfilling the required on-site (off-street) parking.**

a. This increases pollution as both visitors and local residents perform ever expanding circles to locate parking.

**This is completely inaccurate as the changes allow people to fully utilize on-site parking and have nothing to do with public street parking.**

b. There are no visitor services in the neighborhoods and this often results in trash accumulation in the streets as people look to off load trash before commuting home.

**While it may be true that there are no visitor services in the neighborhoods, this ordinance has nothing to do with trash. The requirements relate to on-site residential parking.**

2. There is a recognized issue with drainage in the East Side Seabright neighborhood and removing setbacks will result in a significant increase in non-permeable surfaces.

**This statement is not accurate. This ordinance amendment does not remove setbacks or change the required depth of any setback and, in fact, will likely decrease impermeable surfaces. Without the amendment, there is no limitation on the amount of impermeable surface within the front setback. This ordinance would limit parking to 40% of the front setback, thereby potentially decreasing impermeable surfaces over what the ordinance currently allows.**

a. Retaining the setbacks would allow these areas to be landscaped to encourage infiltration of stormwater to prevent nuisance flooding which is likely to become increasingly common with predicted climate change impacts

**As noted above, this ordinance amendment does not change the depth of setbacks. The issue is where parking is allowed to be counted ON the property. The primary change is to allow parking to be counted within the first 20 feet of a property. The secondary change limits parking to 40% of the lot width. Currently, there is no limit to the width of parking in the front yard. The ordinance has nothing to do with flooding other than decreasing the allowed paving in the front setback, which would increase permeable surfaces.**

b. Increased stormwater runoff caused by removing the setbacks will impact water quality including that in the Santa Cruz Yacht Harbor that is utilized by several marine mammal species including the endangered Southern sea otter.

**Again, there is no change in the building setbacks in this ordinance amendment. All driveways and parking areas on properties will continue to be required to meet stormwater runoff requirements and adhere to best management practices.**

3. Increased ability to densify dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable.

**This ordinance amendment has NOTHING to do with increasing densities. There is no change in the AMOUNT of required parking.**

a. Current visitation levels from tourists and locals combined makes parking near local beaches for older or disabled people unavailable for most of the year.

**It appears that you live in a busy neighborhood. Public parking is a completely different issue than the amendments being proposed for private parking on a property.**

b. Biking or walking to the beach even in designated bike paths and in crosswalks is at carrying capacity and at times seems unsafe to use on many summer weekends due to the very high density

of cars which often are operated by aggressive locals and tourist drivers who are frustrated by sitting in traffic trying to get to the beach or to their home.

**This statement is not relevant to the proposed changes.**

It is a struggle to access our local beaches at current density levels, and removing setbacks will caused increased densification. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitably across the city so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access our coastal resources.

**Again, this ordinance amendment has NOTHING to do with density, Seabright, the East Side or the Corridor rezoning work and does not change existing setbacks.**

Please let me know if you have any questions about this information. I hope to speak to you before the meeting next week and please feel free to call Katherine Donovan if I am not available. 420-5134.

We noticed that there are other similar letters to the Coastal Commission from the previous meeting and it would be most helpful, if you happen to know any of these other residents, to please forward this email to any others who may have misunderstood the details of this ordinance amendment. Thank you so much. We look forward to speaking to you.

Sincerely,

**Ron Powers**  
**Principal Planner**  
**City of Santa Cruz**  
**831-420-5216**



## **CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST DISTRICT OFFICE  
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# **W16a**

**LCP-3-STC-17-0016-1-PART E (PARKING IN SETBACKS)**

**JULY 12, 2017**

**CORRESPONDENCE**

**From:** [dantan@baymoon.com](mailto:dantan@baymoon.com)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** July 12th Agenda Item 16a LCP-3-STC-17-0016-1-Part E  
**Date:** Friday, July 07, 2017 4:45:40 PM  
**Importance:** High

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July 7, 2017

California Coastal Commission  
Central Coast District Office  
725 Front Street #300, Santa Cruz, CA 95060  
Attention: District Supervisor Ryan Moroney

Re: LCP-3-STC-17-0016-1-Part E (Residential Parking in Setbacks) Public hearing and action on request by the City of Santa Cruz to amend the LCP's Implementation Plan to allow parking in the front and exterior side yard setbacks to be counted toward a project's off-street parking requirements. (RM-SC)

Dear Coastal Commissioners:

Pursuant to our letter of June 2, 2017 we believe that the Commission Staff Report W16a of June 23rd underestimates the negative impact of incremental "minor" changes in zoning to our small but vital coastal communities east of the San Lorenzo River in the City of Santa Cruz.

The proposed changes to parking and setbacks in the RM (Residential Medium Density) zoning districts continue a cumulative trend by the City to densify these areas. Coupled with our regional and even international popularity as a seaside resort, such changes will exacerbate the already difficult coastal access and worsen environmental degradation to our beaches and Monterey Bay Sanctuary waters.

Please consider the following impacts:

**Parking:** This Eastside coastal area is within a few blocks of Soquel Avenue, which has been slated for high density development by the City including incentives to developers allowing reduction of onsite parking requirements. Such reduced parking requirements will exacerbate what is already a major problem for residents who do not have adequate on-site parking in nearby neighborhoods. We already have inadequate parking in our neighborhoods and the City plans to remove parking along much of Seabright and other area streets as part of their recently adopted Active Transportation Plan.

**Traffic:** It is already gridlock on Soquel and Seabright Avenues in the afternoons. The closer one gets to the intersection of Seabright Avenue and Murray Street the more difficult traffic flow becomes. The volume of traffic and length of time in traffic congestion all contribute to pollution and deter people from going to the coast.

**Tourism:** We all cherish Westcliff Drive, which is truly spectacular. Let us also consider the following glowing jewels in our coastal crown: East of the San Lorenzo we have Three Princes Point, Seabright Beach, the Museum of Natural History with its "whale" park, the Yacht Harbor and Twin Lakes beaches. They are among our largest and most popular tourist beach destinations, hosting millions of visitors each year. Seabright Beach alone may very well be the largest single beach in the city.

We need to look ahead to preserving access and minimizing degradation of these important places for public enjoyment and education. Along with tandem parking, the change to allow parking in setbacks would be one more cumulative impairment to public access and livability in our small seaside community. Since the Santa Cruz coast has now become a prime target for investment and development for the Greater San Francisco Bay Area, Silicon Valley and international investors, developers will utilize these zoning changes to maximize profit at the expense of our environment.

We ask you once more to consider carefully the negative effects of such proposed changes in parking in setbacks and to deny this application in the Coastal Zone.

Thank you for your time and attention to preserve our priceless California coast.

Michael A. Scott and Isabelle B. Scott  
418 Sumner Street  
Santa Cruz, CA 95062

1417 Broadway  
Santa Cruz, CA 95062

06 July 2017

Dear California Coastal Commissioners and staff

Re: Your Meeting on July 12, 2017 – Item 16a

I am writing to amplify my letter to you of 05 June 2017 in which I opposed approval of the City of Santa Cruz's request to modify Sections 24.12.240 and 24.12.280 of the LCP's Implementation (IP) to remove the LCP's existing prohibition on siting required off-street parking in front or exterior side yard setbacks may not now be counted toward meeting a Project's off-street parking requirements. Currently, driveways may not be counted towards meeting these requirements. Your staff have characterized the proposed changes as minor. However, they have a major impact on the Seabright neighborhood located east of the San Lorenzo River.

The removal of setbacks and maximum area standards would allow for increased density in a neighborhood that already is congested and unsafe for walking. The effect on parking and traffic create a danger for citizens, particularly those who are elderly or disabled, when they walk or bicycle to the beach, the Post Office or shops. The proposed changes will adversely impact pedestrian movement, environmental sustainability and quality of life in a single neighborhood while leaving large swaths of Santa Cruz, particularly the west side of the San Lorenzo River, the location of the University of California at Santa Cruz, now mostly zoned as low density residential.

I am aware that changes in the East Side neighborhood under your jurisdiction would not effect all of the East Side of Santa Cruz. However, land use decisions are synergistic and must be considered in concert with on-going efforts by the City of Santa Cruz to rezone the Soquel Ave. Corridor located about four blocks north of the coastal zone boundary, and are not minor.

Removal of setback parking requirements have a cumulative impact inconsistent with the with the currently certified Santa Cruz Local Coastal Program Design Elements (*LUP Community Design Element Policy 2.2, 2.2.1, 2.6.5, 3.5, and 3.5.2*). The proposed changes will, as pointed out in the staff recommendation, have negative impacts. Using the fact that the city has not enforced the current parking requirements is not a justification to remove them.

My concerns and those of my neighbors are summarized below:

1. Current parking is not sufficient to support residents and visitors – Limited public parking near beaches pushes tourists up into to neighborhoods to park. This results in zero street parking availability on many neighborhood street throughout most of the year.
  - a. This increases pollution as both visitors and local residents perform ever expanding circles to locate parking.
  - b. There are no visitor services in the neighborhoods and this often results in trash accumulation in the streets as people look to off load trash before commuting home.
2. There is a recognized issue with drainage in the East Side Seabright neighborhood and removing setbacks will result in a significant increase in non-permeable surfaces.
  - a. Retaining the setbacks would allow these areas to be landscaped to encourage infiltration of stormwater to prevent nuisance flooding which is likely to become increasingly common with predicted climate change impacts
  - b. Increased stormwater runoff caused by removing the setbacks will impact water quality included that in the Santa Cruz Yacht Harbor that is utilized by several marine mammal species including the endangered Southern sea otter.



3. Increased ability to densify dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable.
  - a. Current visitation levels from tourists and locals combined makes parking near local beaches for older or disabled people unavailable for most of the year.
  - b. Biking or walking to the beach even in designated bike paths and in crosswalks is at carrying capacity and at times seems unsafe to use on many summer weekends due to the very high density of cars which often are operated by aggressive drivers who are frustrated by sitting in traffic trying to get to the beach.

I am not opposed to zoning changes to increase housing availability in Santa Cruz; however, I feel that the necessary increased density should be equitable across the City.

Respectfully,

A handwritten signature in black ink, reading "Bernard J. Cordes". The signature is fluid and cursive, with the first name "Bernard" and last name "Cordes" clearly legible.

Bernard J. Cordes, M.D.

Cc: Santa Cruz City Council Members  
Santa Cruz City Manager

7/7/17

To: California Coastal Commissioners and Staff

RE: Upcoming July 12, 2017 meeting– agenda item 16a

**CP-3-STC-17-0016-1-Part E (Residential Parking in Setbacks)**

Dear Coastal Commissioners & Staff,

Paragraph 2 of the “Summary of Staff Recommendation” states that the proposed amendment would **NOT** have a **significant negative impact on community character, views or public access**.

Please Note:

\* Many properties in the Seabright area are on sub-standard lots w/no garages nor drive ways. The residents of these properties have to use on street parking on both sides, which makes 2 way traffic in the narrow streets impossible. Due to these circumstances the Seabright neighborhood properties have a

very unique, much heralded look/character. The amendment allows new construction projects to clutter their front & side yards w/parking, which amendment permits as required off-street parking. It is not clear how the amendment effects new projects or remodel of sub-standard lots.

**This amendment does change the Community Character.**

\* The combination of tandem parking & the amendment will further alter the look & usage of the neighborhoods & cause blockage of sidewalks by cars sticking out of driveways. We are a family neighborhood & the blockage causes families w/strollers/toddlers & seniors having to go into the street traffic in order to pass the parked cars. Consequently this amendment **does change the Community Character**.

\* Our Seabright Neighborhood is advertised by Real Estate agents as a quaint, highly desirable area to live. The amendment will change the look



of landscaped front/side yards to parking lots, which will be paved. This altered look can effect property value.

Thus this amendment **does change the Views & Community Character**

\* The City of Santa Cruz & the Coastal Commission encourage tourist access to our beaches & San Lorenzo River, which is laudable. Yet neither the Coastal Commission nor the City supply adequate provision for the resulting consequences to the effected Seabright neighborhoods, which get already severely impacted by left behind tourist trash. The amendment supports higher density property use for new projects & remodels, which will cause more parking issues. What is not addressed is adequate public parking & service for tourists utilizing the Seabright neighborhoods.

The amendment **does change Public Access& Community Character.**



The proposed amendment **does not** fulfill the City of Santa Cruz listed LUP policies & nor does it adhere to the Coastal Commission's requirements.

While the proposed amendment might simplify the City zoning policies & seem minor, it is important to view it under the current Active Transportation Plan, which proposes potential Seabright neighborhood parking loss. The proposed amendment needs

to be evaluated by the Coastal Commission & City of Santa Cruz based on consideration of upcoming Seabright corridor/neighborhood development projects, existing plans to assure it is in line w/the established & unique Seabright neighborhood character. The Seabright residents deserve a say in the upcoming multiple changes by receiving City info. what the **no significant negative impact** means in the bigger picture of **Seabright neighborhood** life.

Thank you very much for reading my amendment opposition  
jane mio 215 Mtn. View Ave. Santa Cruz Ca 95062



July 7, 2017

824 Hanover St.  
Santa Cruz, CA 95062

To: California Coastal Commissioners and Staff

RE: Upcoming July 12, 2017 – Item 16a

**CP-3-STC-17-0016-1-Part E (Residential Parking in Setbacks)**

Dear Commissioners and Staff:

I am writing to oppose the approval for the City of Santa Cruz to modify Sections 24.12.240 and 24.12.280 of the LCP's Implementation Plan (IP) to remove the LCP's existing prohibition on siting required off-street parking in front or exterior side yard setbacks. Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they disproportionately affect the East Side neighborhood, located east of the San Lorenzo River extending to the city limits at the Santa Cruz Yacht Harbor. Land use decisions are synergistic and with ongoing efforts to rezone the Soquel Ave. Corridor located about four blocks north of the coastal zone boundary, this seemingly minor proposed change is literally putting the squeeze on residents and will negatively affect our ability to safely access local beaches and coastal environment which along with the over 3 million tourist that come to enjoy the beaches each year.

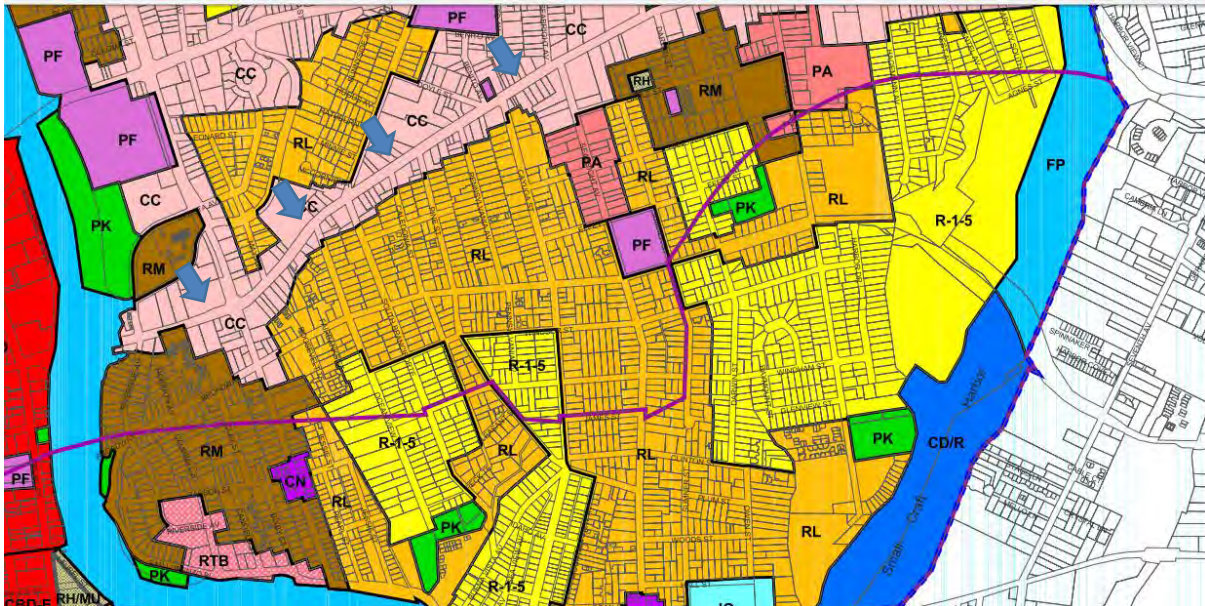


Figure 1. City of Santa Cruz zoning map showing Seabright neighborhood east of the San Lorenzo River. Purple line indicates coastal zone boundary. Blue arrows indicate Soquel Ave. which is proposed to be rezoned to allow additional densification and increase in height limits from 40 to 60 ft.<sup>1</sup>

Removal of the LCP's existing prohibition on siting required off-street parking in front or exterior side yard setbacks will cause a host of issues that are inconsistent with the currently certified Santa Cruz Local Coastal Program Design Elements (*LUP Community Design Element Policy 2.2, 2.2.1, 2.6.5, 3.5, and 3.5.2*). The proposed changes will, as pointed out in the staff recommendation, have negative impacts. Using the fact that the city has not enforced the current parking requirements is not a justification to remove them.

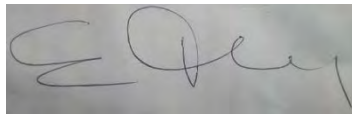
<sup>1</sup> <http://goodtimes.sc/santa-cruz-news/planning-commission-corridor-rezoning/>

Below is a summary of our concerns as density will absolutely increase with the proposed changes:

1. Current parking is not sufficient to support residents and visitors – Limited public parking near beaches pushes tourists up into neighborhoods to park. This results in zero street parking availability on many neighborhood street throughout most of the year.
  - a. This increases pollution as both visitors and local residents perform ever expanding circles to locate parking. If new developments go in where single family homes once were the proposed change would allow there to be a greater density in the new development because they will have more area to count towards their off street parking requirement leading to even more people and more cars.
  - b. There are no visitor services in the neighborhoods and this often results in trash accumulation in the streets as people look to off load trash before commuting home.
2. There is a recognized issue with drainage in the East Side Seabright neighborhood and allowing people to park in setbacks will likely result in a significant increase in non-permeable surfaces.
  - a. By not allowing parking in the setbacks to count for the off-street requirement and retain the status quo it would preserve these areas to remain pavement free which supports infiltration of stormwater to prevent nuisance flooding which is likely to become increasingly common with predicted climate change impacts
  - b. Increased stormwater runoff caused by increased non-permeable surfaces will impact water quality including that in the Santa Cruz Yacht Harbor that is utilized by several marine mammal species including the endangered Southern sea otter.
3. Increased ability to densify dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable.
  - a. Current visitation levels from tourists and locals combined makes parking near local beaches for older or disabled people unavailable for most of the year.
  - b. Biking or walking to the beach even in designated bike paths and in crosswalks is at carrying capacity and at times seems unsafe to use on many summer weekends due to the very high density of cars which often are operated by aggressive locals and tourist drivers who are frustrated by sitting in traffic trying to get to the beach or to their home.

It is a struggle to access our local beaches at current density levels, and allowing previous areas that were off limits to count towards meeting required off-street parking mandates will without a doubt cause increased densification. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitably across the city and be coordinated with other planning processes so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access our coastal resources.

Regards,




Erin Twomey and Cyndi Dawson

Owners of 824 Hanover St., Santa Cruz, CA 95062

[etwomey@sbcglobal.net](mailto:etwomey@sbcglobal.net) and [cdawson@sbcglobal.net](mailto:cdawson@sbcglobal.net)

831-295-1439

831-325-4802

ZONING / PERMIT PROCESSING  
831/420-5100 • FAX 831/420-5434  
COMPREHENSIVE PLANNING  
831/420-5180 • FAX 831/420-5101



INSPECTION SERVICES  
831/420-5120 • FAX 831/420-5434  
PLANNING ADMINISTRATION  
831/420-5110 • FAX 831/420-5101

**PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT**  
809 Center Street • Room 206 • Santa Cruz, CA 95060 • [www.cityofsantacruz.com](http://www.cityofsantacruz.com)  
Alex Khoury, Interim Director

July 7, 2017

California Coastal Commission  
Attn: Ryan Moroney  
725 Front Street, Suite 300  
Santa Cruz, CA 95060

Re: Staff Report for City of Santa Cruz LCP Amendment Number LCP-3-STC-17-0016-1-  
Part E (Parking in Setbacks)

Dear Ryan,

I just read the staff report for the Parking item and wanted to bring to your attention several errors. The Summary of Staff Recommendation states "Specifically, allowing parking in front and side yard setbacks will likely result in more cars parked in these areas, and thus more visual clutter in an area that would likely otherwise be landscaped and/or unobstructed under existing standards. Moreover, in conjunction with other changes to the City's IP allowing for tandem parking for single family residences, . . ."

First, tandem parking is already allowed for single-family residences and the only changes to that portion of the ordinance are related to more clearly describing that tandem parking means two spaces parked end-to-end, rather than the existing reference to one tandem space. There are no changes to the existing allowance for tandem parking.

Secondly, as noted in my letter of April 13, 2017 and as we have discussed in subsequent conversations, parking is not prohibited in the front and side yard setbacks, so this ordinance will not change the number of cars parked in these areas. I understand that this terminology was incorrectly used in a City staff report and we apologize for this confusion. The current ordinance does not prohibit parking in the side or front yard. In fact, given that the ordinance adds a new prohibition against more than 40 percent of the front setback being utilized or developed for parking, this ordinance would potentially decrease the number of cars parked and increase landscaping in the front setback.

This same statement, with further discussion of the supposed view impacts, is again discussed on page 4 of the staff report, with specific reference to the impacts to public views along West Cliff Drive and the adjacent multi-use bicycle-pedestrian path. As all residential development along West Cliff Drive with the exception of one property is to the east of the road, on-site parking for residences would not impede views from any public viewpoint, including the multi-use path. In addition, the West Cliff Drive Overlay District regulations limit driveway access to no more than 25 percent of the lot width.

The staff report further indicates that “as a practical matter, the City does not actively enforce the current prohibition on parking in the front or side setback areas once a project is built . . .” Again, as noted in my letter of April 13, 2017 and our as previously discussed, there is no prohibition against parking in the front and side setbacks; this parking is not prohibited, it is simply not allowed to be counted toward meeting a project’s parking requirement.

Furthermore, the staff report mentions garages potentially being “closer to the front yard setback area.” There is nothing in the proposed ordinance that would change the allowed location for garages, which must meet the setback requirements for the zoning district, generally a minimum of 20 feet. It would simply allow the driveway space in the front and/or side setback to be counted toward meeting the project’s parking requirement.

There is an additional reference on page 5 to a change in the ordinance to allow tandem parking in single-family residential parcels and in duplexes. As explained previously, this is not a change as tandem parking is already allowed; the ordinance merely reworded the section to more clearly describe the allowed tandem parking. Since tandem parking is already allowed, there is no impact to rewording the description.

We appreciate your effort to quickly reschedule this item from the previous Commission meeting. We continue to view this LCP amendment as a ‘minor’ amendment and support your staff report, findings, and recommendation with these corrections. If you have any questions about this information, please feel free to contact me by phone at 831-420-5134 or by email at [kdonovan@cityofsantacruz.com](mailto:kdonovan@cityofsantacruz.com).

Sincerely,



Katherine Donovan  
Senior Planner

Cc: Susan Craig  
Alex Khoury  
Ron Powers



**From:** [Joan Timpany](#)  
**To:** [Moroney, Ryan@Coastal](#); [Craig, Susan@Coastal](#)  
**Subject:** Seabright residential parking in setbacks  
**Date:** Thursday, July 06, 2017 11:27:55 AM

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Dear Mr. Ryan Moroney and Ms. Susan Craig,  
California Coastal Commission

I strongly oppose the proposed removal of parking setbacks in the Seabright neighborhood of Santa Cruz. It is critical that you, as Commissioners, understand that the proposed changes will have extremely negative impacts, especially when coupled with proposed zoning changes along the Soquel Ave. Corridor, located a mere 4 blocks north of the Coastal Zone.

Based on my observations as a resident of Seabright for the last 14 years, current parking is totally insufficient to support residents and visitors. Limited public parking near beaches pushes tourists up into to neighborhoods to park resulting in no street parking availability on many neighborhood streets throughout most of the year.

There is a long-recognized issue with drainage in the East Side Seabright neighborhood. Removal of setbacks will result in a significant increase in non-permeable surfaces. Retaining the setbacks would allow appropriate landscaping to encourage infiltration of stormwater into the ground and prevent nuisance flooding projected to be more common with predicted climate change impacts.

Increased stormwater runoff from removal of the setbacks will negatively impact water quality including in the Santa Cruz Yacht Harbor - which is frequented by a number of marine mammal species including the endangered and iconic Keystone species, the Southern sea otter.

Increasing the density of dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable. Current visitor levels from tourists and locals make parking near beaches nearly impossible for disabled and elderly people. The extremely high number of cars driven by often-aggressive drivers creates an unsafe environment for pedestrians and bicyclists headed for the beach.

Do not allow further degradation of our beloved Seabright - vote NO on allowing parking in setbacks!

Thank you for your consideration,

Joan DJ Timpany

Longtime Seabright resident

**From:** [Ron Powers](#)  
**To:** ["etwomey@sbcglobal.net"; "cdawson@sbcglobal.net"](#)  
**Cc:** [Katherine Donovan](#); [Moroney, Ryan@Coastal](#)  
**Subject:** Coastal Commission Meeting next week - Santa Cruz City Parking Amendments CP-3-STC-17-0016-1-Part E  
**Date:** Thursday, July 06, 2017 1:28:58 PM

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Hello Ms. Twomey and Ms. Dawson,

We received a copy of your letter to the Coastal Commission on the proposed parking amendments for the City of Santa Cruz and wanted to follow-up with you before the meeting next week with the Coastal Commission. I left phone messages for each of you, but wanted to discuss the details of the amendment.

You are obviously concerned about your Seabright neighborhood, the East Side of Santa Cruz, the Corridor rezoning work, and housing density in general. I just want to emphasize that the proposed parking amendments have NOTHING to do with any of these issues – which are all valid concerns. I really hope to discuss your concerns in person if you have time before next week.

Here are some basic responses to the concerns that you raised in your letter to the Coastal Commission.

Current parking is not sufficient to support residents and visitors – Limited public parking near beaches pushes tourists up into neighborhoods to park. This results in zero street parking availability on many neighborhood street throughout most of the year.

**While it is true that certain neighborhoods close to the beaches are impacted more by coastal visitors and lack of sufficient street parking, the proposed amendments do not change the AMOUNT of required parking for residential properties. These amendments will not increase street parking. The amendments have no relationship to public street parking. The rules apply to NEW construction and major remodel work and will allow property owners to COUNT the first 20 feet of their driveways toward meeting the required off-street (on-site) parking, whereas currently the first 20 feet of private driveways do not count toward the required parking. The legality of people parking in their driveways does not change with this ordinance and the statement that this change will result in zero street parking is not true. What DOES change is WHERE the City can COUNT parking necessary to fulfill the minimum on-site parking requirements. This ordinance will allow the City to include the driveway in the front 20 feet from the property line toward fulfilling the required on-site (off-street) parking.**

a. This increases pollution as both visitors and local residents perform ever expanding circles to locate parking.

**This is completely inaccurate as the changes allow people to fully utilize on-site parking and have nothing to do with public street parking.**

b. There are no visitor services in the neighborhoods and this often results in trash accumulation in the streets as people look to off load trash before commuting home.

**While it may be true that there are no visitor services in the neighborhoods, this ordinance has nothing to do with trash. The requirements relate to on-site residential parking.**

2. There is a recognized issue with drainage in the East Side Seabright neighborhood and removing setbacks will result in a significant increase in non-permeable surfaces.

**This statement is not accurate. This ordinance amendment does not remove setbacks or change the required depth of any setback and, in fact, will likely decrease impermeable surfaces. Without the amendment, there is no limitation on the amount of impermeable surface within the front setback. This ordinance would limit parking to 40% of the front setback, thereby potentially decreasing impermeable surfaces over what the ordinance currently allows.**

a. Retaining the setbacks would allow these areas to be landscaped to encourage infiltration of stormwater to prevent nuisance flooding which is likely to become increasingly common with predicted climate change impacts

**As noted above, this ordinance amendment does not change the depth of setbacks. The issue is where parking is allowed to be counted ON the property. The primary change is to allow parking to be counted within the first 20 feet of a property. The secondary change limits parking to 40% of the lot width. Currently, there is no limit to the width of parking in the front yard. The ordinance has nothing to do with flooding other than decreasing the allowed paving in the front setback, which would increase permeable surfaces.**

b. Increased stormwater runoff caused by removing the setbacks will impact water quality including that in the Santa Cruz Yacht Harbor that is utilized by several marine mammal species including the endangered Southern sea otter.

**Again, there is no change in the building setbacks in this ordinance amendment. All driveways and parking areas on properties will continue to be required to meet stormwater runoff requirements and adhere to best management practices.**

3. Increased ability to densify dwellings will make accessing coastal resources on the East Side of Santa Cruz by car, bike or walking untenable.

**This ordinance amendment has NOTHING to do with increasing densities. There is no change in the AMOUNT of required parking.**

a. Current visitation levels from tourists and locals combined makes parking near local beaches for older or disabled people unavailable for most of the year.

**It appears that you live in a busy neighborhood. Public parking is a completely different issue than the amendments being proposed for private parking on a property.**

b. Biking or walking to the beach even in designated bike paths and in crosswalks is at carrying capacity and at times seems unsafe to use on many summer weekends due to the very high density

of cars which often are operated by aggressive locals and tourist drivers who are frustrated by sitting in traffic trying to get to the beach or to their home.

**This statement is not relevant to the proposed changes.**

It is a struggle to access our local beaches at current density levels, and removing setbacks will caused increased densification. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitably across the city so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access our coastal resources.

**Again, this ordinance amendment has NOTHING to do with density, Seabright, the East Side or the Corridor rezoning work and does not change existing setbacks.**

Please let me know if you have any questions about this information. I hope to speak to you before the meeting next week and please feel free to call Katherine Donovan if I am not available. 420-5134.

We noticed that there are other similar letters to the Coastal Commission from the previous meeting and it would be most helpful, if you happen to know any of these other residents, to please forward this email to any others who may have misunderstood the details of this ordinance amendment. Thank you so much. We look forward to speaking to you.

Sincerely,

**Ron Powers**  
**Principal Planner**  
**City of Santa Cruz**  
**831-420-5216**

Bernard J. Cordes, M.D.  
P.O. Box 3997  
1417 Broadway  
Santa Cruz, CA 95063 USA  
831) 425-3644  
[cordes@cruzio.com](mailto:cordes@cruzio.com)

05 Jun 2017

California Coastal Commissioners and Staff

RE: Upcoming June 7 meeting Items 35 a - d

Dear Commissioners:

I am writing as a resident of the Seabright neighborhood and a licensed physician to oppose you holding the vote for Items 35 a-d, at your upcoming meeting on 7 June, 2017 in Arcata, CA.

Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they would have a major impact on the Seabright neighborhood, located east of the San Lorenzo River.

The removal of setbacks and maximum area standards would allow for increased density in a neighborhood that already is congested and unsafe for walking. The effect on parking and traffic create a danger for citizens, particularly those who are elderly or disabled, when they walk or bicycle to the beach, the Post Office or shops. The proposed changes will adversely impact pedestrian movement, environmental sustainability and quality of life in a single

The proposed changes would increase the density in a single neighborhood while leaving large swaths of Santa Cruz, particularly the west side of the San Lorenzo River, the location of the University of California at Santa Cruz, now mostly zoned as low density residential. My neighbors and I would like the opportunity to present evidence of this inequitable concentration of high density zoning at a meeting of the Coastal Commission. We wish to offer testimony addressing our concerns and feel we are not being provided with the opportunity to engage with the process by you holding your vote on these amendments so far from Santa Cruz.

I request you postpone your vote till there is a Coastal Commission meeting held on the central coast so my neighbors and I can. I am not opposed to zoning changes to increase housing availability in Santa Cruz; however I feel that increased density should be equitable across the city.



Regards, Bernard J. Cordes, MD  
Owner of 1417 Broadway, Santa Cruz, CA 95062

RM/SC

Edward and Debby Bailey  
212 Broadway  
Santa Cruz, CA 95060

June 6, 2017

RECEIVED

JUN - 6 2017

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

California Coastal Commissioners and Staff

RE: Upcoming June 7 meeting Items 35 a - d

Dear Commissioners:

I am writing to oppose you holding the upcoming vote for Items 35 a-d, at your upcoming meeting on June 7<sup>th</sup> in Arcata, CA. Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they disproportionately effective the Seabright neighborhood, located east of the San Lorenzo River. The removal of setbacks and maximum area standards will open up my neighborhood to densification that will severely affect my ability to safely access the beach. Current traffic and parking levels make it untenable to drive and unsafe to ride or walk to the beach. There are many peer-reviewed studies available that point to unequal densification causing negative impacts to movement, environmental sustainability and quality of life. I would like the opportunity to present this evidence at an upcoming meeting for your consideration and many of my neighbors also have testimony to offer. We feel we are not being provided with the opportunity to engage with the process by you holding your vote on these amendments so far from Santa Cruz.

I request you postpone your vote till there is a Coastal Commission meeting held on the central coast so my neighbors and I can provide testimony. The proposed changes are an effort to unevenly concentrate density in a single neighborhood while leaving large swaths of Santa Cruz, like the west side of the San Lorenzo River, where the University of Santa Cruz is and there is the highest median home prices are located, zoned as low density residential. It is a struggle to access our local beach at current density levels, opening the door to over two story multi-level dwellings only in the Seabright neighborhood is not the answer. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitable across the city so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access to our coastal resources.

sincerely, Edward and Debby Bailey



June 5, 2017

824 Hanover St.  
Santa Cruz, CA 95062

To: California Coastal Commissioners and Staff

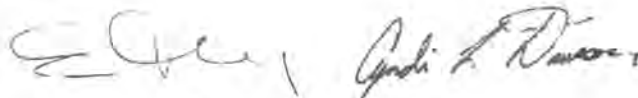
RE: Upcoming June 7 meeting Item 35 b

Dear Commissioners:

I am writing to oppose you holding the vote for Items 35 b<sup>1</sup>, at your upcoming meeting on June 7<sup>th</sup> in Arcata, CA. Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they disproportionately affect the Seabright neighborhood, located east of the San Lorenzo River. The removal of setbacks standards will open up my neighborhood to densification that will severely affect my ability to safely access the beach. Current traffic and parking levels make it untenable to drive and unsafe to ride or walk to the beach. There are many peer-reviewed studies available that point to unequal densification causing negative impacts to movement, environmental sustainability and quality of life. I would like the opportunity to present this evidence and how it relates to removing parking setbacks at an upcoming meeting for your consideration and many of my neighbors also have testimony to offer. We feel we are not being provided with the opportunity to engage with the process by you holding your vote on these amendments so far from Santa Cruz.

I request you postpone your vote till there is a Coastal Commission meeting held on the central coast so my neighbors and I can provide testimony. The proposed changes are an effort to unevenly concentrate density in a single neighborhood while leaving large swaths of Santa Cruz, like the west side of the San Lorenzo River, where the University of Santa Cruz is and there is the highest median home prices, zoned as low density residential. It is a struggle to access our local beach at current density levels, opening the door to over two story multi-level dwellings only in the Seabright neighborhood is not the answer. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitably across the city so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access our coastal resources.

Regards,



Erin Twomey and Cyndi Dawson  
Owners 824 Hanover St., Santa Cruz, CA 95062  
[etwomey@sbcglobal.net](mailto:etwomey@sbcglobal.net) and [cdawson@sbcglobal.net](mailto:cdawson@sbcglobal.net)  
831-295-1439 831-325-4802

<sup>1</sup> <https://www.coastal.ca.gov/meetings/agenda/#/2017/6>

June 5, 2017

824 Hanover St.  
Santa Cruz, CA 95062

To: California Coastal Commissioners and Staff

RE: Upcoming June 7 meeting Items 35 a – d

Dear Commissioners:

I am writing to oppose you holding the vote for Items 35 a-d, at your upcoming meeting on June 7<sup>th</sup> in Arcata, CA. Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they disproportionately affect the Seabright neighborhood, located east of the San Lorenzo River. The removal of setbacks and maximum area standards will open up my neighborhood to densification that will severely affect my ability to safely access the beach. Current traffic and parking levels make it untenable to drive and unsafe to ride or walk to the beach. There are many peer-reviewed studies available that point to unequal densification causing negative impacts to movement, environmental sustainability and quality of life. I would like the opportunity to present this evidence at an upcoming meeting for your consideration and many of my neighbors also have testimony to offer. We feel we are not being provided with the opportunity to engage with the process by you holding your vote on these amendments so far from Santa Cruz.

I request you postpone your vote till there is a Coastal Commission meeting held on the central coast so my neighbors and I can provide testimony. The proposed changes are an effort to unevenly concentrate density in a single neighborhood while leaving large swaths of Santa Cruz, like the west side of the San Lorenzo River, where the University of Santa Cruz is and there is the highest median home prices, zoned as low density residential. It is a struggle to access our local beach at current density levels, opening the door to over two story multi-level dwellings only in the Seabright neighborhood is not the answer. We want affordable housing in Santa Cruz, but the densification needed to achieve that needs to spread equitably across the city so we all can maintain the quality of life we moved to Santa Cruz for including being able to safely access our coastal resources.

Regards,



Erin Twomey and Cyndi Dawson  
Owners 824 Hanover St., Santa Cruz, CA 95062  
[etwomey@sbcglobal.net](mailto:etwomey@sbcglobal.net) and [cdawson@sbcglobal.net](mailto:cdawson@sbcglobal.net)  
831-295-1439 831-325-4802

6/5/16

City of Santa Cruz LCP Amendment No. LCP-3 STC-17-0016-1-Part C

W35a

City of Santa Cruz LCP Amendment No. LCP-3 STC-17-0016-1-Part E

W35b

Dear Coastal Commissioners,

As a resident of the Seabright neighborhood, which will be strongly effected by these proposed changes, I am asking to delay a vote on the LCP Amendment requested by the City of Santa Cruz. The LCP amendments are deemed 'minor' by the Costal Commission Executive Director, Staff & City of Santa Cruz.

The City of Santa Cruz nor the Costal Commission have provided statistics/studies or evidence how these changes will not impact coastal access in the neighborhood, located east of the San Lorenzo River, that is already greatly impacted by coastal visitors, attempting to gain coastal access.

These amendments need to be re-visited & evaluated on hand of examining the facts that the streets in these Seabright neighborhoods are narrow, have inadequate parking as is & are not appropriate for suggested amendments.

Thank you very much

jane mio

215 Mtn View Ave.

Santa Cruz, Ca. 95062

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

W 35a  
W 35b  
3 35c

R - ED

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

Michael A. Scott

Isabelle B. Scott

Isabelle B. Scott

Edward and Debby Bailey  
212 Broadway  
Santa Cruz, CA 95060

June 6, 2017

**RECEIVED**

JUN - 6 2017

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

California Coastal Commissioners and Staff

RE: Upcoming June 7 meeting Items 35 a – d

Dear Commissioners:

I am writing to oppose you holding the upcoming vote for Items 35 a-d, at your upcoming meeting on June 7<sup>th</sup> in Arcata, CA. Although your Executive Director and Coastal Commission staffers have characterized the proposed changes as "minor" they disproportionately effective the Seabright neighborhood, located east of the San Lorenzo River. The removal of setbacks and maximum area standards will open up my neighborhood to densification that will severely affect my ability to safely access the beach. Current traffic and parking levels make it untenable to drive and unsafe to ride or walk to the beach. There are many peer-reviewed studies available that point to unequal densification causing negative impacts to movement, environmental sustainability and quality of life. I would like the opportunity to present this evidence at an upcoming meeting for your consideration and many of my neighbors also have testimony to offer. We feel we are not being provided with the opportunity to engage with the process by you holding your vote on these amendments so far from Santa Cruz.

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sincerely, Edward and Debby Bailey



David S. Kossack, Ph. D.  
San Andreas Land Conservancy  
P. O. Box 268  
Davenport, CA 95017  
[dkossack@san-andreas-land-conservancy.org](mailto:dkossack@san-andreas-land-conservancy.org)

Monday, June 5, 2017

**RECEIVED**

JUN - 5 2017

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

California Coastal Commission  
45 Fremont Street,  
Suite 2000  
San Francisco, CA 94105

Re: City of Santa Cruz LCP Amendment Number LCP-3-STC-17-0016-1-Part E  
(Parking in Setbacks)

Chair Bochco and Commissioners:

City of Santa Cruz LCP Amendment Number LCP-3-STC-17-0016-1-Part E proposes to allow development driven parking requirements in locations (i.e., front yard and exterior side yard setbacks) prohibited in the present LCP.

Neither the City nor staff provide a reason, need or justification for this Parking in Setbacks Amendment. Staff does not provide a location map for this amendment.

This represents a change in location of parked cars, and increase in intensity and density of cars parking within the coastal zone of the City of Santa Cruz. It also changes the kind of land use: from residential setback to parking (lots).

The change from "shall not be located" to "forty percent" makes for an easy slide to 100% parking within front and side setbacks.

This amendment has growth inducing and cumulative impact in that it will allow additional development in the City's already stressed neighborhoods by allowing parking requirements to be met in setbacks intended to protect neighborhood character. These are projects that could not be approved under the current LCP.

We ask that the Commission recognize that this amendment is a "major LCP amendment" and request that the amendment be processed as a major LCP amendment, if not rejected out right.

Respectfully



David Kossack  
on behalf of  
San Andreas Land Conservancy

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

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)  
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Michael A. Scott



Isabelle B. Scott