



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR

December 14, 2010

Planning Commission
County of Santa Cruz
Santa Cruz, CA 95060

Agenda Date: January 26, 2011
APN: Public right-of-way
Application: 101127 (00-0797)
Item #: 11
Time: After 9 AM

Subject: Review final landscape plan for the East Cliff Drive Bluff Stabilization and Parkway Improvement Project (Coastal Development Permit 00-0797), and removal of three palm trees, including a significant tree removal permit for two palm trees.

Members of the Commission:

The Board of Supervisors approved Application 00-0797 in March of 2007 to allow construction of the East Cliff Drive Bluff Stabilization and Parkway Improvement Project, located between 32nd and 41st Avenue within the Pleasure Point area of Live Oak. This work includes a bluff stabilization soil nail wall, reconstruction of a portion of East Cliff Drive, addition of a 16' wide pedestrian and bicycle pathway, additional landscaping and parking, and a restroom at Pleasure Point Park. The Board of Supervisors approval required that the final landscape plan be reviewed by the Planning Commission on the consent agenda prior to construction.

Background

The project has an extensive permit history involving CEQA review, recommendation to the Board of Supervisors for approval of the coastal permit by your Commission (Minutes, Exhibit E), subsequent coastal permit approval and certification of the Revised Final EIS/EIR by the Board of Supervisors (Minutes and Plans, Exhibit D). Lastly, the project was approved by the California Coastal Commission on a combined Coastal Commission appeal of the Parkway element and Coastal Commission jurisdiction approval for the bluff wall element.

The County approved plans showed retention of existing palm trees located at the Pleasure Point Park, located across the street from 32nd Avenue along East Cliff Drive. However, the Coastal Commission approval included a condition requiring that the landscape plan utilize non-invasive native species (including native species capable of screening the top of the seawall), removal of non-native species, and an irrigation system.

Since approval in 2007, the Redevelopment Agency has completed construction of the shoreline bluff

protection portion of the project. The Agency has now prepared the final construction documents for the parkway portion of the project, which includes the East Cliff Drive roadway and pedestrian improvements, including the landscape plan for consideration by your Commission.

The proposed landscape plans (Exhibit A) were prepared by Joni Janecki, Landscape Architect, with review by Patti Kreiberg, a Native plant specialist from Sun Coast Nursery. The plans provide the species, size, location, and irrigation details proposed throughout the East Cliff Drive Parkway Project. A list of local nurseries and plant growers that specialize in native plants is provided on the plans to ensure that the selected species will be available for project construction.

New and replacement vegetation is compatible with the surrounding vegetation and suitable to the climate, soil, and ecological characteristics of the area. The plantings were chosen to ensure plant species that would grow, withstand the intensity of public use to be generated by the project, and survive in this extreme coastal environment where successful planting options and maintenance are limited. This is a bluff-top urban environment that is not adjacent to wetlands, lagoons, or other sensitive habitats with respect to plant types, which could particularly suffer from the use of non-native or invasive plant species.

Landscaping is proposed along the parkway to enhance the streetscape, to emphasize the pedestrian pathway, to blend with the natural coastal environment, and to serve to minimize some of the visual impacts of the wall project, with new planting used along the parkway with the intent to cascade over the bluff walls. The landscape area beyond the pathway at the top of the bluff varies from 3 feet to roughly 20 feet. The proposed landscaping adjacent to the parkway and at the park will also soften and screen the new improvements and restroom facility along this scenic corridor and adjacent development.

The plans show removal of three non native palm trees, two of which are significant trees, and other non-native vegetation located at the Pleasure Point Park area situated across the street from 32nd Avenue along East Cliff Drive. Removed trees are proposed to be replaced with native Monterey Cypress trees at the park on a 1 to 1 ratio.

The plans have been reviewed by the Urban Designer and found to be in keeping with the objectives of the Design Review Ordinance enumerated in County Code Chapter 13.11. The ordinance supports removal of non-native trees and the Urban Designer has recommended approval of the landscape plan as proposed. The proposed tree removals are also consistent with the recommendations of the California Coastal Commission. Approval of the final landscape plans includes a significant tree removal permit. Findings for tree removal are contained in Exhibit C.

Recommendation

The plans provide native plants throughout the plan that have been determined to be compliant with the objectives of the Design Review Ordinance and significant tree removal ordinance. The project is not a project under CEQA and is consistent with the certified Revised Final EIS/EIR by the Board of Supervisors. Therefore, it is recommended that your Commission:

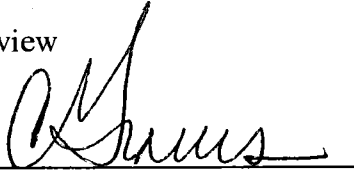
1. **Approve** the Landscape Plans (Exhibit A) for the East Cliff Drive Parkway Project, consistent with the originally approved project findings (Exhibit B); and,
2. **Approve** Significant Tree Removals pursuant to the attached findings (Exhibit C).

Sincerely,



Sheila McDaniel
Project Planner
Development Review

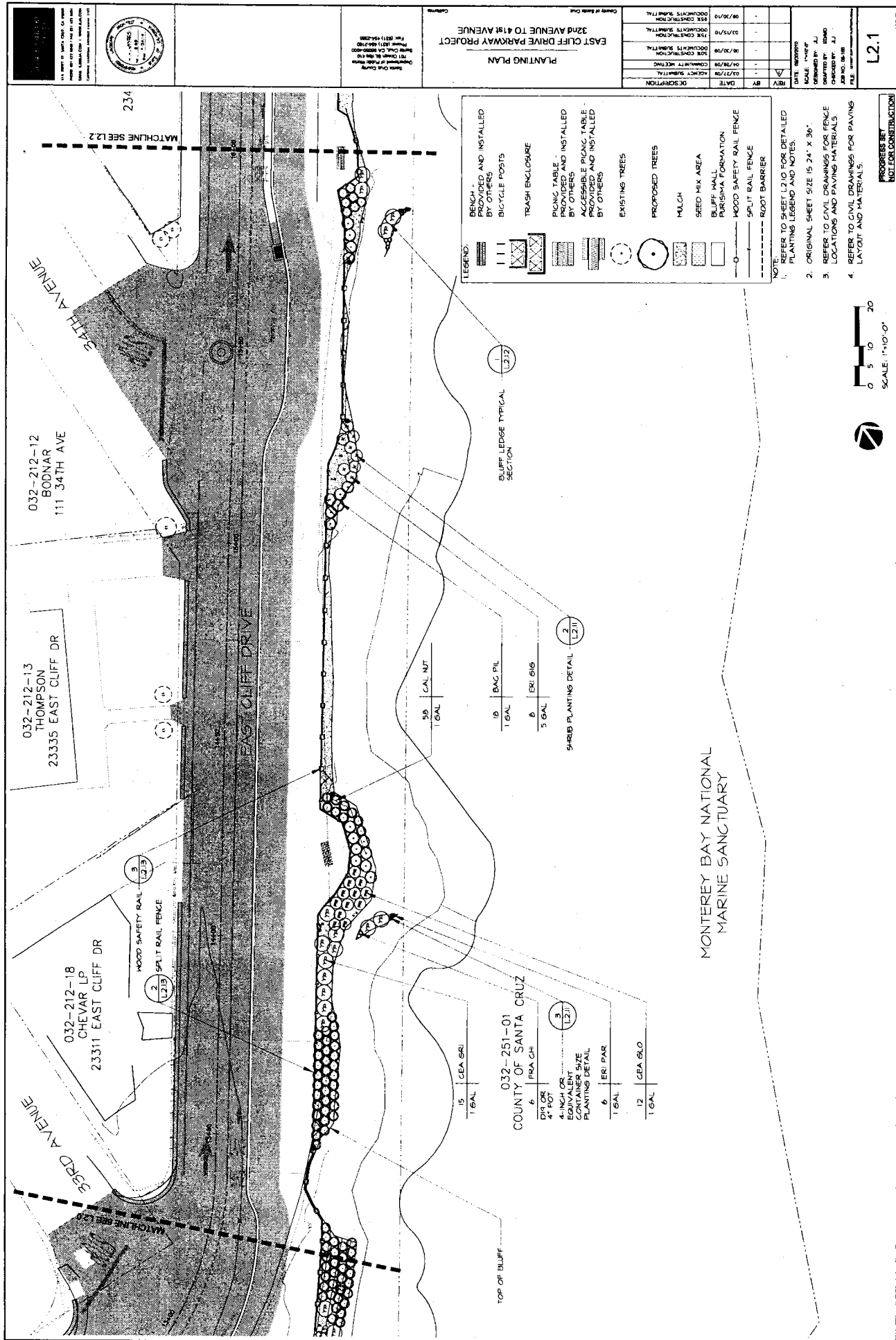
Reviewed By:



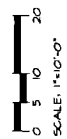
Cathy Graves
Principal Planner
Development Review

Exhibits:

- A. Final Landscape Plans (Landscape sheets only, irrigation plans on file), prepared by Joni Janecki and Associates, dated September 30, 2010
- B. Findings (under original project approval)
- C. Findings (Significant Tree Removal)
- D. Minutes and Plans of March 20, 2007 Board of Supervisors Meeting, (Application 00-0797)
- E. Minutes of January 24, 2007 Planning Commission meeting (Application 00-0797)
- F. Correspondence

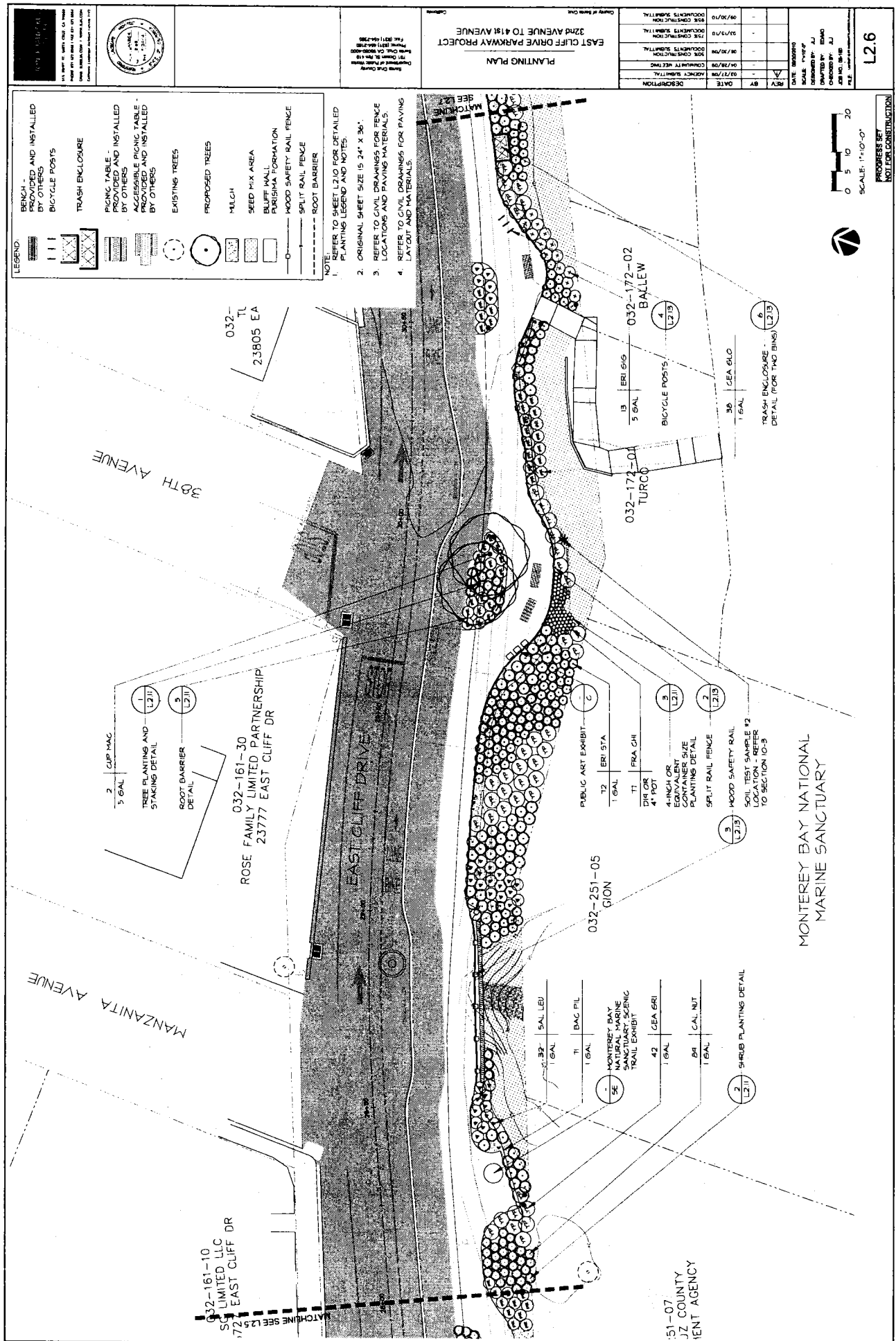


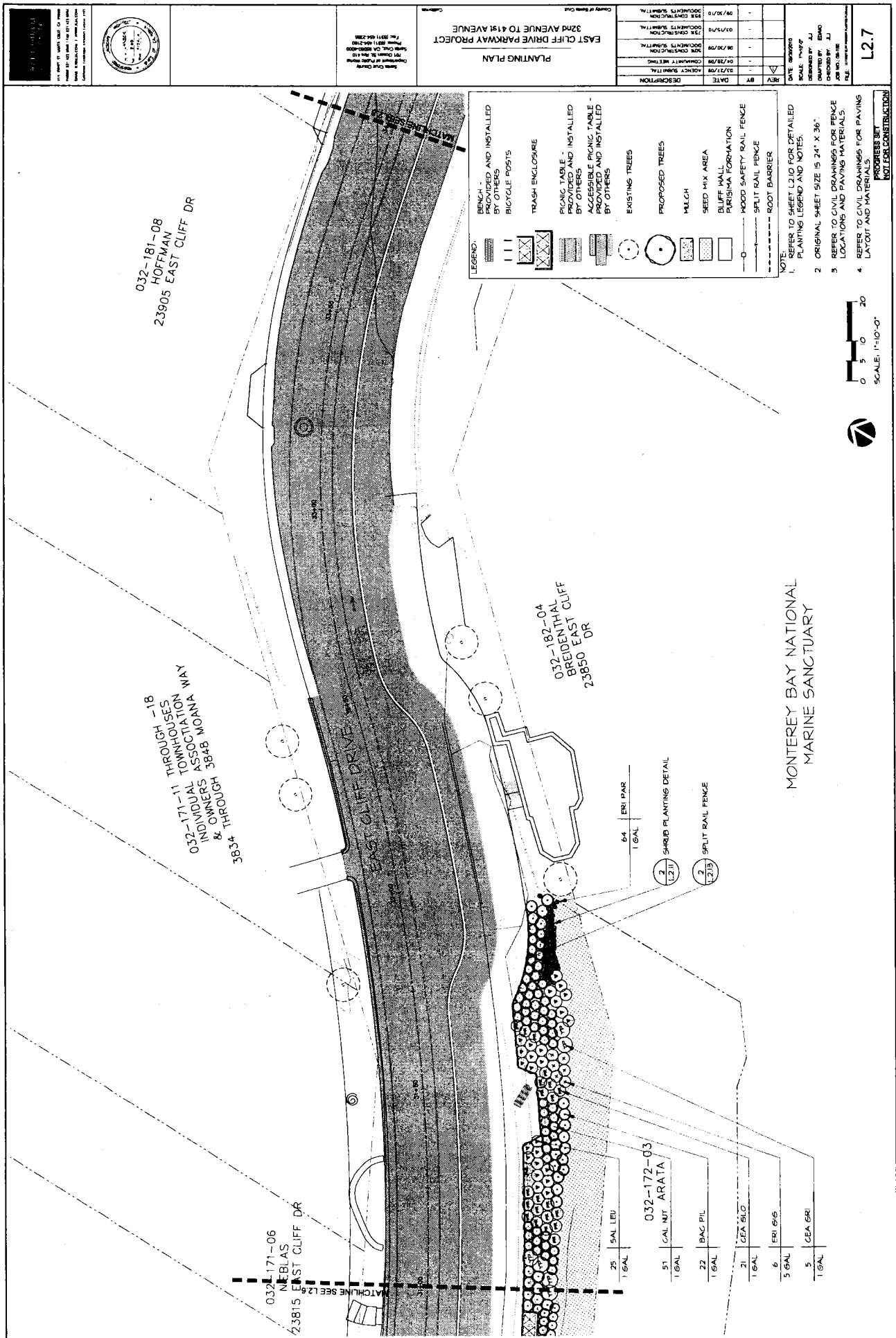
PLANNING PLAN
EAST CLIFF DRIVE PARKWAY PROJECT
32nd AVENUE TO 41st AVENUE

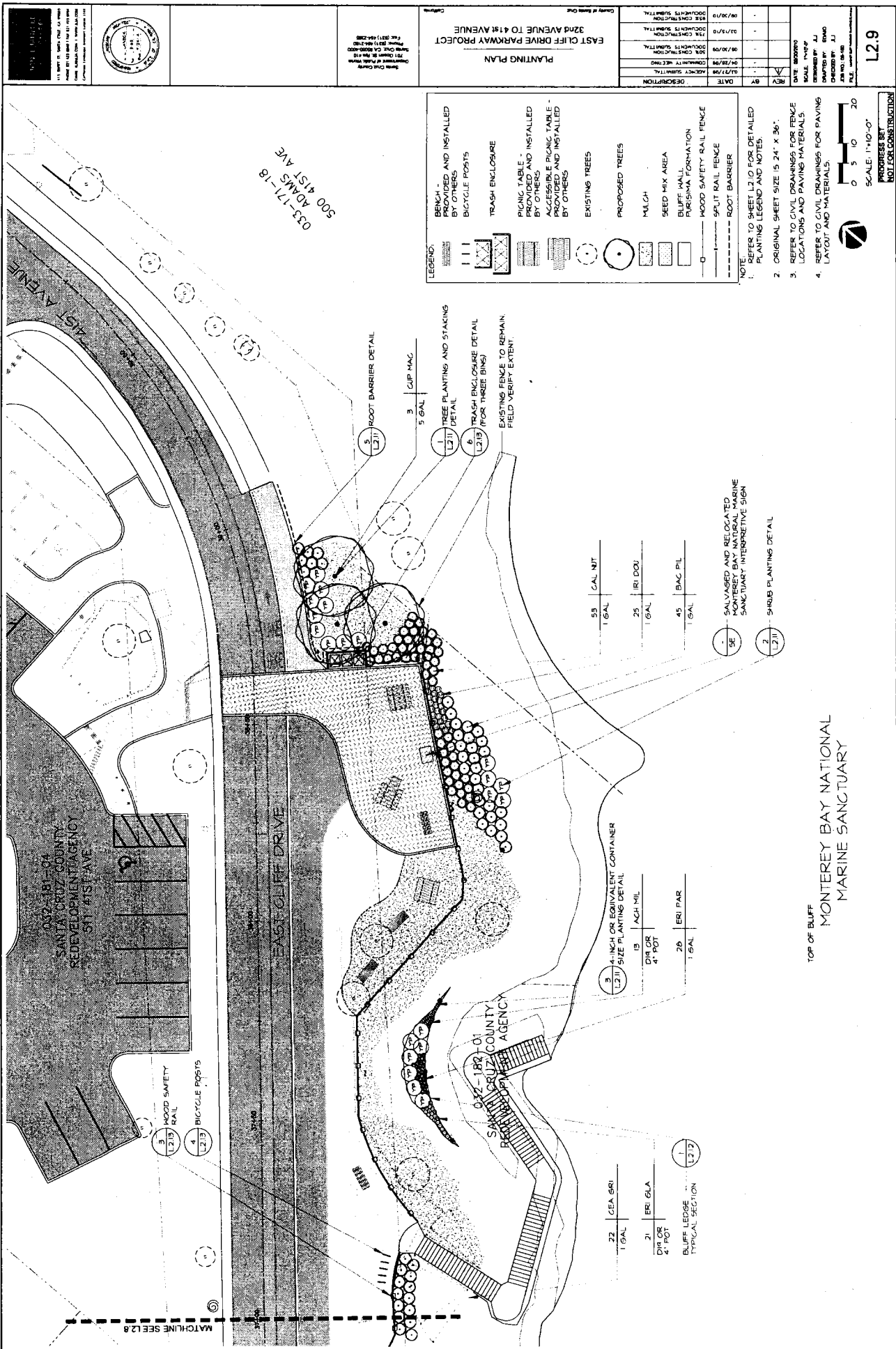


MONTEREY BAY NATIONAL
MARINE SANCTUARY

- NOTE:**
1. REFER TO SHEET L210 FOR DETAILED PLANTING LEGEND AND NOTES.
 2. ORIGINAL SHEET SIZE IS 24" X 36".
 3. REFER TO CIVIL DRAWINGS FOR FENCE LOCATIONS AND PAVING MATERIALS.
 4. REFER TO CIVIL DRAWINGS FOR PAVING LAYOUT AND MATERIALS.







PLANTING NOTES

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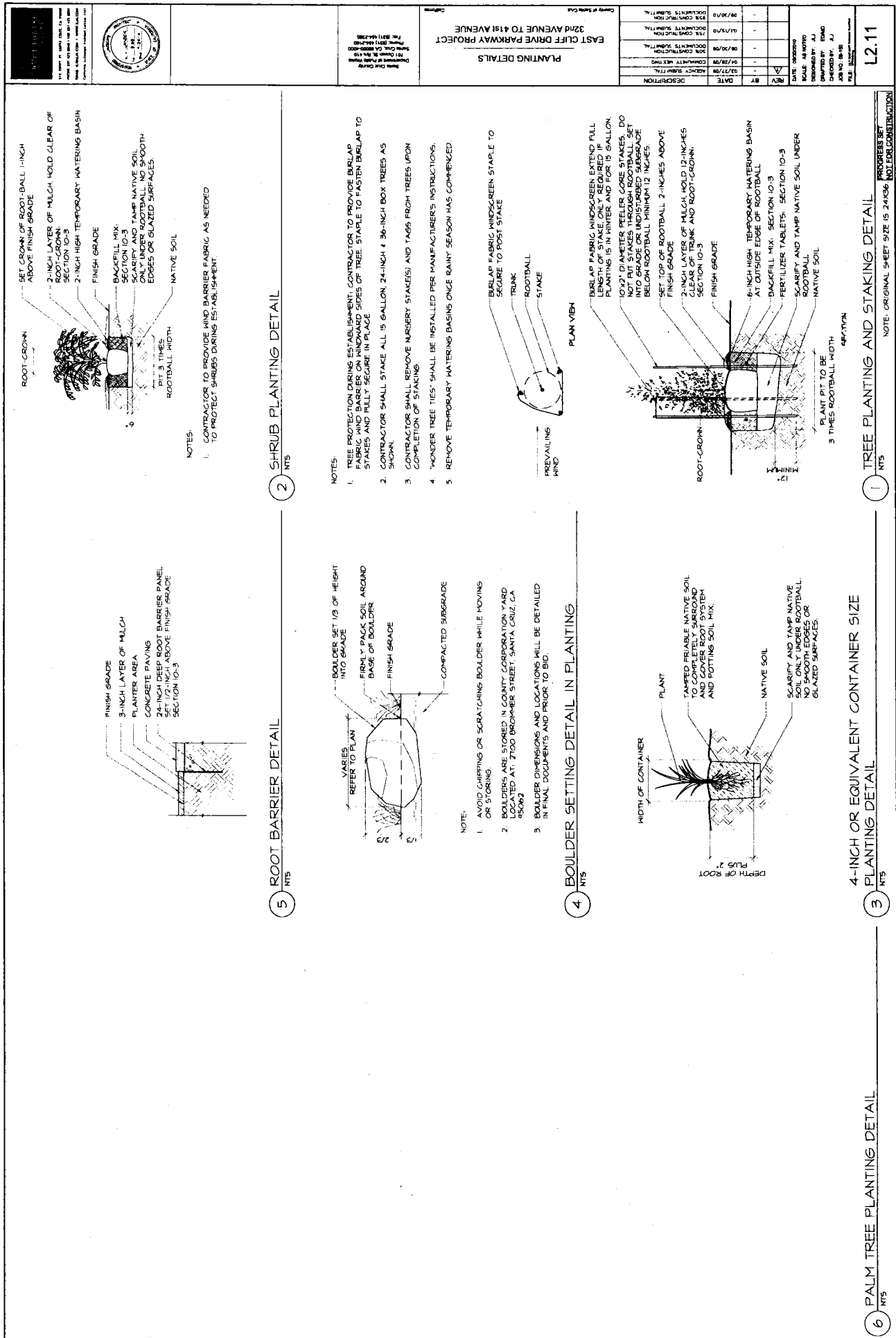
FOR ANY LIST L FOR CONTRASTIVE DIFFERENCE ONLY EXACT QUANTITIES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

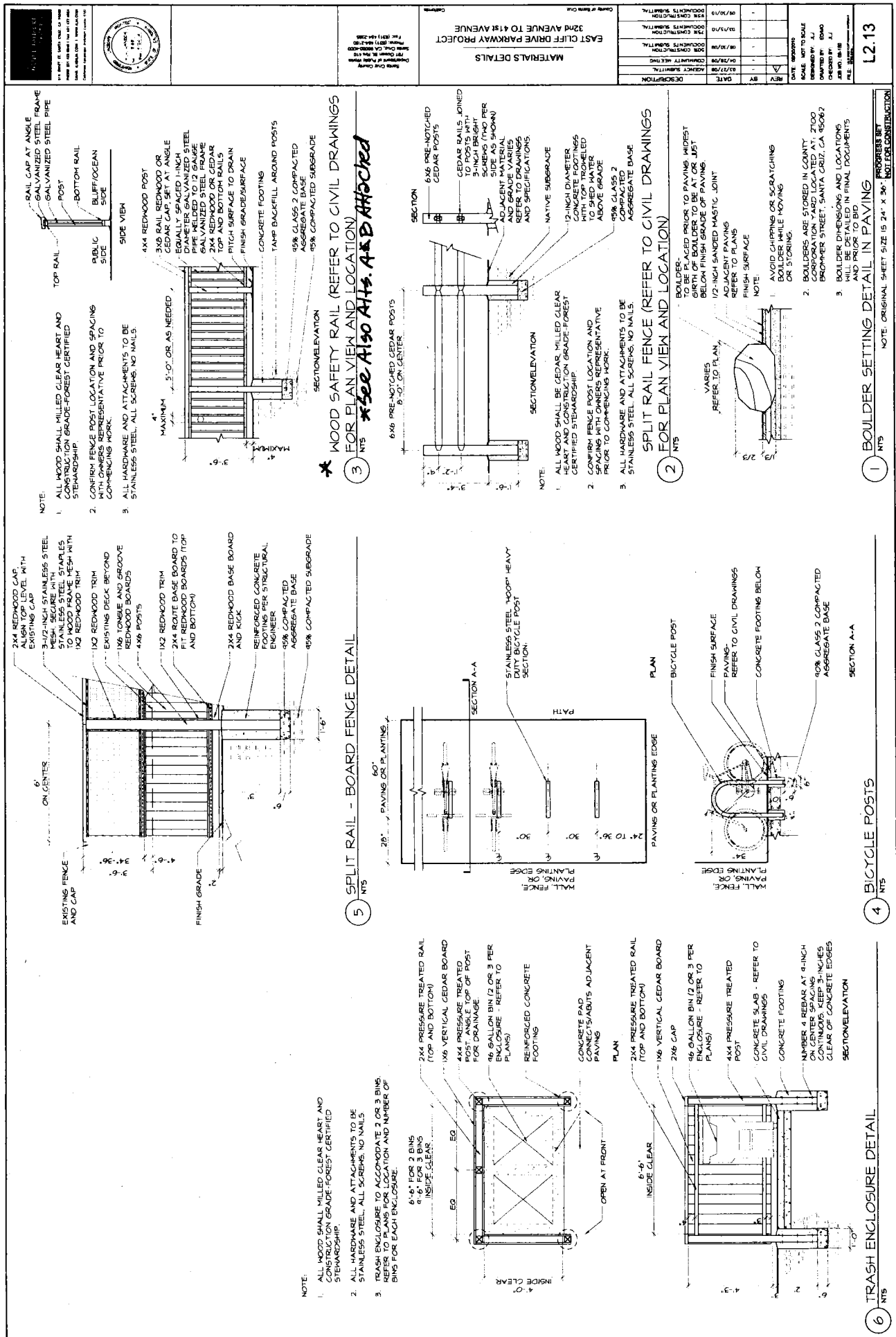
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3. IN ADDITION TO THE NOTES ON THIS SHEET, CONTRACTOR TO REFER TO SPECIFICATIONS FOR IDENTIFICATION OF ANTIM SOIL PREPARATION TESTING SUBMITTALS AND MAINTENANCE

PROGRESS SET
NOT FOR CONSTRUCTION

L2.10



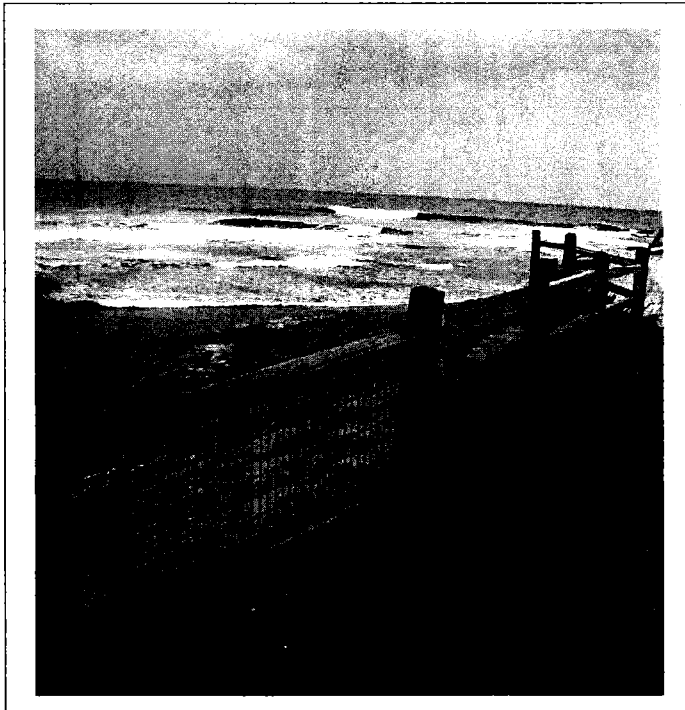


East Cliff Drive Parkway – Safety Railing Fence Alternatives

At a community meeting on September 28, 2010 the plans for the East Cliff Drive Parkway improvements were presented for public review. At that meeting there was considerable discussion regarding the final designs for the safety railings which are necessary where the pedestrian pathway is directly adjacent to the bluff top. The options were narrowed down to a wood frame design with either wire mesh or steel bars between railings. These designs will be more consistent with the wood split rail fencing that will be installed along the bluff top where safety railing is not necessary. These two alternatives have been posted for public view and input and a decision will be made with the final construction drawings.

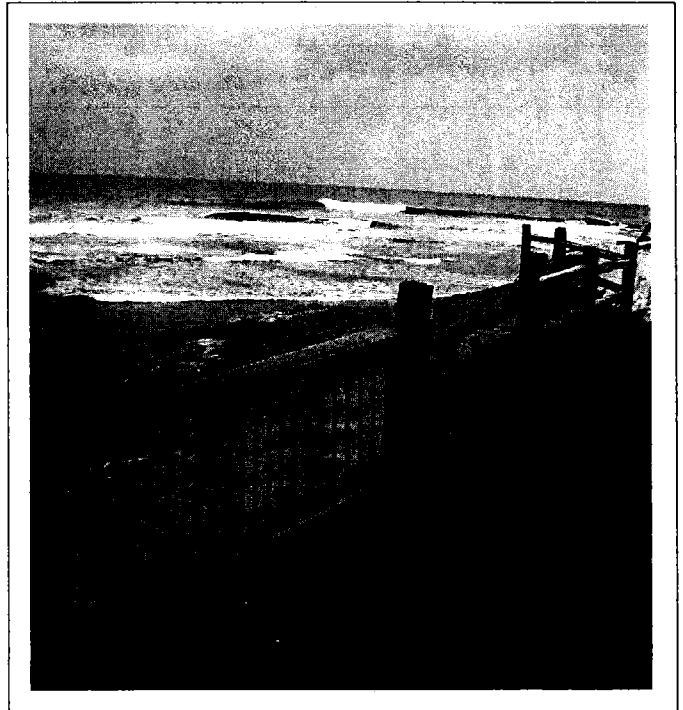
Alternative A

Wood 42" Safety Rail with Wire Mesh Infill



Alternative B

Wood 42" Safety Rail with Metal Bar Infill



California Environmental Quality Act Findings

East Cliff Drive Bluff Protection and Parkway Project - Environmental Impact Report

When an environmental impact report (EIR) has been completed for a project, the California Environmental Quality Act (CEQA) and County Environmental Review Guidelines require that written findings be made for each significant impact identified in the EIR prior to agency approval of the project. These findings are as follows:

1. Changes or alterations have been required or incorporated into the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR, and that such significant effects are acceptable due to overriding considerations because specific benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project.

The CEQA Findings for the proposed East Cliff Drive Bluff Protection and Parkway Project (Application 00-0797) are presented below. **Project design features and/or mitigation measures have been identified in the Revised Final EIS/EIR¹ that would reduce all potentially significant impacts to a less-than-significant level.** All mitigation measures have been compiled in a Mitigation Monitoring and Reporting Plan (MMRP) and are included as permit conditions for the proposed project.

Recreation

1. **Impact:** Public access to and use of the shoreline and ocean would be disrupted in the project vicinity during construction.
Finding: Mitigation 4.1 requires that at least one stairway to the beach be kept open at all times during construction and, to the maximum extent feasible, that access be maintained to key viewing sites (e.g., Pleasure Point Park and The Hook). Mitigation 9.1 includes additional measures to maintain public access during construction, such as prohibiting construction activities on weekends and holidays and scheduling use of construction vehicles, to the extent feasible, to avoid peak commute hours (i.e., 7 AM to 9 AM and 3 PM to 6 PM).

Visual Resources

2. **Impact:** The proposed bluff protection structure would impact views, particularly from the ocean, by creating a bluff face that is more uniform in appearance than the natural cliff face.
Finding: State-of-the art technology would be used to reduce visual impacts. The soil nail wall would be covered with cement shotcrete, which would be sculpted and stained to mimic the natural contours of the cliff face. In addition, Mitigation 5.1 requires that native vegetation be planted along the bluff top to cascade over the cliff face, and that the ends of the bluff protection structure be designed to blend into the bluff face or existing walls to minimize visually distinct meeting points.
3. **Impact:** The proposed parkway improvements would include features such as benches, railings and signs that would be definite and regular in shape and contrast with the natural forms of the bluff and beach.
Finding: Mitigation 5.2 would minimize the visual effects of the parkway by requiring: a) use of decomposed granite in pedestrian areas, wherever feasible; b) use of wood and other natural materials where appropriate for stairways, benches, railings and signs; c) development and implementation of a signage plan to assure that signs are minimized, designed to be compatible with the surrounding area,

¹ Dated November 2006, Volume 1 of 2

and located to avoid obstruction of scenic views; and d) that trees planted along the bluff edge be located to preserve scenic views and, wherever possible, shield man-made features from view.

Geological Resources

4. **Impact:** The ends of the bluff protection structures are a potential focus of continued or enhanced erosion (outflanking), which could cause failure of the structures over time or result in damage to neighboring properties.
Finding: As recommended in the geotechnical engineering report, the ends of the bluff protection structures would be terminated with a tapered catenary (a type of smooth curve). This would maintain the natural geometry of the existing bluff face which, in turn, would prevent outflanking and wave deflection that could undermine the structures or damage adjoining properties. This design feature would be further strengthened by implementation of Mitigation 6.1, which requires an annual inspection program, with particular attention given to the ends of the walls, followed by any necessary maintenance and repairs.

Biological Resources

5. **Impact:** Construction activities could adversely affect intertidal habitat and associated fish and wildlife species through habitat loss, physical disturbance (e.g., crushing, desiccation), increased siltation, or fuel spills.
Finding: Construction impacts would be reduced by accomplishing as much work as possible from the bluff top using bucket trucks and cranes. Impacts from activities that must be done at the base of the bluff, such as installation of the soil nail wall scour apron, would be minimized through implementation of Mitigation 8.1. This mitigation incorporates several measures including: a) plan review and periodic monitoring of construction activities by a qualified biologist to ensure that habitat loss is minimized; b) installation of a silt fence or other barrier to minimize sedimentation of the intertidal area; and c) implementation of additional best management practices to prevent and reduce sedimentation and pollution, including specific fuel spill prevention and cleanup measures.
6. **Impact:** Construction activities that result in increased siltation or spilled fuel could also adversely impact subtidal and nearshore habitat.
Finding: Implementation of Mitigation 8.1, particularly the silt fence barrier and spill pollution plan, would also minimize impacts to subtidal and nearshore habitat.
7. **Impact:** Construction noise could disturb special status wildlife species, such as the southern sea otter and California brown pelican that occur in the project vicinity.
Finding: Implementation of Mitigation 8.3 would adequately address this potential impact by requiring: a) wildlife surveys prior to and during construction to detect the presence of sensitive species, b) reducing construction-related noise by limiting the number of heavy equipment in any one area and maintaining maximum feasible distances from sensitive species, and c) use of other BMPs for noise reduction (e.g., temporary soundproof structures to house portable generators). While special status birds are not likely to nest in the project area, Mitigation 8.3 also requires bird nest surveys prior to and during construction so any nests can be removed (if empty) or protected with a buffer (if eggs present), as appropriate.

Traffic

8. **Impact:** Construction vehicles (e.g., dump trucks and cement trucks) could disrupt local traffic and roadway use.
Finding: Construction-related traffic impacts would be minimized through Mitigation 9.1, which requires development and implementation of a traffic mitigation plan. Elements of the plan would include limiting construction vehicles to primary arterials and collector streets, prohibiting weekend construction, limiting equipment use during peak commute hours (i.e., 7 AM to 9 AM and 3 PM to 6 PM), posting a phone number for registering complaints, and other appropriate measures.

CEQA Findings

9. **Impact:** Establishing a construction staging area could require narrowing a section of East Cliff Drive between 32nd and 41st avenues. During certain construction activities, such as crane operation, it would likely be necessary to completely close off a segment of East Cliff Drive, requiring traffic to detour around the construction zone.
Finding: The traffic mitigation plan called for under Mitigation 9.1 would also address these impacts by requiring temporary fencing or barricades around the staging area(s), development of detour plans, installation of signs to alert motorists to lane closures, limiting lane closures to non-commute hours (i.e., 8:30 AM to 4:30 PM), providing a public safety monitor or flag person to direct traffic during lane closures, and other similar measures. The plan would also include provisions to ensure that local residents have continued access to their property.
10. **Impact:** The parkway improvements could compromise bicycle safety because bicyclists traveling westbound would be required to cross to the ocean side of East Cliff Drive at 41st Avenue to access the pathway then cross back to the inland side of the road at 32nd Avenue to connect to existing bike lanes.
Finding: Implementation of Mitigation 9.3 would minimize bicycle safety impacts by requiring installation of a sign(s) at the intersection of 32nd Avenue/Pleasure Point Drive/East Cliff Drive stating "Bikes Must Cross" to the inland side of the road. A similar sign is already located at the intersection of 41st Avenue and East Cliff Drive to direct bicyclists to the ocean side of the roadway.

Emergency Services

11. **Impact:** Closing segments of East Cliff Drive during construction could adversely impact emergency services in the project area by limiting access to structures, fire hydrants, and the beach.
Finding: The traffic management plan required in Mitigation 9.1 would address this impact. The traffic plan must be designed to ensure emergency vehicle access along East Cliff Drive at all times, and the local fire and police departments must be notified of planned lane closures and detour routes at least 48 hours in advance. In addition, Mitigation 10.1 requires that a copy of the traffic mitigation measures be provided to the Central Fire Protection District and American Medical Response.
12. **Impact:** Closing segments of East Cliff Drive during construction could also delay emergency services and increase response times by requiring emergency vehicles to use a less direct route or by increasing traffic congestion in the project area.
Finding: This impact would also be addressed through implementation of the traffic management plan required in Mitigation 9.1, and by providing a copy of the applicable mitigation measures to the Central Fire Protection District and American Medical Response, as required in Mitigations 10.1 and 10.2.

Paleontological Resources

13. **Impact:** Construction of the bluff protection structure would disturb and cover over important paleontological resources.
Finding: Mitigation 11.1 would address this impact by requiring preparation of a specific mitigation plan, which would have to be approved by the Planning Department, prior to any ground disturbance. The plan must include the following, or comparable, measures: a) a paleontological survey and collection of surface fossils prior to construction; b) preservation of fossiliferous boulders and cobbles that have educational value and, if possible, placement in interested institutions (e.g., museum or university); c) monitoring throughout construction of the bluff protection structure, and salvage and placement of any additional important fossil materials uncovered; and d) preparation of a final report upon completion of construction describing what fossils were salvaged, where they were placed, and other related information.

Noise

14. **Impact:** Construction noise would cause short-term impacts on nearby residences and other sensitive land uses in the project area.
Finding: This impact would be lessened through implementation of Mitigation 13.1, which restricts use of motorized equipment to Monday through Friday from 7:30 AM to 4:30 PM, and requires the posting of a phone number for registering complaints about noise problems. In addition, Mitigation 8.3 requires limiting the number of heavy equipment used in any one area and implementation of other noise reduction BMPs.

Utilities

15. **Impact:** Drilling into the face of the cliff to install the bluff protection structures could disturb or damage underground utility pipelines and disrupt service to those served by the affected utility.
Finding: Mitigation 14.1 addresses this impact by requiring coordination with local utilities prior to construction to determine both the horizontal and vertical locations of all underground pipelines. The specific drilling locations for the soil nail walls will then be designed to avoid all underground utilities.

Cumulative Impacts

16. **Impact:** Construction of the bluff protection structures, in combination with existing and other proposed seawalls, could result in cumulative impacts to visual resources.
Finding: The project's contribution to cumulative visual impacts would be offset by several design features including: a) use of state-of-the art shotcrete surfacing to mimic the appearance of the natural bluff face; b) replacement of the existing, more visually obtrusive, cribwall near the end of 35th Avenue; c) removal of rubble and riprap on the beach along the base of the bluff, d) removal and replacement of the old, crumbling restroom; and e) removal of the "temporary safety barricades" and replacement with new railings.
17. **Impact:** Construction of the bluff protection structures, in combination with existing and other proposed seawalls, could result in cumulative impacts to paleontological resources.
Finding: Santa Cruz County General Plan Policy 6.2.12 requires that new developments be set back from coastal bluffs. This policy should limit the need for future bluff protection projects, and any associated impacts, along coastal cliffs in currently undeveloped areas. In other coastal areas, where development and paleontological resources exist, the cumulative impact of future bluff armoring projects could be reduced through implementation of measures like those included in Mitigation 11.1. The County of Santa Cruz and California Coastal Commission can and should require this or similar mitigation for future bluff protection structures that could impact paleontological resources.

Coastal Development Permit Findings

East Cliff Drive Bluff Protection and Parkway Project

1. That the project is a use allowed in one of the basic zone districts, other than the Special Use (SU) district, listed in section 13.10.170(d) as consistent with the General Plan and Local Coastal Program LUP designation.

The East Cliff Drive right-of-way and project site area is zoned Parks, Recreation and Open Space District (PR). The purpose of the PR district is to preserve and protect the County's undeveloped lands and public lands as open space. This finding can be made, in that the proposed project furthers the purpose of the PR district and serves to preserve, protect, maintain and implement the recreation, open space, and park uses of the public coastal access road, beach areas below, stair accesses to the beach and surf, and the bluff-top parkway and park. The PR designation allows public facilities and open space uses, including the proposed project uses with public roadway and parkway improvements, recreational uses, open space uses, parking, drainage improvements, park improvements with public restroom, and repair of the coastal bluff crib walls.

The site (APN 032-242-10) at the west end of the project area will be developed as a small public park with recreational facilities consistent with the PR-D zoning and "D" Designated Park Site Combining District. The "D" Designated Park Site denotes parcels designated in the General Plan and Local Coastal Program Land Use Plan to be developed as proposed park sites. PR district principal permitted uses in the Coastal Zone include open-space uses not involving permanent structures and public open-space recreational uses, including appurtenant uses and structures, on developable lands. The major elements of the project are principal permitted uses within the PR zone district; however, elements such as the public restroom are not. The PR zone and PR-D combining districts implement and are consistent with the site's (O-R) Parks, Recreation and Open Space General Plan designation and proposed park and regional park overlays.

2. That the project does not conflict with any existing easement or development restrictions such as public access, utility, or open space easements.

This finding can be made, in that the proposal does not conflict with any known public access, utility, or open space easement or development restrictions that encumber the site. Rather, the project serves to protect public access, utilities, and open space by shoring up failing crib walls along the bluff to protect the coastal access roadway with significant public utilities, maintain beach access, and protect bluff-top and beach open space areas. Existing public utility facilities within East Cliff Drive will be better protected with the project improvements. As well, the larger project improves public access to the beach and surf with the installation of new and replacement stairways from the upper parkway. This includes a new stairway to be constructed near the end of 33rd Avenue at Pleasure Point Park, replacement of an existing stairway between 35th and 36th Avenues with new stairs just east of its current location to provide easier surfing access. The project also preserves the existing beach stairway accesses near the end of 38th Avenue and at the Hook overlook.

3. That the project is consistent with the design criteria and special use standards and conditions of this chapter pursuant to section 13.20.130 et seq.

Section 13.20.130 of the County Code establishes the design criteria for coastal zone development. This section requires that new development be sited, designed and landscaped to be visually compatible and integrated with the character of the surrounding neighborhood. Subject to concurrent approval of the proposed variance, the proposed project is consistent with all applicable regulations under County Code Section 13.20.130 for development within the Coastal Zone. The project includes developing facilities that are compatible with adjacent residential and commercial uses and the natural environment. Enhancing recreational use in the project area and stabilizing the road would have a beneficial impact on the surrounding uses. The proposed project will be visually compatible and integrated with the character of the surrounding neighborhood and natural environment by maintaining the existing character of the site, as well as, in how the project is sited, designed and landscaped. Project design characteristics will minimize impacts

on the site and the surrounding neighborhood. See additional discussion under Coastal Development Finding #5 below with regard to project consistency with the Visual Resource policies in the General Plan and LCP.

The project includes design elements to make it consistent with the surrounding neighborhood and natural environment in terms of materials and colors. Though the project site is located along the bluff top and the walls along the face of the bluff will be visible from the small beaches below, the colors and materials are natural in appearance and complementary to the site. The project minimizes impacts to the neighborhood and natural environment as it includes open railings, low split rail fencing, and bluff walls that will be textured, sculpted and stained to mimic natural coastal bluffs. The design of the walls minimizes visual intrusion by incorporating materials and finishes which will be compatible with and harmonize with the character of the area, and that will appear natural when finished. The restroom facility has also been sited and designed to be least intrusive in the coastal scenic corridor by utilizing earth tone colors and materials and by landscape screening of the structure from the scenic corridor and adjacent development.

Site disturbance was minimized in that grading, earth moving, and removal of major vegetation is minimized. Special landscape features such as prominent natural landforms and tree groupings were retained. Site disturbance is minimized by the proposed work being performed from the top of the bluff to minimize disturbance to the beach and natural marine environment. Large beach rubble and rock riprap is proposed to be removed from the base of the bluff; however, this is not a natural feature and was placed there some time ago for bluff protection. All mature trees in the project area will be retained, including large Monterey Cypress and palm trees (planted years ago by community volunteers), and existing tree groves adjacent to the proposed parkway. No major vegetation will be removed with this project. Existing vegetation was preserved where possible and replaced where removal was necessary with new enhanced planting.

New and replacement vegetation is compatible with the surrounding vegetation and suitable to the climate, soil, and ecological characteristics of the area. The proposed plantings are primarily native plants. The plantings were chosen to ensure plant species that would grow, withstand the intensity of public use to be generated by the project, and survive in this extreme coastal environment where successful planting options are limited. This is a relatively urban environment that is not adjacent to wetlands, lagoons, or other sensitive habitats with respect to plant types, which could particularly suffer from the use of non-native or invasive plant species. The proposed plantings will also serve to minimize the visual impacts of the wall project, with new planting used along the parkway to cascade over the bluff walls. New evergreen trees will also be planted including Monterey Cypress, Catalina Cherry, and Coast Live Oak trees that blend with the neighborhood and coastal environment. The new Monterey Cypress trees proposed along the project and at the overlook at the Hook area will supplement the existing mature Monterey Cypress trees in those areas.

4. That the project conforms with the public access, recreation, and visitor-serving policies, standards and maps of the General Plan and Local Coastal Program land use plan, specifically Chapter 2: figure 2.5 and Chapter 7, and, as to any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone, such development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act commencing with section 30200.

This finding can be made, in that the project site is located between the shoreline and the first public road and it will conform to the relevant public access and recreation policies of the General Plan and Local Coastal Program (GP/LCP) and of Chapter 3 of the Coastal Act. In fact, the proposed project will improve public access to the beach and ocean. A portion of the project site is identified as a priority acquisition site in the County LCP. This site has been acquired by the County and is being developed with this proposal to the land use and development standards prescribed by the GP/LCP.

The project conforms to the GP/LCP land use plan in that it is consistent with and implements the goals of Land Use Chapter 2. This project achieves Land Use Objective 2.22 that prioritizes coastal-related development on the coast. The improvements for a public park and enhanced coastal recreational access with public safety provisions address the land use priorities within the Coastal Zone as identified in Policy 2.22.1. The Pleasure Point “Overlook” park site (APN 032-242-10) is designated as a Coastal Priority Site pursuant to GP Land Use Policy 2.23.2 and Figure 2-5. The proposed project is consistent with and implements the designated priority use of “Existing Park, Recreation and Open Space: Development of coastal overlook and access with supporting improvements”. The proposed park site design with new public restroom, park furniture, public art, and landscaping satisfies this policy. The priority use development standards are satisfied in that the new public restroom facility at the park is situated toward the west end of the parcel to preserve views of the coastline and public coastal access at this parcel is preserved and enhanced with the new stairway. The circulation and public access requirements are also satisfied in that the County owned coastal overlook and access is being improved for public use with the proposed park, additional parking improvements, and new beach access stairway. This project includes a park master plan review as part of the development permit for the park priority site pursuant to Policy 2.23.3. These requirements are addressed by the project plans. The plans demonstrate an integrated design providing for full utilization of the park site. This is a small park site with limited facilities and no additional phasing program or future land uses are proposed with this project, as there is no room for additional park features nor any anticipated unmet infrastructure availability or projected demand. The County Parks Department will perform regular park facility management and landscape maintenance.

No changes are proposed with this project to “The Hook” coastal priority site (APN 032-181-04) at 41st Avenue and East Cliff Drive, which was previously developed by the County Redevelopment Agency and Public Works Department as a beach access parking facility. The “East Cliff Drive Overlook” priority site (APN 032-251-02) is designated as an existing park, recreation and open space use with development of a coastal overlook with supporting improvements. That parcel is undeveloped except for a few benches and is privately owned. Site improvements are not proposed for that parcel with this project other than parkway path improvements and a portion of public parking along the top of the bluff; however, development of this project does not preclude the possibility of additional public coastal overlook improvements in the future.

The project is consistent with the General Plan Chapter 7 Parks, Recreation and Public Facilities in that numerous objectives, policies, and programs of this section are implemented by the proposed project. The proposed project includes completion of the blufftop Pleasure Point Outlook regional park and enhances the overlook area across from the existing developed parking facility at The Hook in conformance with the objectives of the Chapter 7, Public Parks and Recreation Facilities Figure 7-2 the major policies, objectives and programs relative to the project are addressed as follows:

Policy 7.1a Parks and Recreation Opportunities – with the proposed pedestrian and bicycle parkway, increased safety conditions, accessible improvements and formalized parking, the project implements and enhances the range of public opportunities for the access to, and enjoyment of, park, recreation, and scenic areas, including the use of active recreation areas and passive natural open spaces by all ages, income groups and people with disabilities.

Policy 7.5.7 Beaches as Regional Parks – access is improved to the coastline and beach area to enhance regional recreational opportunities for County residents.

Programs:

- a. Live Oak Primary Public Access Facilities are implemented in the development of the regional park facility, parking, and other support facilities provided in association with the Pleasure Point Overlook.

Objective 7.6 Trails and Recreation Corridors – the proposed parkway project enhances the countywide system of hiking and bicycling trails, which provide access to and connect the various parks, recreation areas, beaches and urban areas.

Programs:

- h. The project includes evaluation and implementation of the one-way street system on East Cliff Drive to facilitate a wide, safe pedestrian and bicycle promenade. The project includes construction of a facility including landscape enhancement and coastal bank protection as designated.

Objective 7.7a Coastal Recreation – by improving the pedestrian parkway for pedestrians and bicyclists, improving accessible access measures along the parkway, providing new and replacement stairways to the ocean for surfers and other recreational users, and shifting the one-lane traffic to the east side of East Cliff Drive to reduce the load on the bluff side, the project maximizes public use and enjoyment of coastal recreation resources for all people, including those with disabilities, while protecting those resources from the adverse impacts of overuse.

Objective 7.7b and 7.7c Shoreline and Beach Access – the project maintains, improves and adds new shoreline and beach access to the coast with adequate improvements to serve the general public and the coastal neighborhoods which is consistent with the Coastal Act, meets public safety needs, protects natural resource areas from overuse, protects public rights and the rights of private property owners, and minimizes conflict with adjacent land uses. Visual and physical access to the beach is maintained, enhanced, and provided with the project.

Policy 7.7.1 Coastal Vistas – the project encourages and enhances pedestrian enjoyment of ocean areas and beaches by the development of vista points and overlooks with benches and railings at Pleasure Point Park, the overlook at The Hook and along the parkway, as well as improving facilities for pedestrian access to the beach.

Policy 7.7.4 Maintaining Recreation Oriented Uses – the project maximizes protection of the coastal bluff top areas and beaches from intrusion by non-recreational structures and incompatible uses.

Policy 7.7.5 Coastal Bicycle Route – the project provides for safe bicycle travel along the Pleasure Point coastal corridor by developing a coordinated, continuous bicycle route parallel to the shoreline.

Policy 7.7.6 Hiking and Biking Trail Network – the project implements the hiking and bicycle trails system that provide access to and connect the various parks, beaches, recreation and urban areas.

Programs:

- a. Associated project provides new and replacement stairs to improve beach access and safety.
- b. This project improves standard and accessible parking opportunities to serve visitors to the Live Oak coastline in the limited locations where they are feasible and compatible with the neighborhood and natural setting.
- c. The project provides for the development and maintenance of vista points and overlooks with benches and railings at various points along East Cliff Drive including the west end at Pleasure Point Drive, the promenade along east Cliff Drive between 32nd and 41st Avenues, and the eastern end at 41st Avenue.

Policy 7.7.10 Protecting Existing Beach Access – the project proposes to preserve, protect and enhance existing pedestrian access to all beaches to which the public has a right of access.

Programs:

- a. The project maintains and improves public access stairs at all primary access points along this portion of East Cliff Drive and maintains local access to all neighborhood access points.

Coastal Development Permit Findings

- e. The project implements this program to improve, widen, and complete pedestrian/bikeway along East Cliff Drive between 32nd and 41st Avenues where right-of-way permits exist and includes the installation of additional benches and landscaping.

Policy 7.7.13 Access Maintenance Responsibility and Liability – the project implements the policy to complete, open and maintain coastal access ways before the first public road and the shoreline.

Programs:

- e. The project implements the program to improve, widen, and complete pedestrian/bikeway along East Cliff Drive between 32nd and 41st Avenues with the installation of additional benches and landscaping.
- f. The project includes a sign program for the project area with public access signage.

Policy 7.7.15 Areas Designated for Primary Public Access – the project maintains the Pleasure Point/East Cliff Drive and end of 41st Avenue primary public access points.

Programs:

- d. The project enhances pedestrian connection from the Hook parking lot at the intersection of 41st Avenue and East Cliff Drive and enhances the landscaping compatible with the surrounding area.
- e. The lot at the intersection of East Cliff Drive and Pleasure Point Drive is County owned and the project proposes to improve the park facility as part of the pedestrian/bikeway system, as a vista point, and for a staging area for surfing.

Policy 7.7.18 Areas Designated for Neighborhood Public Access – the project maintains a system of neighborhood access points appropriate for access by local residents at the stairway between 35th and 36th Avenues, at 38th Avenue, and at 41st Avenue.

Policy 7.7.19 Improvements at Neighborhood Access Points – the project provides improvements appropriate to neighborhood access points including: path improvements and bicycle parking, and provides for future maintenance, recycling, and garbage collection in the project area.

Policy 7.7.24 Environmentally Damaging Trails – the project proposes to reduce the number of trails to destinations where the present level of use is causing deterioration to sensitive habitats or serious erosion problems.

Policy 7.7.25 Unsafe Trails – the project discourages public use of access trails, which are hazardous because safety improvements have not been provided or cannot be built due to physical limitations.

Objective 3.8a System Development Policy – the project develops a bikeway network maximizing the safety and convenience of users of all levels of experience within that system. The network includes the opportunity for recreational use.

Programs:

- a. The project provides for bicycle use in the planning, designing, and constructing of this County project.
- f. The proposed bikeways were planned, designed, and will be constructed consistent with the adopted Bikeway Plan.

Policy 3.8.7 Recreation – the project includes the improvement of bicycle routes to facilitate access to recreational areas including regional parks and beach areas.

The project also implements the Monterey Bay Sanctuary Scenic Trail through the project area. The Scenic Trail is a recreational and interpretive coastal pathway that links existing and new trail segments into a continuous coastal trail around Monterey Bay, accommodating pedestrians, bicyclists, and accessible travel.

Coastal Development Permit Findings

The purpose of the trail is to enhance appreciation and protection of the marine sanctuary by promoting public use and enjoyment at its shoreline. The project also includes three interpretive and viewing sites for Monterey Bay as designated for the Pleasure Point Park site, the area near 35th Avenue, and at the Hook area.

As well, East Cliff Drive is designated as a portion of the Santa Cruz County's Master Bikeway Plan. The Bikeway Plan defines a network of regional bikeways, which serve the County and adjacent cities. The improved bicycle access through the project will help formalize the bikeway connections between Capitola, southern portions of the County, and the City of Santa Cruz.

5. That the proposed development is in conformity with the certified local coastal program.

Road, public facilities, park, recreational and open space uses are allowed uses in the PR and PR-D (Parks, Recreation and Open Space District, with "D" park site combining designation) zone district of the site, as well as the General Plan and Local Coastal Program O-R (Parks, Recreation and Open Space) land use designation with proposed park and regional park overlays. The proposed project is consistent with development standards applicable to parcels within the Coastal Zone. Additionally, the proposed project is sited and designed to be visually compatible, in scale with, and integrated with the character of the surrounding residential neighborhood and natural coastal environment.

The project site is located between the shoreline and the first public road. This project as proposed and conditioned will conform to the public access and recreation elements of the GP/LCP. In fact, the proposed project will improve public access to the beach and ocean. A portion of the project site is identified as a priority acquisition site in the County Local Coastal Program. This site has been acquired by the County and is being developed with this proposal to the land use and development standards prescribed by the GP/LCP land use chapter.

The proposed project is also consistent with General Plan/LCP Chapter 3, Circulation policies, objectives, and programs in that pursuant to Bikeway System Development (Program b.) bicycle-parking facilities are located at all primary public access points to the beaches and at the park. Pursuant to Policy 3.8.7, bicycle route improvements are proposed to facilitate access to recreational areas such as the beach areas, regional park, and major tourist recreational facilities along this stretch of the Monterey Bay coastline, thereby promoting recreational bicycle use as eco tourism. Recreational Access Objective 3.14 is also satisfied in that the project improves access to the County's recreational resources, using multiple means. Capacity on East Cliff Drive is reserved for recreational traffic. A separated portion of the right-of-way is designated for the exclusive use of bicycles and pedestrians. As well, the project implements Policy 3.14.2 regarding road improvements which provide access to recreational resources as a transportation improvement priority.

The proposed project is consistent with, and in many cases implements specific objectives and policies of the General Plan/LCP Visual Resources, Chapter 5 including the following Policies: 5.10.3 – Protection of Public Vistas; 5.10.6 – Preserving Ocean Vistas; 5.10.7 – Open Beaches and Bluff Tops; 5.10.8 – Significant Tree Removal Ordinance; 5.10.10 – Designation of Scenic Roads; 5.10.12 – Development Visible from Urban Scenic Roads; 5.10.13 – Landscaping Requirements; 5.10.15 – Design Review for Public Projects Visible from Scenic Roads; and 5.10.18 – Signs Visible from Scenic Roads. See EIS/EIR Chapter 5 Visual Resources for additional discussion. These policies are adhered to in that the project: preserves scenic vistas in the project area along East Cliff Drive; is designed to minimize visual impact and improves the scenic viewshed by using natural appearing materials and finishes, such as decomposed granite for the path, cobble stone veneer for the public restroom, and wood for the fences, which would blend with the character of the area; includes bluff stabilization structures that conform to the natural contours and are stained to match the natural landscape and integrate with the natural landforms; proposes no removal of significant trees or major vegetation; includes enhanced landscaping using native and characteristic species appropriate to the area; and minimizes signage.

The project area is within the East Cliff Drive scenic road corridor of the coastal zone. The crib wall repairs are visible from the beach, but the new walls are an improvement from the old failing crib walls, which appeared as long gray horizontal beam structures and were not naturalized or blended with the existing bluff in any way. The scenic resource preservation policies of the Local Coastal Program require that development minimize visual intrusion from the beach and from scenic roadways (GP/LCP Objective 5.10b). New permanent shoreline protection structures visible from a public beach must use natural materials and finishes to blend with the character of the area and integrate with the landform. The proposed finished surface contours are blended with the adjacent natural terrain to achieve a smooth transition and natural appearance. The finish sculpting and coloring of the concrete also results in a naturalized bluff appearance that integrates with surrounding natural bluffs. Potential visual intrusion is minimized and the project has no adverse impact upon the surrounding visual resources. As well, the walls are on the bluff face and are not readily visible from East Cliff Drive and all existing public ocean vistas from the roadway are preserved. Disturbed areas are required to be revegetated for erosion control purposes with a seed mix consisting of native plants and wildflowers wherever possible.

Chapter 6 of the General Plan/LCP, Public Safety and Noise, includes objectives and policies aimed at protecting the community from natural hazards, as well as from hazards from the built environment. Section 6.2 includes policies relating to slope stability and includes specific policies for Coastal Bluffs and Beaches. Policy 6.2.16 establishes structural shoreline protection measures and certain design and study requirements, including monitoring and maintenance programs. The Geologic Resources and Coastal Processes associated with the project are analyzed in the EIS/EIR Chapter 6. The coastal bluff evaluations in the Sanders & Associates Geostructural Engineering (SAGE) reports included in EIS/EIR Appendix G, together with the Geological Resources review in the EIS/EIR and the associated Mitigations 6.1a and 6.1b and Conditions III.D and III.E address the applicable General Plan coastal bluff policies.

The crib wall repairs are consistent with the structural shoreline protection measures policy (GP/LCP 6.2.16). This policy limits structural shoreline protection measures to structures that protect public works, public beaches, or coastal dependent uses. These walls serve all three uses in that they help preserve the public roadway and associated utilities above and the public beach below with associated coastal dependent uses. Removal of the failing crib-walls would have created environmental impacts and potentially weakened the bluff more as opposed to protecting it. There are no feasible non-structural measures to adequately protect the bluff, beach and roadway above (from either an engineering or economic standpoint). The walls are located against the bluff face above the beach, above the high water mark, and do not reduce or restrict public beach access, adversely affect shoreline processes or sand supply, increase erosion on adjacent properties, or cause harmful impacts on wildlife and fish habitats or archaeological or paleontological resources. The wall repairs do not impact recreational opportunities along the beach and minimize any visual intrusion. The location of the walls are based on existing County benchmarks as referenced on the plans. The structures were designed and constructed pursuant to prevailing building technologies, engineering standards, and materials performance standards (such as ASTM, AASHTO, ACI, and CALTRANS specifications) to insure the optimum in safety and stability. The project is also conditioned such that a permanent monitoring and maintenance program is instituted. As well, all of the work was performed from the top of the bluff and no construction equipment was permitted on the beach.

Though the proposed project site is not mapped as archaeological or geologic paleontological resources, due to the extent of bluff work and associated grading for the bluff protection structures, potential Cultural/Archaeological and Paleontological Resources impacts by the project were analyzed in the EIS/EIR (Chapter 11) consistent with Chapters 5.19 and 5.9 of the General Plan/LCP. No archaeological or historical resources eligible for the National Register were identified within the project area, but there is the potential for undiscovered sites beneath the surface and possibly under East Cliff Drive. Conditions III.N and IV.E were included to accommodate this in the case these resources are found during construction. The project must comply with General Plan/LCP Chapter 5.9 to protect paleontological resources which stand out as rare or unique and representative in Santa Cruz County because of their scarcity, scientific or educational value,

Coastal Development Permit Findings

Application #: 00-0797 East Cliff Drive Bluff Protection and Parkway Project

APN: East Cliff Drive Right-of-Way, APNs 032-182-01, 032-182-02, 032-242-10, 032-251-01, 032-251-08, & 032-251-11

Owner: County of Santa Cruz; Applicant: County RDA & DPW

aesthetic quality or cultural significance. As the coastline is rich in fossil resources and the sedimentary rocks in the area have high potential for containing significant nonrenewable paleontologic resources, EIS/EIR Mitigations were included to insure that these resources are accommodated and no significant impacts occur. The project results in a beneficial impact on paleontological resources in that it would eliminate the public disturbance of these resources in the project area, and lessen the probability of the destruction of fossil resources that may occur during future emergency repairs such as the construction of retaining walls.

For additional discussion regarding the proposed project's conformity with the certified local coastal program, see the discussion above under #4., as the GP/LCP objectives and policies noted above with regard to public access, public recreation, land use, and development along the shoreline, also apply to this finding as well.

Development Permit Findings

East Cliff Drive Bluff Protection and Parkway Project

1. That the proposed location of the project and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity.

This finding can be made in that the project is located in an area designated for park and open space uses. The proposed project will improve the health, safety and welfare of pedestrians, bicyclists, and coastal recreational users by widening and improving pedestrian and bicycle paths, improving accessible access along the coast, and protecting the safety of recreational users by securing the dangerous coastal bluffs and adding and improving stairway accesses to the beach and surf. These improvements will serve persons residing and working in the neighborhood as well as the general public with increased access to the coastline. The proposed pathway improvements are expected to enhance overall bicycle and pedestrian circulation in the area, help reduce bicycle-pedestrian conflicts by providing separate pathways, and generally increase the number of people who walk and bicycle to and within the project area. The formalization and improvements in public parking proposed with the project will also be beneficial to the public with regard to coastal access opportunities, may reduce circulation through the neighborhood side streets, and increases accessible parking adjacent to the coast. A new stairway at Pleasure Point Park will also improve public access to the ocean, where surfers currently climb down the cliff to the water, and the replacement and relocation of the stairway near 36th Avenue should also improve access safety.

Construction will comply with prevailing County Public Works and California Department of Transportation standards as well as, where applicable, prevailing building technology, the Uniform Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources. The proposed roadway and parkway improvements include a 16-foot one-way eastbound travel lane with slight grade separated bicycle and pedestrian pathways up to 8 feet wide each (and of differing materials for distinction). This design will result in improved roadway safety for passenger vehicles, pedestrians, and bicyclists traveling along the coast. New crosswalks will also be provided at side street intersections. The travel lane width with adjacent rolled curb path also fully accommodates emergency vehicle access. The proposed improvements are consistent with and implement Transportation System Goals, objectives, policies and programs of the General Plan, Chapter 3 - Circulation. See additional Transportation discussion in Chapter 9 of the EIS/EIR. The potential project construction traffic impacts on the local circulation network were evaluated in the EIS/EIR. Mitigations were included with the EIS/EIR where necessary to insure that design, construction, and operational impacts are minimized. For example, Mitigation Measure 9.1 is designated to minimize impacts of construction-related traffic and staging on normal vehicle traffic and area roadway use; Mitigations 8.3 and 13.1 require that noise reduction techniques be utilized during construction; and, Mitigation 4.1 insures that recreational opportunities are maintained during construction of the project.

The proposed project will not be materially injurious to properties or improvements in the vicinity in that the project complies with all development regulations applicable to the site, subject to the concurrent approval of the proposed variances for the public restroom at the park. The variances allow a reduction in the required PR zone 30-foot side setbacks for the public restroom, however the structure as proposed will not deprive adjacent properties or the neighborhood of light, air, or open space with the granting of the variances (see attached Variance Findings). The park will also be regularly maintained by the County Parks Department.

This project increases the safety for motorists, bicyclists and pedestrians along East Cliff Drive and for beach-goers below in that the crib walls were in an emergency state of disrepair and there was serious risk of failure that could have impacted the use of the public road and underground utilities and the safety of the users of the road or along the adjacent public beach. The walls that were repaired are located within the road right-of-way down the bluff face and do not affect any public or private buildings. Construction complied

with prevailing building technologies (including performance standards for the materials such as ASTM, AASHTO, ACI, and CALTRANS specifications) to insure the optimum in safety. The repaired crib walls will not deprive adjacent properties or the neighborhood of light, air, or open space, as they are vertical walls located along the face of the bluff. As well, all of the work was performed from the top of the bluff and no construction equipment was permitted on the beach.

2. That the proposed location of the project and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located.

The proposed project and conditions under which it will be maintained will be consistent with all pertinent County ordinances and the purpose of the PR (Parks, Recreation and Open Space District) and PR-D zone districts in that the primary use of the property will be parks, recreation and open space. This project includes a park Master Site Plan review pursuant to the PR zone requirements in Code Section 13.10.355 Special Standards and Conditions. This requirement is addressed by the project plans. No additional phasing or future land uses are proposed with the project. The project also complies with all applicable design criteria and site standards for the PR zone district, with the inclusion of the variances for the required 30-foot setbacks for the public restroom building (see attached Variance Findings).

The project satisfies the intent of the PR District criteria for the retention of open space (Code Section 13.10.354) in that unlike most PR parcels, this project site is primarily located within the East Cliff Drive right-of-way, and as such the project has retained as much open space as possible, while maximizing public access opportunities. The only building is a new public restroom at the park to replace the existing portable restroom and an old abandoned restroom at the 36th Avenue stairs. As well, most of the development elements of the project replace previously developed and disturbed areas associated with the road and old crib walls.

The project site is primarily located within the East Cliff Drive road right-of-way and on County owned land. The primary use of the road right-of-way remains a roadway that is designed to be consistent with current site standards, County Public Works Design Criteria, and State Department of Transportation standards and consistent with the purpose of a roadway. The public road and pedestrian and bicycle paths will be maintained by the Department of Public Works. The park site will be regularly managed and maintained by the County Parks Department, with additional landscape maintenance as required in the EIS/EIR Mitigations for Visual Resources 5.1 and 5.2.

The crib wall repair locations and the conditions under which they will be maintained will also be consistent with pertinent County ordinances and the purpose of the PR (Parks) zone district. The primary use of the associated properties above and below these walls is public access. The repair of the crib walls supports that use. The crib wall repairs will result in increased safety for users of East Cliff Drive, the public beach, and the public stairs down to the beach. This is consistent with the purposes of the PR (Parks) zone district. As well, the walls will improve coastal stability in compliance with General Plan requirements (GP 6.2). The crib wall repairs are consistent with General Plan policy 6.2.16 and Zoning Code Sections 16.10.070(h) and 16.20.115. In that, these structural shoreline protection measures are necessary to protect the existing adjacent public roadway with vital public facilities and associated improvements (including sewer, water, gas, electric and telephone services), the public beach and access stairway, and coastal dependent uses from a significant threat. An analysis of reasonable alternatives to the proposed structures was provided in the EIS/EIR. Non-structural measures would not be feasible and would be inadequate in place of the crib wall protection measures. These shoreline protection measures were placed as close as possible to the old crib walls and the access road requiring protection. These protection measures will not reduce or restrict public beach access, adversely affect shoreline processes and sand supply, adversely impact recreational resources, increase erosion on adjacent property, create a significant visual intrusion, or cause harmful impacts to wildlife or fish habitat, archaeologic or paleontologic resources. The crib wall repairs minimize visual

impact by employing materials that blend with the color and texture of natural materials in the area. The design of the soil nail walls followed approved engineering standards. A construction staging strategy and schedule were also provided in conjunction with issuance of the emergency coastal and grading permit to minimize disturbance to the beach. The proposal prohibited any work from the beach, specified access and staging areas, and provided a plan for repairs that included recovery of material potentially dislodged onto the beach. As well, Condition III.E and Mitigation 6.1b require a permanent monitoring and maintenance program for the project walls.

3. That the proposed use is consistent with all elements of the County General Plan and with any specific plan which has been adopted for the area.

The majority of the parkway project will be located within the East Cliff Drive public right-of-way and County owned land. The proposed development of the Pleasure Point Park including a public restroom and pedestrian and bicycle pathway with additional landscaping, public viewing areas, and improved parking is consistent with parks, recreation, and open space uses allowed in the Parks, Recreation and Open Space (O-R) land use designation in the County General Plan. The project is also consistent with the "Proposed Park" future land use and "Regional Park" overlay designations for the park site and does not preclude future development of public park improvements on parcels 032-251-02 and 032-251-10 under private ownership. This project includes a park master plan review for the Live Oak Coastal Priority Site (Pleasure Point Overlook) consistent with General Plan Land Use Policy 2.23.2 and the special development standards and public access requirements as established for the priority use in Figure 2-5 for parcel 032-242-10. These requirements are addressed by the project plans and no additional phasing or future land uses are proposed with this project. The future development of coastal overlook improvements for the priority use (East Cliff Drive Overlook) on parcel 032-251-02 is not precluded by this development. Project park site maintenance will be performed by the County Parks Department with maintenance conditions as noted in the EIS/EIR Mitigations for Visual Resources 5.1 and 5.2. No specific plan has been adopted for this portion of the County.

The proposed project is also consistent with the goals, policies, and objectives of Chapter 3, Circulation, of the County General Plan/LCP. The project is consistent with the Planned Urban Roadway Improvements as referenced in General Plan Figure 3-18 (page 2 of 4) for East Cliff Drive. The proposed parkway project will maintain the existing roadway use of East Cliff Drive and will not increase roadway vehicular capacity, as there is currently one one-way vehicular travel lane that will be retained as such. The proposed improvements to better accommodate pedestrian, bicycle and accessible access and safety is also consistent with General Plan/LCP Chapter 3. The General Plan Circulation Goals addressed with the project include transportation system, mode choice, auto use reductions, regional goals, parking, access, bikeway system, safety, and aesthetics goals. The new pedestrian path will connect with existing sidewalks along the ocean side at each end of the proposed project: at Pleasure Point Drive and at 41st Avenue.

The proposed park public restroom building will not adversely impact the light, solar opportunities, air, and/or open space available to other structures or properties, and with the variance approval will meet site and development standards for the zone district and be consistent with General Plan Policy 8.1.3 (Residential Site and Development Standards Ordinance), in that the structure will not adversely shade adjacent properties, and will meet current setbacks for the zone district that ensure access to light, air, and open space in the neighborhood. As well, the proposed public restroom will not be improperly proportioned to the parcel size or the character of the neighborhood as specified in General Plan Policy 8.6.1 (Maintaining a Relationship Between Structure and Parcel Sizes), in that, with the variance approval, the proposed building will comply with the site standards for the PR-D zone district (including setbacks and height) and will result in a low profile structure with materials and colors consistent with the neighborhood and coastal environment.

The crib wall repairs are beneficial to the adjacent public facilities and beach uses consistent with the use requirements specified for the Parks and Recreation land use designation in the County General Plan. The walls are located above the purisima bedrock layer and do not impact the public beach below or available open space. The walls serve to better protect access to the coast and the health and safety of coastal users. The walls also have a sculpted finish that is colored and stained to be consistent with natural bluffs in the area.

Cultural and Paleontological Resources were analyzed in the EIS/EIR (Chapter 11) consistent with General Plan Chapters 5.19 and 5.9. Mitigations were included to insure that no significant impacts to paleontological resources occur. See additional discussion under Coastal Development Permit Findings #5 above.

4. That the proposed use will not overload utilities and will not generate more than the acceptable level of traffic on the streets in the vicinity.

The proposed project will not overload utilities in that adequate sewer, water, and storm drain capacity is available to serve the project. In addition, the proposed project is not expected to cause a permanent increase in vehicle trips to the project area, as it does not involve any new or expansion of existing traffic-generating land uses. The new road design will also not increase vehicular capacity on East Cliff Drive. As such, long-term traffic volumes, existing roads and intersections in the project vicinity should not be adversely impacted by the proposed project. This is consistent with Chapter 3.12 of the County's General Plan/LCP. As well, project construction will not adversely impact existing roads and intersections in the surrounding area. There will be temporary increases in vehicle and truck trips in the project vicinity during construction activities, however as mitigated and conditioned (EIS/EIR Mitigations 9.1 and 9.2) the impacts of project construction-related traffic and staging on normal vehicle traffic and area roadway use will be minimized. More over, the bluff wall repairs and proposed improvements will further protect the existing public roadway and public utilities in East Cliff Drive.

5. That the proposed project will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

The proposed project will complement and harmonize with the project area and surrounding uses and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood, in that the proposed project is designed to improve pedestrian, bicycle and accessible access and safety along the coast with the new parkway from 32nd Avenue to 41st Avenue, without significantly changing the character of the existing uses. The roadway improvements are designed to comply with prevailing County Public Works and California Department of Transportation standards to insure the optimum in safety and the conservation of energy. As well, the crib wall repairs did not result in any land use density impacts and the walls were finished in a manner to blend with the nearby natural bluffs.

The proposed public restroom structure at the park is located in a residential neighborhood containing a variety of architectural styles. The proposed restroom building will have a low profile at less than 12 feet height and will have an exterior cobble stone veneer to match the restrooms at the Hook and blend with the park and coastal environment. The proposed structure will be compatible with the character of the area given the utilization of natural earth tone materials and colors for the restroom. Furthermore, the proposed landscaping adjacent to the parkway and at the park will soften and screen the new improvements and restroom facility from the scenic corridor and adjacent development.

6. That the proposed development project is consistent with the Design Standards and Guidelines (sections 13.11.070 through 13.11.076), and any other applicable requirements of this chapter.

The proposed development is consistent with the Design Standards and Guidelines of the County Code (Chapter 13.11) in that the proposed parkway and park improvements and new public restroom building are of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area or the East Cliff Drive scenic corridor along the coast.

Design elements are included with the project to minimize visual impacts of the proposal (as demonstrated in the visual simulations of the proposed project in the EIS/EIR, Visual Resources Chapter 5, Figure 5-2a). The fencing along the parkway is limited to low wood rail fences (or similar natural appearing materials) wherever possible, with the use of steel safety railings with wood posts where necessary for protection purposes next to cliffs. The new public restroom at the park will have a low profile at approximately 12 feet height and is proposed to have a cobble stone veneer to match the restrooms at the Hook and to blend with the park and coastal environment. The building will be compatible with the character of the area given the utilization of natural earth tone materials and colors. The repaired crib walls are also of an appropriate scale and type of design that is compatible with the aesthetic qualities of the surrounding properties and they do not reduce or visually impact available open space in the surrounding area. The walls were finished with a sculpted and textured material that transitions into the natural bluff at the ends and is stained with colors to replicate natural bluff soil and rock formations.

Landscaping is proposed along the parkway to enhance the streetscape, to emphasize the pedestrian pathway, and to blend with the natural coastal environment. The landscape area beyond the pathway at the top of the bluff varies from 3 feet to roughly 20 feet. The proposed landscaping adjacent to the parkway and at the park will also soften and screen the new improvements and restroom facility from the scenic corridor and adjacent development. No trees are proposed to be removed with the project and tree protections will follow an arborist's recommendations during construction.

No exterior lighting is proposed other than minimum security lighting as needed at the park restroom facility. Lighting is required to be directed downward to avoid generation of fugitive light and glare, consistent with County Code Section 13.11.074(d). Signage is kept to a minimum and shall comply with Section 13.10.582 of the County Code. Directional and informational signage along the parkway complies with designs designated by the Monterey Bay National Marine Sanctuary Scenic Trail standards. Outdoor furniture and fixtures shown on the Parkway Plan in the park and along the length of the parkway shall relate to and be integral elements of the project and landscape design in the coastal environment. These include elements such as benches, trash receptacles, raised planters, fencing, lighting, freestanding signs, etc.

Variance Findings

East Cliff Drive Bluff Protection and Parkway Project

1. That because of special circumstances applicable to the property, including size, shape, topography, location, and surrounding existing structures, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

The Parks Recreation and Open Space (PR) District requires all yards to meet a 30-foot building setback. The Pleasure Point Park site (APN 032-242-10) is located on a corner parcel that is roughly 7,700 square feet in size and irregular in shape. The site narrows to approximately 41 feet along Pleasure Point Drive with the rear of the parcel adjacent to the coastal bluff at about 74 feet width. The parcel has about 133 feet of frontage along East Cliff Drive. Strict adherence to the required 30-foot setback for all yards would result in no place to locate a permanent structure onsite. A small public restroom (about 250 square feet) is proposed to replace the existing portable toilets onsite provided by the Parks Department. No other permanent structures are planned for this park site other than the new coastal access stairway at the east end of the property.

The public restroom should be located back from the public right-of-way of the intersecting streets and not located too close to the coastal bluff. It is also important to minimize the impacts that could have occurred at other locations on the site, including locating the restroom back from the street frontage, minimizing view impacts from the public roadways, and not obstructing views through the site of Monterey Bay. The proposed location of the restroom also provides for protection of three mature palm trees onsite. Therefore, this finding can be made, in that the parameters of the site including the small size, shape, and location on a corner lot adjacent to the coastal bluff does not provide for any placement of a needed public restroom at this park site without variances to the PR zone 30 foot yard setback standard. Other properties under the PR zoning enjoy greater privileges by virtue of a more conventional shape and size than the subject parcel.

2. That the granting of the variance will be in harmony with the general intent and purpose of zoning objectives and will not be materially detrimental to public health, safety, or welfare or injurious to property or improvements in the vicinity.

This finding can be made, in that the proposed location of the public restroom will still be situated about 12 feet off the side property line and about 23 feet off the East Cliff Drive property line. This results in greater setbacks than typically provided in a residential area. The restroom will also have a low profile with a height of approximately 12 feet, will be located about 12 feet from the nearest structure, will be adequately screened, and will be located more in line with the adjacent property's garage than living space. Due to this, the new building will not impact the adjacent property's access to light, air and open space. An existing good neighbor fence between the park parcel and the abutting residential parcel (APN 032-242-09) to the south along Pleasure Point Drive will also minimize potential nuisances to the residential property. This restroom facility is designed to be a low maintenance facility to be managed by the County Parks Department.

3. That the granting of such variances shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such is situated.

The granting of a variance for the subject parcel will not constitute a grant of special privilege in that other irregularly shaped park properties under similar limitations would be given similar consideration. This small pocket park is located on a parcel that is more typical of an urban residential parcel in size at about 7,700 square feet. Most PR zoned park sites would typically be located on much larger parcels, in which case the PR setbacks of 30 feet for all yards could more consistently apply. The application of these setbacks for this parcel, which has an average width of less than 60 feet, would result in no place onsite where a public restroom could be located. The public restroom is a key element to this park site and to implementing the General Plan/LCP and would require a variance anywhere on the site. This is a small, low scale building and potential impacts to the neighborhood have been minimized with the proposed design and location.

SIGNIFICANT TREE REMOVAL: 16.34.060 REQUIRED FINDINGS

One or more of the following findings shall be made prior to granting approval pursuant to this Chapter.

- ☐ 1. That the significant tree is dead or is likely to promote the spread of insects or disease.
- ☐ 2. That removal is necessary to protect health, safety, and welfare.
- ☒ 3. That removal of a non-native tree is part of a plan approved by the County to restore native vegetation and landscaping to an area.

The approval of this plan will provide native Monterey Cypress trees more suitable to this region's natural landscape.

- ☒ 4. That removal will not involve a risk of adverse environmental impacts such as degrading scenic resources.

The removed palm trees will be replaced with three Monterey Cypress trees that will complement the scenic resources of the coast line.

- ☒ 5. That removal is necessary in conjunction with another permit to allow the property owner an economic use of the property consistent with the land use designation of the Local Coastal Program Land Use Plan.

Approval of this permit will be consistent with the conditions of approval of the Coastal Commission Coastal Development Approval, which is consistent with the Local Coastal Program Land Use Plan.

- ☐ 6. That removal is part of a project involving selective harvesting for the purposes of enhancing the visual qualities of the landscape or for opening up the display of important view from public places.
- ☐ 7. That removal is necessary for new or existing agricultural purposes consistent with other County policies and that mitigation of visual impacts will be provided. Also, see Section 16.34.090(d), exemption of the tree crops.
- ☐ 8. That the removal is necessary for operation of active or passive solar facilities and that mitigation of visual impacts will be provided.






**PROCEEDINGS OF THE
SANTA CRUZ COUNTY
BOARD OF SUPERVISORS**

VOLUME 2007, NUMBER 8

Tuesday, March 20, 2007

ACTION SUMMARY MINUTES

VOTING KEY: B = Beautz, P = Pirie, Co = Coonerty, Ca = Campos, S = Stone; first initial indicates maker of motion, second initial indicates the "second"; upper case letter = "yes" vote; lower case letter = "no" vote; () = abstain; // = absent



1.  Supervisor Campos absent
 2.  Moment of Silence and Pledge of Allegiance
 3.  Consideration of Late Additions to the Agenda; additions and deletions to Consent and Regular Agendas
 4.  Action on the Consent Agenda
 5.  ORAL COMMUNICATIONS - nine people addressed the Board
-

CONSENT AGENDA


6. ACCEPTED claims as approved by the Auditor-Controller
7. APPROVED minutes of February 27, 2007 and March 6, 2007, as recommended by the Clerk of the Board
8. ACCEPTED AND FILED notification of continuing contracts received during the period of March 1, 2007 through March 14, 2007 and approved upon adoption of the 2006/2007 continuing agreements list to comply with Section 300 of the County's Procedures Manual, Title 1, as recommended by the Clerk of the Board
9. APPROVED the reading by Title of all ordinances considered for adoption that may appear on this agenda and further waived a detailed reading of said ordinances, as recommended by County Counsel
10. AUTHORIZED the County Clerk to expand the confidentiality of voter registration information to specified public safety officials pursuant to California Elections Code

56. AUTHORIZED the Director of County Parks to sign agreement for display of Historic Landmark plaque for the Watsonville Veteran's Building and approved related action, as recommended by the Director of Parks, Open Space and Cultural Services
57. AS THE BOARD OF DIRECTORS OF THE SANTA CRUZ COUNTY REDEVELOPMENT AGENCY, APPROVED Agency funds totaling \$88,810 for the cost of a contract amendment with Cal-West Lighting and Signal Maintenance for work associated with the 2005/2006 Overlay Project and approved related actions, as recommended by the Redevelopment Agency Administrator
58. AS THE BOARD OF SUPERVISORS AND REDEVELOPMENT AGENCY, SCHEDULED a closed personnel and litigation session to be held as follows:
- CONFERENCE WITH LABOR NEGOTIATOR
- Agency Negotiator: Director of Personnel
- All Units
- REPORT OF COUNTY COUNSEL - No report given
-

REGULAR AGENDA

59.  The Board of Supervisors recessed in order to permit the Board of Directors of the County of Santa Cruz Flood Control and Water Conservation District, Zone 7 to convene and carry out a regularly scheduled meeting
60.  Public hearing held to consider parking maintenance and operating charges for the Soquel Village Parking and Business Improvement Area 2007/2008 fiscal year;
- closed public hearing;
- (1) accepted and filed the Annual Report of the Soquel Village Parking and Business Improvement Area Advisory Board (Attachement 1);
- (2) ADOPTED RESOLUTION NO. 95-2007 of Intention to Establish Annual Parking Maintenance and Operation Charges for Zone B or the Soquel Village Parking and Business Improvement Area for Fiscal Year 2007-2008 (Attachement 2); and
- (3) directed the Redevelopment Agency to provide the participants in the improvement area with legal notice of the Resolution of Intention to Establish Parking Improvement Charges for the 2007-2008 Fiscal Year

PCo/CA/SB

-  61. Public hearing held to consider Application 00-0797 for the East Cliff Drive Bluff Protection and Parkway Project with associated Environmental Impact

Statement/Environmental Impact Report (EIS/EIR) on property located within and adjacent to the East Cliff Drive public right-of-way between 32nd and 41st Avenues in Pleasure Point;

closed public hearing;

(1) certified the Revised Final East Cliff Drive Bluff Protection and Parkway EIS/EIR (November 2006) under the California Environmental Quality Act, based on the EIS/EIR CEQA Findings, Conditions, and Mitigation Monitoring and Reporting Plan;

(2) approved Application 00-0797 based on the Findings (Attachment 1) and revised Conditions (Attachment 2) with added Conditions IV.I. and IV.J., with acknowledgement that the parkway project design as proposed is contingent upon approval of bluff protection structures by the California Coastal Commission; and

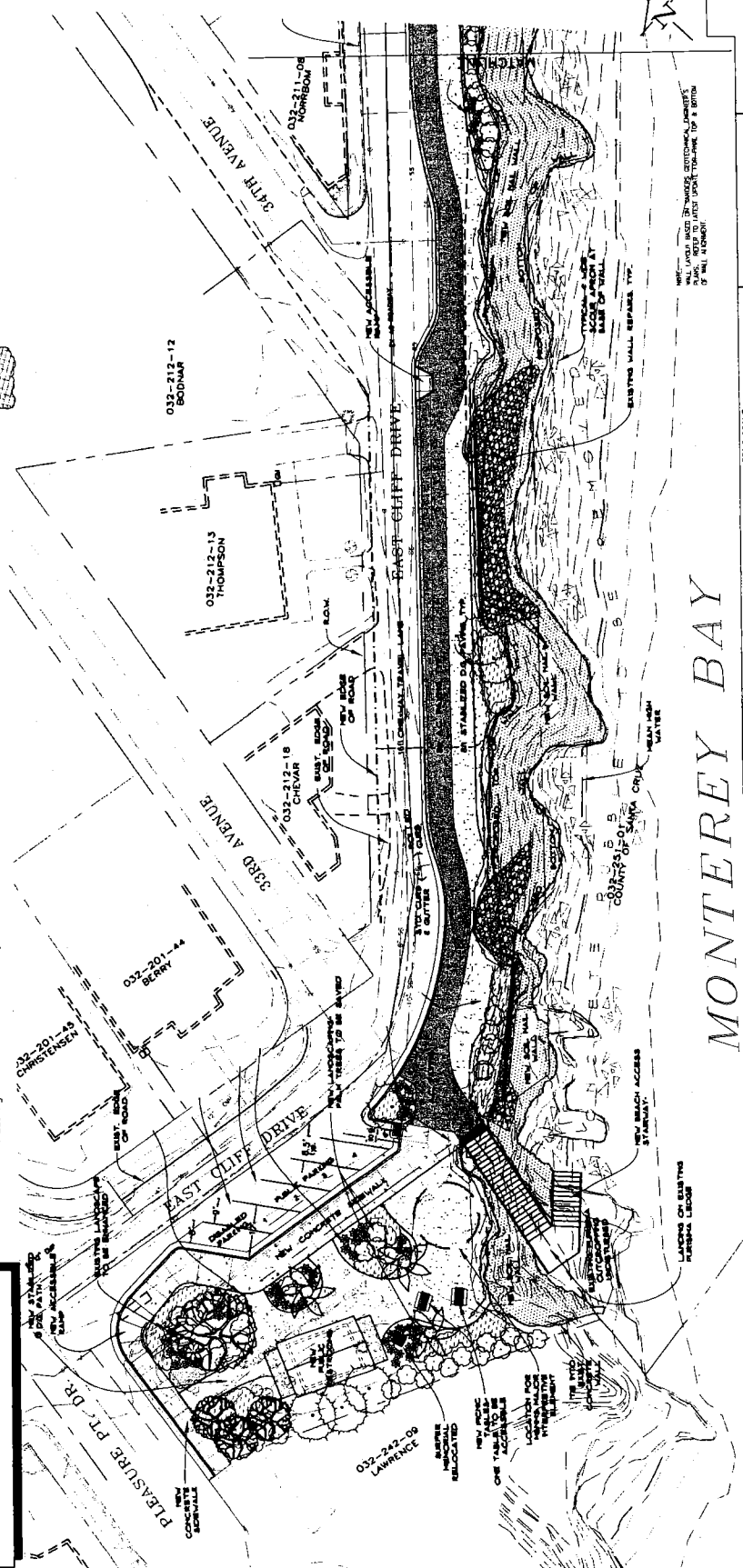
(3) with additional directions that staff (a) work with Jack O'Neill and his engineer to assure the project does not increase the existing coastal risks to his property, (b) work with the Coastal Commission and return with additional recommendations on parking restrictions, particularly disabled access to the coastal areas, (c) add additional language to Condition III (D and E) to provide for the consultation with the O'Neill engineers; and (d) add direction to Condition II of Attachment 2 that the final landscape plan be returned to the Planning Commission for approval rather than to staff
SPCo/CA/B

WRITTEN CORRESPONDENCE LISTING: The Written Correspondence Listing is established to act as a report of materials received by the Board as a whole but may also include items requested for inclusion by individual Supervisors. Upon completion of any actions deemed necessary (i.e. acknowledgment, referral, etc.), these items are included in the Written Correspondence Listing under the appropriate heading. While these items are not part of the official record of meetings of the Board of Supervisors, they will be maintained by the Clerk of the Board for a period of two years, after which time they may be destroyed after the County's Historic Resources Commission has been provided an opportunity for review.

EXHIBIT D















CONCEPT PLANT SCHEDULE

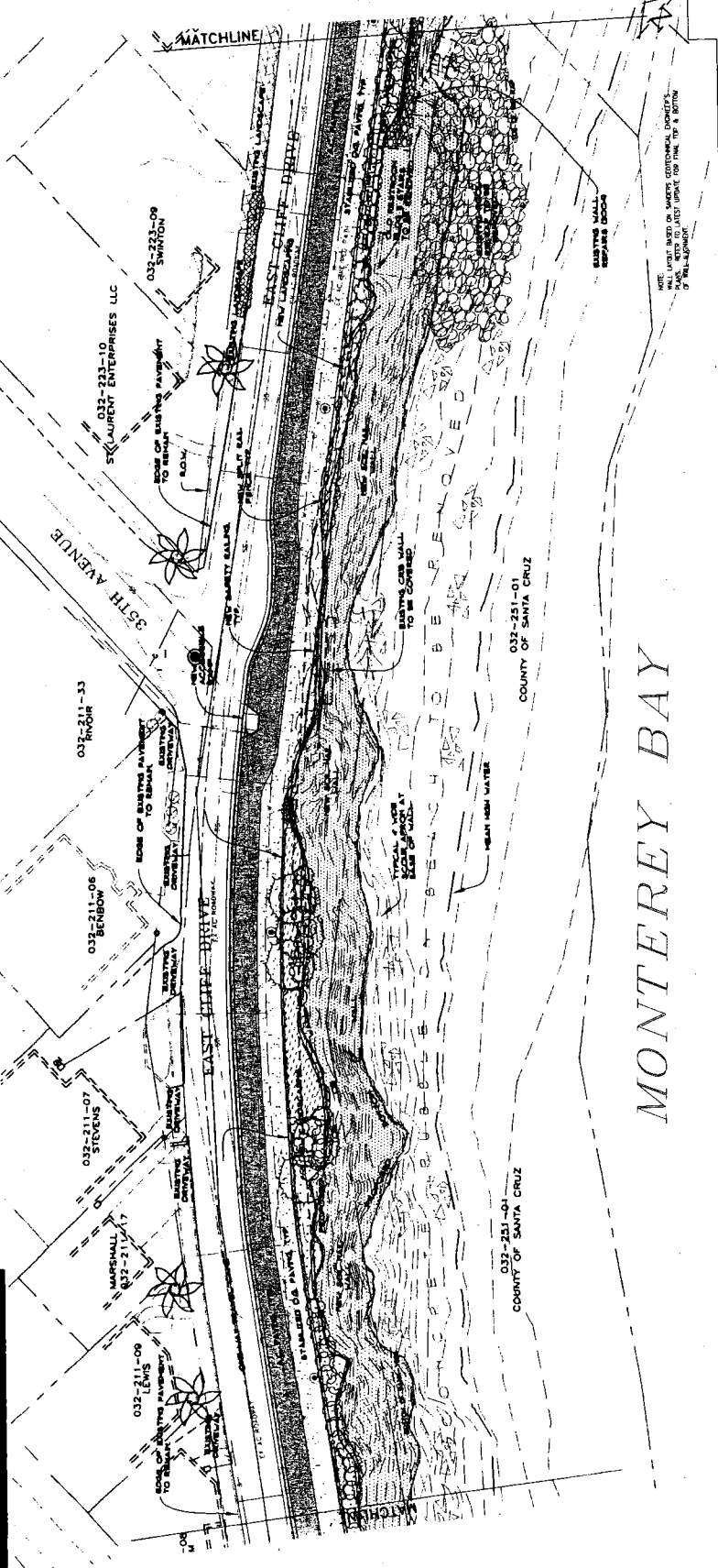
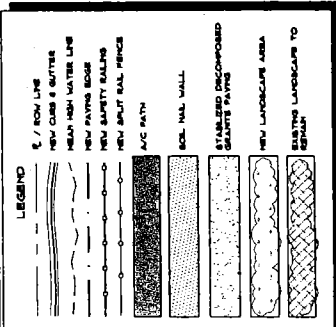
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MONTEREY BAY

CONCEPT PLANT SCHEDULE

- | | | |
|---|--|---|
|  | EVERGREEN TREES
<i>Supressus macrocarpa</i> / Monterey Cypress
<i>Pinus illicinoxyloides</i> / Catalina Cherry
<i>Quercus agrifolia</i> / Coast Live Oak |  |
|  | SHRUBS
<i>Arctostaphylos densiflora</i> / Manzanita
<i>Ceanothus macrocarpa</i> / Natal Plum
<i>Ceanothus maritimus</i> / Blue Boy
<i>Ceanothus neriifolius</i> / Blue Boy
<i>Cistus laurifolius</i> / Fringe Of Madeira
<i>Chamaecyparis</i> / Monterey Cypress
<i>Conocarpus</i> / Coast Scaevola
<i>Myrica californica</i> / Pacific Wax Myrtle
<i>Rhamnus californica</i> / Eve Case / California Coffeeberry
<i>Rhus integrifolia</i> / Lemonade Berry
<i>Rhus ovata</i> / Sugar Bush
<i>Romneya coulteri</i> / Matilija Poppy
<i>Santolina chamaecyparissus</i> / Lavender Cotton
<i>Westringia frutescens</i> / Coast Rosemary |  |
|  | PERENNIALS
<i>Achillea millefolium</i> / Common Yarrow
<i>Aloe striata</i> / Coast Aloe
<i>Chionodoxa</i> / Winter Daffodil
<i>Erigeron phillyriaefolius</i> / Coast Hydrand / PCH Ins
<i>Impatiens</i> / Blue / Yellow
<i>Ornithoglossum</i> / Star of Bethlehem
<i>Phlox paniculata</i> / Garden Phlox
<i>Phlox subulata</i> / Muehlenbergia
<i>Phlox</i> / New Zealand Flax
<i>Stachys</i> / Blue Eyed Grass |  |
|  | NATIVE GRASSES
<i>Festuca californica</i> / California Fescue
<i>Muhlenbergia</i> / Muhlenbergia
<i>Stipa</i> / Stipa |  |
|  | ANNUALS
<i>Eschscholzia californica</i> / California Poppy |  |
|  | GROUND COVER
<i>Arctostaphylos</i> / Manzanita
<i>Baccharis pilularis</i> / Toyon
<i>Cardamine hirsuta</i> / Wall Rocket
<i>Eriogonum fasciculatum</i> / California Fuchsia
<i>Guzmania</i> / Spreading Moss
<i>Mimulus aurantiacus</i> / Sticky Monkey Flower
<i>Romneya coulteri</i> / Matilija Poppy
<i>Salvia leucophylla</i> / "Pant 5al" / Purple Leaf Sage |  |
|  | EXISTING LANDSCAPE |  |









MONTEREY BAY

NOTE:
WALL LAYOUT BASED ON SANDERS GEOTECHNICAL ENGINEER'S
PLANS. REFER TO LATEST UPDATE FOR FINAL TOP & BOTTOM
OF WALL ALIGNMENT.

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CONCEPT PLANT SCHEDULE

- | | | | | | |
|--|---|--|---|---|--|
| <p>6" ROW LINE</p>  <p>NEW CUBS 8 BUTTER
MEAN HIGH WATER LINE
NEW PATENT SOUL
NEW SAFETY RAILING
NEW SALT SEAL PRICES</p> | <p>A/C PATH</p>  | <p>SOL. NAL WALL</p>  | <p>STAINLESS DISCOMPOSED
GRASSY WASTE</p>  | <p>NEW LANDSCAPE AREA</p>  | <p>OLD LANDSCAPE AREA
TO BE REPAIRED</p>  |
|--|---|--|---|---|--|

- EVERGREEN TREES**

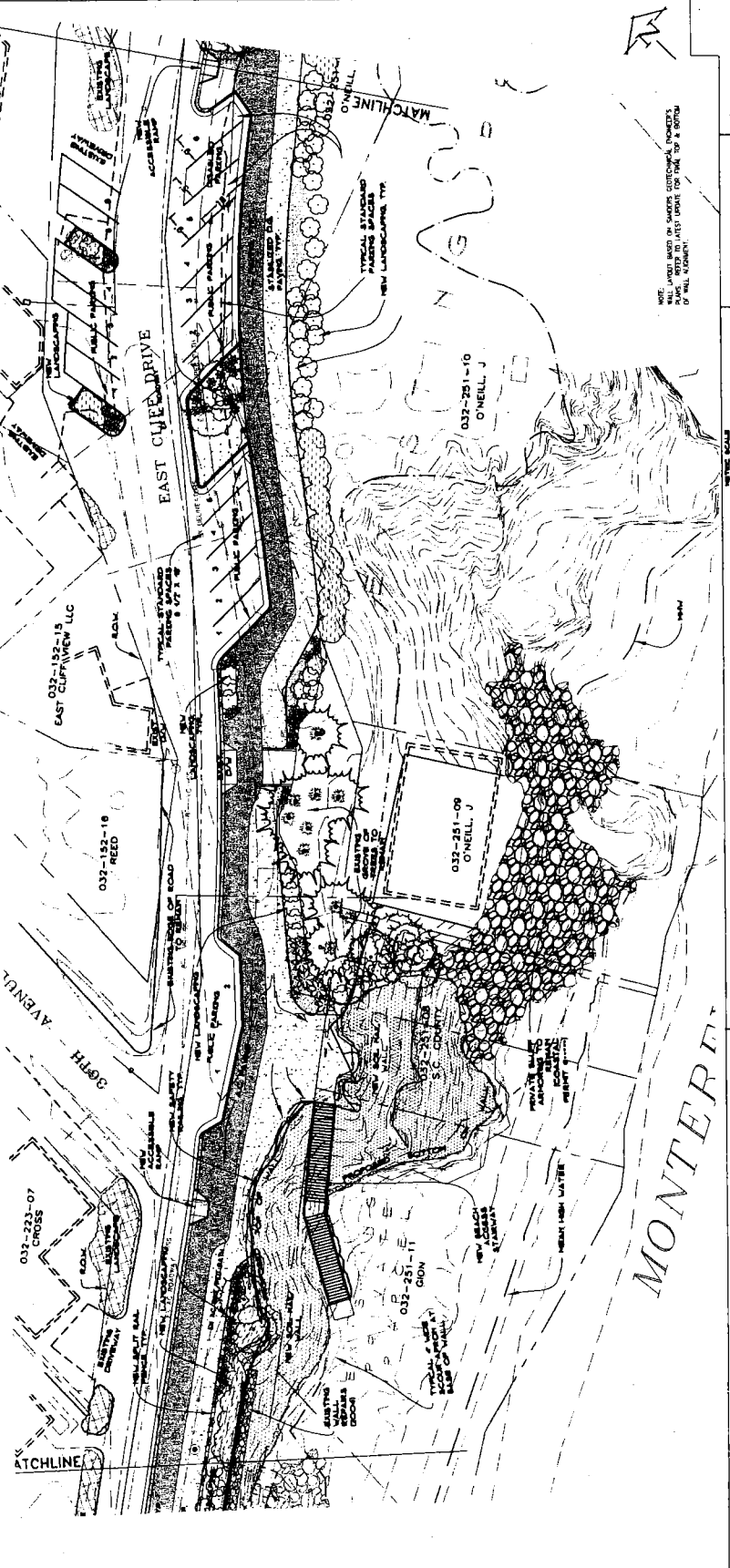
 - Cupressus macrocarpa* / Monterey Cypress
 - Pinus icilicola yoni* / Catalina Cherry
 - Quercus agrifolia* / Coast Live Oak

SHRUBS

 - Arctostaphylos densiflora* / Manzanita
 - Cinara macrocarpa* / Nalal Plum
 - Ceanothus maritimus* / Maritime Ceanothus
 - Celtis stansbergii* / Coral Redwood
 - Cercosipho lasiocarpa* / Toyon
 - Leptosiphon laevigatum* / Australian Tea Tree
 - Myrica californica* / Pacific Wax Myrtle
 - Rhamnus californica* / "Eye Case" / California Coffeeberry
 - Rhus integrifolia* / Lemonade Berry
 - Rhus ovata* / Sugar Bush
 - Ronneya coltteri* / Matipo Poppy
 - Santolina chamaecyparissus* / Lander's Cotton

- PRERINALS**
 Achillea Millefolium / Common Yarrow
 Anemone pulsatilla / Pulsatilla
 Eosagnum giganteum / St. Catherine's Lace
 Ins douglasiana / Pacific Coast Hydrangea / PCH Ins
 Linum catharticum / St. John's Wort
 Monarda mollis / Spotted Monarda
 Oenothera lutea / Golden Fuchsia
 Phlox paniculata / New Zealand Flax
 Symphytum officinale / Blue Eyed Grass
- NATIVE GRASSES**
 Festuca ovina / Sheep Fescue
 Muhlenbergia mexicana / Muhlenbergia
 Muhlenbergia mexicana / Muhlenbergia
 Muhlenbergia mexicana / Muhlenbergia

- ANNUALS**
Eschscholzia californica / California Poppy
- GROUND COVERS**
Arctostaphylos hookeri / Monterey Carpet / Manzanita
Baccharis pilularis / Twin Peaks / Twin Peaks Coyote Brush
Ceanothus griseus horizontalis / Yankee Point / California Lilac
Epilobium californicum / California Puschia
Gazania splendens / Gazania
Minulus aurantiacus / Sticky Monkey Flower
Scorimurus officinalis / Redmaids
Salvia leucophylla / Point San / Purple Leaf Sage
- EXISTING LANDSCAPE**



NOTE: WALL LAYOUT BASED ON SANDERS GEOTECHNICAL ENGINEER'S PLANS. REFER TO LATEST UPDATE FOR FINAL TOP & BOTTOM OF WALL ALIGNMENT.

- 44 -

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NOTE:
WALL LAYOUT BASED ON SANDERS GEOTECHNICAL ENGINEER'S
PLANS. REFER TO LATEST UPDATE FOR FINAL TOP & BOTTOM
OF WALL ALIGNMENT.

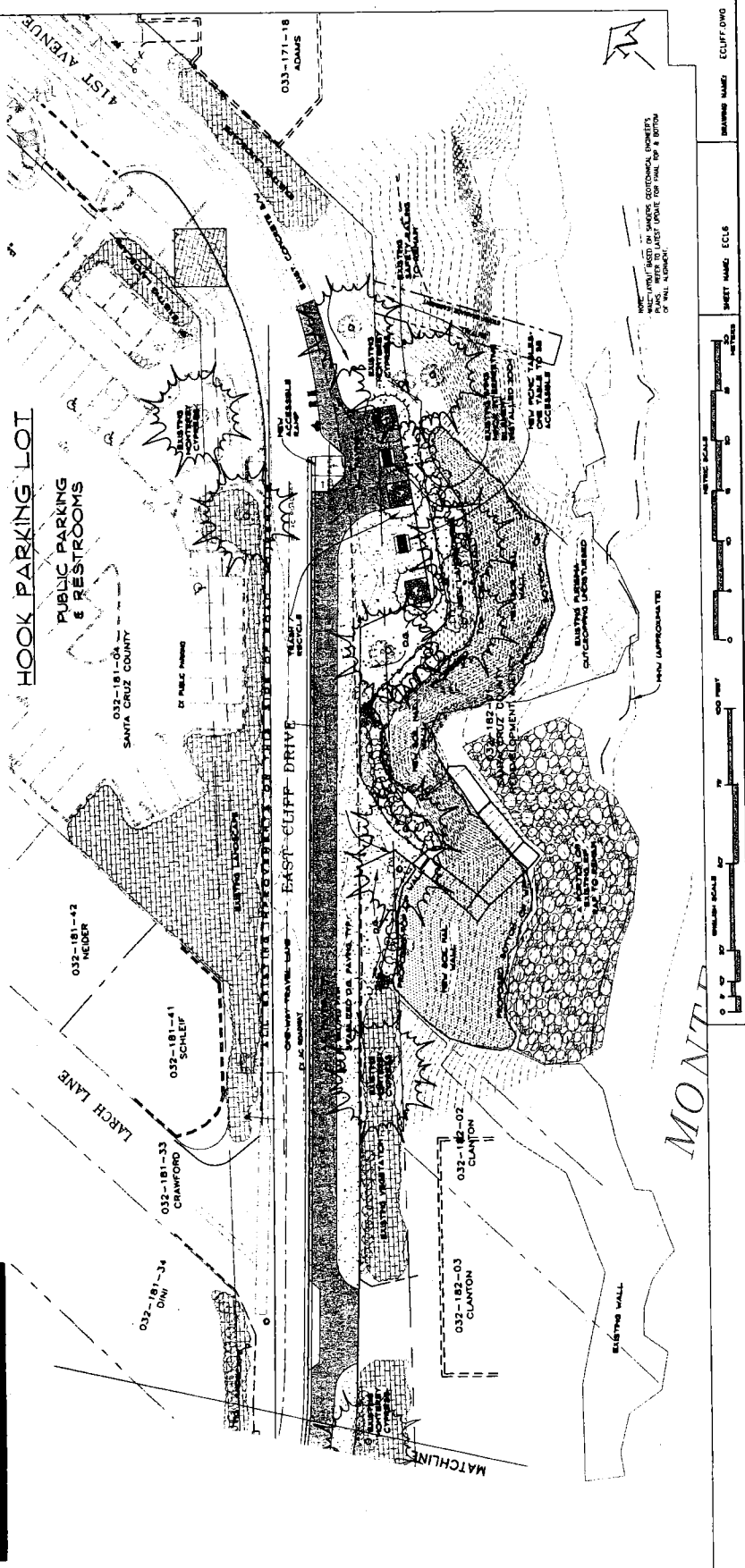
CONCEPT PLANT SCHEDULE

LEGEND
8" ROW LINE
NEW CURB & GUTTER
NEW HIGH WATER LINE
NEW PAVING BORDER
NEW SAFETY BOLLARDS
NEW SAFETY RAIL FENCE
A/C PATH
SOIL NAIL WALL
LANDSCAPE DECOMPOSED GRANITE PAVING
LANDSCAPE AREA
NEW LANDSCAPE AREA
EXISTING LANDSCAPE TO REMAIN

EVERGREEN TREES
<i>Cupressus macrocarpa</i> / Monterey Cypress
<i>Prunus ilicifolia</i> / California Cherry
<i>Quercus agrifolia</i> / Coast Live Oak
SHRUBS
<i>Arctostaphylos densiflora</i> / Manzanita
<i>Canas macrocarpa</i> / Nabal Plum
<i>Canthorus maritimus</i> / Maritime Ceanothus
<i>Cistus shanbergii</i> / Coral Rockrose
<i>Echium fastuosum</i> / Fridge Of Madenia
<i>Garrya elliptica</i> "Twe" / Coast Silk-tassel
<i>Leptospermum lauraginum</i> / Australian Tea Tree
<i>Myrica californica</i> / Pacific Myrica
<i>Rhamnus californica</i> / California Rhamnus
<i>Rhus microphylla</i> / Silver Bush
<i>Rosa californica</i> / California Rose
<i>Romneya collina</i> / Matilija Poppy
<i>Santolina chamaecyparissus</i> / Lavender Cotton
<i>Washingtonia filifera</i> / Coast Rosemary

PERENNIALS
<i>Adiantum</i> / Common Yarrow
<i>Alopecurus</i> / Coral Moss
<i>Erigeron giganteus</i> / St. Catherine's Lace
<i>Iris douglasiana</i> / Pacific Coast Hyacinth / PCH Iris
<i>Limonium perenne</i> / Statice
<i>Oenothera lutea</i> / Golden Sundrops
<i>Phlox paniculata</i> / New Zealand Flax
<i>Sisyrinchium bellum</i> / Blue Eyed Grass
NATIVE GRASSES
<i>Festuca californica</i> / Serpentine Blue / California Fescue
<i>Muhlenbergia lindheimeri</i> / Lindheimer's Muhly

ANNUALS
<i>Eschscholzia californica</i> / California Poppy
GROUND COVER
<i>Arctostaphylos hookeri</i> / Monterey Carpet / Manzanita
<i>Baccharis pilularis</i> / Twin Peaks / Twin Peaks Coyote Bush
<i>Ceanothus griseus</i> / Horizontal / Yarnale Point / California Lilac
<i>Epilobium californicum</i> / California Fuchsia
<i>Gazania splendens</i> / Gazania
<i>Mimulus aurantiacus</i> / Sticky Monkey Flower
<i>Rosmarinus officinalis</i> / Rosemary
<i>Salvia leucophylla</i> / Point Oak / Purple Leaf Sage
EXISTING LANDSCAPE





County of Santa Cruz Planning Commission Minutes

Planning Department, 701 Ocean Street, Suite 400, Santa Cruz, CA 95060

Meeting Date : Wednesday, January 24, 2007 9:00 AM

Location : Board of Supervisors Chambers, Room 525
County Government Center
701 Ocean Street
Santa Cruz, CA 95060

VOTING KEY

Commissioners: Chair: Shepherd, ViceChair: Gonzalez, Bremner, Aramburu, Dann
Alternate Commissioners: Hummel, Britton, Hancock, Messer

REGULAR AGENDA ITEMS

1. Roll Call

Commissioners present were Bremner, Aramburu, Dann, Vice Chair Gonzalez, and Chair Shepherd

2. Planning Director's Report

3. County Counsel Report

4. Additions and Corrections to Agenda

5. Oral Communications

Planning Commissions will hear brief (5- minute maximum) statements regarding items not on this agenda.

CONSENT ITEMS

6. Approval of minutes

To approve the minutes of the January 10, 2007 Planning Commission meeting as submitted by the Planning Department.

Approved minutes as submitted. Aramburu made the motion and Bremner seconded. Voice vote carried 5-0 with ayes from Bremner, Aramburu, Dann, Gonzalez, and Shepherd.

CONTINUED ITEMS

7. 01-0572
251-01

1399 Olive Springs Road, Soquel

APNs: 099-171-03 & 099-

Permit Review for compliance with conditions of Mining Approval 88-0233. A proposal to amend Mining Approval 88-0233 to modify conditions of approval that require certain drainage and operating activities and to delete conditions that have been satisfied. Update of the 1992 Revegetation Plan is also included. Requires a Minor Amendment to Mining Approval 88-0233.

Owner: CHY Company

Applicant: Powers Land Planning

Supervisory District: 1

Project Planner: Dave Carlson, 454-3173

Email: pln144@co.santa-cruz.ca.us

Approved staff recommendation with an additional condition to report back to the Planning Commission in approximately six months on the status of neighborhood/quarry relations. Voice vote carried 5-0 with ayes from Bremner, Aramburu, Dann, Gonzalez, and Shepherd.

SCHEDULED ITEMS

⑧ 00-0797(**) East Cliff Drive Right-of-Way,
APNs: 032-182-01, 032-182-02, 032-242-10, 032-251-01, 032-251-02, 032-251-08, 032-251-10 & 032-251-11

Proposal to reconstruct a portion of East Cliff Drive, add pedestrian, bicycle and vehicle parking facilities, construct improvements at an existing park site, and perform grading to construct roadway improvements and shoreline protection structures. Project requires a Coastal Development Permit for roadway and parkway improvements, park site improvements and to recognize existing shoreline protection structures authorized by Emergency Coastal Development Permit 04-0307; a Park Master Site Plan approval for the Pleasure Point park/overlook; a Variance to construct a public restroom facility at an existing park within the 30-foot required side and street side setbacks; a Grading approval for about 4,200 cubic yards of grading for roadway and bluff protection structures and roughly 6,000 cubic yards of beach riprap and rubble removal; and, certification of an EIR. Project is located within and adjacent to the East Cliff Drive right-of-way between 32nd Avenue and 41st Avenue in the Pleasure Point area of Live Oak.

Owner: County of Santa Cruz

Applicant: County of Santa Cruz Redevelopment Agency and Department of Public Works

Supervisorial District: 1

Project Planner: Melissa Allen, 454-2218

Email: pln317@co.santa-cruz.ca.us

EIR Planner: Claudia Slater, 454-5175

Email: pln106@co.santa-cruz.ca.us

Approved staff recommendation. Recommend the Board of Supervisors certify the Revised Final East Cliff Drive Bluff Protection and Parkway EIS/EIR under the California Environmental Quality Act, based on the attached EIS/EIR CEQA Findings, Conditions, and Mitigation Monitoring and Reporting Plan, and also to recommend to the Board of Supervisors approval of Application 00-0797 based on the attached Findings and Conditions, with acknowledgement that the parkway project design as proposed is contingent upon approval of bluff protection structures by the California Coastal Commission. Also, the applicant, in conjunction with the Planning staff, is to work on possible revisions to parking on the ocean side to increase the viewshed while keeping accessible parking available to the public and add a section to the staff report about the possibility of honoring Jay Moriarity. Bremner made the motion and Aramburu seconded. Voice vote carried 5-0 with ayes from Bremner, Aramburu, Dann, Gonzalez, and Shepherd.

APPEAL INFORMATION

Denial or approval of any permit by the Planning Commission is appealable to the Board of Supervisors. The appeal must be filed with the required appeal fee within 14 calendar days of action by the Planning Commission. To file an appeal you must write a letter to the Board of Supervisors and include the appeal fee. For more information on appeals, please see the "Planning Appeals" brochure located in the Planning Department lobby, or contact the project planner.

APPEALS OF COASTAL PROJECTS

(*) This project requires a Coastal Zone Permit which is not appealable to the California Coastal Commission. It may be appealed to the Board of Supervisors; the appeal must be filed within 14 calendar days of action by the Planning Commission.

(**) This project requires a Coastal Zone Permit, the approval of which is appealable to the California Coastal Commission. (Grounds for appeal are listed in the County Code Section 13.20.110) The appeal must be filed

with the Coastal Commission within 10 business days of receipt by the Coastal Commission of notice of local action. Denial or approval of the Coastal Zone Permit is appealable to the Board of Supervisors; the appeal must be filed within 14 calendar days of action by the Planning Commission.

Note regarding Public hearing items: If any person challenges an action taken on the foregoing matter(s) in court, they may be limited to raising only those issues raised at the public hearing described in this notice or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

Agenda documents may be reviewed at the Planning Department, Room 420, County Government Center, 701 Ocean Street, Santa Cruz.

The County of Santa Cruz does not discriminate on the basis of disability, and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. The Board of Supervisors chambers is located in an accessible facility. As a courtesy to those persons affected, please attend the meeting smoke and scent free. If you wish to attend this meeting and you will require special assistance in order to participate, please contact the ADA Coordinator at 454-3137 (TTD number is 454-2123 or 763-8123 from Watsonville area phones) at least 72 hours in advance of the meeting to make arrangements. As a courtesy to those persons affected, please attend the meeting smoke and scent free.

Sheila McDaniel

From: charles paulden [yogacharles@yahoo.com]
Sent: Wednesday, January 05, 2011 6:27 PM
To: Sheila McDaniel
Cc: Fran Gibson; dan carl; John Leopold; Mark Stone
Subject: final landscape plan for the East Cliff Drive

Sarah Neuse

I am very concerned about the plan to divided the shared space, that exist now, for the devisions into 4 segments. Walking path and bike path elevated and a bike path and roadway divided from the upper paths with a curb and gutter. The area is hard to traverse now, with the ability to move around the multiple users with multiple variations of transportation and object. A few minutes of observation, on a busy day, will revile people on bikes weaving around people with surf boards, baby buggies, dogs on long leashes, people gathering to talk and other hindrances. With the proposed curb, they will need to go off the curb and ride against traffic until they are able to return to their designated path. I suggest that we simply stripe the road to divide the cars from the other uses. This works well coming downhill from Opal Cliffs, into Capitola Village. This is similar to Pleasure Point In that it is along the edge of the ocean with a cliff. The white line keeps a higher volume of cars, bikes and pedestrians from conflict and it seems safe.

The inland side of the road has green storm-water management. The RDA 5yr plan calls for this use.

Impervious curbs and storm drains are not appropriate and would be against the funding document for RDA.

It will also affect parking.

The Parking across from O'Neill's, 36th and E Cliff, needs to be preserved. A curb could prevent parking here and other areas in the project plan.

Parking can be added at 37th and E Cliff. This does not seem to be in the Plan.

The removal of Parking at the end of 36th Ave, next to O'Neill, will reduce parking with a view of the surf.

Added parking on the inland side of E Cliff, using the full right of way, would allow observation of the surf and more parking in the Project area.

The proposed Fencing blocks the view of the ocean from the Scenic Road protected by the LCP.

The fences seem to be called for because of the design of the pathway. By moving the pathway away from the edge and using a shared use option, outlined above, could eliminate this problem. The use of guard rails, rather than fences, would preserve the view and allow people to sit and watch the ocean as in the past.

Reversing the flow of traffic would allow people to observing the surf without the necessity of looking backwards.

This would be safer and reduce the practice of stopping in the road to watch the surf.

The removal of the Palm trees and the materials in Pleasure Point Park at 33rd and Pleasure Point Dr, will affect the character of PPNF park that the local people created. A softer hand that preserves the character seems appropriate and in keeping of LCP's protection of Community Character.

The use of a simpler white line can allow the best and easy use of the parkway. It would remove the use of a fence that blocks the view. The preservation of the green storm-water management on the inland side will be in accordance with RDA funding and best practices. The preservation of the character of the park at 33rd will be respectful to the people who created and use it and be in keeping with Community Character.

Thank you for giving consideration to our concerns.

Charles Paulden
People for the Preservation of Pleasure Point

Sheila McDaniel

From: Dan Carl [dcarl@coastal.ca.gov]
Sent: Friday, January 07, 2011 9:06 AM
To: charles paulden
Cc: Fran Gibson; John Leopold; Mark Stone; Sheila McDaniel; Melissa Allen
Subject: RE: final landscape plan for the East Cliff Drive

Hi Charles,

Thanks for your continued interest in the parkway project. As you know, the issues you describe were all part of what was considered for many years as this project wound its way through multiple hearings and permit processes over the course of a decade or so, including ultimately when the coastal permit was approved by the Coastal Commission on appeal back in 2007. The Commission at that time took into consideration a range of what were in many cases wildly divergent viewpoints -- including your input -- and made a decision. Not everybody was or is happy with that decision, but it is what governs the parkway project. I would be happy to walk through your concerns in that context if you want to come in and do that, but please be aware that the decision has already been made and is not at this point subject to change (unless, of course, the County were to decide to pursue amendments to it, but that seems entirely unlikely as they have been working on implementing it for 3 years now and intend to construct this spring). Let me know if you'd like to get together and discuss.

Dan

Dan Carl
District Manager - Central Coast District
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
P: 831-427-4863
F: 831-427-4877
dcarl@coastal.ca.gov
www.coastal.ca.gov

-----Original Message-----

From: charles paulden [mailto:yogacharles@yahoo.com]
Sent: Wednesday, January 05, 2011 6:27 PM
To: pln056@co.santa-cruz.ca.us
Cc: Fran Gibson; Dan Carl; john.leopold@co.santa-cruz.ca.us;
mark.stone@co.santa-cruz.ca.us
Subject: final landscape plan for the East Cliff Drive

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Thank you for giving consideration to our concerns.

Charles Paulden

People for the Preservation of Pleasure Point

Sheila McDaniel

From: ejg95062@gmail.com on behalf of Erik Gilbert [Erik@wizardsr.us]
Sent: Friday, January 07, 2011 8:28 AM
To: Sheila McDaniel
Subject: attn Sheila McDaniel re: homeowner inquiry

Good morning! I hope I've reached Sheila McDaniel at the county planning office.

I am Erik Gilbert, a homeowner on 35th Avenue.

We recently got your mailing about the public hearing on the 26th regarding the final landscape plan for the East Cliff Drive Bluff Stabilization project. Thank you for the mailing.

I'm not sure whether we will be able to make the public hearing, but we would certainly like to see the plan in close to its final form. Can you send me any drawings or descriptions that you have easy access to? We've been following the project with great interest since we live within a hundred feet or so.

By the way - we have been *very* impressed and pleased with the quality of work to date! The cliff looks great and is quickly regaining some of its original natural character. I don't know if it was by design, but the winter waves make for some spectacular fountains when they break on the new armored walls!

Thanks very much,
- Erik Gilbert